

Have Your Say

## RLTP 2024 Submission Form

Feb 12, 2024 - Mar 19, 2024

**Project:** Regional Land Transport Plan 2024

**Tool Type:** Form

**Activity ID:** 12

**Exported:** Mar 26, 2024, 11:14 AM

**Exported By:** LShirley

Response No:  
81

Contribution ID: 972  
Member ID: 368  
Date Submitted: Feb 12, 2024, 12:25 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice Yes

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking Connectivity and access  
Better travel options  
Safety

**Q5** Why have you ranked the priorities this way?

Short Text Better connectivity and access allows more people to have easier travel

**Q6** Do you agree with the overarching priority?

Multi Choice Yes

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking (PNCC) Main St Bus Hub Redevelopment  
(All) Maintenance, operation and renewals  
(Waka Kotahi) Ō2NL Highway  
(Waka Kotahi) Ō2NL - SH1/SH57 northern section  
(Waka Kotahi) SH3 Sanson to Palmerston North

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

**Q12** Name

Short Text Justine Burgess

**Q13** Email address

Email

[REDACTED]

**Q14** Where are you based?

Short Text Whanganui

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text Justine Burgess

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
80

Contribution ID: 973

Member ID:

Date Submitted: Feb 12, 2024, 06:07 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

Really good focus on climate.

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Safety  
Better travel options  
Connectivity and access

**Q5 Why have you ranked the priorities this way?**

Short Text

Too many road accidents - theyre related though. Get people out of cars.

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Absolutely need to focus on climate!!

**Q8 Pick your top 5 priority projects**

Ranking

Lower North Island Rail (CapCon upgrades)  
(Waka Kotahi & PNCC) PNITI package works  
(KiwiRail) Regional Freight Hub  
(PNCC) Main St Bus Hub Redevelopment  
(PNCC) Shared pathways network

**Q9 Why have you chosen these projects in this order?**

Short Text

Rail and cycleways are what needs focus

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

Great work

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Luke Hiscox

**Q13 Email address**

Email

[REDACTED]



**Q14** Where are you based?

Short Text Palmy

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text Luke Hiscox

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
79

Contribution ID: 974

Member ID: 76

Date Submitted: Feb 13, 2024, 03:56 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

Takes onto consideration the "big picture"

**Q3 Have we missed anything you think is important?**

Short Text

No

**Q4 Rank the investment priorities**

Ranking

Better travel options  
Safety  
Connectivity and access

**Q5 Why have you ranked the priorities this way?**

Short Text

As an isolated pensioner, better travel options will personally improve my way of life and the lives of other ratepayers in a similar situation

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

A resilient project is a more efficient project. Considering and combatting climate change where possible is a no brainer.

**Q8 Pick your top 5 priority projects**

Ranking

(All) Maintenance, operation and renewals  
Lower North Island Rail (CapCon upgrades)  
(KiwiRail) Regional Freight Hub  
(PNCC) Shared pathways network  
(PNCC) Main St Bus Hub Redevelopment

**Q9 Why have you chosen these projects in this order?**

Short Text

They are possibly likely to affect me the most

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

Connecting Eketahuna, Pahiatua and Woodville to Palmerston North via a regular, affordable, environmentally-friendly public transport system.

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Bruce Lea

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Pahiatua

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text Bruce Lea

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
78

Contribution ID: 976

Member ID:

Date Submitted: Feb 13, 2024, 06:17 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

Yes

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

Better travel options  
Connectivity and access  
Safety

**Q5** Why have you ranked the priorities this way?

Short Text

safety is important but unless better travel options are prioritised people will continue to use cars

**Q6** Do you agree with the overarching priority?

Multi Choice

Yes

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

(KiwiRail) Regional Freight Hub  
(Rangitikei DC) Marton Rail Hub  
Lower North Island Rail (CapCon upgrades)  
(Waka Kotahi) SH3 Ashhurst Cycleway  
(Waka Kotahi) SH1 Utiku Slip improvements

**Q9** Why have you chosen these projects in this order?

Short Text

Investing in rail is the only way to reduce emissions effectively

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

**Q12** Name

Short Text

John Hulley

**Q13** Email address

Email

[REDACTED]

**Q14** Where are you based?

Short Text whanganui

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text John Hulley

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
77

Contribution ID: 978

Member ID: 239

Date Submitted: Feb 14, 2024, 07:38 AM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

**Q3 Have we missed anything you think is important?**

Short Text

Ensuring respect to whenua Māori, taonga Māori, hapū inclusion

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

Safety first

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) SH3 Roberts Line intersection works  
(Ruapehu DC) Replace Matahiwi Suspension Bridge  
(Rangitikei DC) Marton Rail Hub  
(Waka Kotahi) Te Ahu a Tūranga Highway  
(Waka Kotahi) SH3 revocation of old Gorge Road

**Q9 Why have you chosen these projects in this order?**

Short Text

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Nicole Dryden

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Whanganui

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text Nicole Dryden

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
76

Contribution ID: 979

Member ID:

Date Submitted: Feb 14, 2024, 07:55 AM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

resilience and climate change are the most important transport planning areas to focus on

**Q3 Have we missed anything you think is important?**

Short Text

No

**Q4 Rank the investment priorities**

Ranking

Better travel options  
Safety  
Connectivity and access

**Q5 Why have you ranked the priorities this way?**

Short Text

Better travel options automatically increase safety as getting people out of their cars reduces the risk of incidents

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

As previously stated, it's the most pressing area of concern and will get expensive in the future if not addressed now.

**Q8 Pick your top 5 priority projects**

Ranking

(PNCC) Main St Bus Hub Redevelopment  
(KiwiRail) Regional Freight Hub  
(Waka Kotahi) SH3 Ashhurst Cycleway  
(PNCC) Shared pathways network  
(Waka Kotahi) SH3 Sanson to Palmerston North

**Q9 Why have you chosen these projects in this order?**

Short Text

They will help with mode shift and safety

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Josh Thompson

**Q13 Email address**

Email

[REDACTED]



**Q14** Where are you based?

Short Text Feilding

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text Joshua Thompson

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
75

Contribution ID: 980

Member ID: 67

Date Submitted: Feb 14, 2024, 09:20 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

Integrated public transport options are vital for a growing region and to mitigate climate change effects

**Q3 Have we missed anything you think is important?**

Short Text

No

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Better travel options  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) SH54 Feilding to SH3  
(Waka Kotahi) SH3 Sanson to Palmerston North  
(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)  
(Waka Kotahi) SH3 Roberts Line intersection works  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)

**Q9 Why have you chosen these projects in this order?**

Short Text

These are the roads that I travel most often

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Patrick O'Leary

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Whanganui

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Patrick O'Leary

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
74

Contribution ID: 982

Member ID:

Date Submitted: Feb 15, 2024, 08:57 AM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

Yes

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

Better travel options  
Connectivity and access  
Safety

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice

Yes

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

Lower North Island Rail (CapCon upgrades)  
(PNCC) Main St Bus Hub Redevelopment  
(Waka Kotahi) Ō2NL Highway  
(Waka Kotahi & PNCC) PNITI package works  
(KiwiRail) Regional Freight Hub

**Q9** Why have you chosen these projects in this order?

Short Text

Rail Needs to be a priority!

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

**Q12** Name

Short Text

Jack Tankersley

**Q13** Email address

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Palmerston North

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    JackTankersley

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
73

Contribution ID: 983

Member ID:

Date Submitted: Feb 15, 2024, 09:41 AM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

The impact of climate change will increase exponentially in the future and we need to prepare our region to ensure that inhabitants can continue to move, and freight can continue to be moved, as weather patterns change and severe weather events increase.

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) Te Ahu a Tūranga Highway  
(KiwiRail) Regional Freight Hub  
(PNCC) Main St Bus Hub Redevelopment  
(PNCC) Te Utanganui Business Case  
Lower North Island Rail (CapCon upgrades)

**Q9 Why have you chosen these projects in this order?**

Short Text

Increasing freight and passenger rail capacity, as well as public transport more broadly, will reduce the strain on existing roading infrastructure, decrease emissions, improve the accessibility of the region for those that do not have personal transport.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Simone Laing

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Palmerston North

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Simone Laing

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
72

Contribution ID: 984

Member ID:

Date Submitted: Feb 15, 2024, 04:10 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

travel choice - I agree as people should not feel threatened to drive cars, especially when for them it is the quickest and safest way

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Better travel options  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

Access to people is very important

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

Because we cannot be 100% sure of why the earth is changing - especially it would appear some people are making an awful lot of money from this. Also the buses are mainly empty and smell of diesel

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)  
(All) Maintenance, operation and renewals  
(Waka Kotahi) SH3 Roberts Line intersection works  
(Rangitikei DC) Marton Rail Hub  
(Waka Kotahi) Ō2NL revocation of existing SH

**Q9 Why have you chosen these projects in this order?**

Short Text

Because I had to answer 5 choices and only 3 made any sense to me as far as Whanganui is concerned

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

Stop making cycle ways - we have one in Whanganui and you can count on your fingers the amount of people who use it so it is a costly exercise for us people who pay the rates

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Judith Bielawa

**Q13 Email address**

Email

[REDACTED]



**Q14**    **Where are you based?**

Short Text    Whanganui

**Q15**    **Organisation (if applicable)**

Short Text    n/a

**Q16**    **E-signature**

Short Text    Judith Bielawa

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
71

Contribution ID: 985

Member ID:

Date Submitted: Feb 16, 2024, 07:04 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

Yes

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

Safety  
Better travel options  
Connectivity and access

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice

Yes

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

(PNCC) Shared pathways network  
(Waka Kotahi) SH3 Ashhurst Cycleway  
(Waka Kotahi) SH3 Roberts Line intersection works  
(Ruapehu DC) Mountains to Sea Cycleway extension  
(PNCC) Te Motu O Poutoa - Cliff Rd

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

**Q12** Name

Short Text

Roger Keedle

**Q13** Email address

Email

[REDACTED]

**Q14** Where are you based?

Short Text Palmerston North

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text R M Keedle

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
70

Contribution ID: 986

Member ID:

Date Submitted: Feb 17, 2024, 08:30 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

They're obviously all relevant and desirable but there is room for giving them different levels of importance. I would prioritise safety and decreasing negative impacts and restrict choice consistent with that..

**Q3 Have we missed anything you think is important?**

Short Text

There is not really a sensible choice to use carbon-light modes when the street network is made to seem so dangerous by allowing so much traffic, so much of which is made up of bigger and bigger vehicles and some of which is driven so menacingly. These a

**Q4 Rank the investment priorities**

Ranking

Safety  
Better travel options  
Connectivity and access

**Q5 Why have you ranked the priorities this way?**

Short Text

Without a high perception of safety and actual safety, people are unlikely to get out of their big metal boxes to walk or cycle. The options need to be there (i.e. infrastructure, system management). And it's useful to be able to get where you need to go,

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Climate change reduction needs to be top priority of all our decisions and events of the past year have shown why resilience is super important too.

**Q8 Pick your top 5 priority projects**

Ranking

Lower North Island Rail (CapCon upgrades)  
(All) Maintenance, operation and renewals  
(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)  
(Waka Kotahi) SH3 Sanson to Palmerston North  
(Waka Kotahi) SH3 Ashhurst Cycleway

**Q9 Why have you chosen these projects in this order?**

Short Text

gives people choices and increases safety

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

chris teo-sherrell

**Q13**

**Email address**

Email

[REDACTED]

**Q14**

**Where are you based?**

Short Text

Palmerston North

**Q15**

**Organisation (if applicable)**

Short Text

**Q16**

**E-signature**

Short Text

Chris Teo-Sherrell

**Q17**

**Do you wish to speak to your submission?**

Multi Choice

No

**Q18**

**Preferred submission hearing date**

Multi Choice

**Q19**

**Phone**

Telephone

**Q20**

**Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
68

Contribution ID: 988

Member ID:

Date Submitted: Feb 19, 2024, 01:37 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

No

**Q2 Why?**

Short Text

Research from very experienced climate scientists have shown that climate change is a false narrative. Increased CO2 levels are making the planet greener. Policies you are implementing for climate change will have a negative impact on us all.

**Q3 Have we missed anything you think is important?**

Short Text

More leisure activities and areas; improvements to land use

**Q4 Rank the investment priorities**

Ranking

Safety  
Better travel options  
Connectivity and access

**Q5 Why have you ranked the priorities this way?**

Short Text

Safety for all is important as long as doesn't increase travel times on the roads. Better lighting in residential areas.

