

Annex B

Draft Regional Land Transport Plan 2021-31

Copy of Submissions

Response No:
27

Contribution ID: 971
Member ID:
Date Submitted: Feb 12, 2024, 10:27 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 We need more cycling infrastructure. Please keep building the new Woodville Highway with a cycle track and make the old SH3 Gorge Road cycle friendly eventually connected Woodville to Palmerston North safely.
- Q3 Have we missed anything you think is important?**
Short Text I wish there was more love for public transport in Taranua. Have frequent public buses and trains from Taranua to Palmy. We are trapped without a car currently and cars are bad for the environment, etc
- Q4 Rank the investment priorities**
Ranking Connectivity and access
Better travel options
Safety
- Q5 Why have you ranked the priorities this way?**
Short Text I think all 3 options are needed. Connectivity to Taranua is lacking so we need Better Travel options. Safety for cyclists too.
- Q6 Do you agree with the overarching priority?**
Multi Choice Yes
- Q7 Why?**
Short Text We only have one planet so let's save the one we're on. There's no planet B
- Q8 Pick your top 5 priority projects**
Ranking (Waka Kotahi) SH3 revocation of old Gorge Road
(Waka Kotahi) SH3 Ashhurst Cycleway
(PNCC) Shared pathways network
(Waka Kotahi) Te Ahu a Tūrangā Highway
(Taranua DC) Huarahi Tōhono (Route 52)
- Q9 Why have you chosen these projects in this order?**
Short Text We need to make cycling safe and accessible to all! I want to bike to work from Woodville to Palmy most days. We should be proud of cycling. It's good exercise, good for the environment and we live in a beautiful region that people don't see while driving
- Q10 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?**
Short Text More cycling options. More public transport by train and bus. Let's get out of cars, save the planet and connect the region together
- Q11 Upload any supporting documents here**
File Upload
- Q12 Name**
Short Text Richard Marks

Q13	Email address
Email	[REDACTED]
Q14	Where are you based?
Short Text	Woodville
Q15	Organisation (if applicable)
Short Text	
Q16	E-signature
Short Text	Richard Marks
Q17	Do you wish to speak to your submission?
Multi Choice	Yes
Q18	Preferred submission hearing date
Multi Choice	Thursday 4 April 2024 (10am - 4pm)
Q19	Phone
Telephone	[REDACTED]
Q20	Will you be attending the submission hearing in person or online?
Multi Choice	In person

Response No:
26

Contribution ID: 987
Member ID: 279
Date Submitted: Feb 19, 2024, 06:31 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 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 No
- Q7** Why?
Short Text Resilience and CO2 reduction are key outcomes of better connectivity and access and better transport options. Listed separately it encourages silo policies that are not integrated or holistic.
- Q8** Pick your top 5 priority projects
Ranking (Waka Kotahi) SH3 Whanganui to Bulls (Tranche 2)
Lower North Island Rail (CapCon upgrades)
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)
(KiwiRail) Regional Freight Hub
(Ruapehu DC) Mountains to Sea Cycleway extension
- Q9** Why have you chosen these projects in this order?
Short Text Struggling to find any priorities in your document for the Whanganui half of Manawatu/Whanganui TBH
- Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?
Short Text Yes I would like to speak to my submission with a PowerPoint presentation
- Q11** Upload any supporting documents here
File Upload
- Q12** Name
Short Text James Barron
- Q13** Email address
Email [REDACTED]

Q14 Where are you based?

Short Text Whanganui

Q15 Organisation (if applicable)

Short Text

Q16 E-signature

Short Text James Barron

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice

Q19 Phone

Telephone

[REDACTED]

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

Multi Choice In person



BAINESSE & DISTRICTS

Community Development Trust

We support Horizon's focus on increasing active travel options within the region by 2030.

We agree further opportunities exist to improve connections to, from, and within the region using active transport. Developing the Manawatu as a central hub for interconnecting cycling corridors for tourists travel North to South or East to West. Airports, bus, trains [commuters or long haul], and cycleways assisting travellers to move around the North Island. Enjoying all there is on offer because of the proposed efficient and reliable transport system.

We submit that the completion of the planned Longburn to Foxton / Himatangi rail trail would achieve the following positive outcomes within Horizons LTP.

The Longburn – Foxton Rail trail, Manawatu.

Key benefits included.

1. Providing safe inclusive transport options for people - school children, commuters, and tourists. [Better Travel choices objective]
2. Economic opportunities through tourism and wider economic flow on effects.
3. Closing the gap that exist in the inter-regional cycle network. [North – South, West to East]
4. Positive environmental impact through the lowering of emissions because people have more transport choices.

Providing safe inclusive transport options for people - school children, commuters, and tourists. [Better Travel choices]

The Rail trail sits within two of the 5 Horizon's objectives and 2 investment priorities.

- Objectives: [1] Travel Choice & [2] Connectivity and efficiency.
- Investment priority: [1] connectivity and access & [2] active transport.

The Rail Trail, a historical railway line, sits a safe distance from the edge of SH56, SH1 and Rangiotu Road from Longburn to Foxton. The 31.7 Kilometres railway line is wide allowing space for walkers, cyclists, scooters, roller blades, horses, mobility aided users, etc.. The inclusive nature of the rail trail means

- Children and their families could safely walk or bike to Bainesse school, PN or Foxton Schools.
- Locals would be able to walk or cycle to their local Marae.
- Adults could commute to work – Foxton and PN.

- In the future people will be able to commute between Foxton, Himatangi, Sanson and Bulls.
- Recreational walking of parts of the Rail Trail with family & friends, exercising small children and dogs.
- Social benefits like Book sharing boxes.
- Safe travel to and from community activities. [Bainesse, Rangiotu, Marae's]
- Historical awareness via information boards.
- Health and environmental benefits. [Hauora]
- Walking or biking to the Foxton golf course, Mt. Bike track, or other businesses along the Rail Trail.

The Rail Trail would increase rural people's options away from private vehicles as they can move safely with little or no emissions.

This is an opportunity for Horizons and NZSTA to incorporate a movement corridor both between Longburn - Foxton and Levin – Sanson. Thus, supporting future economic growth and the national objective to increase travel by walking / cycling. [Active transport]

Building the Rail Trail will avail commuters, tourists, and recreation people the choice of using alternative transport which they presently don't have. It also means people with limited or no access to a car have a way of being actively involved in their local area.

NB: locals presently use parts of the rail line on a daily basis: farmers, the Postal service, horses.

Economic opportunities – Tourism, active transport, small business.
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There are extensive economic reasons for building the Rail Trail alongside the health [Hauora], emission, and resilience considerations.

The economic opportunities of the Rail Trail include.

- Tourism – an important opportunity for the region's future development
 - Accommodation
 - Campground.
 - Farm stays
 - B&B
 - Glamping and other more high-end options.
 - Bicycle businesses – buying, hiring, repairing, clothing, equipment.
 - Touring packages
 - Transportation of cyclists between drop off and pick up points.
 - Food – cafes, restaurants, coffee carts
- Increased visitors to specific businesses, e.g. Foxton's Dutch windmill, Zeagold Foods, The egg project, The wines, The lodge – Himatangi Country Estate.
- Farm tours.

- Small business opportunities include:
 - Craft based industry, e.g. spinning and weaving.
 - Museum e.g. primary industry – Forestry, flax, agriculture
 - Manawatu River – boat tours
 - Fishing charters
 - Wind surfing
- Mt. bike parks – Foxton [in development] and Arapuke [developed]
- Marae visits, accommodation, cultural events.
- Foxton / Himatangi business development because of the consistent flow of people needing their services. E.g.: accommodation, food, bicycle services, shopping.

With the increase in tourism [both internal and international], businesses will have the confidence to provide a wider range of products and services. Stimulating further growth and economic flow on. In addition to this are the economic benefits to the wider Manawatu because of the increased flow of people moving along the interconnecting cycling networks from North – South or East – West.

Closing the gap that exist in the inter-regional cycle network. [North – South, West to East]

Horizons recognise the need to improve connections to, from, and within the region, in the form of alternative transport options by connecting cycle networks. They recognise the need and benefits of an "inter-regional cycle network". There is an opportunity within **THIS Long Term Plan** to increase active transport and cycle tourism by providing a complete, safe, and well serviced network."

[pg 67-68 – 14.3 Transport invest priority 2: better travel options]

The inter-regional cycle network would be complete with the development of this Rail Trail. The rail trail would link the West – East corridor [Napier to Foxton] – just like the Manawatu River. While connecting in with the North – South corridor [Wtgn, Levin, Sanson, Bulls] at the Himatangi corner of SH 1. By also having a pathway out to Himatangi, active travellers have a circuit that includes a trip along the beach. Just like the original settlers.

NZTA being responsible for SH1 [Levin – Bulls] and SH56 [Tiakitahuna – Longburn] and NZ railway would need to add pedestrian access when replacing the Longburn over bridge.

It is practical to include safe walking and cycling options along side SH1 as this would be a continuation of the design model already used from MacKey's crossing to Otaki. And the Foxton to Sanson leg already has the groundwork and wide verges because of the previous railway & tram lines.

NB: CEDA wrote a business case study in 2023 for the Trust. MDC have a copy of this.

This Rail Trail will also assist Horizons and NZ with its environmental objectives of lowering carbon emissions and reducing the impact of transport on the environment. More and more people are embracing e-bikes and bikes with child carrying capacity. Making it easier for them to commute or travel. This will only increase with the development of safe interlinking regional cycle networks.

Thank you for your time.

The opportunity to speak to our submission would be appreciated.



BAINESSE & DISTRICTS
Community Development Trust

- 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 support active transport choices for commuters, tourism and recreational users. We support travel choice, connectivity through efficient inter linking corridors that provide for safe travel for cyclists, walkers, scooter and potentially horse riders.
- 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 Active transport provides wider choice, moving people away from private vehicles. This enhances health, wellbeing and resilience. While reducing climate emissions thus meeting both Horizons and the countries goals.
- Q8** Pick your top 5 priority projects
- Ranking (Waka Kotahi) Ō2NL - SH1/SH57 northern section
(Waka Kotahi) SH3 Ashhurst Cycleway
(PNCC) Shared pathways network
(Ruapehu DC) Mountains to Sea Cycleway extension
(Waka Kotahi) Te Ahiu a Tūrangā Highway
- Q9** Why have you chosen these projects in this order?
- Short Text We support active transport options within the long term plan for Horizons. These options support our objectives of inter linking active transport corridors north, south, east & west.
- Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?
- Short Text We believe that all newly constructed major and significant arterial roads need to include active transport options. This should be standard practice going forward. Thus meeting Horizons 5 key objectives and two investment priorities.
- Q11** Upload any supporting documents here
- File Upload https://haveyoursay.horizons.govt.nz/download_file/147
- Q12** Name
- Short Text Alice Williamson

Q13 Email address

Email

Q14 Where are you based?

Short Text Tiakitahuna / Bainesse

Q15 Organisation (if applicable)

Short Text Bainesse and District Community Trust.

Q16 E-signature

Short Text Alice Williamson

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

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

Multi Choice In person

Response No:
23

Contribution ID: 1026

Member ID:

Date Submitted: Mar 05, 2024, 02:36 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 to be very sensible....
- Q3** Have we missed anything you think is important?
- Short Textand I can't suggest anything else today.
- Q4** Rank the investment priorities
- Ranking Connectivity and access
Safety
Better travel options
- Q5** Why have you ranked the priorities this way?
- Short Text Safety has to be balanced with risk. and costs.
- Q6** Do you agree with the overarching priority?
- Multi Choice Yes
- Q7** Why?
- Short Text Earthquakes and adverse weather events over the past 15 years show the why.
- Q8** Pick your top 5 priority projects
- Ranking (Waka Kotahi) SH1 Utiku Slip improvements
(Waka Kotahi & PNCC) PNIT1 package works
(Waka Kotahi) SH3 Ashhurst Cycleway
Lower North Island Rail (CapCon upgrades)
(PNCC) Shared pathways network
- Q9** Why have you chosen these projects in this order?
- Short Text I have only ranked unfunded projects. Funded projects must also be finished promptly.
- Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?
- Short Text Yes, at the personal presentation.
- Q11** Upload any supporting documents here
- File Upload
- Q12** Name
- Short Text Bruce Wilson
- 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 Bruce Wilson

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

[REDACTED]

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

Multi Choice In person



8 March 2024

transport@horizons.govt.nz

SUBMISSION TO HORIZONS' REGIONAL LAND TRANSPORT PLAN 2021-2031

Submission by Rangitikei District Council

Thank you for the opportunity to submit on the Draft Regional Land Transport Plan (RLTP).

The Rangitikei District Council looks to congratulate the regional members for the way in which they work collaboratively for the common good of the region. The way in which all Councils and contributing members combined to forward the business cases for O2NL (Otaki to North of Levin) and the Te Ahu a Tūranga replacement to the Manawatu Gorge has been exceptional and that attitude must be maintained.

Our submission will follow the format of the submission form but we wish to make a series of project points.

We agree with the direction of the National Land Transport Plan but wish to highlight parts of the plan that we consider to be highly relevant –

1. **Objective 3:** That the land transport network is safe for users.
2. **Objective 4:** Climate Change and resilience: that the transport system is resilient.
3. **Objective 5:** The transport network is well maintained and fit for purpose.
4. **Headline Target:** headline targets the network condition on 90% of the region's roads is above the nationally set threshold for ride quality.

We make these points because we are clearly failing nationally especially within the rural roading networks. Even the National paper talks of "sub-optimal maintenance" and the Regional Land Transport Plan refers to the need to "reverse network degradation". This is the reality and while not a specific project, these issues of resilience often caused by climate change should be considered as a package and for the Rangitikei should take preference.

There are a number of projects that we wish to comment on as follows –

1. **The Utiku slump site** is correctly categorised as Priority 1 within the plan at a significant cost of \$108.7m. This work has business cases and immediate mitigation proceeding at speed, there is an imminent risk of a failure/long term closure of State Highway 1 in the North Island with no practical detour arrangement possible. If the land movement occurs it is also highly likely to take out the main trunk rail line. The financial effects of this would be catastrophic. It is ranked by Waka Kotahi as their highest risk and our RLTP should support that position.
2. **The maintenance of rural roads** – this we have covered in commenting on the national objectives. For the Rangitikei roading is consistently our biggest budget, we now have some roads that are really only suitable for four wheel drive vehicles due to a combination of climate change and forestry. We understand absolutely for a focus on safety but we as a district also believe that safety is being compromised by the deterioration of the network. Our district also questions whether the budget of over \$110m on wire road separation of State Highway 3 between Bulls and Whanganui could be better spent on maintenance.
3. Our Council is disappointed that several projects receive no mention despite being raised on many occasions –
 - i) Waka Kotahi have recognised the “pinch-point” in the network at Bulls at the junction of State Highway 1 and State Highway 3. Because of the size of heavy transport units and the tightness and delay at that intersection, most heavy transport elects to bypass by using our local streets or by using a restricted bus lane at Te Matapihi. We do however appreciate the work that is being done at Ohakea, signalled as a need in the last RLTP.
 - ii) “The Gentle Annie” road linking Taihape and Napier is regarded by users as a State Highway. It serves as a commercial link between Hawkes Bay and the Rangitikei/Whanganui regions. We would also point out that when the Napier/Taupo Road was such from Cyclone Gabrielle the Gentle Annie was open much sooner and was the alternative route. It is disappointing that it is not mentioned in Section 17 regarding Inter-regional Activities. The road serves as an alternate State Highway and is also used extensively for tourism and links our forestry with destination ports. We ask that it receives at least a significant road status as a special purpose road.
 - iii) We note the significance in the RLTP to rail hub projects and associated road connections in Palmerston North. They are significant, however the rail hub at Marton is also highly significant. Consenting requirements have now largely been met opening the door to a timeframe potentially within the first years of this plan. The RLTP covers both roading and rail and it is disappointing that it is not mentioned by the Chair and receives little comment.

4. We continue to lobby for better transport connections by both bus and rail. Marton is the principal junction for rail in the North Island. East, West, South, North and while that point has been made and recognised for freight we need to extend that thinking to rail. We would like to see the expansion of the capital connection further into the Rangitikei and Whanganui Regions.

We conclude our submission by again making the plea that there continues to be a significant issue between the release of the GPS (Government Policy Statement) which translocates to a Waka Kotahi funding position that comes into effect in September, well after we as a Council have adopted our LTPs (Long Term Plans).

We thank you for the time and opportunity to submit.



Andy Watson
Mayor



Kevin Ross
Chief Executive



SUBMISSION FORM

Te puka tapaetanga

Submissions close 5pm 11 March 2024

HAVE
YOUR SAY

YOUR DETAILS:

Name: Kevin Ross

Phone: [REDACTED]

Organisation: Rangitikei District Council

Email: [REDACTED]

Town/City 46 High Street Marton

☒ 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)

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?

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

Travel choice

5

Network quality and integration

2

Safety

3

Connectivity and efficiency

4

Climate change and resilience

1

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

2b Why have you ranked the priorities this way? Because of the degradation of the network

2c Do you agree with the overarching priority?

YES ☒

NO ☐

2d Why or why not?

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

1. Utiku Slip

2. Maintenance of networks

3. Marton Rail Hub

4. Palmerston North Rail Hub

* Ranking 3 & 4 dependent on completion of consents and purchase.

Why did you choose this project?

National significance

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 because of the degradation of the network

Q6 Do you agree with the overarching priority?

Multi Choice Yes

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/202
https://haveyoursay.horizons.govt.nz/download_file/203

Q12 Name

Short Text Kevin Ross

Q13 Email address

Email

Q14 Where are you based?

Short Text Marton

Q15 Organisation (if applicable)

Short Text Rangitikei District Council

Q16 E-signature

Short Text leana

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

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

Multi Choice In person

7 March 2024

Rachel Keedwell
Chairperson
Regional Transport Committee
Horizons Regional Council

Kia Ora Rachel

Re: Regional Land Transport Plan Mid-term review 2024 (Draft)

The Central Economic Development Agency supports in principle the refresh of Horizons Regional Council's Regional Land Transport Plan (RLTP) and believe the five identified objectives are the right ones. As the Regional Economic Development Agency for Manawatu, we would like to provide feedback from an economic development perspective on the prioritisation of projects to meet these five outcomes; specifically, the ranking of projects for the region referred to on Page 86 of the updated draft plan.

In the 2021-31 RLTP several other significant infrastructure projects were identified across the region, one with immediate priority status included progressing and developing the Regional Freight Ring Road as part of the Palmerston North Integrated Transport Initiative. It appears this project has been deprioritised in the recent refresh of the RLTP, despite the significant economic benefit it would bring to the region through Te Utanganui the Central New Zealand Distribution hub.

The purpose for this submission is to encourage the Horizons Regional Council to reconsider the prioritisation of these projects, particularly ensuring the utmost priority for the Palmerston North Integrated Transport Improvements project, incorporating the regional freight ring road.

Thank you for the opportunity to submit and we look forward to the outcomes of the review feedback.

Yours sincerely



Jerry Shearman
CEO

An Overview of the Palmerston North Integrated Transport Initiative (PNITI)

From its location in central New Zealand, Palmerston North and the wider Manawatu-Whanganui region has become a leading freight distribution hub – supporting economic development in the wider region and improving the national transport and freight network.

To unlock the full potential of this positioning, and enhance the lifestyle the region is known for, Palmerston North's transport network needs changing and upgrading.

The Palmerston North Integrated Transport Initiative is a package of projects designed to support growth of freight distribution in the region while also improving transport safety and choice for residents and visitors of Palmerston North. It aims to support economic development, reduce the number of freight vehicles on inner city streets, encourage active modes of transport (like walking, biking or catching the bus), reduce congestion and journey times, and reduce deaths and serious injuries on our roads.

PNITI Alignment tot the RLTP Investment Priorities

Investment Priorities (weighting)	How PNITI Supports These Priorities
Resilience and climate change (overarching priority)	Congestion on roads and fuel ineffectiveness created from the stop-start routes currently used through towns and communities will be improved. Additionally, with the rise in natural disasters, we have keenly felt the importance of a robust distribution and transport network to ensure goods and services can always access central New Zealand and beyond.
Connectivity and access (50 percent)	Palmerston North is home to the third node of distribution and logistics in Aotearoa and is one of only three places across the national network that is consented for 24/7 air freight, which means we have a significant amount of distribution coming and going. The current lack of direct routes is reducing efficiency in one of our largest sectors and creates congestion for our communities.
Better travel options (30 percent)	To support users in the region using multi-modal transport, and create an overall reduction in light vehicle kilometres, it's crucial that we divert our heavy vehicles away from our communities and key local routes and onto a designated ring road alternative.
Safety (20 percent)	Removing heavy freight from our roads will improve safety throughout our communities, particularly for those traveling via bike, walking and other slower paced methods of transport.

Note: CEDA has specific data relating to PNITI and the Regional Freight Ring Road following our commissioned research report. We are not privy to the same level of data for the two prioritised RLTP projects.

Key Discussion

It is heartening to see that the Vision of the RLTP remains steadfast, however we would like to see that some of the catalyst projects originally identified in achieving this vision elevated in **Section 16.1**.

Prioritised regionally significant activities - Ngā tino tūmahi tōmua o te rohe (see further commentary below).

With the rise in natural disasters, we have keenly felt the importance of a robust distribution and transport network to ensure goods and services can consistently access central New Zealand and beyond. This is why it is important not to take our eye off the long-term ball when it comes to achieving the vision of *"A region that connects central New Zealand and supports safe, accessible and sustainable transport options."*

As stated in the RLTP 2021-31, on page 20, *"safe and efficient movement of people and freight will be key to the region's recovery from COVID-19 and its ongoing economic development over the life of this plan."* As also identified in the RLTP, the success of proposed rail freight hubs will be heavily reliant on strong road connections as they support the movement of freight to and from the hub, as well as safely moving other road users around the site.

The relationship between rail and road cannot be understated when it comes to achieving this vision and we must ensure projects that will drive development forward in these areas are prioritised. The PNITI project most directly contributes to the region achieving this freight vision and should be adequately prioritised to do so.

The PNITI project, incorporating the regional freight ring road, will provide secure, safe and efficient connections from the key freight nodes such as the airport and Palmerston North City to the Te Utanganui and across the lower North Island. Without these connections, freight to and from the hubs, along with general commuter traffic, will be compromised. Progression of these hubs and the roading infrastructure that supports them will be key to unlocking the region's rail freight potential, making the PNITI project instrumental to the success of the region's recovery from COVID-19.

As identified in the RLTP, the impacts of good (and bad) transport are widespread, ranging from the safe and efficient movement of people and freight, to enabling land use and population growth, shaping community liveability, and influencing the health and wellbeing of the population. Transport also directly impacts climate change and the environment, primarily through the release of carbon emissions. PNITI aligns with the RLTP belief that these corridors are key economic and social lifelines, enabling the movement of people and goods between key centres of production, consumer markets and distribution hubs.

The construction of Te Ahu a Tūranga, Manawatū-Taranaki highway, the KiwiRail Regional Freight Hub and the Ōtaki to north of Levin highway cannot be seen in isolation. These projects form a core part of enabling Te Utanganui, the Central New Zealand Distribution Hub proposition which includes and relies on the Palmerston North Integrated Transport Initiative.

Figure 1: The nine components of Te Utanganui showing PNITI and the regional Freight Ring Road as a key Catalyst for the project.



Figure 2: Te Utanganui 's central north Island positioning showing the significant connector function it plays geographically as an "economic pillar" project.



SUMMARY

CEDA supports the Regional Land Transport Plan Mid-term review 2024 (Draft), **with an adjustment to the current proposed rankings.**

CEDA supports ranking the Palmerston North Integrated Transport Initiative (PNITI) project as the number one priority as:

- PNITI, more than the other two projects, delivers across the spectrum of the **five objectives for achieving the vision** (travel choices, connectivity & efficiency, safety, climate change and resilience, network quality and integration) and the **overarching transport investment priorities** (connectivity & access, better travel options, and safety).
- We believe the economic impact the of PNITI project would exceed both projects ranked above it in the current draft. CEDA commissioned a report prepared by Infometrics in June 2023 "*Modelling the economic impact of Te Utanganui freight hub projects on the Manawātū-Whanganui economy*" that looked at the contribution and growth in GDP through the project lifecycle and out to 2055. Further work was completed by Palmerston North City Council on that data, extrapolating over different project lifecycle scenarios and looking at the impact of bringing the date of project operations commencement forward. Assuming operations commenced in 2035, by 2055 it is estimated that Te Utanganui would contribute a cumulative value added to GDP of \$3.4b to the Manawātū-Whanganui region, and \$4.2b to the national economy. However, if that date was brought forward to a 2027 operational date, the projected cumulative value added to GDP by Te Utanganui would increase to \$4.4b to the region, and \$5.4b nationally by 2055. In other words, an accelerated PNITI, especially the Palmerston North Freight Ring Road by 2027 has the potential to increase value add to GDP of up to \$1 billion to the Manawātū-Whanganui region, or \$1.2 billion nationally by 2055.
- PNITI is a New Zealand Inc. solution to distribution and logistics and as such is positioned inside key government documents and strategies. The Palmerston North Freight Ring Road was included in the new governments 2023 pre-election document "*Transport for the Future*" as one of 10 projects identified where the government "will task NZTA and KiwiRail to work with local councils to begin or progress investigations... as part of a long-term plan to deliver a modern transport network that will reduce congestion, drive economic growth and lift incomes." Based on this, we will be pushing for the Palmerston North Freight Ring Road to be elevated in the Government Policy Statement on Transport, and we believe this will be the only one of the three projects that will be referred to in that document.
- We believe the Palmerston North Freight Ring Road, within PNITI, being elevated back to the number one ranking will drive investor confidence as we expand the footprint of Te Utanganui to circa 600 hectares over the next 30 years. Bringing some form of public-private funding to projects will meet the new government's expectation that projects should be at least part funded by those who derive benefit from these assets. There are already parties in early-stage conversations about that possibility, and it is highly like that would not be the case for the two projects currently ranked above PNITI.
- Accelerate25 Transport Initiatives name PNITI in its plan as one of several key enablers for the wider region: <https://experience.arcgis.com/experience/5e9ce81fdc2a4e73bdbac57929fbd2b>

PROPOSAL

CEDA would support the Regional Land Transport Plan Mid-term review 2024 (Draft) project rankings as follows:

1. Palmerston North Integrated Transport Initiative (PNITI) package
2. SH1 Utiku Slip Resilience Improvements
3. Manawatu River Bridge, Ashhurst (SH3)

- 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 connected communities and businesses drive Economic development
- Q6** Do you agree with the overarching priority?
Multi Choice Yes
- Q7** Why?
Short Text wrt to our priority and view from an ED lens both Resilience (of supply) and climate change (mode shift) are front and centre
- Q8** Pick your top 5 priority projects
Ranking (Waka Kotahi & PNCC) PNITTI package works
(KiwiRail) Regional Freight Hub
(PNCC) Te Utanganui Business Case
(Waka Kotahi) SH3 revocation of old Gorge Road
(Waka Kotahi) SH3 Ashhurst Cycleway
- Q9** Why have you chosen these projects in this order?
Short Text They link to two key ED projects (Te Utanganui Strategy & the Destination Management Plan)
- 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/171
- Q12** Name
Short Text Jerry Shearman
- Q13** Email address
Email [REDACTED]

Q14 Where are you based?

Short Text Palmerston North

Q15 Organisation (if applicable)

Short Text CEDA

Q16 E-signature

Short Text Jerry Shearman

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

[REDACTED]

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

Multi Choice In person



Submission 37

Palmerston North Airport Limited
Terminal Building, Airport Drive
PO Box 4384
Palmerston North 4442
NEW ZEALAND

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8th March 2024

Attention: Transport
Horizons Regional Council
Private Bag 11025
PALMERSTON NORTH

REGIONAL LAND TRANSPORT PLAN – MID TERM REVIEW 2024

Thank you for the opportunity to submit on the revised land transport plan.

As the operator of Palmerston North Airport Limited (PNAL) we have a vested interest in ensuring that our regional land transport plan is complementary to and enables our own development initiatives. As you may be aware freight and logistics is a key strategic growth pillar for our region's airport. In this regard we are within the Te Utanganui Central New Zealand Distribution hub campus and are working tirelessly to attract air freight and logistics related businesses for our region's benefit. We recognise the comparative advantages that our region and airport have over others from a geographical perspective, 24-7 operational capability, and access to both passenger and freight aircraft efficiently connecting our region to/ from New Zealand's major business centres.

While airlinks are a critical enabler of the airport's current and future success, equally Te Utanganui will rely on efficient road and rail connectivity. Your own objectives include connectivity and efficiency, safety, climate change and network quality and integration. These are all objectives which can be met through the development of a regional freight ring road unlocking the potential of Te Utanganui, and further enabled by rail and low/ zero emission transport options.

To read this draft plan which references investing wisely in areas that will yield the greatest regional benefit and then note that the slip on State Highway 1 at Utiku and the Te Ahu a Turanga footbridge are prioritised ahead of the regional freight ring road is disappointing. These surely must be considered as business as usual projects which, while we agree must be undertaken, are not visionary in nature nor lack the ability to progress our regional economy to the extent that the regional freight ring road will.

Te Utanganui provides our City and region with an intergenerational opportunity, one which relies heavily on the regional freight ring road to unlock its potential for us all. I therefore respectfully urge you to consider the optics associated with the present ranking of regional projects and elevate the regional freight ring road to its rightful place as the most critical infrastructure project our region should embrace.

Yours sincerely

David Lanham
Chief Executive Officer
Palmerston North Airport Limited

- 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 Connectivity of our city and region is critical. The lack of a freight ring road / bypass is presently a significant safety issue.
- Q6** Do you agree with the overarching priority?
- Multi Choice Yes
- Q7** Why?
- Short Text Resilience is critical in our infrastructure.
- Q8** Pick your top 5 priority projects
- Ranking (Waka Kotahi & PNCC) PNIT1 package works
(PNCC) Te Utanganui Business Case
(KiwiRail) Regional Freight Hub
(Waka Kotahi) Ō2NL - SH1/SH57 northern section
(Waka Kotahi) Te Ahu a Tūranga Highway
- Q9** Why have you chosen these projects in this order?
- Short Text The importance of Te Utanganui to our airport and regional economy's future success and therefore infrastructure projects which directly enable success have been selected.. Refer to my attached letter.
- 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/173
- Q12** Name
- Short Text David Lanham
- Q13** Email address
- Email [REDACTED]

Q14 Where are you based?

Short Text Palmerston North

Q15 Organisation (if applicable)

Short Text Chief Executive Officer, Palmerston North Airport Ltd

Q16 E-signature

Short Text David J Lanham

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone [REDACTED]

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

Multi Choice In person

Response No:
1

Contribution ID: 1034

Member ID: 74

Date Submitted: Mar 08, 2024, 07:42 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 Choice = transport options

Q3 Have we missed anything you think is important?

Short Text Accessibility for people with disabilities, I guess that is covered?

Q4 Rank the investment prioritiesRanking Better travel options
Connectivity and access
Safety**Q5 Why have you ranked the priorities this way?**

Short Text We can't all drive, so we need options to reach our destinations.

Q6 Do you agree with the overarching priority?

Multi Choice Yes

Q7 Why?

Short Text If you mean eco-alternatives, rather than road vehicles.

Q8 Pick your top 5 priority projectsRanking (Rangitikei DC) Marton Rail Hub
Lower North Island Rail (CapCon upgrades)
(KiwiRail) Regional Freight Hub
(PNCC) Main St Bus Hub Redevelopment
(Ruapehu DC) Mountains to Sea Cycleway extension**Q9 Why have you chosen these projects in this order?**

Short Text Because they're rail-focused, and bus and cycling/walking.

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 Angela Stratton

Q13 Email address

Email

Q14 Where are you based?