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

It will use up too much funds and targets are not achievable. The long term effects will have a detrimental effect on the standard of living for our children

**Q8 Pick your top 5 priority projects**

Ranking

(Ruapehu DC) Mountains to Sea Cycleway extension  
(Waka Kotahi) SH3 revocation of old Gorge Road  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)  
(Waka Kotahi) SH3 Ashhurst Cycleway  
(KiwiRail) Regional Freight Hub

**Q9 Why have you chosen these projects in this order?**

Short Text

Focus on getting freight moving, ensure cycling paths and destinations attract tourists (increase safety too)

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

The feedback is too limited on the number of characters for some questions

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Andy Brotherton

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Wanganui

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text A Brotherton

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

Yes

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

Consideration of extending a bus service to service Levin internally as Levin is growing

**Q4** Rank the investment priorities

Ranking

Better travel options  
Connectivity and access  
Safety

**Q5** Why have you ranked the priorities this way?

Short Text

Without more active and public transport options, road safety won't improve

**Q6** Do you agree with the overarching priority?

Multi Choice

Yes

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

(KiwiRail) Regional Freight Hub  
Lower North Island Rail (CapCon upgrades)  
(Ruapehu DC) Mountains to Sea Cycleway extension  
(Waka Kotahi) Ō2NL - SH1/SH57 northern section  
(PNCC) Shared pathways network

**Q9** Why have you chosen these projects in this order?

Short Text

Public transport focus

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

**Q12** Name

Short Text

Louise White

**Q13** Email address

Email

[REDACTED]



**Q14** Where are you based?

Short Text Paraparaumu

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text Louise White

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice Yes

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking Better travel options  
Connectivity and access  
Safety

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice Yes

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking Lower North Island Rail (CapCon upgrades)  
(Waka Kotahi) SH54 Feilding to SH3  
(Waka Kotahi) Te Ahu a Tūranga Highway  
(PNCC) Te Motu O Poutoa - Cliff Rd  
(PNCC) Main St Bus Hub Redevelopment

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

**Q12** Name

Short Text Zara

**Q13** Email address

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Whanganui

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    ZD

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
65

Contribution ID: 991

Member ID:

Date Submitted: Feb 21, 2024, 08:57 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

Yes

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

Connectivity and access

Safety

Better travel options

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice

Yes

**Q7** Why?

Short Text

I hope there will be safer cycle lanes so more people feel comfortable taking the bike instead of the car

**Q8** Pick your top 5 priority projects

Ranking

(PNCC) Main St Bus Hub Redevelopment

Lower North Island Rail (CapCon upgrades)

(Waka Kotahi) SH3 Ashhurst Cycleway

(PNCC) Shared pathways network

(KiwiRail) Regional Freight Hub

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

**Q12** Name

Short Text

Karin

**Q13** Email address

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Palmerston North

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Karin Eaton

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
64

Contribution ID: 992

Member ID: 79

Date Submitted: Feb 22, 2024, 10:40 AM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

**Q3 Have we missed anything you think is important?**

Short Text

There is a cheap and easy way to connect feilding and palmy cycleways. The shared paths along campbell Rd is nearly to the end .there is a safer detour that cyclists and tecararoa walkers could take via a couple of back roads to come out at Roberts line.

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Better travel options  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

**Q8 Pick your top 5 priority projects**

Ranking

Lower North Island Rail (CapCon upgrades)  
(Waka Kotahi) Ō2NL Highway  
(Waka Kotahi) SH1 Utiku Slip improvements  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)  
(Waka Kotahi) Ō2NL - SH1/SH57 northern section

**Q9 Why have you chosen these projects in this order?**

Short Text

They are important tbh just a balancing act

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

[https://haveyoursay.horizons.govt.nz/download\\_file/140](https://haveyoursay.horizons.govt.nz/download_file/140)

**Q12 Name**

Short Text

Peter fataaikitama

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Feilding

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Peter Fataaikitama

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice



Newbury Line



18 min  
Best route

B

B

**B**

Stores  
North

## Foodstuffs North Island

## Recently viewed

(D)

Palmerston  
North Airport



Chilly Ridge 2000 ft

2000 ft

1 km

1 km Coolworths Kelvin Grove





Response No:  
63

Contribution ID: 993

Member ID:

Date Submitted: Feb 22, 2024, 04:32 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

They seem reasonable, within limits

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

You have only given us 3 choices - seems like a loaded question!

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

The roads need to be kept open where possible.

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) SH1 Utiku Slip improvements  
(Ruapehu DC) Replace Matahiwi Suspension Bridge  
(Rangitikei DC) Marton Rail Hub  
(All) Maintenance, operation and renewals  
(Waka Kotahi) Te Ahu a Tūranga Highway

**Q9 Why have you chosen these projects in this order?**

Short Text

Because of the priority. I don't approve of the cost for the Utiku slip which could be resolved much cheaper

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

A clip on cycle lane would be much cheaper than your proposal of a new bridge. Details on this have been non-existent

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Merv George

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Feilding

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text Merv George

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
62

Contribution ID: 995

Member ID:

Date Submitted: Feb 22, 2024, 05:49 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

These are sensible objectives for our regional land transport plan

**Q3 Have we missed anything you think is important?**

Short Text

Prioritizing funding is the issue.

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

Safety today is paramount. Connectivity essential for a vibrant economic and growing region. Travel options follow the other two..Travel optionn

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

My work for NZTA on cliamte change impacts on the NZ land transport net work would indicate that resilience and climate change associated with transport planning for a region should definitely not be linked or grouped with the 5 objectivectives listed

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) Ō2NL Highway  
(Waka Kotahi & PNCC) PNITI package works  
(Waka Kotahi) Te Ahu a Tūranga Highway  
(All) Maintenance, operation and renewals  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)

**Q9 Why have you chosen these projects in this order?**

Short Text

1,2, 3 and 5 are all linked for sustainable transport planning in the region. 4 is a basic requirement to maintain the network. The Utiku slip needs to be funded from a different allocation of funds from NZTA either "emergency flood damage " SH fund o

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

As mentioned it is not approporaite to pitch the repair of the cyclone damagesd utiku slip with the other well established longstanding priorities within the regional land transport plann the regiona

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

brian kouvelis

**Q13**    **Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text

Awahuri

**Q15**    **Organisation (if applicable)**

Short Text

Sustainable Futures NZ Ltd

**Q16**    **E-signature**

Short Text

brian kouvelis BE(Cant) , Dip Mgt, FEngNZ

**Q17**    **Do you wish to speak to your submission?**

Multi Choice

No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
61

Contribution ID: 996

Member ID: 408

Date Submitted: Feb 23, 2024, 07:04 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

"Safety Improve the transport network and user education to create a safe transport system for all users". - There is no safety. The speeds that traffic travel at in the urban streets is horrific. There is no monitoring, no consequence. Most people ?????

**Q3 Have we missed anything you think is important?**

Short Text

Not enough rooms in Field 2 to express concern!

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

Traffic speeds are horrendous. Especially Benmore Avenue, Cloverlea. This is a residential area. It is loaded daily with huge trucks, cars using residential road as a bypass. Not safe for children, animals, residents with the speeds some traffic ssing

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

Not enough room in these fields to express an option sadly!

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) SH1 Utiku Slip improvements  
(Waka Kotahi) SH3 Roberts Line intersection works  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)  
(Waka Kotahi) SH54 Feilding to SH3  
(Ruapehu DC) Replace Matahiwi Suspension Bridge

**Q9 Why have you chosen these projects in this order?**

Short Text

These are a priority.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

This submission is limited by the amount of information that can be written in these fields. Pathetic. Slow traffic down. Consequences for speeding. Keep heavy traffic out of residential areas. Get that ring road working please.

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Jude Dinsdale

**Q13**    **Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text

Palmerston NOrth

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text

J Dinsdale

**Q17**    **Do you wish to speak to your submission?**

Multi Choice

No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
60

Contribution ID: 999

Member ID: 413

Date Submitted: Feb 26, 2024, 09:39 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

No

**Q2 Why?**

Short Text

The priorities are integrated poorly. Each priority listed does not clearly relates to the other. They appear to be considered in isolation without real thought behind the interdependencies between Travel Choices, Safety, Climate Change and Resilience etc

**Q3 Have we missed anything you think is important?**

Short Text

The plan is not bold. The plan appears to be focused on 'more of the same' without any meaningful shift towards the priorities stated. Reduction in speed limits to 60km/hr (rural) and 30km/hr (urban) throughout the region would address climate resilience

**Q4 Rank the investment priorities**

Ranking

Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

I disagree with prioritising in this way. The "priorities" should be considered as integrated themes across all transport initiatives. More maturity is required to enable a proper multiple criteria decision analysis.

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

I disagree with the use of priorities. This should be one of many factors affecting investment decision. A more holistic approach is required.

**Q8 Pick your top 5 priority projects**

Ranking

Lower North Island Rail (CapCon upgrades)  
(Ruapehu DC) Mountains to Sea Cycleway extension  
(PNCC) Main St Bus Hub Redevelopment  
(PNCC) Shared pathways network  
(KiwiRail) Regional Freight Hub

**Q9 Why have you chosen these projects in this order?**

Short Text

If themes for investment decisions were used properly, these projects would align best to the themes stated (climate resilience, travel choices, safety etc)

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

Our community is dying on our roads and the network is killing our environment. This plan lacks meaningful change to address this problem statement and more bold action is required. Please consider applying all 'priorities' as themes across all initiative

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

John Aitken

**Q13**    **Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text

Palmerston North

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text

John Aitken

**Q17**    **Do you wish to speak to your submission?**

Multi Choice

No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice



Response No:  
58

Contribution ID: 1019

Member ID:

Date Submitted: Feb 29, 2024, 12:50 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

The plan appears to continue investment into transport and keeping everyone connected

**Q3 Have we missed anything you think is important?**

Short Text

Levin could do with more public transportation

**Q4 Rank the investment priorities**

Ranking

Better travel options  
Safety  
Connectivity and access

**Q5 Why have you ranked the priorities this way?**

Short Text

Need more public transportation that can be accessed

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Climate change needs everyone to take action

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) Ō2NL Highway  
(All) Maintenance, operation and renewals  
Lower North Island Rail (CapCon upgrades)  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)  
(Waka Kotahi) Ō2NL - SH1/SH57 northern section

**Q9 Why have you chosen these projects in this order?**

Short Text

I live in Levin and want the best options and opportunities for where I live

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

N/A

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

John Murphy

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Levin

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text John Murphy

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
56

Contribution ID: 1022

Member ID:

Date Submitted: Mar 02, 2024, 11:18 AM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

The lack of travel choice has negatively affected my mental health. Cars are the leading cause of death for young people, and our acceptance of these deaths are a blight against our culture. Climate crisis is the most important issue we have to deal with.

**Q3 Have we missed anything you think is important?**

Short Text

Community connection - cars isolate people in their own bubble

**Q4 Rank the investment priorities**

Ranking

Safety  
Better travel options  
Connectivity and access

**Q5 Why have you ranked the priorities this way?**

Short Text

We shouldn't kill people. Connectivity is necessary for better travel options, and better travel options make things accessible.

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Climate change is the biggest issue of this age

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi & PNCC) PNITI package works  
Lower North Island Rail (CapCon upgrades)  
(Waka Kotahi) SH3 Ashhurst Cycleway  
(PNCC) Shared pathways network  
(KiwiRail) Regional Freight Hub

**Q9 Why have you chosen these projects in this order?**

Short Text

Streets for people is great. Trains need way more investment. Get trucks off our roads as much as feasible.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

More trains, more active transport

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Sam Irvine

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Palmerston North

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Sam Irvne

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
55

Contribution ID: 1023

Member ID:

Date Submitted: Mar 02, 2024, 05:34 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) SH3 Roberts Line intersection works  
(All) Maintenance, operation and renewals  
(Waka Kotahi) SH3 revocation of old Gorge Road  
(KiwiRail) Regional Freight Hub  
(Waka Kotahi) SH2 Commercial Vehicle Safety Centre

**Q9 Why have you chosen these projects in this order?**

Short Text

Roberts line interception is a big safety concern

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

The traffic gets very congested on Roberts Line turning right to town, and it's been getting worse over the years with more people living this side of town. It's especially bad on weekday mornings, waiting 10 minutes make drivers impatient n dangerous.

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Carrie

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Palmerston north

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text carrie samg

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
54

Contribution ID: 1024

Member ID:

Date Submitted: Mar 02, 2024, 05:58 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

**Q3 Have we missed anything you think is important?**

Short Text

Maintenance needs to be prioritised higher, ad the quality of the roading network is obviously degrading as evidenced by the potholes and poor quality 'repairs' and poorly completed resealing e.g. on Roberts line slope.

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

Safety is more critical than resilience and climate change, as we have a significantly higher impact in our daily lives from poor safety than resilience or climate change

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) SH3 Roberts Line intersection works  
(All) Maintenance, operation and renewals  
(Waka Kotahi) SH1 Utiku Slip improvements  
(Waka Kotahi) Te Ahu a Tūranga Highway  
(Waka Kotahi & PNCC) PNITI package works

**Q9 Why have you chosen these projects in this order?**

Short Text

Roberts line intersection should have been completed before starting the freedom drive subdivision. the intersection is unsafe, and cannot cope with the volume of traffic. it is very dangerous to bike to work crossing that highway!

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Chris Maxwell

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Kelvin Grove

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Chris Maxwell

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice



Response No:  
53

Contribution ID: 1025

Member ID:

Date Submitted: Mar 02, 2024, 09:57 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

**Q3 Have we missed anything you think is important?**

Short Text

There have been proposals to change the focus of rail travel from tourism to commuting on the main trunk line and to introduce inter-regional transport on that line. This should be encouraged.

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Safety  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

We should be shifting our national mindset of rail as a touristic option, and a more viable commuter public service. That could open up the Ruapehu District significantly, as well as contribute to the RTLP number one investment priority of Resilience and

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

In practice our primary mode of transport is by road in vehicles. Vehicles contribute to emissions, and climate change, which cause the weather events to destroy our roads.

**Q8 Pick your top 5 priority projects**

Ranking

(Ruapehu DC) Mountains to Sea Cycleway extension  
(All) Maintenance, operation and renewals  
(Ruapehu DC) Replace Matahiwi Suspension Bridge  
(KiwiRail) Regional Freight Hub  
(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)

**Q9 Why have you chosen these projects in this order?**

Short Text

There is a huge gap in terms of failing to mention Te OreOre (SH4) as a priority

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

Most of the public transport is in the populated Manawatu-Whanganui-Horowhenua corridor. Very little for us.

**Q11 Upload any supporting documents here**

File Upload

[https://haveyoursay.horizons.govt.nz/download\\_file/148](https://haveyoursay.horizons.govt.nz/download_file/148)

**Q12 Name**

Short Text

Helen Leahy

**Q13 Email address**

Email

[REDACTED]

**Q14 Where are you based?**

Short Text Ohakune

**Q15 Organisation (if applicable)**

Short Text Nga Waihua o Paerangi (Ngati Rangi)

**Q16 E-signature**

Short Text Helen Leahy

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice Yes

**Q2 Why?**

Short Text As center to the North Island and a major transport hub we need to think to the future

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking Better travel options  
Connectivity and access  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text Travel options including rail to Wellington will improve the lives of people in the Manawatu

**Q6 Do you agree with the overarching priority?**

Multi Choice Yes

**Q7 Why?**

Short Text Climate change and resilience of networks should always remain important

**Q8 Pick your top 5 priority projects**

Ranking (Waka Kotahi & PNCC) PNITI package works  
(KiwiRail) Regional Freight Hub  
(PNCC) Te Utanganui Business Case  
Lower North Island Rail (CapCon upgrades)  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)

**Q9 Why have you chosen these projects in this order?**

Short Text

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text Christine Klein

**Q13 Email address**

Email

**Q14**    **Where are you based?**

Short Text    Palmerston North

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Christine Klein

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
49

Contribution ID: 1029

Member ID:

Date Submitted: Mar 07, 2024, 11:01 AM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

Provides direction for future priorities, including a focus on the importance of the transport network to provide resilience

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Safety  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

The NZ Defence Force and the regional community as a result, will be benefit from better connections. This will support a second river crossing of the Manawatū River at Camp Road.

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Long term response to climate change issues are critical in ensuring a resilient and connected transport network

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi & PNCC) PNITI package works  
(Waka Kotahi) SH1 Utiku Slip improvements  
(Waka Kotahi) Ō2NL Highway  
(Waka Kotahi) SH3 Sanson to Palmerston North  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)

**Q9 Why have you chosen these projects in this order?**

Short Text

A higher priority should be afforded to Palmerston North Ring Road. NZDF seeks a higher prioritisation of the PNITI and/or identification of the Ring Road (Camp Road and second river crossing) as a separate funding/investment line item.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Philip Gurnsey

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Wellington

**Q15** Organisation (if applicable)

Short Text New Zealand Defence Force

**Q16** E-signature

Short Text Phil Gurnsey

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
47

Contribution ID: 1031

Member ID: 434

Date Submitted: Mar 08, 2024, 12:45 AM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

THERE IS A LACK OF RECKOGNITION BY WHANGANUI AND PALMERSTON NORTH AS TO HOW THE REGION IS ABSORBING CHANGING RESIDENCEY PRESSURES ESPECIALLY PROPERTY PRICES NORTH OF BOMBAY

**Q3 Have we missed anything you think is important?**

Short Text

THERE IS NO COST EFFECTIVE SYNERGY BY COUNCILS WE NEED A TRANSPORT HUB AROUND THE TRAIN STATION CATERING TO VILLAGE NEEDS OR AT THE COUNCIL BUILDING REVAMP AT THE SAME TIME CONTRACTORS ARE WORKING THERE IS NO SECURE COVERED PARKING FOR MOBILITY SCOOTERS

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

THERE IS NO LOCAL SERVICE EG BUS OT TAXI SERVICE BUSINESS INTERESTS HAVE YOUR PRIORITY THE REST IS JUST FLUFF

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

AS ABOVE THE FITNESS SHACK SHOULD RELOCATE TO THE POOL COMPLEX THAT SPACE SIGHT MADE A DECENT TRANSPORT HUB

**Q8 Pick your top 5 priority projects**

Ranking

(Ruapehu DC) Replace Matahiwi Suspension Bridge  
(Waka Kotahi) SH1 Utiku Slip improvements  
(Rangitikei DC) Marton Rail Hub  
(All) Maintenance, operation and renewals  
(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)

**Q9 Why have you chosen these projects in this order?**

Short Text

BRIDGES MUST BE FIT FOR PURPOSE AS FOR ROADS

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

TAIHAPE HAS NO LOCAL TRANSPORT OPTIONS OTHER THAN PERSONAL RESOURCES THINK ABOUT THAT MR MAYOR INSTEAD OF RACIST WARDS

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

arnold trotter

**Q13**    **Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text

taihape

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text

arnold trotter

**Q17**    **Do you wish to speak to your submission?**

Multi Choice

No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice



Response No:  
46

Contribution ID: 1032

Member ID:

Date Submitted: Mar 08, 2024, 03:54 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Better travel options  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

Connectivity and access is imperative to business to well functioning economy.

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi & PNCC) PNITI package works  
(PNCC) Te Utanganui Business Case  
(KiwiRail) Regional Freight Hub  
(Waka Kotahi) SH54 Feilding to SH3  
(PNCC) Main St Bus Hub Redevelopment

**Q9 Why have you chosen these projects in this order?**

Short Text

PNCC's City Freight Right Road is imperative to future economic success of Manawatū, this project is much needed for the region and will help better connect the region as well as open up opportunities in logistics, where Manawatū can thrive.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Nick Gain

**Q13 Email address**

Email

[REDACTED]

**Q14 Where are you based?**

Short Text Palmerston North

**Q15 Organisation (if applicable)**

Short Text The Factory NZ

**Q16 E-signature**

Short Text Nick Gain

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
43

Contribution ID: 1035

Member ID:

Date Submitted: Mar 08, 2024, 10:10 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

The objectives describe the important aspects of land transport.

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

Safety first and foremost. It should be the prime consideration. Not a lot of sense enhancing land transport if it compromises safety.

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Resilience is essential to ensure acceptance. Climate change is with us and simply must be considered when decisions / plans are made.

**Q8 Pick your top 5 priority projects**

Ranking

Lower North Island Rail (CapCon upgrades)  
(Ruapehu DC) Mountains to Sea Cycleway extension  
(Rangitikei DC) Marton Rail Hub  
(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)  
(Waka Kotahi) SH3 Sanson to Palmerston North

**Q9 Why have you chosen these projects in this order?**

Short Text

The Capital Connection must be retained. Imperative a quality safe option to road is available.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Trevor Stratton

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Whanganui Central

**Q15**    **Organisation (if applicable)**

Short Text    Individuly

**Q16**    **E-signature**

Short Text    Trevor Stratton

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
42

Contribution ID: 1036

Member ID:

Date Submitted: Mar 10, 2024, 12:52 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

Transport is a quarter of our emissions. We need to reduce these ASAP to ensure a safe, livable planet.

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Better travel options  
Connectivity and access  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

All these are important; but we need a big push for the mode shift we need.

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Absolutely. No investment makes sense unless we make this our top priority, and no plan is sustainable if it doesn't seek to mitigate the budget-busting consequences of climate breakdown.

**Q8 Pick your top 5 priority projects**

Ranking

Lower North Island Rail (CapCon upgrades)  
(PNCC) Shared pathways network  
(KiwiRail) Regional Freight Hub  
(Rangitikei DC) Marton Rail Hub  
(Waka Kotahi) SH3 Ashhurst Cycleway

**Q9 Why have you chosen these projects in this order?**

Short Text

Rail is hugely important in reducing emissions, congestion, and the wear on our roads. The other two projects will promote mode shift, especially through linking disparate parts of the network.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

To mitigate our emissions, we will need to change; if we do not, then the climate will change us. Please continue to push for the former over the latter.

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Luke Tracey

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Palmerston North

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Luke Tracey

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
41

Contribution ID: 1037

Member ID:

Date Submitted: Mar 10, 2024, 05:35 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

Transport is a quarter of our emissions. We need to reduce these ASAP to ensure a safe, livable planet.

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Better travel options  
Connectivity and access  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

All these are important; but we need a big push for the mode shift we need.

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Absolutely. No investment makes sense unless we make this our top priority, and no plan is sustainable if it doesn't seek to mitigate the budget-busting consequences of climate breakdown.

**Q8 Pick your top 5 priority projects**

Ranking

Lower North Island Rail (CapCon upgrades)  
(PNCC) Shared pathways network  
(KiwiRail) Regional Freight Hub  
(Rangitikei DC) Marton Rail Hub  
(Waka Kotahi) SH3 Ashhurst Cycleway

**Q9 Why have you chosen these projects in this order?**

Short Text

Rail is hugely important in reducing emissions, congestion, and the wear on our roads. The other two projects will promote mode shift, especially through linking disparate parts of the network.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

To mitigate our emissions, we will need to change; if we do not, then the climate will change us. Please continue to push for the former over the latter.

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Amelia George

**Q13 Email address**

Email

[REDACTED]

**Q14 Where are you based?**

Short Text Palmerston North

**Q15 Organisation (if applicable)**

Short Text 350 Pamutana

**Q16 E-signature**

Short Text Amelia George

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice



Response No:  
40

Contribution ID: 1038

Member ID:

Date Submitted: Mar 10, 2024, 05:41 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

Transport is a quarter of our emissions. We need to reduce these ASAP to ensure a safe, livable planet.

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Better travel options  
Connectivity and access  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

All these are important; but we need a big push for the mode shift we need.

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Absolutely. No investment makes sense unless we make this our top priority, and no plan is sustainable if it doesn't seek to mitigate the budget-busting consequences of climate breakdown.

**Q8 Pick your top 5 priority projects**

Ranking

Lower North Island Rail (CapCon upgrades)  
(PNCC) Shared pathways network  
(KiwiRail) Regional Freight Hub  
(Rangitikei DC) Marton Rail Hub  
(Waka Kotahi) SH3 Ashhurst Cycleway

**Q9 Why have you chosen these projects in this order?**

Short Text

Rail is hugely important in reducing emissions, congestion, and the wear on our roads. The other two projects will promote mode shift, especially through linking disparate parts of the network.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

To mitigate our emissions, we will need to change; if we do not, then the climate will change us. Please continue to push for the former over the latter.

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Ryan Jackson

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Pāmutana

**Q15** Organisation (if applicable)

Short Text 350 Pāmutana

**Q16** E-signature

Short Text R.J

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
39

Contribution ID: 1039

Member ID:

Date Submitted: Mar 10, 2024, 08:57 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

Safety, choice of transport and connectivity are important for our region to grow and still be efficient

**Q3 Have we missed anything you think is important?**

Short Text

No

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Safety  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

While safety and better travel options are important if the correct connectivity and access aren't there then these just become redundant

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

Connectivity should be the main approach, focusing on climate change too much can result in areas and people being isolated

**Q8 Pick your top 5 priority projects**

Ranking

(All) Maintenance, operation and renewals  
(Waka Kotahi) Ō2NL Highway  
(Waka Kotahi) Ō2NL - SH1/SH57 northern section  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)  
(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)

**Q9 Why have you chosen these projects in this order?**

Short Text

Otaki to levin highway seems to be taking ages with multiple stop starts and discussions over final location causing distress to people living in those areas. Which the railway system in samples there needs to be efficient & safe transport to our capital

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

Horses once again seem to be missing from any of the plans. Are you wanting them to be transport and use the roads or will they be included on shared pathways? Seems to be a lot of focus on cycle path ways

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Emma Forbes

**Q13**    **Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text

Foxton

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text

E Forbes

**Q17**    **Do you wish to speak to your submission?**

Multi Choice

No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

Response No:  
38

Contribution ID: 1040

Member ID:

Date Submitted: Mar 11, 2024, 08:56 AM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

**Q3 Have we missed anything you think is important?**

Short Text

I would like to see the ring road around Palmerston North be given the priority it needs. This road is of vital importance to the region. With Te Utanganui in the planning stage, I think this road is a top priority for the Manawatu.

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Better travel options  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

**Q8 Pick your top 5 priority projects**

Ranking

(KiwiRail) Regional Freight Hub  
(PNCC) Te Utanganui Business Case  
(Waka Kotahi) Ō2NL - SH1/SH57 northern section  
(Waka Kotahi) Te Ahu a Tūranga Highway  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)

**Q9 Why have you chosen these projects in this order?**

Short Text

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Clinton Dunstan

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Palmerston North

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text CJ Dunstan

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
33

Contribution ID: 1045

Member ID:

Date Submitted: Mar 11, 2024, 03:22 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

No

**Q2 Why?**

Short Text

You have not shared the cost of these projects and how they are going to be funded

**Q3 Have we missed anything you think is important?**

Short Text

What it is going to cost the ratepayer and will it be based on a user pay's targets rate or a general rate?

**Q4 Rank the investment priorities**

Ranking

Safety  
Connectivity and access  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

The options provided are limiting, safe roads are the priority.

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

Because you have not provided information on the social and economic impacts of this priority.

**Q8 Pick your top 5 priority projects**

Ranking

(All) Maintenance, operation and renewals  
(Waka Kotahi) SH1 Utiku Slip improvements  
(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)  
(Waka Kotahi) SH3 Roberts Line intersection works

**Q9 Why have you chosen these projects in this order?**

Short Text

Safety and access

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

Public transport should be a targeted rate

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Nat Davidson

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Whanganui

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    N Davidson

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice



Response No:  
30

Contribution ID: 1048

Member ID:

Date Submitted: Mar 11, 2024, 07:18 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

I haven't read all the detail as I only want to ask about the "SH 1 and Kakariki Road Intersection improvements". I asked for a copy of the ideas for the roundabout NZTA wasn't able to provide any, it would help to see this for those living in Greatford.