Short Text Wanganui

Q15 Organisation (if applicable)

Short Text

Q16 E-signature

Short Text Angela 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



P.O. Box 1271
145 Cuba Street
Palmerston North 4410
P: 06 355 0126
E: admin@enm.co.nz
enm.org.nz

Submission: Regional Land Transport Plan Midterm Review

To: Horizons Regional Council

Contact Details:

Organisation: Environment Network Manawātū (ENM)
Contact Person: Helen King
Address for service: 145 Cuba St, Palmerston North 4410
Phone: [REDACTED]
Email: [REDACTED]

Overview:

A submission on behalf of the Environment Network Manawātū regarding all aspects of the given proposal.

Background:

ENM exists to connect and inspire communities for environmental action. We are the environment hub for the Manawātū region providing sector leadership, building capacity and capability, and creating community.

Understanding that all life is part of a thriving, self-sustaining ecosystem our vision is that the ecological and human communities in the Manawātū River catchment are living in harmony.

We work strategically to demonstrate best-practice as a member-led environmental organisation. We promote environmental activities and advocate for positive environmental outcomes. We connect volunteers, support organisational sustainability, provide educational opportunities and seek to increase the stream of funding to the sector. We support and enable our membership through meeting needs, holding space and creating opportunities for increased connections. We celebrate the diverse passions of our 65+ member groups, that include biodiversity regeneration, freshwater quality, food resilience, waste reduction, sustainable living, alternative energies, climate change and active transport. The network is organised into two collectives: Manawātū Food Action Network and Manawātū River Source to Sea

Submission:

ENM supports the draft midterm review, in particular any decisions linked to the reduction of carbon emissions, and the assurance that resilience and climate change improvements are factored into all projects put forward for funding under the plan.

ENM and our member groups are increasing their presence and voice in the climate change space as we understand how this not so slow-moving emergency necessitates radical action. We are of the conviction that awareness of this needs to be factored into every policy, plan and decision that is made in the understanding of the impacts climate change will have on our people and our rohe.

We are particularly supportive of:

- The movement to a 100% electric bus fleet.
- Reducing the impact of transport on the environment through the reduction in emissions.
- The promotion of methods of active transport alongside, or ideally as a substitute to car use.



- 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 Please see attached submission.
- Q3** Have we missed anything you think is important?
- Short Text Please see attached submission.
- 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 Please see attached submission.
- Q8** Pick your top 5 priority projects
- Ranking (PNCC) Shared pathways network
(Waka Kotahi) SH3 revocation of old Gorge Road
(Waka Kotahi) SH3 Ashhurst Cycleway
(PNCC) Main St Bus Hub Redevelopment
(Waka Kotahi) Te Ahu a Tūrangā Highway
- 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 Please disregard the choices for priority projects; we have not discussed these as we were not aware when writing our submission that we would need to rank these. I have chosen the ones that link most closely to our kaupapa (biodiversity, active transport)
- Q11** Upload any supporting documents here
- File Upload https://haveyoursay.horizons.govt.nz/download_file/174
- Q12** Name
- Short Text Helen King
- Q13** Email address
- Email [REDACTED]

Q14 Where are you based?

Short Text Palmerston North.

Q15 Organisation (if applicable)

Short Text Environment Network Manawatu

Q16 E-signature

Short Text Helen King

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

Cr Rachel Keedwell, Chair
 Horizons Regional Transport Committee
 Private Bag 11025
 Manawātū Mail Centre
 Palmerston North 4442

Submitted via: [Regional Land Transport Plan 2024 | Have Your Say \(horizons.govt.nz\)](https://horizons.govt.nz/transport/land-transport-plan-2024)

Dear Members of the Committee

Submission from the Manawātū District Council to Horizons draft Regional Land Transport Plan 2024 mid-term review

The Manawātū District Council (MDC) thanks Horizons Regional Council for the opportunity to provide feedback on the draft Regional Land Transport Plan (RLTP) 2021-2031 (2024 mid-term review). MDC has representation on the Regional Transport Committee and endorses the work of the Committee to develop a regional land transport plan that is fit for purpose and will achieve the transport goals for the region.

The purpose of this submission is to support specific aspects of the draft RLTP and to raise a few matters for the Committee's consideration.

Support for Infrastructure Projects

MDC supports the following significant infrastructure projects committed to or proposed within our region:

- Construction of the Te Ahu a Tūranga, Manawātū-Tararua highway;
- The KiwiRail Regional Freight Hub;
- Ōtaki to north of Levin (O2NL) highway;
- Regional Freight Ring Road (as part of the Palmerston North Integrated Transport Initiative);
- Upgrades to the Capital Connection passenger rail service, including a new modern fleet of trains and increased service frequency; and
- Progression of Te Utanganui which will see freight distribution unlocked in the central lower north island.

MDC is concerned that some of the issues raised with the Committee have not been addressed in the draft RLTP. For example, MDC raised concerns that priority listing of projects in the RLTP did not include "committed and future significant activities" already being funded through the National Land Transport Fund. MDC is concerned that if these activities are not afforded a high priority this may affect their ability to obtain funding from the NLTP for works still underway.

MDC has also previously recommended that new capital projects be prioritised within the RLTP separately from maintenance works. As the purpose of the RLTP is to set out the strategic direction for land transport across the Horizons region, MDC considers that the key priority should be the Central North Island Distribution Hub and those projects that align with this, regardless of who owns or funds them.

It is also worth noting that MDC has previously recommended that the Palmerston North City Council rename the "Palmerston North Integrated Transport Initiative." The current name does not, in MDC's opinion, reflect the importance of this initiative to the regional vision.

In addition to those priority projects listed above, MDC also supports those projects within our District, or that have direct benefits for our District including:

- safety improvements for SH54 Feilding to SH3 and on SH3 Sanson to Palmerston North; and
- shared pathways network improvements, including the Palmerston North to Feilding connection.

While MDC supports the proposed safety improvements for SH3, Sanson to Palmerston North, we do not consider that these upgrades will address a key concern for the Sanson Community, being the main intersection of SH1, SH3 and Cemetery Road. The Sanson Community Committee has advised MDC that traffic delays at this intersection are resulting in some vehicles, including heavy vehicles, using local roads to avoid this intersection. These local roads are narrow and unsuitable for heavy vehicles. Sanson School has seen a steady drop in the roll in past years which some are attributing to the walk to school being unsafe and parents instead choosing to drive their children to schools in other towns, closer to where the parents work.

State Highway 54 passes through the urban area of Feilding. There are several intersections of SH54 with local roads where traffic management improvements are needed. MDC requests that Horizons consider including in the following intersections as safety improvement projects in the RLTP:

- SH54 (Waugh's Road) and Camerons Line (Aorangi intersection)
- SH54 (Waugh's Road) and Campbell Road (opposite the Feilding Golf Club)
- SH54 (Waugh's Road) and Turners Road
- SH54 (Kimbolton Road) and Lytton Street
- SH54 (Kimbolton Road) and Pharazyn Street/North Street.

As outlined in Council's draft Infrastructure Strategy 2024-54, significant investment in the Manawātū is expected to drive significant growth in distribution and logistics, as well as providing economic, social, and environmental benefits for the region and the country. Expected growth in freight movements as a result of Te Utanganui, in particular, will place increased pressure on the local Manawātū roading network. Council requests that Horizons work closely with MDC, other neighbouring councils, and central government agencies to ensure that potential impacts on the roading network are addressed.

Alignment of the draft RLTP and the draft GPS

MDC considers it unfortunate timing that the draft RLTP was published for consultation just prior to the Government releasing the Draft Government Policy Statement on land transport 2024-34 (draft GPS) for consultation.

Our initial reading of the draft GPS, published on 4 March 2024, suggests that there are some areas of misalignment with the draft RLTP. MDC is concerned that these differences will be difficult to resolve during the hearings process. MDC seeks further clarification from Horizons as to how it will ensure the RLTP aligns with the draft GPS.

We find that there is broad thematic alignment between some of the key objectives of the RLTP and some of the key strategic priorities of the GPS, notably alignment in relation to safety for all users and resilience of state highways, local and rural roads. We also find that alignment between safety and resilience for the purpose of supporting economic growth augurs well for the economic development aspirations of MDC and the wider region. We furthermore find that the GPS and the RLTP's emphasis on maintenance and network quality respectively, coalesce around shared priorities such as ensuring durable connectivity in times of increased severity and frequency of extreme weather events. We recognise that the implicit focus of the GPS on improving efficiency, which signifies a key objective of the RLTP, is consistent with what the RLTP is aiming to achieve. As such, the GPS appears to align particularly well with Investment Priority 1 and 3 of the RLTP.

However, we feel there is a lack of alignment of some national priorities and regional objectives that might have to be addressed and adjusted. For example, the GPS explicitly states that funding for active transport such as walking and cycling is articulated around significant conditions to qualify for public investment such as:

- Clear benefit for increasing economic growth, or
- Clear benefit for increasing safety, and
- That demonstrated volumes of pedestrians and cyclists already exist.

These conditionalities amount to what is a de facto reduction in funding that will have to be attenuated or an adjustment of priorities considered.

Rail: While the GPS does state an intention to contribute funding to Lower North Island rail improvements project, including new passenger rolling stock for the Manawatū line, there is reason for concern around how Future Opportunities (page 24) outlined in the RLTP (i.e. extending services to Feilding) align with priorities stipulated in the GPS, in particular what the reference to "rail infrastructure will no longer be cross-subsidised from revenue generated from road users" might mean for the viability of future rail projects and transport sustainability in the region. Therefore, more detail and clarity around the proportion of "track user charges" and what "increased public transport fare-box recovery will be expected from local government" might mean for Council.

Public Transport: Similarly to proposals in relation to funding rail infrastructure, the GPS stipulates that "increased public transport fare-box recovery and third-party revenue will be expected from local government" (p. 21, para 4). More clarity is needed as to whether there will be fare-box recovery targets and how specific fare-box recovery contributions are arrived at to better understand the direct and indirect implications for local councils. There will also

be implications for the targets set by the RLTP and specific RLTP policies such as Policy 3.2: Increase access to safer travel modes (e.g. public transport...).

There is also reason to consider how RLTPs objective of ensuring that 'Transport users in the region have access to affordable transport choices that are attractive, viable and encourage multi-modal travel and a reduction in light vehicle, kilometres travelled aligns' with the GPS.

Vision

MDC supports the **vision** of the draft RLTP being *"a region that connects central New Zealand and provides resilient, safe, accessible and sustainable transport options."*

Investment Priority 1 – Connectivity and access

MDC supports **Transport investment priority 1** – being to *"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."*

MDC agrees with the problem definition, including ageing infrastructure, sub-optimal maintenance and renewals, network inefficiencies and land use conflicts leading to a degraded transport network with less effective transport routes. Many of these problems are also identified as key issues or challenges in MDC's draft Infrastructure strategy for the roading network, as follows:

- The legacy network – maintaining pavement performance in the face of ongoing forestry harvest, increasing traffic volumes as a result of population growth and growing freight movements (including projected growth due to transport and infrastructure investment such as Te Utanganui).
- Network resilience – investing in maintenance and renewal activities to improve network resilience and reduce the risk and duration of road closures due to landslides or storm events.
- Safety – investing in safety-related activities to improve the safety of the network, minimise the risk and consequence of crashes, as well as enabling growth.

MDC supports the focus in section 14.2.2 to address connectivity, network efficiency and mode-shift issues through improved road, air, and rail linkages, as well as network optimisation and improved multi-modal integration. As a District with a large and diverse agricultural sector, MDC recognises the importance of getting fresh produce, forestry and livestock to supply chain destinations efficiently and effectively on the State Highway network. MDC agrees with Horizons prioritising investment in areas such as the Palmerston North Integrated Transport Initiative, the KiwiRail Regional Freight Hub and Te Utanganui. MDC considers that such projects will help to improve connectivity and provide for more efficient movement of freight.

MDC is expecting to attract new industrial development in the Kawakawa Road Industrial Precinct as a result of the planned completion of the Turners Road Extension. Stages 2 and 3 of the Turners Road Extension are planned in years 2 and 3 of MDC's draft Long-term Plan 2024-34, the completion of which will facilitate the development of 24 hectares of high-quality industrial zoned land.

Section 7.2.1 of the draft RLTP acknowledges the alignment between investment in the Kawakawa Industrial Precinct in Feilding and Te Utanganui. The proximity of the Kawakawa

Industrial Precinct to the KiwiRail Freight Hub and the North-East Industrial Zone in Palmerston North is particularly advantageous. MDC considers that the Bunnythorpe Western Bypass (shown on the "Longer Term" map, Figure 19) is critical to maximising connectivity between the Industrial Zones and KiwiRail Freight Hub, while minimising potential impacts on other road users, particularly commuters travelling between Feilding and Palmerston North. MDC requests that increased priority be placed on the Bunnythorpe Western Bypass, such as moving the indicative timing of this from a "long term" to "medium term," and ensuring that the timing of its construction is aligned with the development of the KiwiRail Freight Hub.

Investment Priority 2 – Better Travel Options

MDC supports **Transport investment priority 2** – better travel options (Section 14.3). This section notes that the rural nature of the region with relatively small urban areas with very few transport options between them limits people's transport choices and makes shared and active travel modes less attractive or feasible than travel by private car.

MDC is particularly concerned about those transport disadvantaged living in rural and rural village areas of the Manawātū District that do not have access to public transport. In response to such concerns, MDC supported the establishment of the Manawātū Rural Transport Initiative Steering Committee and provided funding to the Committee to prepare a business case on establishing a regular public transport service for rural communities within the Manawātū District. The Manawātū Rural Transport Initiative Steering Committee, led by Neighbourhood Support Manawatu, presented their "Manawātū rural community transport service proposal" to Horizons as part of their consultation on the Regional Public Transport Plan in May 2022. MDC submitted in support of the proposal and advocated to Horizons to increase the priority placed on the provision of rural transport services.

Through its 2023/24 Annual Plan, MDC approved a request from Neighbourhood Support Manawatu for seed funding towards the rural community transport establishment. We understand that due to delays in obtaining a suitable vehicle, this service is yet to get up and running. Given the contribution that the rural community transport project will make towards the achievement of investment priority 2 of the RLTP, MDC encourages Horizons to commit to providing ongoing operational funding for this rural community transport services through Horizons Long-term Plan 2024-34.

The establishment and operation of the rural community transport service would help to reduce inequity in public service provision between urban and rural communities. However, we understand that the fares to the public would be unsubsidised, so therefore full fee paying. MDC would like to see Horizons advocate with Central Government to remove the financial inequity that exists in relation to public transport fares for those living rurally compared to living in urban areas.

Investment Priority 3 – Safety

MDC supports the priority given to improving the safety of the regional transport system. MDC recognises the social and economic cost of fatal and serious crashes to the district, region, and country. MDC also shares Horizons concerns that without increased investment in road safety, forecast growth in population, visitors and freight movements will likely contribute to an increase in deaths and serious injuries on the network.

Through our Long-term Plan 2024-34, Council is also committed to increased investment in road safety and has targets around improving the safety of the network.

Objectives and Policies in the draft RLTP

MDC generally supports the five objectives identified in the draft RLTP but notes that there may now be some misalignment between these objectives and the objectives contained in the draft GPS.

In addition to ensuring alignment between the objectives/priorities of the draft GPS and the draft RLTP, MDC recommends the following amendments to the Objectives and Policies in the RLTP:

- Objective 2 is about connectivity as well as efficiency, reliability, and resilience of the regional transport network. MDC considers that the policies relating to objective 2 are focussed on encouraging multi-modal trips supporting freight and connecting key destinations. MDC requests that greater consideration be given to increasing connectivity of remote communities and providing options for the transport disadvantaged.
- The lack of charging infrastructure for electrical vehicles at present could make Objective 4 (climate change and resilience) and policies 4.5 and 4.6 difficult to achieve. However, we note that the draft GPS makes a commitment by Government to deliver 10,000 public EV chargers by 2030, subject to cost benefit analysis. MDC recommends that Horizons advocate for our region to ensure we get a fair share of these public EV chargers. Without significant investment, the lack of EV charging infrastructure could limit the uptake of zero emissions vehicles. MDC would also support investment in hydrogen fuel as a way to further reduce vehicle emissions.
- Objective 5 (network quality and integration) is generally supported. However, we suggest that the reference to "regional growth planning" in policy 5.2 is now redundant given that the Regional Spatial Planning Act 2023 and the Natural and Built Environment Act 2023 have been revoked.

Feilding Passenger Transport Services

MDC is working closely with Horizons through the newly established "Manawatu Transport Services Governance Group." This Governance Group has overall responsibility to set the vision and goals for the delivery of public transport in the Manawātū area and to ensure alignment with regional vision for public transport as set out in the Regional Public Transport Plan.

The public transport section of the draft RLTP states that the key public transport investments in 2024-2027 period will include implementation of the Palmerston North bus services, investigation into services for the Horowhenua and Whanganui districts, investigations into better regional connections, and progression of the National Ticketing System. No provision has been made in the RLTP for the establishment or operation of the rural community transport service in the Manawātū District, or any improvements to Manawātū Public Transport Services which might come out of the Regional Services Review. Should any new public transport services, or improvements to existing public transport services be recommended through the Regional Services Review, MDC would be advocating for these to be funded by Horizons through future Annual Plans or Long-term Plans.

The Transport and Infrastructure Committee in their report on the findings on the Inquiry into the Future of Inter-regional Passenger Rail for New Zealand recommended scoping studies be progressed for an extension of the Capital Connection service to Feilding. The RLTP notes that

no funding has been allocated by any agency to progress this study. MDC encourages Horizons to consider funding this study as part of the next review of the Regional Public Transport Plan.

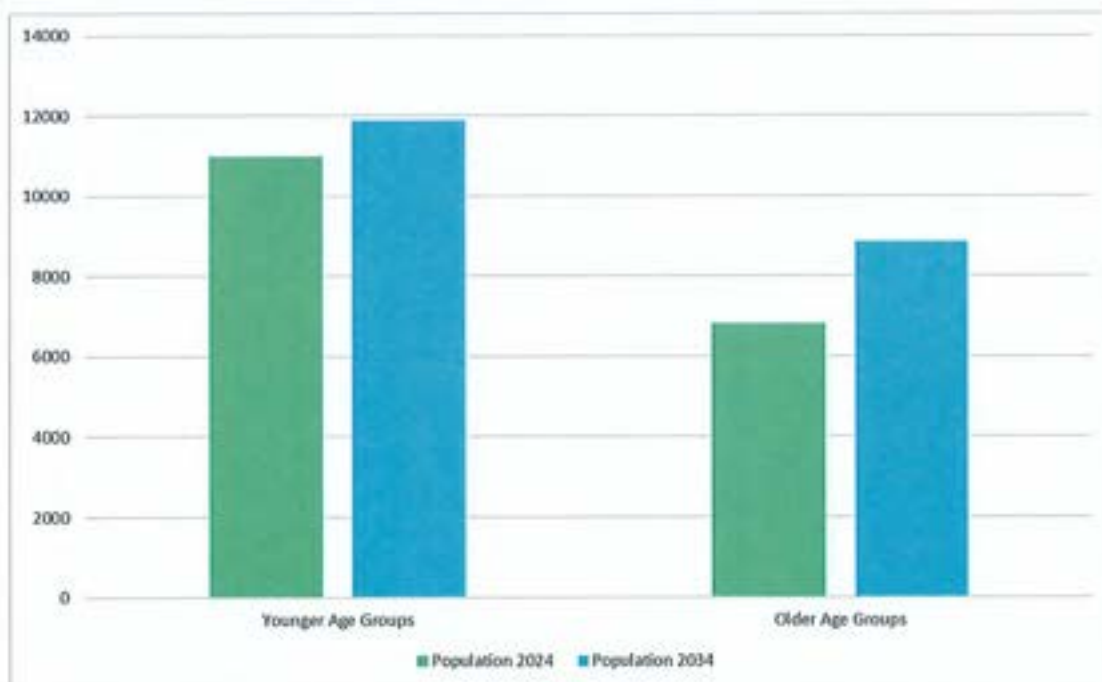
Forecast Population Growth

MDC notes that the draft RLTP uses the Infometrics medium projections to estimate regional population growth, and population growth by District out to 2054. MDC has adopted the Infometrics “high projections” for its draft Long-term Plan 2024-34 and draft Infrastructure Strategy 2024-54.

MDC is concerned that by adopting the “medium” Infometrics population projections, Horizons will underestimate population growth for the Region, and for the Manawātū District in particular. This could have implications for the timing of roading investment to support population growth. MDC recommends that Horizons consider using a hybrid model for population growth that is made up of the population growth forecasts adopted by each council within the region in their draft Long-term Plans, rather than relying on the Infometrics medium population projections.

It is also worth noting that MDC is forecasting a significant increase in the proportion of residents aged 65+ and aged 0 – 19 years over the life of the Long-term Plan (2024-34) (Figure 1). It is these age groups that are most transport disadvantaged, relying more heavily on public transport, taxis and family members for transport. It is also critical that route planning for public transport take into account the location of retirement homes and other aged care facilities.

Figure 1: Projected growth in the Manawātū District in the younger and older age groups



Shared pathways network improvements

We note that the draft RLTP lists the development of the shared pathway network, including the Palmerston North to Feilding Connection, to support increased active travel. MDC has

completed its share of the Palmerston North to Feilding shared pathway and would like to see greater pressure applied by Horizons to the Palmerston North City Council to complete their share, so the benefits of this shared pathway can be realised.

The Manawātū District Council requests an opportunity to speak to this submission.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Helen Worboys', with a stylized flourish at the end.

Helen Worboys, JP
Mayor

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/214

Q12 Name

Short Text Helen Worboys

Q13 Email address

Email

Q14 Where are you based?

Short Text Feilding

Q15 Organisation (if applicable)

Short Text Manawatu District Council

Q16 E-signature

Short Text Leana

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

[REDACTED]

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

Multi Choice In person

10 March 2024

Review of Regional Land Transport Plan 2021-2031

Comments on the Regional Freight Ring Road (Palmerston North Integrated Transport Initiative).

Submitter: Dave Gaynor, [REDACTED] Palmerston North [REDACTED]

I recommend that Horizons give the Regional Freight Ring Road (a key component of Te Utanganui) a priority one funding status for a safer, more efficient, resilient, and sustainable, freight network with long-term strategic benefits.

In 2002, I was part of a team including PNCC, and Vision Manawatu which recommended the development of a distribution centre at Railway Road. This recognized the unique comparative and competitive advantage in logistics that this combined road, rail, and air co-location represented. Logistically PN/Manawatu is perfectly located in the centre of NZ and the central North Island for a significant well-connected freight network. It is on the North/South and East/West, road, and rail arterial routes and the airport is one of only 3 able to operate 24/7 for air courier services. Railway Road as a freight network distribution centre is unique.

The 2002 recommendation followed by CEDA's Te Utanganui Masterplan, commercial zoning of land, and the active promotion by Councils, gave logistics businesses the confidence to invest to create the rapidly growing Railway Road distribution complex. The 2002 strategy emphasized the need to develop the road, rail, and air infrastructure to encourage and support further investment in logistics and associated transport businesses. This is happening. KiwiRail's Regional Freight Hub is about to be built alongside Railway Road, the PN Airport Terminal is being replaced and the Te Ahu a Turanga (Manawatu Tararua Highway) is fortuitously being built by NZTA (Waka Kotahi), substantially enhancing the East/West arterial route. The Te Utanganui - Central NZ Distribution Hub outlines the exciting strategic view for extending the freight centre.

However, the roads linking the arterial routes to Railway Road have not changed in 22 years and have not been fit for purpose for years. They are incapable of handling the current and future high volume of heavy, large freight trucks transiting to Railway Road. The link roads are narrow country lanes with many dangerous and inefficient Stop/Give Way controlled crossroads including three of the 10 most dangerous intersections in NZ (as recognized by NZTA (Waka Kotahi)). The link roads run through residential housing, past schools, and shops. Serious accidents on these roads are happening now and will increase. Urgent action is needed.

Safety is a critical priority for the Regional Land Transport Plan and the Regional Freight Ring Road is a key initiative to improve this.

The link roads are not designed to take the length, width, weight, and low manoeuvrability of long, very heavy trucks. Already the main link road, Tremaine Avenue, is overwhelmed and clogged with traffic and not able to cope. Trucks operate most efficiently when running smoothly along. When they stop and start, they are the least efficient, wasting fuel, increasing emissions, and slowing overall traffic flow. The heavy weights pummel and break up road surfaces not designed to take them, thus degrading the road network and reducing its resilience.

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 a good and balanced.

Q3 Have we missed anything you think is important?

Short Text I am comfortable with the Objectives.

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 Regional Freight Ring Road is essential to deliver on connectivity, efficiency, resilience and safety. It covers all of the priorities.

Q6 Do you agree with the overarching priority?

Multi Choice Yes

Q7 Why?

Short Text Supporting the Regional Freight Ring Road is consistent with building a resilient growing transport network which is currently degrading and not fit for purpose and supporting rail will significantly reduce emissions from freight transport.

Q8 Pick your top 5 priority projects

Ranking
(Waka Kotahi & PNCC) PNITI package works
(KiwiRail) Regional Freight Hub
(PNCC) Te Utanganui Business Case
(Waka Kotahi) Te Ahu a Tūrangā Highway
(Waka Kotahi) Ō2NL - SH1/SH57 northern section

Q9 Why have you chosen these projects in this order?

Short Text Given the scale of the freight components of each of these projects and their likely impact on safety, resilience, emissions and strategic economic development they need urgent action now.

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

Short Text The road freight network infrastructure is not fit for purpose and the Regional Freight Ring Road will go a long way to solving this problem and meeting the Transport Plans objectives.

Q11 Upload any supporting documents here

File Upload https://haveyoursay.horizons.govt.nz/download_file/177

Q12 Name

Short Text Dave Gaynor

Q13 Email address

Email

Q14 Where are you based?

Short Text Palmerston North

Q15 Organisation (if applicable)

Short Text

Q16 E-signature

Short Text Dave Gaynor

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

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

Multi Choice In person



Manawatu Industrial Businesses
18 El Prado Drive
PO Box 12075
Palmerston North 4444

Monday 11th March 2024

Submission to Horizons Regional Council (HRC) on their Draft Regional Transport Plan

Manawatu Industrial Businesses (MIB) welcomes the opportunity to submit to Horizons on their draft Regional Transport Plan (Plan).

MIB is a collection of private businesses in the Horizons region, namely Frances Holdings Ltd; PMB Landco Ltd; Carrus Turbo Holdings Ltd; Brian Green Properties Ltd; and associates from Downer; Fulton Hogan; DKSH; Woolworths; PTS Group and others.

MIB has invested significant capital into the Manawatu Region.

MIB would like to see a higher prioritisation on roading and infrastructure projects benefiting freight and coordination efficiency across the Manawatu Region.

Local, Regional and Central Government authorities informed MIB that a regional freight by-pass route around Palmerston North; previously known as PINITI; was a key priority for the region and a key growth initiative to support freight movement and efficiency. To complement this, a multimodal freight hub (Te Utanganui) integrating road/rail and air was also a priority.

MIB would like to see both projects are the top priority in the HRC Regional Transport Plan.

Regards
Grant Higgins

[REDACTED]
MIB – Manawatu Industrial Businesses

- 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 We disagree with the prioritization of projects
- Q3** Have we missed anything you think is important?
- Short Text The top priorities should be PINITI and Te Utanganui and not Utiku slip repairs or Ashurst cycle bridge
- Q4** Rank the investment priorities
- Ranking Connectivity and access
Better travel options
Safety
- Q5** Why have you ranked the priorities this way?
- Short Text 1 will lead to 2 and then 3
- Q6** Do you agree with the overarching priority?
- Multi Choice No
- Q7** Why?
- Short Text 1 leads to 2 which informs 3 and delivers on resilience.
- Q8** Pick your top 5 priority projects
- Ranking (Waka Kotahi & PNCC) PNIT package works
(PNCC) Te Utanganui Business Case
(KiwiRail) Regional Freight Hub
(Waka Kotahi) Ō2NL Highway
(Waka Kotahi) SH3 Sanson to Palmerston North
- Q9** Why have you chosen these projects in this order?
- Short Text Freight by-pass and resilience in the Manawatu
- Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?
- Short Text Letter to HRC from MIB
- Q11** Upload any supporting documents here
- File Upload https://haveyoursay.horizons.govt.nz/download_file/179
- Q12** Name
- Short Text Grant Higgins
- Q13** Email address
- Email [REDACTED]

Q14	Where are you based?
Short Text	Palmerston North
Q15	Organisation (if applicable)
Short Text	MJB - Manawatu Industrial Businesses
Q16	E-signature
Short Text	Grant Higgins
Q17	Do you wish to speak to your submission?
Multi Choice	Yes
Q18	Preferred submission hearing date
Multi Choice	Thursday 4 April 2024 (10am - 4pm)
Q19	Phone
Telephone	
Q20	Will you be attending the submission hearing in person or online?
Multi Choice	In person

Response No:
13

Contribution ID: 1053

Member ID:

Date Submitted: Mar 15, 2024, 09:17 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	All these things are important for the future.
Q3	Have we missed anything you think is important?
Short Text	No
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	Climate change will be the most dangerous (and expensive) thing that affects everybody.
Q8	Pick your top 5 priority projects
Ranking	(All) Maintenance, operation and renewals (Waka Kotahi) SH3 Ashhurst Cycleway (Ruapehu DC) Mountains to Sea Cycleway extension (PNCC) Shared pathways network (PNCC) Main St Bus Hub Redevelopment
Q9	Why have you chosen these projects in this order?
Short Text	Otaki to Levin has 5 bridges without even a shoulder for cyclists. Dangerous! I put the bike in top gear, pedal, and pray.
Q10	Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?
Short Text	Please urgently put some form of bridge for cyclists on the existing bridges from Otaki to Levin. Praying shouldn't cut it as unofficial policy.
Q11	Upload any supporting documents here
File Upload	
Q12	Name
Short Text	Margaret Craigie
Q13	Email address
Email	

Q14 Where are you based?

Short Text Upper Hutt

Q15 Organisation (if applicable)

Short Text n/a

Q16 E-signature

Short Text M Craigie

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

[REDACTED]

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

Multi Choice Online (via Zoom)

SUBMISSION FORM

Te puka tāpaetanga

Submission 62

Submissions close 5pm 11 March 2024

HAVE
YOUR SAY

YOUR DETAILS:

Name: **DEB FREDERIKSE**

Phone:

Organisation:

Email:

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?

Good objectives. Challenges are = growing population in Central Region. Less money for very rapidly increasing costs for improving the transport network. A motorway building oriented government and therefore less investment on reducing carbon emissions.

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
①	⑤		③	②

- 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?

Options for travel in the Central Region favour car owners & truck drivers. We need more transport options to encourage users on to trains, electric buses, children, students, workers (commuters) and the elderly need more consideration & choice.

2c. Do you agree with the overarching priority?

YES ☒ NO ☐

2d. Why or why not?

Climate change needs us to change modes of travel. Less cars & heavy trucks. More trains, buses & better connectivity. Reliability & resilience are most important in such a geographically diverse region.

- 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?
21, 22, 23	1	[equal importance] Whanganui & New Plymouth need a passenger rail option to travel to P. North, Wellington, Auckland & Hawkes Bay (why just far freight?)
18	2	Very crucial gateway to Hawkes Bay from Whanganui etc.
12, 13, 14, 15	3	Increasing traffic. we need more safety measures.
7	4	Encourage bike riders. No carbon emissions.

whilst acknowledging that funding comes from different buckets, I am disappointed not to see the ^{proposed} re-introduction of passenger rail options for Whanganui and New Plymouth. We know that rail cars used to run on the route to Marton/P. North/Wellington. Freight trains still travel the lines. There seriously needs to be more consideration given to the benefits of passenger rail services to these more remote regions. In terms of getting people out of cars, and

Signature: _____

Date: _____

carbon emissions, it is a no-brainer. Forestry, farming and processed farm products could travel out of the region on the rail - less damage therefore to road surfaces.

- * There doesn't appear to be much allocation of funds to the Whanganui district. Perhaps \$ could be put toward a scoping plan/investigation, as the possibility of re-introducing a rail car service to connect to New Plymouth, Marton + Palmerston North.