**Q3 Have we missed anything you think is important?**

Short Text

SH 1 & Kakariki Rd Intersection improvements includes a roundabout - but has the cost of bypassing Bulls/Greatford been considered? It's a huge chokepoint for SH 1. Does the roundabout include the Makirikiri Road turn off? Can the speed drop be permanent?

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Safety  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

Access is the biggest issue, safety and travel options can be dealt with by the individual to a certain point.

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Resilience yes. Climate Change that you can clearly predict, also yes.

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) Ō2NL Highway  
(Waka Kotahi) Ō2NL - SH1/SH57 northern section  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)  
(Rangitikei DC) Marton Rail Hub  
(Waka Kotahi) SH3 Sanson to Palmerston North

**Q9 Why have you chosen these projects in this order?**

Short Text

I use these regularly.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

Please just provide some clarity on the changes between Bulls/Marton on SH1.

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Karla Beauchamp

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Marton

**Q15** Organisation (if applicable)

Short Text

**Q16** E-signature

Short Text Karla Beauchamp

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
29

Contribution ID: 1049

Member ID:

Date Submitted: Mar 11, 2024, 08:54 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Better travel options  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

There is currently a big disconnect between towns in our region, and suburbs within our smaller towns. This is an issue that needs to be bridged. In a world where social isolation is growing, we need to create more connection and accessibility.

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

If we don't build on our resilience, our infrastructure is incredibly vulnerable to the impacts of climate change, which in turn leaves our communities vulnerable

**Q8 Pick your top 5 priority projects**

Ranking

(All) Maintenance, operation and renewals  
(Ruapehu DC) Mountains to Sea Cycleway extension  
Lower North Island Rail (CapCon upgrades)  
(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)  
(KiwiRail) Regional Freight Hub

**Q9 Why have you chosen these projects in this order?**

Short Text

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Charlotte Melser

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Whanganui

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Charlotte Melser

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

No

**Q2 Why?**

Short Text

Conceptually agree. Request goals are prioritised and priority informs project priority. It appears that short term needs related to active modes and safety through road intervention are priorities. We support connectivity & efficiency as priority

**Q3 Have we missed anything you think is important?**

Short Text

The goals do not appear to be aligned with the Draft Government Policy Statement on Transport 2024-34 (march 2024)

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Better travel options  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

Our focus is on growing the region through becoming a critical logistics hub in the NZ network and therefore connectivity domestically and internationally is a priority.

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

Agree with the overarching priority of resilience and connecting transport networks across regions, due to our focus areas as above.

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) Te Ahu a Tūranga Highway  
(Waka Kotahi & PNCC) PNITI package works  
(KiwiRail) Regional Freight Hub  
(PNCC) Te Utanganui Business Case  
(All) Maintenance, operation and renewals

**Q9 Why have you chosen these projects in this order?**

Short Text

Our focus is on growing the region through being a critical integrated logistics hub as part of the NZ network, including Ruakura and Rolleston. This informs the priorities chosen.

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

I would recommend the plan is reviewed against the Draft GPS on Transport 2024-34

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Andrea Manley

**Q13**    **Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text

Hawke's Bay

**Q15**    **Organisation (if applicable)**

Short Text

Napier Port

**Q16**    **E-signature**

Short Text

Andrea Manley

**Q17**    **Do you wish to speak to your submission?**

Multi Choice

No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

We operate a large national logistics business based in Palmerston North. Rooding connectivity, access, and travel time are key to the efficiency and effectiveness of our business

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Safety  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

**Q6 Do you agree with the overarching priority?**

Multi Choice

No

**Q7 Why?**

Short Text

Please reinstate to No1 in RTP priorities, the Freight Ring Road - part of PNITI the Palmerston North Integrated Transport Initiatives.

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi & PNCC) PNITI package works  
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)  
(All) Maintenance, operation and renewals  
(Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)  
(KiwiRail) Regional Freight Hub

**Q9 Why have you chosen these projects in this order?**

Short Text

Getting the PN ring road in place and operational is in our view critical to the connectivity of PN as a key regional distribution hub, to the rest of the national network. This is also key to improved safety and city congestion

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Trevor Booth

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Palmerston North

**Q15** Organisation (if applicable)

Short Text Booth's Logistics

**Q16** E-signature

Short Text Trevor Booth

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice



Response No:  
24

Contribution ID: 1055

Member ID:

Date Submitted: Mar 15, 2024, 03:52 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

No

**Q2 Why?**

Short Text

Explicit reference to the needs of business as an enabler of growth in the region would be important.

**Q3 Have we missed anything you think is important?**

Short Text

Reference to transport as a key enabler for economic development

**Q4 Rank the investment priorities**

Ranking

Connectivity and access  
Safety  
Better travel options

**Q5 Why have you ranked the priorities this way?**

Short Text

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

Resilience in particular as a primary driver for keeping transport links open.

**Q8 Pick your top 5 priority projects**

Ranking

(PNCC) Te Utanganui Business Case  
(KiwiRail) Regional Freight Hub  
(Waka Kotahi & PNCC) PNITI package works  
(All) Maintenance, operation and renewals  
(Waka Kotahi) Ō2NL - SH1/SH57 northern section

**Q9 Why have you chosen these projects in this order?**

Short Text

Freight hub and supporting works as major driver

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

The Ring Road is a key component of the PNITI and Te Utanganui and should remain a priority.

**Q11 Upload any supporting documents here**

File Upload

**Q12 Name**

Short Text

Jason

**Q13 Email address**

Email

[REDACTED]

**Q14** Where are you based?

Short Text Wellington

**Q15** Organisation (if applicable)

Short Text Business Central

**Q16** E-signature

Short Text Jason

**Q17** Do you wish to speak to your submission?

Multi Choice No

**Q18** Preferred submission hearing date

Multi Choice

**Q19** Phone

Telephone

**Q20** Will you be attending the submission hearing in person or online?

Multi Choice

Response No:  
22

Contribution ID: 1061

Member ID: 385

Date Submitted: Mar 18, 2024, 09:25 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

Yes

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

[https://haveyoursay.horizons.govt.nz/download\\_file/197](https://haveyoursay.horizons.govt.nz/download_file/197)

**Q12** Name

Short Text

Anthony Delaney

**Q13** Email address

Email

[REDACTED]

**Q14** Where are you based?

Short Text

Wellington

**Q15** Organisation (if applicable)

Short Text

CentrePort Wellington

**Q16 E-signature**

Short Text Leana

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice



15 March 2024

Attn: Transport  
Horizons Regional Council  
Private Bag 11025  
Manawatu Mail Centre  
**Palmerston North 4442**

**Emailed to: [transport@horizons.govt.nz](mailto:transport@horizons.govt.nz)**

#### **Regional Land Transport Plan (2021-2031) – Mid-term Review 2024**

CentrePort Wellington (CPL) welcomes the opportunity to provide comments on the Council's 2024 Review of the Regional Land Transport Plan (the 'RLTP').

CPL is the third largest port in New Zealand by tonnes across the wharf (domestic and international), and New Zealand's largest coastal shipping hub. CPL is also currently rated the **most productive port** in NZ (Container Port Performance Index, World Bank and S&P Global Market Intelligence).

CPL supports the central NZ economy as a diverse full-service port and international gateway (contributing \$2.2b GDP and 27,000 jobs – 2019 estimate). CPL's competitive advantages are based on its central location, intermodal (e.g. rail, road and ferries) connections to regions, balanced trade of imports and exports; and capacity for growth.

Key to CPL's success has been innovation through inland hub development and over 10-year CentreRail (partnership with KiwiRail) service, which has been matched by significant regional investment in inland hubs, in the Wairarapa, Whanganui, Marlborough and New Plymouth regions, including reinvigorating land transport infrastructure (in particular rail).

These initiatives complement the ongoing public investments in SH1 to improve road connections between Manawatu and Wellington, and importantly provide transport users and operators with more transport options, that enable greater resilience and efficiency in their supply chain network.

For CPL then, the priorities that the RLTP must address are:

Recognition of current and future *freight* transport needs, including adopting a multi mode approach that offers sustainable choice;

Provision for increased future *rail* capacity for moving freight, intra and inter region (including support for intermodal hubs)

Ongoing recognition and improvement of the Manawatu to Wellington *link* to further promote resilience and efficiencies in multi modal transportation; and

Preparation for transition to low carbon transport technologies.

With respect to the specific proposals contained in the 2024 Review of the RLTP relevant to CPL, we have the following comments:

### **Objectives**

The proposed five key objectives are supported.

### **Investment Priorities**

The adoption of an overarching investment priority (resilience and climate change) is supported. Providing sustainable transport choice (multi modal approach) is key to freight transport resilience and efficiency.

The identified priority projects are generally supported. We would like to also see priority given to investments in infrastructure associated with the current and future transition to low carbon modes (e.g. electrical recharging facilities for trucks), that will provide customers with sustainable freight transport choices. This would seem to be directly aligned with the overarching investment priority.

Thank you for the opportunity to comment on the RLTP mid-term review. We do not wish to present this submission.

Kind regards



**Anthony Delaney**  
**Chief Executive**  
**CentrePort Limited**

Response No:  
21

Contribution ID: 1062

Member ID: 385

Date Submitted: Mar 18, 2024, 09:40 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

Definitely everything that can must be done to reduce our dependence on vehicles. Not just because of their manufacture and cost and emissions - but all that and more in maintaining roads

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Better travel options  
Connectivity and access  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

I don't know. I think they are all equally important

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

integrated bus transport is an essential service

**Q8 Pick your top 5 priority projects**

Ranking

**Q9 Why have you chosen these projects in this order?**

Short Text

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

[https://haveyoursay.horizons.govt.nz/download\\_file/198](https://haveyoursay.horizons.govt.nz/download_file/198)

**Q12 Name**

Short Text

Channa Miriam Knuckey

**Q13 Email address**

Email

[REDACTED]

**Q14 Where are you based?**

Short Text

not answered

**Q15 Organisation (if applicable)**

Short Text

**Q16 E-signature**

Short Text

Leana

**Q17 Do you wish to speak to your submission?**

Multi Choice

No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice



# SUBMISSION FORM

Te puka tāpaetanga

RECEIVED

1 MAR 2024

Submission 61

Horizons Submissions close 5pm 11 March 2024

HAVE  
YOUR SAY

## YOUR DETAILS:

Name: Channa Miriam Knuckey

Phone: 021 555 968

Organisation:

Email: bananamiriam@gmail.com

Town/City

Tick here if you would like to  
speak to your submission and  
select your preferred date.

Proposed hearing dates are:

4 April 2024

5 April 2024

Will you be attending:

In person

Online (Zoom)

1

To achieve the long-term vision and our desired objectives for land transport, it is important that we invest wisely in areas that will yield the greatest regional benefit. Five objectives were identified which aim at helping us achieve our vision with a priority focus.

The five objectives are:

Travel choice | Connectivity and efficiency | Safety | Climate change and resilience | Network quality and integration

1a. Do you agree with these objectives as goals for the future of land transport in our region?

YES ☒ NO ☐

1b. Why or why not?

DEFinitely everything that can  
must be done to reduce our dependence on  
vehicles. Not just because of their manufacture + cost  
+ emissions — but all that and more in maintaining roads

1c. Rank the objectives by importance: 1= Most important, 5= Least important

Travel choice

Network quality  
and integration

Safety

Connectivity  
and efficiency

Climate change  
and resilience

4

1

5

2

3

2

We want to know how you rank the investment priorities, which are listed within the pamphlet.

2a. Rank the investment priorities 1= Most important, 5= Least important

Connectivity and access

Better travel options

Safety

2

1

3

2b. Why have you ranked the priorities this way?

I don't know.  
I think they are all equally important

2c. Do you agree with the overarching priority?

YES ☒ NO ☐

2d. Why or why not?

Integrated Bus transport is an essential service

3

3. Pick your top 5 priority projects

Referring to the list of projects in the pamphlet, choose 5 from this list and rank them in order of what you think are the most important for the future of the region's land transport network.

Project

Rank

Why did you  
choose this  
project?

I didn't receive the pamphlet.  
I saw the info in the paper. But didn't retain it.  
At Horizons the desk officer couldn't  
find what I needed +  
eventually agreed to post me  
"this form" only



I went to huge effort  
to get these forms to fill out :  
The help desk at Horizons Whangarei  
had no idea i nor did the folks she  
consulted. This will result in fewer  
submissions :-

Signature:

Date:

CM/KL 25/2/2024

FOLD HERE

FOLD HERE

Horizons Regional Council  
Private Bag 11025  
Manawatu Mail Centre  
Palmerston North 4442



Response No:  
19

Contribution ID: 1064

Member ID: 385

Date Submitted: Mar 18, 2024, 10:05 PM

**Q1 Do you agree with these objectives as goals for the future of land transport in our region?**

Multi Choice

Yes

**Q2 Why?**

Short Text

I would like to see a lot more use of methods other than the private car. But they do need to be connected and efficient and safe

**Q3 Have we missed anything you think is important?**

Short Text

**Q4 Rank the investment priorities**

Ranking

Better travel options  
Connectivity and access  
Safety

**Q5 Why have you ranked the priorities this way?**

Short Text

I'd like to see fewer trucks on the roads. They are huge and very noisy and damaging to pavements. I would like to be able to travel by train as a passenger. Need more opportunities!

**Q6 Do you agree with the overarching priority?**

Multi Choice

Yes

**Q7 Why?**

Short Text

It's very important to minimise climate vchange and in fact climate change will make transport more difficult, especially if it becomes extreme.

**Q8 Pick your top 5 priority projects**

Ranking

(Waka Kotahi) Te Ahu a Tūranga Highway  
Lower North Island Rail (CapCon upgrades)  
(Waka Kotahi) SH3 revocation of old Gorge Road  
(PNCC) Main St Bus Hub Redevelopment  
(Ruapehu DC) Replace Matahiwi Suspension Bridge

**Q9 Why have you chosen these projects in this order?**

Short Text

**Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**

Short Text

**Q11 Upload any supporting documents here**

File Upload

[https://haveyoursay.horizons.govt.nz/download\\_file/200](https://haveyoursay.horizons.govt.nz/download_file/200)

**Q12 Name**

Short Text

Laurel Stowell

**Q13 Email address**

Email

[REDACTED]

**Q14**    **Where are you based?**

Short Text    Whanganui

**Q15**    **Organisation (if applicable)**

Short Text

**Q16**    **E-signature**

Short Text    Leana

**Q17**    **Do you wish to speak to your submission?**

Multi Choice    No

**Q18**    **Preferred submission hearing date**

Multi Choice

**Q19**    **Phone**

Telephone

**Q20**    **Will you be attending the submission hearing in person or online?**

Multi Choice



# SUBMISSION FORM

Te puka tāpaetanga

Submission 63

Submissions close 5pm 11 March 2024

HAVE  
YOUR SAY

## YOUR DETAILS:

Name: Laurel Stowell

Phone: 027 801 9540

Organisation: n/a

Email: laurel.stowell@gmail.com

Town/City: Whanganui

Tick here if you would like to speak to your submission and select your preferred date.

Proposed hearing dates are:

4 April 2024

5 April 2024

Will you be attending:

In person

Online (Zoom)

1

To achieve the long-term vision and our desired objectives for land transport, it is important that we invest wisely in areas that will yield the greatest regional benefit. Five objectives were identified which aim at helping us achieve our vision with a priority focus.

The five objectives are:

Travel choice | Connectivity and efficiency | Safety | Climate change and resilience | Network quality and integration

1a. Do you agree with these objectives as goals for the future of land transport in our region?

YES ☒ NO ☐

1b. Why or why not? I would like to see a lot more use of methods other than the private car. But they do need to be connected and efficient and safe.

1c. Rank the objectives by importance: 1= Most important, 5= Least important

Travel choice	Network quality and integration	Safety	Connectivity and efficiency	Climate change and resilience
3	5	4	2	1

2

We want to know how you rank the investment priorities, which are listed within the pamphlet.

2a. Rank the investment priorities 1= Most important, 5= Least important

Connectivity and access	Better travel options	Safety
2	1	3

2b. Why have you ranked the priorities this way?

I'd like to see fewer trucks on the roads. They are huge and very noisy and damaging to pavements. I would like to be able to travel by train as a passenger. Need more opportunities!

2c. Do you agree with the overarching priority?

YES ☒ NO ☐

2d. Why or why not? It's very important to minimise climate change, and in fact climate change will make transport more difficult, especially if it becomes extreme.

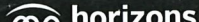
3

3. Pick your top 5 priority projects

Referring to the list of projects in the pamphlet, choose 5 from this list and rank them in order of what you think are the most important for the future of the region's land transport network.

Project	Te Ahu a Turanga LNI rail integm.	Revue d'd Gorge Rd	PN Transit Hub	Matangi Bridge repl.	
Rank	1	2	3	4	5
Why did you choose this project?	Very important link. I miss the shorter gorge route.	get more people + freight onto trains	Hoping this could become a shared pathway	PN buses could be improved and are well used	Bridge is vital and failing

over page



4a. Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021-31 (2024 mid-term review)?

I think we need to move faster in using less fossil fuel.  
I'd like a bus linking Whanganui to the Wellington trains at  
Waikanae, without deviating to Palmerston North.  
I'd like the Northern Explorer to resume stopping in Marton and  
Taupo, and to be more frequent, cheaper and not focused only  
on tourists. A night train covering the same route would be  
great. I'd like to be able to take a train from Whanganui  
to Wellington.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

FOLD HERE

FOLD HERE

Horizons Regional Council

06 MAR 2024

RECEIVED

Palmerston North 4442

Manawatu Mail Centre

Private Bag 11025

Horizons Regional Council

Response No:  
16

Contribution ID: 1067

Member ID: 385

Date Submitted: Mar 18, 2024, 10:39 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

Yes

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

[https://haveyoursay.horizons.govt.nz/download\\_file/204](https://haveyoursay.horizons.govt.nz/download_file/204)

**Q12** Name

Short Text

Mich'eal Downard

**Q13** Email address

Email

[REDACTED]

**Q14** Where are you based?

Short Text

Waikato

**Q15** Organisation (if applicable)

Short Text

Waikato Regional Transport Committee

**Q16 E-signature**

Short Text Leana

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice



File No: 21 20 88A  
 Document No: 28679208  
 Enquiries to: Kimberley Bell



8 March 2024

Horizons Regional Council  
 Private Bag 11025  
 Manwatu Mail Centre  
 Palmerston North 4442

Private Bag 3038  
 Waikato Mail Centre  
 Hamilton 3240  
 New Zealand

[waikatoregion.govt.nz](http://waikatoregion.govt.nz)  
 0800 800 401

Email: [transport@horizons.govt.nz](mailto:transport@horizons.govt.nz)

Dear Sir/Madam,

**WRC submission to Horizons RLTP 2024 Submission on the draft Horizon Regional Land Transport Plan (2024 Review).**

This submission was formally endorsed by the Waikato Regional Transport Committee under delegated authority of the chair on 11 March 2024.

Thank you for the opportunity to make a submission on the draft Horizons Regional Land Transport Plan 2021-2031 (2024 Review). As a neighbouring region and key transport partner, we support Horizons strategic direction with its focus on four core areas: connectivity and access, transport options, safety, and the overarching priority of resilience and climate change.

This direction aligns well with Waikato's draft RLTP and highlights the importance of joined thinking and links between the two regions, particularly to our shared inter-regional strategic corridors:

- o State Highway 1;
- o State Highway 4; and
- o North Island Main Trunk rail line.

We commend the Horizons Regional Transport Committee on developing a comprehensive and robust document, which looks to address land transport issues that are of mutual significance to the Waikato region. This alignment relates particularly to the shared importance of providing a more resilient, connected and efficient land transport system that reduces the impact of transport on the environment. We are also committed to improving the transport options available and the safety of the network.

**Key submission points**

We note that your draft plan specifically comments on the Waikato Region having a priority emphasis on improving its connections to the Auckland and Bay of Plenty regions (see page 109 of your draft). The plan then goes on to note *"the RTC is still advocating seeing improvements on the section of State Highway 1 between Taupō and the Desert Road summit, which is recognised as a bottleneck to the efficient flow of freight and cars through the centre of the North Island."*

Whilst the draft 2024 Waikato Regional Land Transport Plan will continue to focus on inter-regional priorities connecting Auckland, Waikato and the Bay of Plenty regions, the Waikato Regional Transport Committee has identified Bulli Point/Te Pōporo alongside Lake Taupō as the Waikato Region's top priority significant activity. Recognising the importance of this nationally significant inter-regional strategic route

and other activities that address safety, efficiency and resilience issues across the regional boundary and along the Desert Road are also supported to improve this strategically vital transport corridor.

The Waikato RLTP has also identified the Central Connector on the NIMT as an inter-regionally significant activity and we support rail investment and continued improvements along this corridor for future inter-regional passenger rail. The Waikato region also acknowledges the strategic provisions Horizons has identified, relating to supporting the use of rail for passenger and freight transport, particularly NIMT rail line.

We **support** the Manawatu-Whanganui investment project to prioritise State Highway 1 Utiku Slip resilience improvements as a top priority and agree it addresses a national resilience risk while enabling the flow of freight and people through the two regions.

### **Detailed submission points**

We specifically **support** the following parts of the plan:

Section 6.5.2 – We support the discussion around the opportunity to change the focus of the Northern Explorer service from primarily tourism to a mode of transport for commuters within the North Island, particularly between National Park and Auckland. Waikato Region also supports investigation into the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk Line, with a focus on connecting people between Palmerston North to Hamilton.

Section 14.2 – We support transport investment priority 1: “Maintain and improve the transport network to provide better connectivity and access, efficient movement of people and freight, reverse network degradation, and create a resilient transport system.” This aligns well with transport priorities in the Waikato Regional Land Transport Plan.

Policy 1.6: “Improve connections between rail, road and active transport networks to enable transport users’ access to multiple modes of travel.”

Policy 2.2: “Support the provision of effective connections to and from the region’s principal economic growth and productivity areas; including providing for efficient and effective movement of freight in the region.”

Policy 2.5: “Support and advocate for increased use of rail for freight and passenger movement through the region.”

Policy 4.9: “Ensure the transport system is maintained, upgraded and designed to a standard that strengthens resilience to current and long-term climate impacts and ensures maintenance of transport lifelines in the event of an emergency.”

It is noted that Horizons draft Regional Land Transport Plan have not identified any inter-regionally significant activities between the Horizons and Waikato regions for the 2024-27 NLTP period.

We **Request** that Inter-regionally significant rail activities on the NIMT are also included in the tables of section 17 along with SH1 inter-regional transport activities Taupō to Waiouru. This will ensure consistency across our RLTPs and further highlight the importance of strategic road and rail corridors in the North Island.

Once again, we thank you for the opportunity to submit on your draft RLTP and we wish you well with the final stage of your RLTP development process.

Please note, we **do not** wish to be heard in respect of this submission.

Should you have any queries regarding the content of this submission please contact Kimberley Bell, Policy Advisor, Transport Policy and Programmes team directly on (07) 859 0595 or by email [kimberley.bell@waikatoregion.govt.nz](mailto:kimberley.bell@waikatoregion.govt.nz).

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Michael Downard', with a small dot at the end.

Councillor Mich'eal Downard  
Chair of Waikato Regional Transport Committee

Response No:  
15

Contribution ID: 1069

Member ID: 385

Date Submitted: Mar 19, 2024, 03:02 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload [https://haveyoursay.horizons.govt.nz/download\\_file/208](https://haveyoursay.horizons.govt.nz/download_file/208)

**Q12** Name

Short Text Garry Goodman

**Q13** Email address

Email

**Q14** Where are you based?

Short Text Palmerston North

**Q15** Organisation (if applicable)

Short Text AA Manawatu District

**Q16 E-signature**

Short Text leana

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice



THE NEW ZEALAND  
AUTOMOBILE  
ASSOCIATION  
INCORPORATED

227 Broadway Avenue  
Palmerston North, 4414  
New Zealand  
P.O.Box 1044,  
Palmerston North, 4440  
New Zealand

Ph: 06 355 7720  
manawatudistrictmanager@aa.co.nz

15 March 2024

Attn: Transport

Horizons Regional Council  
Private Bag 11025  
Manawatū Mail Centre  
Palmerston North 4442

### **Draft Regional Land Transport Plan 2021-2031 (2024 Review)**

Thank you for the opportunity to submit on this mid-term review of the Regional Transport Plan.

We wish to draw to your attention two specific areas of concern arising from the draft mid-term plan.

#### **(i) Palmerston North Ring Road**

Chair Rachel Keedwell's opening message in the document highlights "progressing and developing the Regional Freight Ring Road (as part of the Palmerston North Integrated Transport Initiative)" is an immediate priority. We appreciate and endorse that message.

When NZTA undertook its study of options for replacement of the Manawatu Gorge route for SH3, the option selected and now being constructed (Te Ahu a Turanga, Manawatū-Tararua Highway) was acknowledged through economic analysis to not deliver the best overall economics for the nation and the region. This could however be offset by complementing the new Gorge route with a Palmerston North Ring Road.

The full inter-regional connectivity of the Te Ahu a Turanga, Manawatū-Tararua Highway will not be achieved until an arterial route (the Ring Road) is developed to provide inter-connection of South, East, West and North state highway corridors around Palmerston North and to access the key logistics areas of the City.

In various places the Plan acknowledges the benefits and intent of the Ring Road and we will not reiterate those here.

Our concern is that the Ring Road is not adequately “packaged” up tightly as a project (excluding other extraneous activities from the scope of the project) and presenting the project for the top priority that it should be afforded for enabling economic regional and national outcomes. This is the connection of highways that are recognised as of national significance.

This project needs to be advanced in design and overall concept to the point that sections of the Ring Road route can be completed progressively as ‘pieces of a jigsaw contributing to an overall picture. Every investment touching on the Ring Road route and interacting with it, should be in keeping with the overall plan. Independent adhoc decisions on individual projects otherwise risk the opportunity for the region to capitalise on its central location.

We ask the Ring Road be afforded top priority in the regions planning and that its scope be defined tightly to ensure that priority is not jeopardised through extraneous components.

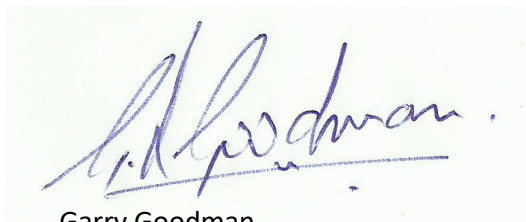
**(ii) Draft Government Policy Statement (GPS) on transport.**

The Government has just announced a draft Government Policy Statement (GPS) on transport.