FOLD HERE

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



Free

FreePost Number 217922

Response No:
1Contribution ID: 1063
Member ID: 385
Date Submitted: Mar 18, 2024, 09:51 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 Good objectives. Challenges are = growing population in Central Region. Less money /or very rapidly increasing costs for improving the transport network. A motorway building orientated government and therefore less investment on reducing carbon emissions

Q3 Have we missed anything you think is important?

Short Text

Q4 Rank the investment prioritiesRanking Better travel options
Connectivity and access
Safety**Q5 Why have you ranked the priorities this way?**

Short Text Options for travel in the Central Region favour car owners and truck drivers. we need more transport options to encourage users onto trains, electric buses, Children, students, workers (commuters) and the elderly need more considerate choice.

Q6 Do you agree with the overarching priority?

Multi Choice Yes

Q7 Why?

Short Text Climate change needs us to change modes of travel. Less cars and heavy trucks. More trains, buses and better connectivity, reliability and resilience are most important in such a geographically diverse region

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 hereFile Upload https://haveyoursay.horizons.govt.nz/download_file/199**Q12 Name**

Short Text Deb Frederikse

Q13 Email address

Email

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



New Zealand Automobile Association Inc

15 March 2024

Chair Rachel Keedwell
Horizons Regional Council
Private Bag 11025
Manawatu Mail Centre
Palmerston North 4442
Rachel.Keedwell@horizons.govt.nz

Dear Rachel

DRAFT RLTP (2024 review) 2021-31

Purpose

Our submission is made from the standpoint of our interpretation of the Government's draft GPS which reintroduces a focus on increasing economic growth and productivity as a priority for land transport expenditure.

It is not the purpose of this submission to specify any project by project in priority order, but rather to seek a reversion or reintroduction (to use the words in the GPS) of a business as usual model for the New Zealand Transport Agency, in the way it is mandated to operate the state highway network as a road controlling authority.

Our comments therefore are directed primarily at the critical inter-regional state highways.

The GPS has included economic growth and productivity as a strategic priority to help ensure New Zealand can reach its full potential as a nation. We agree with the rationale that the moving of people and freight as efficiently, quickly, and safely as possible is critical to achieving these priorities. The success of which will provide inducement for investment in regional centres as places within easier reach of major production and business centres.

Regional programmes for state highways involving small to medium projects are unfettered by politics largely. These were part of and should still be business as usual for the Agency. The process of identifying economically viable projects that historically came into the programme as of right due to economic viability, were duly completed thus improving the network incrementally over time. This seems to be forgotten or not understood. The network we see today looking out the window as we drive around the region is the product of that tradition, with much unfinished business yet to be programmed.

This work needs to continue to satisfy the principal objectives of the new GPS.

Road Networks as Key Assets

Road networks are a key element for the economic growth of every country. It is essential to project a strategic and sustained expansion and an adequate maintenance of these networks to guarantee quality connections between the different parts of a geographical territory.

They enable the supply of goods and services around the world and connect people to workplaces, schools, hospitals, etc. Road infrastructure improves the effectiveness and efficiency of countries and increases the standard living of people, making their lives easier.

Countries with a good infrastructure system are in a better position to obtain benefits from the trade domestically and internationally, improving their economic conditions as well. (Tariq Muneer and Irene Illescas García, 2017)

Hence the road network of a developed country is a valuable asset that underpins its economy, freight transport, and people's standard of living. It is further acknowledged however that investment in that infrastructure on its own, will not necessarily result in economic growth, but may certainly lure much needed investors to establish themselves, where they are served by good land transport connections.

26.1 Strategic road networks (RLTP Draft)

We believe this section needs strengthening to reflect the principal objectives of the GPS. The use of words such as "Adequate road connections are therefore critical...." are simply not strong enough and are somewhat watered down from the current edition of the RLTP which states "These corridors are key economic and social lifelines, enabling the movement of people and goods between key centres of production, consumer markets and distribution hubs". (p17, RLTP 2021-2031). Whereas the GPS "... providing quality transport connections, which enable goods and people to reach their destinations efficiently. Optimising the use of existing networks and services to deliver an appropriate level of service for users will be critical".

We encourage words in the RLTP to embrace this endeavour in relation to existing networks which will always be our primary land transport assets. It is incumbent on the Agency to return to its business as usual, also to honour the mandate of S94 LTMA, 2003.

Policy 2.2; "Support the provision of effective connections to and from the region's principal economic growth and productivity areas..." We would encourage the use of stronger language that indicates 'striving to provide effective inter-regional links' within the text.

Policy 5.4; We are very supportive of the references to *level of service* in this policy (if they mean what we understand levels of service to be) and suggest some of these themes could be brought out into **section 6** because this is at the nub of the issues regarding inter-regional links and protection of these routes. We are not convinced however that the one network framework (ONF) is able to deliver the expectation.

In framing these policies, it is important that the 'activities' clearly match the endeavours to reflect the balance now required. On this very matter of balance, we would comment that the single safety imperative of the previous road to zero policy no longer has its place centre stage in the activity schedules, with excesses of \$100M.

Instead, and to reflect our intentions to see improvement activities, the schedules could have a package of work as 'various' under Work category WC 324, that could be further fleshed out for investigations. Most of which are to be found in earlier highway strategy studies presumably archived..

Supporting Overview

Whilst we are seeing major expressway projects being implemented (connecting to and from high population centres or bypassing) there is very little to no regional (yet significant) road 'improvements' on existing undivided two-lane networks. These roads will continue to have problems due to aberrant and out of context features, unbefitting to their present and future function. A vision for the key inter-regional routes is that of a two-lane highway engineered to 100 km/h safety standards, with regular passing opportunities at 5km spacing to provide the necessary levels of service to keep land transport on the move efficiently.

Summarising, there needs to be more of a correlation between the primary objectives of the RLTP and the work programmes that reflect the desire to guarantee quality connections between the different parts of the lower north island's geographical territory. The road network of a developed country is a valuable asset that underpins its economy, freight transport, and people's standard of living which we should in the long term be desirous of.

Whilst AA Whanganui District's advocacy does not extend to the whole region we are nonetheless heavily influenced by neighbouring territorial authorities. Our comments as a theme therefore reach points of interest across the region.

We already see that some of the work being undertaken in the region is not particularly complementary to the vision that we have outlined above, details of which we would be more than happy to share with you. We see the actions of some policies as undermining what would otherwise be progress with the development of the land transport system in the region. As demand increases so must the levels of service slowly improve for all users.

Activities / Priorities / Schedules

We note that once again there is a paucity of SH improvement works to progressively eliminate aberrant sections of State highway which continue to create safety problems. There are many candidate sites in historic lists such as, SH3 Whangaehu to Ratana, SH3 Concord line realignment, Kai Iwi rail overbridge, SH57 Millricks to Kendall realignment, Manawatu Hill SH2 in Tararua, as a few of the many examples where designs in some cases are already completed and investment logic can be defended. The list is comprehensive, which includes the completion of passing lane strategies, shoulder widening and curve easing for a consistent and safe driving experience. The common goal for a highway system is for consistent standards applying to each section of highway depending on function, traffic volume and terrain.

SH1, Utiku Slip resilience improvements: investigation and implementation of a permanent solution with a projected allocation of >\$100M requires further clarification. At the time the investigations and geotech was introduced as a 'variation' through the Regional Transport Committee, a commitment was given by the Agency that this would not displace other priorities in the RLTP. We believe it odd that a project intended as a preventive measure should sit among and be prioritised against other improvement work. It is further understood that the re-evaluation of the risk profile for this particular site is not sufficiently progressed to validate its presence in the RLTP beyond investigation.

We need not only new road developments to cater for future traffic growth and the demands of commerce, but also an ongoing programme of intent to upgrade the roading network to be safe and adequate to deal with a design life over the foreseeable future.

We thank you again for this opportunity.

Yours sincerely

AM Farmer
District Manager

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/209

Q12 Name

Short Text Anne-Marie Farmer

Q13 Email address

Email

Q14 Where are you based?

Short Text Whanganui

Q15 Organisation (if applicable)

Short Text AA Whanganui

Q16 E-signature

Short Text Leana

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice

Q19 Phone

Telephone [REDACTED]

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

Multi Choice In person

SUBMISSION FORM

Te puka tāpaetanga

RECEIVED

04 MAR 2024

Submission 69

HAVE
YOUR SAY

Horizons Regional Council

YOUR DETAILS:

Name: Duncan Cheetham.

Phone: [REDACTED]

Organisation: Te Kapiti Trust

Email: [REDACTED]

Address: [REDACTED]

Signature: [Signature]

Date: 3.3.2024.

Proposed hearing dates are 8 and 9 April 2021.

☒ Tick here if you would like to speak to your submission and indicate your preferred date above.

Submissions close 5pm 17 March 2021

SUBMISSION DETAILS:

1 Do you agree with our strategic vision for land transport over the next 30 years?

YES NO

PLEASE EXPLAIN YOUR ANSWER:

☒ ☒

Population growth & integrated planning.
Very Important that our Region takes into account
growth under the NPSUD. Rangitoto as an example
will have another 170 new houses in the median future, & built
in flexibility needs to be catered for in plan through cohesion
with MDC.

2 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. We've identified five transport investment priorities for funding to help us achieve our vision and objectives.

Do you think the transport investment priorities reflect where the region should be investing in land transport and how would you rank them in order of importance (1 = most important 5 = least important)?

TRANSPORT PRIORITY	YES	NO	SUGGESTED RANK (1-5)	REASON FOR ANSWER:
1. CONNECTIVITY AND ACCESS	<input checked="" type="radio"/>	<input checked="" type="radio"/>	1 1	<u>Planning ahead.</u>
2. SAFETY	<input checked="" type="radio"/>	<input type="radio"/>	1	<u>NPSUD has indicated</u>
3. BETTER TRAVEL OPTIONS	<input checked="" type="radio"/>	<input checked="" type="radio"/>	1 2	<u>up coming growth & working</u>
4. ENVIRONMENT	<input checked="" type="radio"/>	<input type="radio"/>	1	<u>with developers & council will</u>
5. RESILIENCE	<input checked="" type="radio"/>	<input checked="" type="radio"/>	1 3.	<u>achieve best efficiency. &</u> <u>Scope of new developments.</u>

3 Which projects are most important to you?

Of the significant projects outlined in the summary document (listed 1-19), which three would you give the highest priority? Please write the number of the project in the boxes provided below.

a. My highest priority

1

Why did you choose this project?

Connectivity & Access.

b. My second highest priority

1

c. My third highest priority

1

4 Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021?

Under the NPSUD & district plan MDC areas have
been rezoned because of available infrastructure.

Transport should be a logical add on for the
Public PTO.

Please send your completed form to transport@horizons.govt.nz

As you can see with the attached a bus route tagged on the back of Lhangpensi or Taihape with a diversion in Sarsen is something that should happen.

Significant benefits to the local community would occur.
With the wastewater upgrades & rezoning now complete lets plan for the future.

Thanks

Auncan Cheetham.

Manawatu District Plan

Rongotea

38

Refer to back page
for map key



Date: 27 November 2023



Cadastral Base Derived from
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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?

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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/210

Q12 Name

Short Text Duncan Cheetham

Q13 Email address

Email

Q14 Where are you based?

Short Text Palm

Q15 Organisation (if applicable)

Short Text

Q16 E-signature

Short Text Leana

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

[REDACTED]

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

Multi Choice In person

12 March 2024

Rachel Keedwell
Chairperson
Regional Transport Committee
Horizons Regional Council



pncc.govt.nz
info@pncc.govt.nz

To: Mayor's Office
The Square
Private Bag 1034
Palmerston North 4442
New Zealand

Dear Rachel

Palmerston North City Council Submission on Draft Regional Land Transport Plan

Palmerston North City Council (PNCC) thanks Horizons Regional Council (HRC) for the opportunity to submit on the draft Regional Land Transport Plan (RLTP).

Regional significant activities – top three activities

PNCC disagrees with the proposed prioritisation for regional significant activities within the draft RLTP.

PNCC submits that the Palmerston North Integrated Transport Initiative (PNITI), which included the regional freight ring road, is ranked first in the list of regional significant activities.

PNCC acknowledged and appreciates the unsuccessful proposal from HRC to shift PNITI to first equal when the draft RLTP was considered by the Regional Transport Committee.

According to NZTA Waka Kotahi, RLTPs describe the region's long-term vision and identify its short- to medium-term investment priorities to move towards this vision. They also include a regional programme of transport activities proposed for funding over the next three to six years.

RLTPs are the primary vehicle for discussing and agreeing a clear set of regional outcomes, priorities and improvement projects in the land transport space. They describe the gap between where we are and where we need to get to, along with the programme of activities needed to bridge that gap. Therefore, RLTPs tell a powerful story about a region and its aspirations¹.

The current prioritisation of regionally significant activities fails to look forward and address where we want to be as a region.

Further detail on the various priority projects relative to the PNCC position on the regional significant activities is provided below.

¹ <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/202427-nltpp-development/developing-regional-land-transport-plans/>

Palmerston North Integrated Transport Initiative (PNITI)

PNCC's principal concern relates to PNITI being moved down in its regional priority to a share second position with the Manawātū bridge cycleway.

PNCC opposes the draft RLTP in its current form. PNITI held the highest priority in the pre-review RLTP, a position that is now held by Te Utiuku slip.

The current ranking of regional significant activities confuses the primary purpose of an RLTP. PNCC submit that RLTP should be an aspirational plan that looks forward with its investments with priority given to projects that will enhance the performance of transport network relative to the new Government Policy Statement on Land Transport (GPS) and the identified investment priorities.

PNITI is a long-term project with a considerable number of partners and supporting projects that require continuity of support over the course of its implementation. For this reason, PNCC submits that PNITI hold the number one priority in the current RLTP and in future RLTPs.

To further support this view, the new GPS for Transport has outlined economic growth and productivity as the Government's top priority for investment. The GPS indicates that efficient investment in our land transport system connects people and freight quickly and safely, supporting economic growth and creating social and economic opportunities including access to land for housing and growth. PNITI will further improve PNCC's ability to maintain its local roads, as the regional freight ring road will direct heavy vehicles away from residential streets that are under strain supporting these vehicle movements. For example, repair damage to a bridge on Amberly Ave that has failed due to increased use by heavy vehicles on a road that was not designed for them.

PNCC submits that the PNITI program, specifically the proposed regional freight ring road, has a very strong alignment with the new GPS.

If the region is to be successful in gaining Government support for the acceleration of PNITI and the regional freight ring road, it will be important that PNITI is seen by the Government as the number one priority for the region.

Palmerston North and the Manawātū has three of the top ten most dangerous intersections in the country. Two of these intersections sit on Kairanga-Bunnythorpe Rd, which has been identified as the proposed route for the regional freight ring road. The third is the intersection of Flyers Line and State Highway 3 (Rangitikei Line). . Progressing the regional freight ring road will improve the safety of all three intersections. While Flyers Line and State Highway 3 is not located on the proposed regional freight ring road, it is anticipated that construction of the regional freight ring road will reduce the number of inter-regional movements through this intersection and therefore potentially enable the speed to be addressed.

PNCC has previously provided support to other councils on regional projects such as Otaki to North of Levin, which is now a committed project.

PNCC submits that PNITL, which includes the regional freight ring road, is ranked first in the list of regionally significant activities.

PNCC also understands the NZTA Waka Kotahi will be releasing an updated State Highway Investment Proposal 2024-34 (SHIP) that responds to the new GPS. PNCC seeks regional support via the Regional Transport Committee for the specific inclusion and acceleration of the regional freight ring road within the updated SHIP.

Te Utiku Slip

While the works to address the Te Utiku slip are significant, they are a maintenance activity and should be reflected as such in the RLTP. With the emergency works already underway, PNCC supports NZTA Waka Kotahi in seeking a long-term solution to the resilience of this connection. However, it is PNCC's view that this work is still considered to be a maintenance activity, regardless of the solution.

Given that the GPS links maintenance and resilience into a single priority, PNCC would like to see the nature of this activity reflected as such in the RLTP. It is PNCC's view that this is reflected in either a lower priority in the investment priorities, or that the activity is located to another section of the RLTP that better reflects the regions maintenance needs.