We are concerned that the regional planning needs to be receptive to the policy directions being signalled by the Government in the GPS, and ultimately the National Land Transport Plan – particularly to ensure that top priority projects for the region, such as the Palmerston North Ring Road, aligns with the investment outcomes expected from the Government.

We do not think that the Government’s policy direction is adequately reflected in this review at this time.

Further, at this time the Palmerston North Ring Road is not specifically identified for investment in the Draft GPS, yet it meets major policy goals being advocated in the GPS. We therefore recommend that Horizons Regional Council, and the region’s local authorities collectively, advocate for the Ring Road investment to be included in the Government’s transport investment planning.



Garry Goodman  
Chairman, AA Manawatu District

Response No:  
11

Contribution ID: 1073

Member ID: 385

Date Submitted: Mar 19, 2024, 03:39 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

[https://haveyoursay.horizons.govt.nz/download\\_file/213](https://haveyoursay.horizons.govt.nz/download_file/213)

**Q12** Name

Short Text

John Freebairn

**Q13** Email address

Email

[REDACTED]

**Q14** Where are you based?

Short Text

Palmerston

**Q15** Organisation (if applicable)

Short Text



**Q16 E-signature**

Short Text Leana

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice

**Draft Regional Land Transport Plan 2021-2031 (2024 Review).**

This is a submission on the mid-term review of the Regional Transport Plan.

I ask that the Palmerston North Ring Road be afforded **top priority** in the region's planning.

The potential for improved inter-regional connectivity provided by the Te Ahu a Turanga, Manawatū-Tararua Highway should be captured.

An arterial route (the Ring Road) should be developed to provide inter-connection of South, East, West and North state highway corridors around Palmerston North and to access the key logistics areas of the City.

Similar plans have been discussed and proposed in various forms for many years. Opportunities have been lost because the project was not prioritised and previously designated or suitable land has been developed.

In various places the Plan acknowledges the benefits and intent of the Ring Road . I will not repeat them but request that those benefits be given full weight.

John Freebairn  
269 Polson Hill Drive  
RD1  
Palmerston North

15 March 2024

Response No:  
6

Contribution ID: 1078

Member ID: 385

Date Submitted: Mar 19, 2024, 04:30 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload [https://haveyoursay.horizons.govt.nz/download\\_file/218](https://haveyoursay.horizons.govt.nz/download_file/218)

**Q12** Name

Short Text Niall Roberston

**Q13** Email address

Email

**Q14** Where are you based?

Short Text not answered

**Q15** Organisation (if applicable)

Short Text The Rail Advocacy Collective (TRAC)

**Q16 E-signature**

Short Text Leana

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice

Kia ora,

The goals of the current plan are commendable, but there are threats toward achieving these and first among them is the current government's anti-rail, pro- road stance. The current rail ferry decision will affect the horizons area as non-rail capable Ro-Ro ferries will put KiwiRail into a disadvantaged position having to double handle freight at both Wellington and Picton. Currently, KiwiRail is doing about a third of what they used to haul on the Picton to Christchurch line as there is only one rail capable Ro-Ro ferry in the fleet currently. When this is taken away (which is the current intention), then all rail from Hamilton to Christchurch will become less viable and at risk of collapse.

Already in your region, the Stratford to Okahukura Line (SOL) is closed (mothballed), which means that all freight from Taranaki to the north has to go via Palmerston North. This has reduced tonnage levels on this route, but Fonterra still use rail.

There is the large Dairy Factory at Whareroa near Hawera that produces the equivalent of two trains per day that are destined to northern destinations. One of these trains is made up of containers for export and its destination is Tauranga. The other train is made up of curtain sider wagons than transport milk powder to the Te Rapa plant for collection, blending, packaging and containerisation.

Because the SOL is closed, Fonterra have been forced to ship their product an extra 230km via Palmerston North, but the route via South Taranaki and Whanganui has eight major valleys, with the corresponding number of descents into and climbs out of. This creates a lot of extra wear and tear on brakes and couplings and uses a lot more fuel, as does the extra mileage. Fonterra wanted to send their freight by road naturally, but Nestle talked them out of it wanting Fonterra to remain with the green transport option. If Fonterra did go across to road transport, then all rail in the Taranaki would collapse.

Also of note is that forests are maturing in the King Country, and if the SOL was open, then these logs could have been transport to Port Taranaki by rail. There is also a forest that was planted near Te Wera on the SOL as it was near a railway, which has matured only to have to transport the logs to the port by rail, putting a lot of strain on local infrastructure.

The current government has little interest in developing rail, so the Horizons region is threatened with a total collapse of the entire railway network, especially when the only current rail capable ferry is retired around 2026-28.

KwiRail are getting undercut by trucking companies in the region who have taken the contract to transport logs from Eastown to CentrePort in Wellington and are now offering to transport containers from the current Castlecliff inland port for \$7 a tonne less than rail. In discussions with KiwiRail, I have been told that these prices are unsustainable, but they might be sufficient to put rail out of business.

Currently, there is a downturn in log exports due to the Chinese market being flooded with European logs, harvested prematurely due to the effects of climate change. However, in the middle of last year over 1000 logging trucks passed through Whanganui en route to Port Taranaki. This was 200 logging trucks per day. In discussion with the New Plymouth District Council, I was made aware that these trucks

pass 5-6 schools in New Plymouth alone. These logs could be loaded at a developed inland port at Eastown (most are from SH4) and railed to Taranaki.

A lot of this is complicated, so I will add a broader discussion document at this point which we have sent to parliamentarians to inform them (hopefully) of what is at stake here.

Nga mihi Nui,

Niall Robertson



**National Coordinator: Niall Robertson**

**Contact: MOB:** [REDACTED]

## **Rail Cannot Function Properly In Aotearoa/New Zealand**

### **A Discussion Paper**



## **Introduction**

Rail in New Zealand cannot function in its current form and under its current structure and it is imperative that it does as we try to find ways to combat climate change, reduce road congestion, lower freight rates, reduce road deaths and injuries, reduce tyre pollution and provide efficient and equitable

public transport both in urban and regional forms, for all New Zealanders. We also need to consider the need to serve the rail customers. Shipping companies, ports, importers and exporters, logistic companies and many more companies within the New Zealand economy rely on rail to serve their transport needs.

## 1 The Problems

**1:1 The first problem is that rail in New Zealand lacks adequate advocacy.** New Zealand roads are advocated for by a large variety of organisations, all well funded and staffed by professionals and all representing the vested interests of the various entities they represent, such as road builders, trucking companies, owner drivers, bus and coach companies and the Automobile Association and the Motor Trade Industry for motorists. However, the latter groups have a role in advocating for rail, which they are not that good at and are, perhaps unaware of by advocating for less road damage from trucks and less congestion. Rail has a number of small voluntary groups campaigning, mainly for passenger trains, but the only group campaigning for rail freight and the reopening of mothballed lines and anything more as well as passenger trains, is The Rail Advocacy Collective (TRAC) which is also a voluntary organisation.

**1:2 The second problem is that rail brings vast advantages to the nation as a whole and through an indirect process, so that value is seldom recognised by the general populace.** These advantages are, less particulate pollution (which causes 400 deaths per annum in New Zealand), no contribution to microplastic pollution (road vehicle tyre dust is the second greatest contributor to air, waterway and oceanic microplastics), reduction of road traffic accidents and the cost of these, reduction of congestion in cities (saves Auckland over \$1 billion per annum currently) and on regional roads where the cost of passing lanes or motorways are required to avoid trucks holding up other traffic, reductions in road building and road maintenance costs (trucks are heaviest in the world and are faster than they were and drive on roads that are constructed on weak volcanic and tectonically crushed soils), can provide many choices of equitable transport to our young, old, disabled and poor and produce 70% less emissions when burning diesel and nearly 100% when the line is electrified.

**1:3 The third problem is politics!** Transport is not considered important enough to affect politicians or voters, so is not a great vote winner. Therefore, the concentration of politics is usually urban based and is often sold as a solution to road congestion, which most people experience. The Green Party advocate strongly for rail, and in urban areas they have advocated for light rail (LR), but this has been hijacked by pension funds keen to make higher profits with a metro-rail (MR) system. This has led to the plans for very high carbon (2700% more than at grade) and expensive tunnels. The Labour Party seemed to support this idea but the National Party seem to place no value in rail at all. National consistently continues to develop and promote more polluting roads and land gobbling motorways while neglecting much of the rail network. All the while difficult organisations like Auckland Transport have too much say in how transport is developed.



**Did New Zealand get a good deal with these DL locomotives? (The one in the photo has already been withdrawn from service while 50 year old locomotives continue on)**

*The current political reticence to fund rail ferries* is an example of politicians interfering in vital service networks for the nation with little regard for the value and imperative need for the project. KiwiRail, too seemed to have, (as this was written) shrugged their shoulders and not stood their ground in their advocacy role. There is no indication from either KRL or the government that a plan B is being looked at, and that it will have the same objectives as plan A. Indeed, indications are that the ferry fleet may be made up of more second hand road transport only vessels which have the potential to completely destroy the entire New Zealand railway system. This needs to stop, and more considered and constructive thought needs to be given to learn how to see the value in rail and how to make it more productive. Indeed, rail ferries are the linchpin of the New Zealand Main Trunk Railway and taking away rail capable ferries will do considerable damage to the New Zealand rail system. This cannot be understated.

**1:4 The next problem is that KiwiRail (KRL) is set up as an SOE and is expected to turn a profit.** This is not possible being lumbered with the infrastructure and with limited investment capital. This has resulted in KRL investing what capital it has in the most profitable lines, mostly in the Golden Triangle area, while several regional lines are mothballed and others have insufficient equipment and resources to handle the available freight there. KRL refuses contracts that pay less than \$1 million per annum forcing freight back onto road transport. There are (as in May 2023) 1000 logging trucks driving from Whanganui to Port Taranaki per week which should really be moved by rail to achieve all of the above advantages as well as offering the logging companies cheaper cartage pricing, but KRL can't find the rolling stock to handle this work.



**1:5 KRL was asset stripped and run down when privatised and most investment since being re-nationalised has been to catch up with equipment replacement and maintenance deficits.** Not much money was invested in NZ Rail leading up to privatisation then, during privatisation, the company was taken over by the multi-national company Canadian National as just a small part of the larger organisation (Wisconsin Central) they procured. They literally had no interest in the New Zealand part of the company whatsoever, and the local management had to become inventive, just to keep the organisation going. Maintenance was unaffordable under that ownership, so the deficits were significant. The equipment, and maintenance deficits are far from resolved currently, but the government has little more investment capital to invest now.



**The North Island Main Trunk had Brush electric locomotives which were excellent locomotives, but were only a small fleet globally, so after warranties ran out became costly to maintain with high cost spare parts**

**1:6 The current structure of rail in New Zealand is very limiting for rail development** and it needs to be opened up and restructured in such a way that it will enable growth and development of rail throughout New Zealand. The first step is to separate the below wheel infrastructure away from the KRL above rail operation company. The below wheel infrastructure should be vested in an organisation like Waka



**Rather than replace or rebuild the electrics KiwiRail used diesels with less power instead. Latterly the Labour Government has refurbished the electric locomotives.**

Kotahi, but must be a rail orientated equivalent. Funding should continue to come from the National Land Transport Fund (NLTF). Private regional railways (short lines) could be allowed to operate in areas where KRL is unable or unwilling to invest equipment in. The new rail infrastructure entity should be governed by a maxim to serve all regions with an adequate rail service especially where it has been served traditionally, and would require the rebuilding of mothballed railways. These regional railways may prosper better if KRL are relieved of squandering their limited resources here, so “short line” operators could be allowed to take over the running these local trains, feeding a KRL railhead (such as Gisborne to Napier), Hawera to New Plymouth, Rotorua to Putaruru).

When Greg Miller was the CEO of KiwiRail he was asked what it would cost to reopen the Napier to Gisborne Line. Miller had a tendency to gold plate these projects and put it at \$200 million with new 50kg rail and concrete sleepers and built so the line could take the large main trunk line locomotives. However, a more circumspect assessment with heavier, but second hand rail, puts the cost about \$130 million. At the lower end of the line at Eskdale, KiwiRail can pay for this through insurance, however, the current government needs to give them permission to do this.

However, the current budget to fix the road between Napier and Gisborne is between \$1 - \$1.8billion, but the government currently has a fiscal hole of \$24billion for all their road projects, which begs the question, how high on the priority list is the Napier to Gisborne road. Time to consider the better value for money rail option, and on other mothballed lines too.

**1:7 The structure of rolling stock services is inadequate as it relies 100% on government investment.** This has led KiwiRail to be always short of rolling stock and locomotives. The recent purchases of DL



locomotives have been suboptimal due to poor reliability and low availability ratings which have been a lot lower than many of the older 50 year old (but refurbished) locomotives. Wagons too, are suboptimal being low value options at the time of purchase. Most are limited to 80 kph and will have shorter lives



**Five trains this size could be running from Whanganui to Port Taranaki if KiwiRail was properly equipped**



**Instead 200 logging trucks per day travel from Whanganui to Port Taranaki**

lot lower than many of the older 50 year old (but refurbished) locomotives. Wagons too, are suboptimal being low value options at the time of purchase. Most are limited to 80 kph and will have shorter lives

than the NZ built wagons. They are subsequently short of trained locomotive engineers and other professionals as this shortage has led to a truncated service to fit the limited investment budget, and a large deficit in KiwiRail being able to meet the needs of the large rail freight task. It is currently estimated that KiwiRail are carting just 13% of the freight task, but should be handling 30%.