Manawatū River Bridge Cycle Way

PNCC strongly supports the Manawatū river bridge cycleway project as it was an outcome driven by the community and supported by the evidence and the decision on the Te Ahu a Turanga designation process.

PNCC submits that this project should be included as part of the overall Te Ahu a Turanga project in the RLTP as it is a condition of the designation for the project.

While PNCC recognises that a decision was made to separate the cycleway funding, PNCC submit that this be corrected with the cycleway included in the overall Te Ahu a Turanga project, as required by the condition on the designation.

The Manawatū river bridge cycleway project should be ranked in a separate table as it is a committed project.

OTHER ACTIVITIES

These submission points are more administrative in nature and reflect advice that PNCC has received from NZTA/Waka Kotahi and changes to its LTP programmes.

Shared Pathways

PNCC has received advice from NZTA Waka Kotahi that it should alter one of its activities in the RLTP. The Shared Pathways Network activities, consists of two shared pathway programmes: the Manawatū River shared pathway and the Feilding to Palmerston North shared pathway.

The advice received is that NZTA Waka Kotahi would like to be able to assess the merits of these shared pathways separately. PNCC request that the two activities be separated out in the RLTP.

PNCC submits that the Feilding to Palmerston North shared pathway sit higher than the Manawatū River pathway due to its connection to PNITL, as well as the agreement between PNCC, NZTA Waka Kotahi and Manawatū District Council to complete this project.

PNCC remains committed to the Manawatū River shared pathway as it forms an important connection between the City, Ashhurst, Te Apiti and the proposed Manawatū river bridge cycleway project.

Cook St Roundabouts

During the development of its 'low cost low risk' program, Cook St/ Fergusson St roundabout was identified as being a high-risk location. Initial review of treatment options indicated that this project will not meet the 'low cost low risk' funding threshold. Based on this, NZTA/Waka Kotahi have advised we need to proceed with the works as new improvement activity with a supporting business case. PNCC has put this new activity into Transport Investment Online and ask that HRC add the activity to the improvement activities.

Pioneer Highway Safety Improvements

PNCC would like to advise HRC that PNCC is no longer proceeding with the safety improvements for this activity and would ask that it be removed from the RLTP regional priorities list.

Yours sincerely



Grant Smith
MAYOR



Waid Crockett
CHIEF EXECUTIVE

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Multi Choice

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Short Text

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Q11 Upload any supporting documents here

File Upload https://haveyoursay.horizons.govt.nz/download_file/215

Q12 Name

Short Text Grant Smith

Q13 Email address

Email

Q14 Where are you based?

Short Text Palmerston North

Q15 Organisation (if applicable)

Short Text Palmerston North City Council

Q16 E-signature

Short Text Leana

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

[REDACTED]

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

Multi Choice In person

Submission

77

Whangarei
14 March 2024
to
Attn Transport
Horizons Regional Council
Private Bag 11025
Manawatu Mail Centre
Palmerston North 4442

RLTP 2024 Submission - Walking and Cycling

Dear Sir,

I have explored your submission form and have found it unworkable.

I have a serious interest in the walking and cycling component of your document.

There are minor errors in your presentation:

Pages 27 and 28 are very light in detail, this I accepted.

Page 29 has errors

The Horopito to National Park and the off road Turoa Ski Field to Olakune links, both extensions of the Mountain to the Sea, are not identified yet are included on page 86 of the
The Tangimoana Cycle Trail is incorrectly located.

You have missed the Ken Everit Cycle Trail on SH1 Whirokino, Manawatu River.

Yours faithfully

Maurice Mildenhall

Response No:
5

Contribution ID: 1079
Member ID: 385
Date Submitted: Mar 19, 2024, 04:40 PM

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

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File Upload https://haveyoursay.horizons.govt.nz/download_file/219

Q12 Name

Short Text Maurice Mildenhall

Q13 Email address

Email

Q14 Where are you based?

Short Text Whanganui

Q15 Organisation (if applicable)

Short Text

Submission to Horizons Regional Council

DRAFT REGIONAL LAND TRANSPORT PLAN 2024

Submission from: Simon Loudon

[REDACTED]

[REDACTED]

Dated: 15 March 2024

Background

- 1 My name is Simon John Loudon and I have been a resident of Marton, Rangitikei, for 19 years. I am a retired Physiotherapist and TCM Acupuncturist. I am a Councillor at the Rangitikei District Council. I am a member of the Interested Residents of Marton and Rangitikei Incorporated (**IROMAR**). I submit on behalf of myself; I wish to present at the hearings.

Context

- 2 Horizons are obligated to monitor and actively ensure acceptable air quality standards for its residents. The results of the HAPINZ 3.0 report are significant markers on how air quality impacts our health and wellbeing. The social costs are immense. The implications of NO₂ on air quality are increasing, contributing more and more to people's poor health outcomes. The use of diesel fuelled vehicles, and especially heavy and light trucks is on the rise in our region. The truck and trailer units are getting bigger and heavier; the loads heavier, requiring more powerful diesel engines to drive them.
- 3 With evidence drawn from the study 'Health and air pollution in New Zealand 2016 (HAPINZ 3.0) (Kuschel et al., 2022a)', Stats NZ states in 'Human health impacts of PM_{2.5} and NO₂' dated 23 February 2023 that:

"PM_{2.5} and NO₂ from human-made air pollution was associated with an estimated 3,317 premature deaths and 13,155 hospitalisations in Aotearoa New Zealand."
- 4 The HAPINZ 3.0 report also states that PM_{2.5} and NO₂ from anthropogenic sources in New Zealand in 2016 contributed to:
 - over 13,200 cases of childhood asthma,
 - approximately 1.745 million restricted activity days (days on which people could not do the things they might otherwise have done if air pollution had not been present).
 - social costs resulting from these anthropogenic health impacts totalled \$15.6 billion with NO₂ exposure accounting for just over 60% of the total costs.
 - The population-weighted annual average NO₂ concentration from anthropogenic sources worsened by just over 13% between 2006 and 2016, resulting in an increase in social costs of more than 28%. This is not surprising given the number of diesel vehicles, which are the main source of NO₂, have increased significantly since 2006. Light diesel vehicles have increased by 44% and heavy diesels by 12% (MoT 2021).
 - Overall, combining PM_{2.5} and NO₂, the air pollution health burden due to anthropogenic sources increased by 10.2% between 2006 and 2016. All of this increase is due to exposure to NO₂, but the full impact of worsening NO₂ has been lessened by the improvements in PM_{2.5} concentrations.
- 5 Horizons Regional Council are obligated to monitor and regulate air quality.
- 6 The draft Regional Land Transport Plan (**RLTP**), page 20, figure 10, clearly demonstrates significant upward trends in heavy trucks and buses, light duty trucks and diesel-powered vehicles in the Horizons region.

- 7 The RLTP sets out five objectives: Travel choice, Connectivity and efficiency, Safety, Climate change and resilience, and Network quality and integration. **The objectives do not highlight our people's health and wellbeing as per the 'One Network Framework' and the 'Ministry of Transport Outcome Framework'.** The 'Safety' objective in the RLTP is limited to injury by accident.

CONCERNS

- 8 My concerns with the draft RLTP are summarised below:
- (a) The effects of the concentration of increased traffic flow/road use on dedicated roads associated with targeted developments.
 - (b) The effects of traffic concentration on local air quality.
 - (c) The subsequent implications on people's health and wellbeing from increased traffic concentration.
 - (d) The social costs attributed to degradation of local air quality.
 - (e) The subsequent impacts on our environment and our local waterways due to the increased concentration of air pollution associated with these dedicated roads.
 - (f) The impact of on local Councils budgets and their capacity to maintain these dedicated roads and their feeder roading networks.

DISCUSSION

- 9 The draft RLTP has been well put together. However, it is my opinion that health and wellbeing associated with poor air quality linked to traffic concentration pathways will affect our people. This important issue hasn't been transferred across into the RLTP, from the seed documents of the 'One Network Framework' and the 'Ministry of Transport Outcome Framework'.
- 10 The RLTP is supporting significant growth in our region and advocating for large regional transport hubs. Whilst it is commendable that transportation hubs and better use of rail is being promoted, especially in the case of Palmerston North, the transported goods need to get to, and get away from that transfer point. The goods will be transported by trucks, and as the hub grows, more and more trucks will be on the roads. Electrification of the truck fleet is a remote possibility but the practicality of this, in my view, is non-sensical. The loads these trucks must carry, for example logging truck and trailer units, are immense, and the distance they must travel, often from remote and difficult locations would be beyond scope. Diesel powered trucks, and increasing numbers of them, will be concentrated on dedicated feeder roads. The concentration of these trucks will increase congestion; pinch point intersections will increase idling vehicles, and air quality will worsen with noxious NO₂.
- 11 Lastly, the feeder roads into the proposed distribution and industrial hubs are local roads. They are at the cost of Local Councils. Many local roads have not been engineered nor built to carry a multitude of 50 tonne trucks every day. The costs borne by local Councils will be immense unless greater Central Government funding is made available to upgrade and maintain these important feeder networks.

CONCLUSION

- 12 In summary I make the below submissions in respect of the RLTP:

- Regional health and wellbeing should be included alongside safety as one of the RLTP's five objectives.
- The RLTP should acknowledge the HAPINZ 3.0 report and role PM2.5 and NO2 play in our health, wellbeing, and social statistics.
- The RLTP should play an active role in mitigating use of diesel-powered vehicles and the education on the effects of NO2 and PM2.5 on our health and wellbeing.
- The RLTP should carefully consider design of the feeder roading networks to the hubs, with not only traffic flows in mind, but the health and wellbeing of peoples who work and live within proximity of these feeder roads.
- The RLTP should advocate for air quality monitoring and reporting on the feeder road networks.
- The RLTP should consider, acknowledge, and provide solutions to the costs demands on local Councils to upgrade and maintain these promoted feeder roading networks.

GLOSSARY

- PM2.5 is a size of 'particulate matter', in this case, that below 2.5 micrometres ie 0.000001m
- PM2.5 were associated with
 - (a) domestic fires (74%)
 - (b) motor vehicles (17%) such as exhaust and brake/tyre wear
 - (c) from road vehicles.
 - (d) windblown dust (8%) such as construction dust, land use
 - (e) activities and road dust etc.
 - (f) Industry (0.1%)
- NO2: Nitrogen dioxide. The main source of nitrogen dioxide resulting from human activities is the combustion of fossil fuels, especially from vehicles.

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Multi Choice

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Q12 Name

Short Text Simon Loudon

Q13 Email address

Email

Q14 Where are you based?

Short Text Marton

Q15 Organisation (if applicable)

Short Text

Q16 E-signature

Short Text Leana

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

[REDACTED]

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

Multi Choice In person

Submission to Horizons Regional Council:

Mahere Waka Whenua ā-rohe Draft Regional Land Transport Plan

To: Horizons Regional Council
transport@horizons.govt.nz

Submitter: Interested Residents of Marton and Rangitikei

Email: [REDACTED]

Phone: [REDACTED]

Introduction

- 1 Interested Residents of Marton and Rangitikei Incorporated (**IRO-MAR**) wish to be heard in support of its submission on the draft Regional Land Transport Plan.
- 2 IRO-MAR advocates for a group of residents living in Marton and the wider Rangitikei district who hold a strong affinity and commitment to the land and people of Rangitikei district, its health and well-being.
- 3 We wish to see our district grow and flourish but not at the cost of the amenity and environment that make this area a special place to live.
- 4 We support environmentally-best practice development and protection of Rangitikei District , including its rural environment and communities, its flora, fauna, endangered species and soils.
- 5 We appreciate this opportunity to take part in the Horizons consultation process.

General comments:

- (a) IRO-MAR supports the over-arching priorities; Resilience and Climate Change; Connectivity and Access; Better travel options; and Safety
- b) IRO-MAR supports the following projects being prioritised for our region:
 1. The construction of Te Ahu a Tūranga, Manawatū-Taranui highway
 2. The completion of the Ōtaki to north of Levin highway.
 3. Progressing and developing the Regional Freight Ring Road (as part of the PN Integrated Transport Initiative)
 4. Continuation and replacement of the current Capital Connection passenger rail service with implementation of a new fleet of trains and increased service frequency
 5. Progression of Te Utanganui; including the KiwiRail Regional Freight Hub.

While these projects are not within the Rangitikei region; it is submitted that our residents will benefit from these developments for the reasons below;

- Increased transport options provided by a more regular train service to Wellington
- Safer roading between the Rangitikei and Wellington, and reduced travel times.
- Improved access to other regions
- IRO-MAR supports the development of an inland port for our region; Te Utanganui for future resilience. However the freight path/route for heavy vehicles needs full consideration (access, roading cost, safety, impact on local roads)

Comments on the Draft Plan: Objectives and Policies

- a) **Rural/Urban differences:** we note that the draft policies are written with a focus on our larger urban communities: the impacts on our Rangitikei communities have not been assessed. For example
- a. The proposed hubs for **heavy traffic** and proposed **decrease in light traffic** owing to urban transport options does not take account of the rural situation: (p69 *Priority investment focus, benefits and KPIs: Key Performance Indicators*)
- i. IRO-MAR is concerned at the potential increase in heavy vehicles on rural roads as more trips are made to closer freight hubs.
 - ii. Rural communities rely on car and utility vehicle transport: how does this plan propose to decrease the use of light vehicles for us?
 - iii. An increase in heavy traffic on rural and local roads will cause more damage to our roads. (The Rangitikei region is already struggling with damage and safety issues from existing heavy traffic)
 - iv. Unlike urban centres, rural roads and ALL ROADS in the Rangitikei are used by a large variety of vehicles: such as large harvesters, sheep and cattle trucks, forestry trucks, buses, army tanks, rally cars, ambulance, school buses, cyclists, buses, etc. An increase in heavy traffic will reduce road safety further.
 - v. Rangitikei had the largest number of road fatalities of any region with Horizons except Horowhenua (See Figure 26 p 74 Total number of reported injuries and fatalities on state highways and local roads by district between 2017/18 -2022/23). It is unacceptable for Horizons policies in this draft plan to increase the safety risk on our roads by seeking to increase heavy traffic.
- b. Fire/Ambulance/Hospital
- i. Our Rangitikei communities have to travel by light vehicle to hospitals in Palmerston North and Whanganui, or further to Wellington. Our communities are serviced by ambulances and fire engines that need to

travel to emergencies and then to hospital on our roads. An increase in heavy traffic will increase travel times and risk for our emergency staff and vehicles.

b) Increase Transport modes/options

a. Air Transport: (6.8 Ports and Airports Ngā wāpu me ngā pā rererangi p30)

- i. Whanganui airport is an important airport for the Rangitikei community, offering a second air transport option.
- ii. Ohakea: we would like to see consideration be given to Ohakea as a regional and international airport for freight and passengers.
- iii. Whanganui Port Development: the development of the Te Pūwaha Whanganui Port offers potential passenger transport as well as freight, and adds resilience to our region.

b. Passenger Rail: (6.5.2 Passenger Rail- Pāhihi rerewhenua pp23-24)

- i. We support development of regular passenger rail services between New Plymouth through Whanganui to Marton; Taihape to Marton; Marton to Palmerston North and beyond; this would provide a safe and low transport option for our community. Development of a reliable and regular rail link between Palmerston North and Whanganui would encourage reduced use of light vehicles between the two largest centres in our region.
- ii. The draft plan places significant emphasis on freight movement. We would like to see more consideration of people movement; including growing numbers of Tourists and independent travellers. Families travelling for sports and community events. Rail can provide significant amenity for regional communities, as it has done in the recent past.

c. Cycle trails of the Rangitikei (6.7 Walking and cycling networks- Nga ara hikoi, ara paihikara pp27-28)

- i. Rangitikei has beautiful cycle trails: eg the Rangitikei Gorges to Sea, and Marton to Himatangi. IRO-MAR would like more consideration given to cyclists safety and provisions for cycleways in future road planning for our region.

c) Land Use Integration/land patterns (6.9 Transport and land use integration- Whātahi waka me te whakamahi whenua p3 and 31)

- a. We support investment in our roads across the Horizons region: we would like to see long term planning for resilience and durability. Rangitikei relies on SH1 as a major connecting route for all vehicles. We support investment in alternative routes, such as State Highway 54, Vinegar Hill to Palmerston North.
- i. Significant slip events on main highways such as the Utiku slip repair could be funded by a separate climate/weather event emergency fund.