**1:8 There is no ambition to build new lines where rail would flourish or reopen currently mothballed lines.** This is, again the down side of decades of neglect. As rail has been ignored, roads have prospered,



**Will the North Auckland Line to Otiria ever get finished. Auckland's rail problems always override regional ones**

but as roads are very polluting, dangerous and an expensive system to base a national transport system on, rail has clocked up a large deficit of rail developments which in modern times are now required more than ever. However, there are no plans whatsoever to look at building new lines and mothballed lines being reopened seems to be an impossible task under the current rail structure. KiwiRail should not be seen as the only rail entity capable of accomplishing this. Indeed, many surviving regional railways are languishing such as the North Auckland Line which has not seen a train since January 27<sup>th</sup> 2023. The line to New Plymouth survives on three contracts, but only two north of Hawera, while logging trucks make 1000 trips per week hauling logs to Port Taranaki from the Whanganui region each week and rail hauls none. Trucking companies are somehow stealing log and container contracts off rail in the Whanganui area to CentrePort in Wellington. Consideration should be given to building a railway line from Levin to Greatford (near Maton) to provide rail with a competitive route from New Plymouth, Wanganui, Auckland, Hamilton and Tauranga to Wellington and with rail ferries, to Christchurch. YES, build a new railway!

**1:9 New Zealand has a very inadequate national public transport system** which was steadily degraded from the 1990's on with responsibility being transferred from the government to regional councils preventing the ability of the government to provide a subsidised service over a long distance as was the case before restructuring. Now councils have to jointly agree on paying a subsidy but the advantages to the different councils may very different. Their funding ability is also very limited. Also, long distance trains that were profitable eventually succumbed to the general underinvestment in rail in the



privatisation era and have not, as yet, returned due to a lack of capital investment. KiwiRail has no available capital to invest in these services, but is also not open to other organisations to providing them, which is possible. So the New Zealand public are left with the option of a substandard, uncomfortable and often slow for profit bus service to get around the country or are expected to go the expense of owning and operating a car. For 30% of the population, the latter system is not possible due these people being too young, too old, disabled or simply too poor. This is a very poor state of affairs for a supposedly first world country.



New Zealand used rail to serve remote communities in days gone by

## 2 Possible Solutions

**2:1 The first problem with rail in New Zealand is that it lacks adequate advocacy.** Perhaps a rail advocacy organisation could be funded by contributions from local bodies that are served by rail; rail operators such as KiwiRail, Auckland One Rail, Transdev and heritage operators; the Rail and Maritime Union and; rail customers. The purpose of the organisation would be research, public liaison and lobbying the government.

**2:2 The second problem is that rail brings vast advantages to the nation as a whole and through an indirect process, so that value is seldom recognised by the general populace, and conveniently hidden by some politicians and transport competitors.** An advocacy group could help with public education to improve the understanding of rail's many advantages. Also the rise of various private companies could

trigger these companies to extol the virtues of rail and help with messaging and lobbying. Also, it may be possible to quantify these values on a balance sheet in some way, such as part of a well being economy.


## Rail was once able to promote its products proudly

### Your Buffet Car

The "Endeavour" has its own buffet car, situated near the middle of the train, and seating 20 people. It has a meal counter and a bar, is well-appointed and well-staffed, and offers passengers morning and afternoon teas, lunches and evening meals, at reasonable prices.

Morning and afternoon teas are served during the times shown on the Buffet Service card. Lunches are served between 11.15 a.m. and 12.45 p.m. Evening meals between 4.45 p.m. and 7.00 p.m. Your hostess will endeavour to seat you in the buffet car at a time convenient to you.

The menu includes a tasty selection of hot and cold dishes. At lunchtime you can order omelettes, ham salads, savoury dishes, or you can buy club sandwiches, cakes, asparagus rolls, etc. For the evening meal, roast pork, grilled steak and fish fillets are available. Main course may be followed by desserts, biscuits and a selection of New Zealand cheeses, and tea or coffee. If you wish, you may order a drink with your meal. Wines are available.




Please note that although the bar is open for most of the journey, only diners can be served there during lunch and evening meal times.

For the convenience of all patrons, we request that you do not smoke in the buffet car.

### On-Train Shopping

Cigarettes are available from your hostess. She will also present you with a free souvenir book of matches.

In the buffet car you can buy morning or afternoon newspapers, confectionery and reading material. Railways souvenir playing cards are also on sale – these are too good to miss.



### Your Timetable


Wellington to Napier			Miles from Wellington
Wellington	depart	7.55 a.m.	–
Paekakariki	depart	8.31 a.m.	27
Otaki	depart	8.59 a.m.	47
Levin	depart	9.22 a.m.	59
Palm. North	depart	9.58 a.m.	87
Woodville	depart	10.36 a.m.	105
Dannevirke	depart	11.04 a.m.	121
Waipukurau	depart	12.06 p.m.	156
Hastings	depart	1.02 p.m.	187
Napier	arrive	1.25 p.m.	199

(Connects at Napier with railcar to Gisborne)

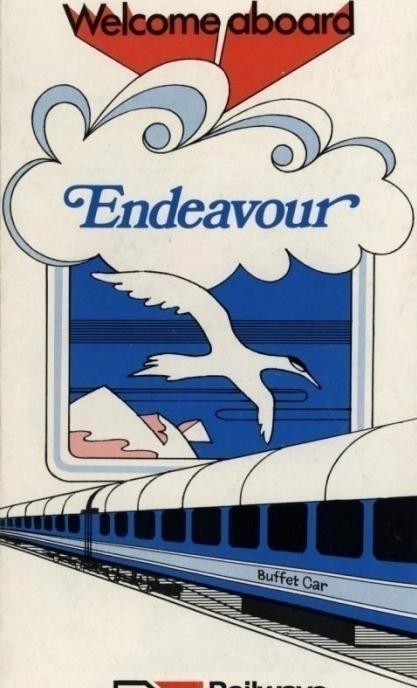

Napier to Wellington			Miles from Napier
Napier	depart	2.05 p.m.	–
Hastings	depart	2.28 p.m.	12
Waipukurau	depart	3.25 p.m.	43
Dannevirke	depart	4.26 p.m.	78
Woodville	depart	4.53 p.m.	94
Palm. North	depart	5.31 p.m.	112
Levin	depart	6.06 p.m.	140
Otaki	depart	6.25 p.m.	152
Paekakariki	depart	6.55 p.m.	172
Wellington	arrive	7.37 p.m.	199

(Gisborne railcar connects at Napier)

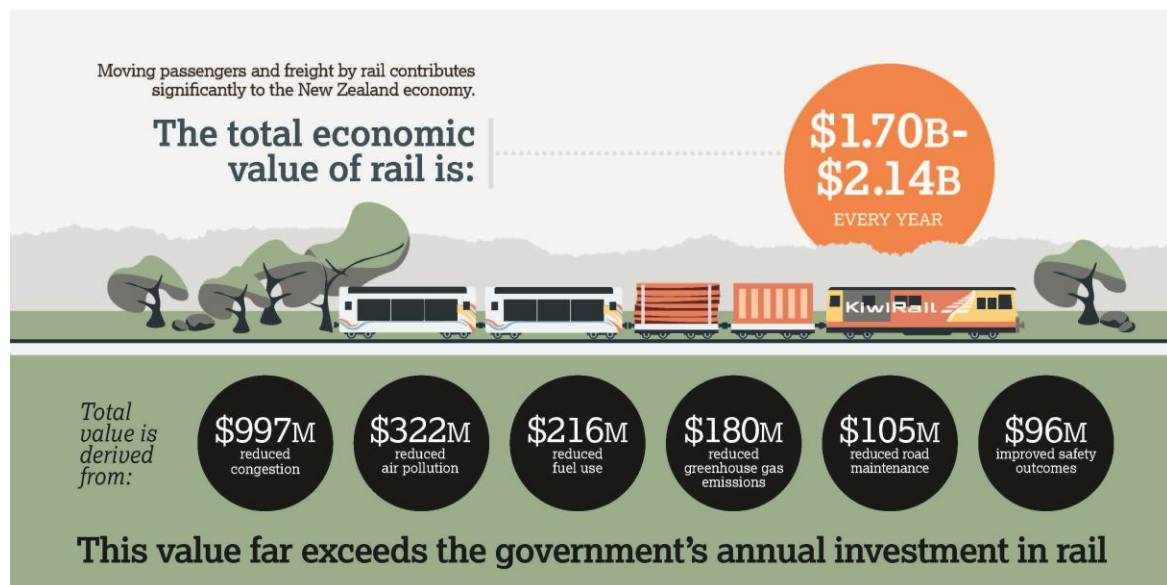


Produced by Publicity and Advertising Branch, New Zealand Railways.

### Welcome aboard

November 1972



**KiwiRail needs to shout these virtues from the rooftops. Unfortunately it can't handle the potential demand for its products, so is quiet.**

**2:3 The third problem is politics!** This is because there isn't sufficient advocacy for rail, mostly because people do not understand the advantages of rail in such numbers that politicians might take some notice. This is changing however, as many people, especially the young, are beginning to see the value of rail as a way of combating climate change and reducing pollution from transport. Despite this, however, the road lobby remains powerful and continues to get the largest investment in transport dollars. Quality and consistent advocacy and education is required to bring rail's advantages out into the open for all to see. Organisations like Waka Kotahi need to be kept away from any rail administration and replaced with an organisation with people with a strong rail background. Also organisations like Auckland Transport need to have their power replaced in decision making processes by elected officials that will understand how to meet the needs of the citizens through more practical and less expensive rail based solutions such as heavy rail serving Auckland airport and the Mangere Employment Hub (MEH) and a train shuttle from Swanson to Huapai, always (for 8 years) blocked by Auckland Transport, despite the local two lane road having to serve 36,000 vehicles per day (1000 more vehicles than Transmission Gully).

**2:4 The next problem is that KiwiRail (KRL) is set up as an SOE and is expected to turn a profit.** This could remain, but as it will be limited by the amount of available investment capital, other companies could operate where KiwiRail is unable or unwilling to and may do this on a contract basis or as a competing railway.

**2:5 KRL was asset stripped and run down when privatised and most investment since being re-nationalised has been to catch up with equipment replacement and maintenance deficits.** This has been very limited as the expense was large due to nearly forty years of rail neglect. New investment could come from local bodies and private companies that could work in a new restructured rail environment. However, some road projects could be scrapped or delayed in favour of more money going to rail development. This is justifiable on the ground that the reverse has been true for decades and rails advantages have been ignored.

**2:6 The current structure of rail in New Zealand is very limiting for rail development.** The above rail KiwiRail trading company and below wheel infrastructure will need to be separated with the government remaining responsible for the below wheel infrastructure operations through a Waka Kotahi similar, *but rail orientated organisation*. Funding ought to continue to be from the National Land Transport Fund (NLTF). KiwiRail would remain as the dominant trading company, but short line regional rail companies, private infrastructure maintenance companies, wagon/locomotive leasing companies and private passenger rail companies could all add to the value of rail in New Zealand.

**2:7 The structure of equipment services requires more private investment.** Rolling stock leasing companies would enable KRL and other operators to have access to rolling stock without bearing the expense of investing large amounts of capital to meet what would be variable demand. An engineering company could be asked to run a workshop in a suitable rail accessible location. They could be given wagons as they are withdrawn from service to rebuild for about \$30-\$40,000 and then lease them back



to KRL for a return. Such a company could develop to be the main supplier of wagons to KRL and other operators. They could eventually be building or importing wagons (or carriages) for lease and even move



**An Interrail locomotive owned by Glenbrook Vintage Railway hauls wagons for the infrastructure company Martinus working on the Auckland CRL**

to leasing other equipment such as locomotives. Currently, rail is not moving forward due to a lack of investment capital and due to the lack of any incentive for someone to fulfil these roles.

**2:8 There is no ambition to build new lines where rail would flourish, or reopen currently mothballed lines.** There have been many plans to connect Taupo and Rotorua directly to the Port of Tauranga with a line from Paengaroa, south of Te Puke to Rotorua then continuing south to Taupo via Reporoa where there is a dairy factory. Another route to consider could be from Porootarao (on the NIMT) to Kinleith to create a more direct route from the Taranaki and southern centres to Tauranga, and a deviation from Hinuera to Hautapu would reduce the Rotorua and Kinleith routes to Hamilton by 16 kilometres. The one that is plagued with continual delays, but would be pivotal in developing Northland's economy is the NorthPort connect from Oakleigh. More efficiencies could be made by continuing this line across the Waipu flats to the Waipu Gorge to reconnect with the North Auckland Line at Marereta. This would increase the loads on this route from approximately 600 tonnes per locomotive to 2000 tonnes by bypassing three large hill climbs. All of these routes would allow the haulage of very rail suitable freight, most of which is hauled by trucks using about 21 times more diesel for the task per tonne kilometre than a diesel locomotive and with considerable tyre pollution, road congestion and road safety issues. The line from Taumarunui to the Taranaki is currently mothballed, but this is at a time when foresters are now felling trees in the mature forests in the Taumarunui region which could be railed over this mothballed line to Port Taranaki. This was highly predictable, yet KiwiRail mothballed the line and is now mothballing locomotives as "surplus to requirements".



**2:9 New Zealand has a very inadequate national public transport system.** New Zealand is a first world country and should (and once did) have a viable system of regional passenger rail throughout its network, as do most other countries in the world (see Fig 1). The trains can be tailor made to suit the region, such as high speed (160kph) trains from Tauranga, Hamilton and Rotorua to Auckland and a small railcar running between Napier and Gisborne. They can be frequent on busier routes such as



**Could New Zealand one day have trains like this Queensland one serving our regions. It runs on the same gauge as New Zealand with speeds up to 160kph**

Palmerston North to Wellington and Hamilton to Auckland and once or twice a day on other routes. They will need to be organised and coordinated by a national public transport body that would also organise and coordinate a nationally interconnected network of various modes of public transport, all with a common system of fare collection for ease of use throughout the country.

It is difficult to compare New Zealand with other countries due to our terrain and distance from our nearest neighbours. For instance, Switzerland has a very challenging terrain and doesn't have any cities over 1 million people, but does tap into the tourists from neighbouring countries to boost traveller numbers. Norway too, has challenging topography and a small population, but its GDP is far greater than New Zealand's due to its oil wealth. So we are left with Finland where tourists are just 0.6% of the travelling public and where all of the demographics are similar to New Zealand's. Of course, the terrain in Finland where rail exists is mostly flat, but there are many wetlands and lakes. It is easier to build rail there and the distances are in some cases not as long as New Zealand and their communities are less isolated. However, the point is that we do have the asset of the network that is not utilised as it should be and once was. In Finland there are 260 long distance passenger trains daily, carrying 14.9 million people per year and our long distance trains (all three of them) carry just 250,000 people annually and 75% of them are tourists as the ticket price is set for that market. These comparisons are stark and clearly illustrate that we are carrying only a fraction of the people on long distance passenger trains than

we could and should be. Lastly we must remember that 30% of the population need public transport, and there are more who do not like driving as they feel unsafe and intimidated on our roads and would prefer a public transport option, and inconvenient and unattractive for profit buses are totally inadequate.

Fig 1

## Comparative Study of NZ's and Finland's Passenger Railway Services

	NZ	Finland
Population	5,000,203	5,592,854
Land area	268,000sq/km	338,000sq/km
GDP	212.5 billion	271.2 billion
LD Passenger Trains	<u>3 per day (None daily out of season)</u>	<u>260 per day (daily)</u>
LD Pass train journeys	<u>210,000 per year</u>	<u>14.9 million per year</u>
Rail commuter journeys	35 million per year	77.9 million per year
%tage of foreign passengers	<u>75%</u>	<u>0.6%</u>
Length of network	4128km (only 3700km open)	9216km
Length Electrified	<u>589km plus 18km in delivery</u>	<u>3249km</u>
Length of single track	<u>96%</u>	<u>90%</u>
Largest Towns	1.6 million Auckland	631.695 Helsinki
	381,500 Christchurch	226,000 Tampere
	212,700 Wellington	200,000 Oulu
	165,000 Hamilton	186,000 Turku
	131,500 Tauranga	119,000 Lahti
	128,800 Dunedin	83,000 Pori
	134,500 (Napier, Hastings, Havelock North, Clive, etc)	

*In Finland there are 4.9 billion rail passenger/kilometres travelled annually.*

*76% are on long distance trains, only 0.6% are foreigners.*

### Conclusion

New Zealand needs its railway functioning to its greatest potential. Unfortunately, probably due to an infatuation with free market economics and the laws of market forces and an over-zealous interest in the profit motive, New Zealand, over the last forty years has traded social and environmental deficits for a balanced budget and has subsequently squandered our rail asset and the advantages that rail brings to us all. It is now time for us to realise the value of rail as a way of moving both people and goods around

our country. It is time to rebuild our rail asset and to maintain it in a fit for purpose state for us and for future generations to realise and appreciate the benefit of rail.

Sadly, a flawed ideology based on road transport only has been adopted by the current government which has in a short time led to the ruinous rail ferry decision, a decision which must be reversed but will become increasingly more expensive with time.

Funding should not be left entirely to the government as there are many roles for private investment in rail. However, the government must have a significant role in driving the New Zealand railway asset forward at all times to realise its full potential. Their responsibility is the rail infrastructure, NOT supplanting political ideology onto a functioning business entity. They can also make it easier for private operators to get the best out of the system too. Local companies and possibly local councils could become valuable assets in the redevelopment of rail in New Zealand, especially in the regions, through developing short line services to complement the KRL national network services and engineering companies investing in rolling stock in order to grow the New Zealand rail fleet to meet the growing task of rail services. Increased productivity can be achieved through private investment, greater advocacy, limits to government meddling through ideology and improved funding mechanisms.

As a first world country, we should be able to operate a decent network of long distance passenger train services connecting New Zealanders together in the most environmentally friendly, the most comfortable and in the not too distant future the enjoyment of travelling on the fastest (legal) form of land travel that New Zealand could potentially offer to all travellers



Rail uses a remarkably small amount of land. In a city, a double track line can move the equivalent of 24 car lanes.

Rail has the following advantages:

1. The cleanest form of transport of people and freight [less emissions, no environmental degradation]
2. The cheapest form of transport of people and freight
3. Potentially the fastest form of land transport of people [up to 160kph in NZ]
4. Is the most efficient way of moving large quantities of freight or people
5. Is the safest form of transport
6. Is the most comfortable and enjoyable form of transport
7. Is a great way to move tourists to and through all regions
8. Is the best form of transport to provide equity and connectivity for those on budgets and for disadvantaged members of society

Rail is currently the only form of transport that has the potential to meet all of the challenges of both climate change and environmental degradation. It is also the best way to bring and maintain transport equity in this current rapidly changing world, where the rich will adapt to electric cars, but others may be left with expensive, environmentally harmful cars. We must act now!

Niall Robertson



**National Coordinator: Niall Robertson**

**Contact:** [REDACTED]



**Addit:**



**Ex KiwiRail Dc4191 in DRC/Angola border recently [Photo Cancer Society]**

### **Ex KiwiRail locomotive in Open Access Agreement in Africa**

The below photo was taken on the DRC/Angola border within the last month, according to post on a South African group.

Calabash Freight was the first open access operator (in 2018) over the TAZARA.

SNCC has appointed at least 7 open access operators in the last 12 months.

SNCC is the State owned rail company in the eastern DRC.

Most of the new open access operators in the DRC are hiring locos from South African loco lease/hire operators.

Angola has recently concessioned the former CFB (the Lobito Corridor) to the Lobito Atlantic Railway, a JV of Trafigura/Mota-Engil 49.5% each, and Vecturis 1%.

The locomotive in photo is exchanging wagons with LAR at the Sakania border station.

Wagons can now be moved by private operators from Lobito on the Atlantic, to Dar es Salaam on the Indian Ocean, cutting inefficient state operators out of the loop.

Response No:  
3

Contribution ID: 1081

Member ID: 385

Date Submitted: Mar 19, 2024, 04:51 PM

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

**Q2** Why?

Short Text

**Q3** Have we missed anything you think is important?

Short Text

**Q4** Rank the investment priorities

Ranking

**Q5** Why have you ranked the priorities this way?

Short Text

**Q6** Do you agree with the overarching priority?

Multi Choice

**Q7** Why?

Short Text

**Q8** Pick your top 5 priority projects

Ranking

**Q9** Why have you chosen these projects in this order?

Short Text

**Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?

Short Text

**Q11** Upload any supporting documents here

File Upload

[https://haveyoursay.horizons.govt.nz/download\\_file/221](https://haveyoursay.horizons.govt.nz/download_file/221)

**Q12** Name

Short Text

Josien Reinalda

**Q13** Email address

Email

[REDACTED]

**Q14** Where are you based?

Short Text

Foxton Beach

**Q15** Organisation (if applicable)

Short Text

**Q16 E-signature**

Short Text Leana

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice

From:

Josien Reinalda

36 Edinburgh Terrace

Foxton Beach 4815

[Josien@reinalda.com](mailto:Josien@reinalda.com)

To whom it may concern,

It is nice that in the Regional Land Transport Plan cyclists and walkers are being provided for, however equestrians are ignored. Why?

Some fact about equestrians:

- The majority of equestrians are girls and women of all ages and diverse abilities.
- There are about 1000 equestrians living in Horowhenua alone, with an estimated total annual spending of \$15.2 million, excluding land purchases and rates.
- Horse riding and carriage driving are active modes of transport which are environmentally friendly.
- Horses offer a resilient mode of transport, as proven again in the aftermath of cyclone Gabrielle.
- We are as vulnerable road users not catered for:
  - We are not included in any “shared” pathways projects.
  - We are losing more and more opportunities to enjoy their sport in a safe way; The roads are not safe for us and where wide berms exist, they are often fenced off for grazing of stock.

The NZ government strategy “Women and girls in sport and active recreation” strives to achieve equity for all women and girls as well as seeking to understand and address the multiple barriers women and girls can face.

We request equitable provisions and facilities to enjoy our sport.

We equestrians are vulnerable road users just like cyclists and walkers and we are easy to cater for.

Equestrians do not need a special engineered and constructed surface, a 1-2 wide strip of dry soil or grass is just fine.



What we want:

- To be included and provided for in the development of new and existing pathways.
- To be safe; Horse riders and carriage drivers to be included road safety messaging and advertising via website and radio to include messages to keep horses and riders/drivers safe.
- That representatives of the New Zealand Equestrian Advocacy Network Inc. be consulted regarding matters that potentially impact equestrians.

The New Zealand Equestrian Advocacy Network Inc. (NZEAN) has representatives in your region who are happy to help with equestrian friendly initiatives by the council.

Kind Regards,

Josien Reinalda

Click <https://theportal.horizons.govt.nz/app/7000576945/ui/requests/361000015449984/details> for details :

**Q1** Do you agree with these objectives as goals for the future of land transport in our region?

Multi Choice

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Short Text

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File Upload [https://haveyoursay.horizons.govt.nz/download\\_file/222](https://haveyoursay.horizons.govt.nz/download_file/222)

**Q12** Name

Short Text Fiona Ritson

**Q13** Email address

Email

**Q14** Where are you based?

Short Text Hawera

**Q15** Organisation (if applicable)

Short Text Taranaki Regional Council (officers)

**Q16 E-signature**

Short Text LEana

**Q17 Do you wish to speak to your submission?**

Multi Choice No

**Q18 Preferred submission hearing date**

Multi Choice

**Q19 Phone**

Telephone

**Q20 Will you be attending the submission hearing in person or online?**

Multi Choice

**Leana Shirley**

---

**From:** Fiona Ritson [REDACTED]  
**Sent:** Friday, 15 March 2024 3:18 PM  
**To:** Transport  
**Cc:** Leana Shirley; Lisa Hawkins; Cheryl Gazley; Mike Nield (TRC)  
**Subject:** Officer submission to the draft 2024 Review of Horizons Regional Land Transport Plan

**Importance:** High

**ALERT:** This message originated outside the Horizons' network.  
**BE CAUTIOUS** before clicking any link or attachment.

Tēnā koe

Thank you for the opportunity to consider and comment on the 2024 review of the Horizons Regional Land Transport Plan.

The following feedback is provided by Officers only, and has not had the opportunity for governance review/endorsement due to the timeframes involved.

- Support for the revised strategic framework in Horizons' draft RLTP, which generally aligns well with Taranaki's draft RLTP (which went out for consultation on 16 February 2024). This is important given the connections between our two regions.
- Ensuring efficient, reliable and safe connections between our region and the Manawatū-Whanganui region is of key importance for Taranaki. We therefore strongly support any and all maintenance and improvements on both SH3 and the Marton-New Plymouth rail Line (MNPL) within the revised RLTP. This is a priority inter-regional transport corridor for Taranaki, for movement of both people and freight (particularly to and from Port Taranaki).
- Note the Marton Rail Hub has secured government funding of the development of a debarking facility and forestry hub, and that this will act as a key logistics point for log transport to North Island ports such as Port Taranaki.
- Specific support is given for the identification in Section 17 [Inter-regional activities] of:
  - both State Highway 3 and the Marton-New Plymouth rail line as being corridors of inter-regional significance; and
  - the completion of the State Highway 43 Forgotten World Highway seal completion work.
- Additionally, we wish to highlight the role of having multiple travel options available between our region to support improving both resilience and access. Of specific note, developing inter-regional public transport between our regions has been identified in both our Regional Public Transport Plans as an important future improvement to investigate. We look forward to working together to consider options to provide public transport services for residents and visitors as well as environmental and safety benefits.
- Further strengthening of the relationship between our councils will be achieved through work on the proposed Lower North Island Freight Strategy. Consideration may wish to be given to including reference to this proposed strategy within the RLTP.

Thank you again for the opportunity to provide feedback on the draft Horizons RLTP 2024. We regret that time does not allow us to do a more fulsome submission.

The Council does not wish to speak in support of its submission.

Ngā mihi  
Fiona

**Fiona Ritson**

Senior Policy Analyst - Transport

**Taranaki Regional Council**

47 Cloten Road | Private Bag 713 | Stratford 4352, New Zealand

[www.trc.govt.nz](http://www.trc.govt.nz)   

Working with people | caring for Taranaki

*Please note that I work part-time. I'm usually in the office Monday / Wednesday / Friday.*