- b. Topography has impact on emissions: Transport routes and mode options need to be designed as part of long term planning for suitable land use.
- c. Heavy traffic routes need to be dedicated and prioritised for upgrading with the correct pavement design for heavy 50 tonne + trucks. These trucks are causing extensive damage to local rural roads.
- d. Air quality: large volumes of heavy vehicles are better suited to less hilly terrain. The Horizons region already has a high share of NZ total greenhouse emissions, without farm vehicles being taken into account. For the foreseeable future it is difficult to see electrification reducing emissions for heavy vehicles in rural areas. Electrification remains an alternative that requires time out and high energy demand. Resilience needs to make concessions for more than one type of power/fuel source.
- e. Land use also has implications for Rural residents: While the draft transport plan refers to urban residents, eg p31 ***"A key goal for all urban areas in the region is the development of a well-functioning urban environment that enables the integration of land use and transport planning to ensure the creation of safe, accessible and liveable urban areas...includes access to a range of transport modes...providing associated social, environmental and economic benefits to maximise wellbeing"***

The following paragraph ***"In rural environments..."*** refers only to trucks.

Summary

- 6 In summary, IRO-MAR **supports** the Overarching priorities in the Draft Regional Land Transport Plan, including:

- (a) Resilience and Climate Change: *support long term planning*
- (b) Connectivity and Access: *consider rural communities*
- (c) Better travel options: *what is best for our land?*
- (d) Safety: *transport impacts on health and wellbeing*

These over-arching priorities are all important and need to be carefully considered, including **the options for our rural communities**, not just our urban folks.



Felicity Wallace

On behalf of IROMAR

Dated: 15-3-2024

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Q12 Name

Short Text Felicity Wallace

Q13 Email address

Email

Q14 Where are you based?

Short Text Marton

Q15 Organisation (if applicable)

Short Text Interested Residents of Marton and Rangitikei

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[REDACTED]

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

Multi Choice In person

27/02/24

Horizons Regional Council
Private Bag 11025
Palmerston north Mail centre 4442

Graham Holloway [REDACTED]
[REDACTED]

Re REGIONAL TRANSPORT REVIEW

I most STRONGLY OBJECT to any further extra payment via my rates for urban transport, and furthermore, I also STRONGLY OBJECT to the \$57.34 that is currently charged via my rates demand.

The reason being is because I am a senior citizen, on a limited fixed income, and have had an utter GUTSFUL of councils thinking they can make us pay for a service that I MOST DEFINITELY have not used, NOR DO I INTEND TO USE.

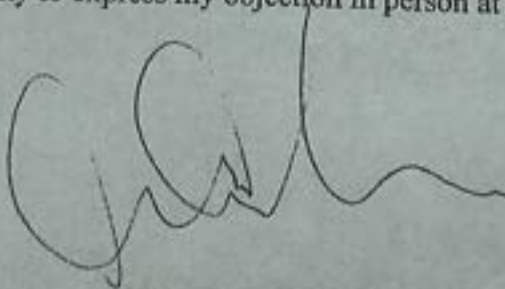
The service should be central Government funded and also paid for by the user whom wants it, in essence USER PAYS, not subsidised by the ratepayer. I get ABSOLUTELY NO SUBSIDY for what I like, so why should I subsidise this.

To give the council a very clear message re this, some seniors I have had conversation with are also getting very tired of us AGAIN are going further backwards for the wants of others.

I am also extremely close to the point where I will STOP PAYING FOR THE TRANSPORT COMPONENT OF MY RATES, I accept that you will put penalty on the outstanding amount, however, with the age I am, the effect will be very little, and the big plus is that I get to spend my money before I fall off the perch on myself and NOT THE COUNCIL. I also am very encouraged by those to whom I have spoken to how much they agree with what I am conveying.

I also require an opportunity to express my objection in person at a hearing.

Yours Graham Holloway



Response No:
1

Contribution ID: 1083

Member ID: 385

Date Submitted: Mar 19, 2024, 05:06 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/223

Q12 Name

Short Text Graham Holloway

Q13 Email address

Email

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 Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone

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

Multi Choice In person

Response No:
12

Contribution ID: 1056
Member ID:
Date Submitted: Mar 15, 2024, 04:11 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 Agree with priority focus, however would like to understand funding and prioritisation of these objectives.
- Q3** Have we missed anything you think is important?
- Short Text No
- 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 is paramount to our region with the number of accidents and fatalities that happen within our region, we would like to change this for our region.
- Q6** Do you agree with the overarching priority?
- Multi Choice Yes
- Q7** Why?
- Short Text Due to the number and scale of road incidents/sites still under repair within our region, first steps is to re-establish existing connectivity and access to double lane throughout Taranaki District, whilst ensuring safety. Investigating additional transport
- Q8** Pick your top 5 priority projects
- Ranking (Waka Kotahi) Te Aho a Tūrangā Highway
(Taranaki DC) Huarahi Tūhono (Route 52)
Lower North Island Rail (CapCon upgrades)
(All) Maintenance, operation and renewals
(KiwiRail) Regional Freight Hub
- Q9** Why have you chosen these projects in this order?
- Short Text These are projects which will establish connectivity, and improve infrastructure capability for us in the Taranaki District
- Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?
- Short Text We would like to see improvements of public transport options for Taranaki district into central manawatu
- Q11** Upload any supporting documents here
- File Upload
- Q12** Name
- Short Text Chrissy Marshall
- Q13** Email address
- Email [REDACTED]

Q14 Where are you based?

Short Text Dannevirke

Q15 Organisation (if applicable)

Short Text Ngāti Kahungunu ki Tāmaki-nui-a-Rua

Q16 E-signature

Short Text Chrissy Marshall

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Friday 5 April 2024 (10am - 4pm)

Q19 Phone

Telephone [REDACTED]

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

Multi Choice In person

RANGITĀNE O MANAWATŪ

SUBMISSION ON HORIZONS REGIONAL DRAFT LAND TRANSPORT PLAN

SUBMISSION TO:

Horizons Regional Council

Private Bag 11025

Manawatū Mail Centre

Palmerston North 4442

SUBMITTER INFORMATION:

Ingoa: Te Ao Turoa Environmental Centre

Iwi: Rangitāne o Manawatū

Wāhi noho: 140-148 Maxwells Line, Awapuni, Palmerston North

Īmēra:

Waea pūkoro:

Kaiwhakahaere:

D.P. Harris, O.N.Z.M, LLB, PGDipBusAdmin
Chief Executive Officer

MY SUBMISSION IS:

Introduction:

Te Ao Turoa Environmental Centre

Te Ao Turoa Environmental Centre (TATEC) contribute to upholding kaitiakitanga on behalf of Rangitāne o Manawatū Iwi (Rangitāne). We promote the health and wellbeing of our people, the environment, wāhi tapu and taonga by forming positive relationships and partnerships with local councils, government agencies, developers, businesses and community groups. Our environmental centre undertakes ecological and cultural monitoring projects, restoration of waterways through planting, weed and pest control, and plastics in waterways reduction initiatives. We engage in planning processes, including local policy reviews, town planning and resource consenting.

We are part of Best Care (Whakapai Hauora) Charitable Trust, which includes a collective of health services run by our iwi. We deliver a Māori model of environmental management and have developed a means of identifying and measuring outcomes in resource management sought by Rangitāne o Manawatū. We use Te Ara Whānau Ora (The Whānau Ora Pathways Framework) originally developed by our esteemed kaumātua Sir Mason Dury also applied this in our health focused services.

Rangitāne o Manawatū

Rangitāne ancestors arrived in Aotearoa aboard the Kurahaupō waka over 30 generations ago. Whatonga was a captain of the waka and is the eponymous ancestor whom we, the people of Rangitāne, trace our lineage. He settled in the Heretaunga area (Hawke's Bay) and explored a large part of Aotearoa. Rangitāne was the grandson of Whatonga whose descendants occupy the Manawatū and other areas of the lower North Island and the top of the South Island today.

At the turn of the 19th century, Rangitāne and Rangitāne whānaunga held mana over nearly the entire drainage basin of the Manawatū Awa for many hundreds of years. Life centred around the awa, its tributaries, lakes and wetlands, which came to shape the worldview and values system of our iwi today.¹⁻² Our worldview is based on the holistic principle that all elements are interconnected. Ecosystems within our environment rely on many elements, both physical and spiritual, at many scales to function effectively. When one part of that

¹ McEwen, J.M. (1986). *Rangitāne: A Tribal History*. Reed Books: Auckland.

² Wai 182, *Rangitāne o Manawatū*. Tānenuiāraangi Manawatū Incorporated Office of Treaty Settlements.

system is interrupted, disturbed, or impacted, Te Ao Māori becomes imbalanced, affecting its functionality, which in turn influences the health and wellbeing of that environment and us as people.

Whakapapa (our genealogy) and mātauranga Māori (our traditional and contemporary knowledge) inform our understanding of and connection to the environment. Every part of the environment has a common genealogy descending from a common ancestor. The principal ancestor is Io Matua Te Kore (the parentless one), who existed in Te Kore (the realm of potential being). Then descended Ngā Pō (the many nights), Ranginui, and Papatūānuku (Sky Father and Earth Mother). The separation of Rangi and Papa by their children brought forth Te Ao Mārama (the world of light in which we live). This whakapapa places us as descendants of the environment they inhabit. It reinforces our identity and a deep connection to our lands. This mātauranga links us to the world, creating an inseparable bond and a responsibility to protect the environment from misuse. Kaitiakitanga is the inherent obligation and responsibility we have as tangata whenua of this area, to nurture and protect, restore, and enhance the mauri of our environment for future generations.

Traditional entry to the Manawatū interior was gained by paddling and poling waka along the Manawatū Awa. At each major river bend, a permanent or seasonal village or pā existed within our history.^{3,4} The awa linked hapū (family groups) together to form who we are, now known as Rangitāne o Manawatū. We are a collective of six different hapū. Hapū members work closely together and each hapū has a representative on the Rangitāne o Manawatū Settlement Trust. This collaboration forms one avenue of mandate for Rangitāne as an iwi authority.^{5,6}

Rangitāne o Manawatu interest in the Regional Land Transport Plan

Rangitāne are intrinsically connected to Te Taiao through our whakapapa. The Regional Land Transport Plan should align with values of protection and enhancement of Te Taiao, address the unique needs and priorities of both tangata whenua and the wider community, and ensure that Rangitāne o Manawatu are partners during any decision-making relating to transport planning. Rangitāne have a particular interest in:

³ Taylor & Sutton (1998). *Inventory of Rangitāne Heritage sites in Palmerston North City*. 1998. Palmerston North City Council.

⁴ Tanenuiarangi Manawati Inc (1998). *Rangitāne Mahinga Kai Project*. Palmerston North.

⁵ Treaty of Waitangi Claims: Wait 162 the Manawati Claim. Retrieved on June 1st, 2021 from <https://www.tiwi.māori.nz/Treaty.aspx>

⁶ Rangitāne o Manawati: Deed of Settlement documents (2021). Retrieved on June 1st, 2021 from <https://www.govt.nz/biomas/history-culture-and-heritage/treaty-settlements/find-a-treaty-settlement/Rangitane-o-Manawati/>

- Prioritising sustainable and environmentally responsible transport solutions including promoting walking, cycling and public transport.
- Ensuring safety and accessibility, including speed reduction around high crash areas, growth areas, and sensitive receivers such as schools.
- Focussing on reduction of emissions and resilience through climate change.

Most importantly, the Regional Land Transport Plan must uphold the principles of Te Tiriti o Waitangi, including partnership, participation, and the protection of our rights and interests. Partnership with tangata whenua is essential for developing an inclusive and responsive plan, especially here in Palmerston North city.

Rangitāne o Manawatu are well-equipped to partner and make decisions on transport matters that affect our people, community and the environment. We are active partners in several transport initiatives currently, including as part of the Palmerston North Integrated Transport Initiative. We should be respected as active partners. True partnership is not simply providing Rangitāne with opportunities to 'assist' with decision making, but entails a cooperative and mutually beneficial relationship between tangata whenua and the Crown that recognises that tangata whenua have a unique position as indigenous peoples. The Regional Land Transport plan must respect this position.

Tangata whenua groups have intricate knowledge of their rohe and mātauranga can be extremely valuable in informing and enhancing transport planning in the region. Mātauranga can provide guidance on sustainable transport that minimises environmental impact and protects against the effects of climate change, including emphasising the interconnectedness of people and the environment and ensuring kaitiaki responsibilities are provided for. Mātauranga is a tool for innovation and adaptation which can lead to a safer and more resilient transport system, to support the objectives in the plan.

The Regional Land Transport Plan should include specific and detailed requirements for partnership and ensure Tangata Whenua-led mātauranga is explicitly considered in transport planning in the Horizons region.

Rangitāne have a particular interest in encouraging shared use pathways, including those adjacent to the Manawatū Awa, which, as well as encouraging more sustainable modes of transport, also supports community well-being, safety and equitable access to transport and infrastructure.

Relief sought:

Amend and retain the Regional Land Transport Plan sections and provisions based on the reasons and relief sought set out below and in Appendix One.

Rangitāne are supportive of the following in the Regional Land Transport Plan and request that they are retained:

- The overarching priority and 5 objectives;
- The policy focus on affordable transport choices, safety, climate change and resilience;
- Prioritisation of the Ring Road (as part of the Palmerston North Integrated Transport Initiative).

The following requires reconsideration and redrafting:

- Explicit reference to partnership with iwi and hapū, including, but not limited to, paragraph 5.1 which does not currently reflect the role of tangata whenua as partners in transport planning and decision-making and suggests that iwi and hapū are not well equipped to make informed decisions.
- Ensure mātauranga Māori is considered and applied, in partnership with tangata whenua.
- Ensure that potential effects on cultural sites from transport infrastructure, including wāhi tapu, are acknowledged and considered.
- Specific policy amendments required are reflected in Appendix One.

Section/Provision		Reasoning	Relief sought
The overarching priority and Objectives 1-5	Support	Rangitāne o Manawatu support the 5 objectives, particularly the focus on safety, climate change and resilience	Retain the objectives
5.1 Iwi and hapū - Ngā iwi me ngā hapū	Oppose in part	<p>Rangitāne (including other iwi and hapū) are well equipped to partner with councils and make informed decisions about transport, this should be reflected more accurately in this section.</p> <p>Transport infrastructure projects also have the potential to have significant adverse effects on cultural sites, including wāhi tapu. We seek specific mention of potential effects on wāhi tapu.</p>	<p>Re-drafting to reflect that iwi and hapū have important interests in transport, and that tangata whenua are partners in decision-making in transport planning in the Horizons region.</p> <p>Any other amendments necessary to achieve the relief sought.</p>
Policy 5.8: Ensure the region's iwi and hapū partners are provided the opportunity to engage and assist with decision making on any new land transport development at all stages of the process.	Oppose	<p>As currently worded, the policy does not reflect iwi and hapū role in decision making as partners.</p> <p>This policy should also be amended to ensure partnership in all land transport development, not just new.</p>	<p>Reword to reflect true partnership and shared decision-making</p> <p>Policy 5.8: Ensure the <u>Partner with</u> the region's iwi and hapū partners are provided the opportunity to engage and assist with <u>in</u> decision making on any new land transport</p>

			<p>development at all stages of the process.</p> <p>Mātauranga is a tool that can enhance the outcomes of transport planning, not a roadblock.</p>
Policy 1.7: Enhance and improve access to the regional and local network of cycle ways and shared pathways.	Support in part	<p>RoM are supportive of shared-use pathways, particularly along the Manawatū Awa.</p> <p>As currently worded, the policy appears to focus on access to current shared-use pathways, not the maintenance and enhancement of share-use pathways themselves, or consideration of additional shared-use pathways as a tool to achieve objectives of travel choice and accessibility.</p>	Reword to consider additional new shared-use pathways, including enhancement and maintenance of existing pathways, not just access.
Policy 3.3: Ensure speeds are appropriate for the road environment and the highest risk parts of the regional network are made safer.		Rangitāne o Manawatū are supportive of ensuring appropriate speeds for road environment, however, consider that explicit reference to speed reduction would ensure this is considered in detail in decisions regarding speed.	Specifically mention speed reduction as a tool for safety improvement in this policy.

- 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 Yes
- 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/201
- Q12** Name
Short Text Danielle Harris
- Q13** Email address
Email [REDACTED]
- Q14** Where are you based?
Short Text Palmerston North
- Q15** Organisation (if applicable)
Short Text Rangitāne o Manawatu

Q16 E-signature

Short Text Leana

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice

Q19 Phone

Telephone

[REDACTED]

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

Multi Choice In person

15 March 2024

TTP0201
2024 LMS:MR

Horizons Regional Transport Committee
Email: Transport@horizons.govt.nz

Dear sir/madam,

HORIZONS STAFF SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2031 (2024 REVIEW)

Introduction and purpose of this submission

Thank you for the opportunity to submit on the draft Horizons Regional Land Transport Plan 2021-31 (2024 review) (the RLTP). This submission has been prepared by officers and has not been formally endorsed by Horizons Regional Council or a committee of the Council.

The purpose of this submission is to address potential changes required in response to the draft Government Policy Statement on Land Transport (GPS) released on 4 March 2024 and to highlight a potential area of misalignment between the One Plan Regional Policy Statement and the draft RLTP.

Government Policy Statement on Land Transport

The draft RLTP approved for consultation by the Regional Transport Committee in January 2024 was prepared under the draft GPS issued by the previous government in August 2023. The present day Government's new draft GPS was released on 4 March 2024. Under the Land Transport Management Act 2003, an RLTP must be consistent with the GPS.

Council officers have reviewed the draft GPS and advise that changes may be required to the RLTP ensure overall consistency with the new GPS. Suggested areas which may benefit from change include

- Updates to the strategic framework (vision, objectives, policies and transport investment priorities) to ensure consistency, where necessary, with the draft GPS strategic direction. Examples of potential changes include removal of policies associated with development of a vehicle kilometres travelled reduction plan and reframing of policies under Objective 2 to ensure they link to the strategic priority for efficiency and productivity.
- Minor updates to the narrative in section 7 (future opportunities) to create connections within these key workstreams to the strategic focus of the new draft GPS (e.g. efficiency and productivity).
- Update to the narrative in section 9.1 to outline the focus of the new draft GPS 2024.
- Updates to section 15 (funding the plan) to reference other potential revenue streams proposed through the draft GPS and any changes to the 10 year forecast (if this is known by the hearing). Also update the activity classes to reflect those within the new draft GPS.
- Updates to sections 16 (regional transport programme) and 17 (Inter-regional activities) to reflect the activity classes in the new draft GPS and any changes to the programme (if there are any and they are known by the hearing).

There are obvious timing implications associated with the draft GPS delivery alongside the RLTP. At this time an updated State Highway Investment Proposal (SHIP) and Investment Prioritisation Method (IPM) are yet to be released. These two documents may affect Road Controlling Authority (RCA) and NZ Transport Agency Waka Kotahi transport programmes. If the SHIP and IPM are released in time for the hearings, officers will provide an update to the Hearing Subcommittee on any changes needed. If the SHIP and IPM are not released until after the hearings, officers will provide advice to the Regional Transport Committee on how to manage the completion of the RLTP statutory process moving forward. This will include supporting the Regional Transport Committee through any variation process should changes to the SHIP trigger the RLTP significance policy.

Integration with the Horizons One Plan Regional Policy Statement

The Horizons Policy Team have identified a potential misalignment between the One Plan Regional Policy Statement and the draft RLTP. The misalignment relates to the One Plan referencing "strategic road and rail networks identified in the Regional Land Transport Strategy" which is a document that has been superseded by the RLTP following a LTMA change in 2013. The RLTP does not define or map strategic road or rail networks specifically, however the concept is discussed throughout the Plan.

The reliance of the One Plan on the Regional Land Transport Strategy to identify strategic road and rail networks and the absence of this in subsequent versions of the RLTP has created implementation issues.

In essence, officers are seeking to better identify the strategic road and rail networks within the RLTP to help restore the function of the One Plan Regional Policy Statement chapter which relies on this. More detail, including the specific One Plan chapter and policies affected, is supplied in the letter received from the policy team, attached to this submission.

Transport officers recommend that strategic road and rail networks are described in the Plan as 'All state highways and railway within the region. The railways include sections of the North Island Main Trunk line, Marton to New Plymouth line, Palmerston North to Gisborne line and Wairarapa line.' Transport officers view that this definition, while not mapping them separately, would serve to meet the needs of the One Plan. The state highway and rail networks are already mapped within the RLTP on Figures 9 & 11.

Officers wish to be heard at the hearing.

If you have any queries regarding the content of this submission please contact the undersigned by email at transport@horizons.govt.nz.

Yours sincerely,



Mark Read
MANAGER TRANSPORT SERVICES

Copied to Charlotte Almond
Policy and Strategy Manager

15 March 2024

ESM0300
NP:MR

Attn: Transport
Horizons Regional Council
Via: transport@horizons.govt.nz

Tēnā koe Mark,

REGIONAL LAND TRANSPORT PLAN | MID-TERM REVIEW 2024

We note the Regional Land Transport Plan (RLTP) is out for consultation. We have become aware of some issues in implementing the One Plan due to the repeal and replacement of the legislation requiring a Regional Land Transport Strategy (RLTS), since replaced by the RLTP. We request some changes to the RLTP to mitigate these implementation issues.

Horizons Regional Council has a responsibility under section 30 of the Resource Management Act 1991 for the control of the use of land for the purpose of the avoidance or mitigation of natural hazards. Horizons does this through the RPS-HAZ chapter (formally Chapter 9) of the One Plan. RPS-HAZ-NH-P11 (formally Policy 9-3): 'new critical infrastructure' aims to discourage placement of critical infrastructure in areas prone to flooding or another type of natural hazard.

The definition for critical infrastructure references the RLTS. The definition is (emphasis added):

Critical infrastructure means infrastructure necessary to provide services which, if interrupted, would have a serious effect on the people within the Region or a wider population, and which would require immediate reinstatement. Critical infrastructure includes infrastructure for:

- a. electricity substations*
- b. the treatment and storage of water for public supply (excluding the distribution network)*
- c. the management of human sewage treatment (excluding the reticulation system)*
- d. strategic road and rail networks (as defined in the Regional Land Transport Strategy)*
- e. health care institutions including hospitals*

Because the RLTS has been superseded, and because the RLTP does not define strategic road and rail networks, RPS-HAZ-NH-P11 is not necessarily being triggered in consenting decisions for new critical infrastructure. This means that adverse effects of the infrastructure on the environment in the event of a natural hazard, or the adverse effects of the natural hazard on the infrastructure may not be considered. I request that the RLTP define strategic road and rail networks, with criteria to identify these networks, to assist in solving this gap. This may be in the form of a glossary term that is referenced in the body of the document.

The RLTS is also referenced in RPS-EIT-P1 (formally Policy 3-1): 'Benefits of infrastructure and other physical resources of regional or national importance'. Under (a)(iv), *the Regional Council and Territorial Authorities must recognise the following infrastructure as being physical resources of regional or national importance: the road and rail network as mapped in the Regional Land Transport Strategy (emphasis added)*.

RPS-EIT-P2 (formally Policy 3-2): 'Adverse effects of other activities on infrastructure and other physical resources of regional or national importance' also references the RLTS under (h): *The Regional Council and Territorial Authorities must ensure that adverse effects on infrastructure and other physical resources of regional or national importance from other activities are avoided as far as reasonably practicable, including by using the following mechanisms: ensuring effective integration of transport and land use planning and protecting the function of the strategic road and rail network as mapped in the Regional Land Transport Strategy (emphasis added)*.

Because the RLTS has been superseded, and because the RLTP does not map road and rail networks, issues have arisen in identifying road and rail networks as infrastructure and other physical resources of regional or national importance. As a result, RPS-EIT-P1 to P3 (formally Policies 3-1 to 3-3) are compromised with significant flow on effects; both of the infrastructure and other physical resources of regional or national importance on the environment, and of effects on the infrastructure and other physical resources of regional or national importance itself. The draft Waikato RLTP 2024-54 maps key strategic road and rail corridors in the Waikato region. I request that the Horizons RLTP undertake similar mapping for road and rail networks of regional or national importance, to help restore the function of One Plan chapter RPS-EIT (formally Chapter 3).

Nāku noa, nā



Nicolaas Portegys
SENIOR POLICY PLANNER

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/211

Q12 Name

Short Text Mark Read

Q13 Email address

Email transport@horizons.govt.nz

Q14 Where are you based?

Short Text Palmerston North

Q15 Organisation (if applicable)

Short Text Horizons Regional Council (officers)

Q16 E-signature

Short Text Leana

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone 0508800800

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

Multi Choice In person

Response No:
22Contribution ID: 1027
Member ID: 426
Date Submitted: Mar 06, 2024, 11:53 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 It is a start. Rail infrastructure and faster more reliable train services are key. Better use of rail network management by Kiwi Rail is also a must along with change in culture by KiwiRail Senior Management towards passenger services.

Q3 Have we missed anything you think is important?

Short Text Maximum emphasis must be put on Otaki to North of Levin Expressway delivery earlier than later. Expressways save lives. Look no further than evidence on declining number of road accidents and deaths since the opening of Transmission Gully.

Q4 Rank the investment prioritiesRanking Better travel options
Connectivity and access
Safety**Q5 Why have you ranked the priorities this way?**

Short Text Ranking should be 1) better more reliable travel options 2) Connectivity and access and 3) Safety. Providing people with better options will encourage use of public transport providing those services are reliable, connected (train and bus timetables link)

Q6 Do you agree with the overarching priority?

Multi Choice Yes

Q7 Why?

Short Text A qualified YES. Resilience and reliability go hand in hand. If you deliver on these then climate change benefits will, by default, happen. Climate change for many Kiwis is way down the list in terms of pragmatic impact on their daily lives.

Q8 Pick your top 5 priority projectsRanking (Waka Kotahi) O2NL Highway
(KiwiRail) Regional Freight Hub
Lower North Island Rail (CapCon upgrades)
(Waka Kotahi) O2NL revocation of existing SH
(Rangitikei DC) Marton Rail Hub**Q9 Why have you chosen these projects in this order?**

Short Text O2NL Expressway is critical for early delivery and will save lives. Tinkering around at the margins (revocation) is a short-term sticking plaster solution. Getting the rail depots and supporting structure up to scratch is vital for future growth.

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

Short Text Bring forward development of O2NL Expressway and Freight Hubs in Palmerston North.

Q11 Upload any supporting documents here

File Upload

- Q12 Name**
Short Text Guy Dobson
- Q13 Email address**
Email [REDACTED]
- Q14 Where are you based?**
Short Text Levin
- Q15 Organisation (if applicable)**
Short Text Dynamique and Blue Anchor Film Productions
- Q16 E-signature**
Short Text Guy Dobson
- Q17 Do you wish to speak to your submission?**
Multi Choice Yes
- Q18 Preferred submission hearing date**
Multi Choice Friday 5 April 2024 (10am - 4pm)
- Q19 Phone**
Telephone [REDACTED]
- Q20 Will you be attending the submission hearing in person or online?**
Multi Choice Online (via Zoom)

Draft Regional Land Transport Plan

Submission to Horizons Regional Council

From

Manawatū Business Chamber



Manawatū Business Chamber
Level 1
74, Grey Street
Palmerston North
4410

11 March 2024

Mobile: [REDACTED] Email: [REDACTED]

Contact People: Amanda Linsley, CEO, Manawatū Business Chamber

Steve Davey, Chairperson, Manawatū Business Chamber

Manawatū Business Chamber Board Members: Ed Teece, Paul O'Brien, Steve Davey, Rachael Rakatau, Alex Boustridge, Angus Duncan, Chris Long, Nikki Maw, David Lanham.

The Manawatū Business Chamber ("MBC") is a 440+ Business Member organisation, which represents a sizeable proportion of the City and Region's GDP and FTE's.

This submission is presented to Horizons Regional Council (HRC) by the MBC Board.

Draft Regional Land Transport Plan (RLTP)

MBC would like to thank HRC for the opportunity to make a submission to this draft RLTP.

Regional Significant Activities – Top Three Priorities

Palmerston North Integrated Transport Initiative (PNITI)

MBC disagree with the proposed prioritisation for regionally significant activities within the draft RLTP. Our main concern is that we disagree with the PNITI and particularly the Regional Freight Ring-Road that sits within PNITI being moved down in its regional priority. It now sits at 2nd position alongside Waka Kotahi's Manawatū Bridge Cycleway and below the Te Utiku Slip. PNITI has previously held the highest priority in the pre-review RLTP, so it is disappointing to see it moved down.

MBC believe that the number one priority for the RLTP should be an aspirational activity that looks at building for the future and will enhance the regional and wider transport network along with the economic advantages that a plan such as PNITI will bring.

MBC would like to see PNITI which includes the Regional Freight Ring-Road as the number one priority for the region. This program has been on-going and is essential for the viability of the Te Utanganui project (a unique multi modal distribution hub). PNITI has support from several partners and projects and will be of significant benefit to the region and beyond over many years. The benefits include improved connectivity, economic development, reduced congestion (diverting traffic away from urban centres and improving traffic flow), safety enhancements and support for regional centre growth (among others).

MBC believe that the PNITI program also aligns with Central Government priorities for investment.

Te Utiku Slip

While we understand that this is a significant project and major work is required to address this, this work is a maintenance issue and should be treated as such within the RLTP. We therefore believe that this work, which is remedial in nature, should not be covered under investment within the RLTP but should be located within another section of the RLTP which will indicate a clearer picture of the maintenance requirements of the region rather than as an investment.

Manawatū River Bridge Cycle Way

With regards to the Manawatū River Bridge Cycle Way, MBC understand that this is a requirement of the Te Ahu a Turanga project as it is a consent condition of that project, and as such that it should be included in the funding for the wider Te Ahu a Turanga project. This should not be included in the future investment funding.

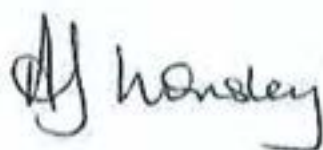
Summary

These are our main concerns with regards to the Draft RLTP which we feel strongly about and that may adversely affect other economic development opportunities for the region. PNITI should not drop down in priority ranking to other projects that we believe should be funded elsewhere.

We are happy to speak to this submission.

Yours faithfully,

Signed on behalf of the Manawatū Business Chamber Board
by:



Amanda Linsley
CEO
Manawatū Business Chamber

- 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 But not in this order
- Q3** Have we missed anything you think is important?
- Short Text Futureproofing and Planning Future Aspirational Infrastructure
- Q4** Rank the investment priorities
- Ranking Connectivity and access
Safety
Better travel options
- Q5** Why have you ranked the priorities this way?
- Short Text I didn't want to rank them at all as Safety should be a given and not an option, but there is also realism in the equation.
- Q6** Do you agree with the overarching priority?
- Multi Choice No
- Q7** Why?
- Short Text It is one of the priorities
- Q8** Pick your top 5 priority projects
- Ranking (Waka Kotahi & PNCC) PNIT package works
(PNCC) Te Utanganui Business Case
(Waka Kotahi) Te Ahu a Tūrangā Highway
(Waka Kotahi) Ō2NL Highway
(KiwiRail) Regional Freight Hub
- Q9** Why have you chosen these projects in this order?
- Short Text The Regional Freight Ring Road that sits within PNIT is essential for our region, it is a development project and not one that is maintenance related or should sit under another budget. Please see submission document attached.
- Q10** Do you have any other feedback on the draft Horizons Regional Land Transport Plan 2021 (2024 mid-term review)?
- Short Text Please see document attached.
- Q11** Upload any supporting documents here
- File Upload https://haveyoursay.horizons.govt.nz/download_file/175
- Q12** Name
- Short Text Amanda Linsley
- Q13** Email address
- Email [REDACTED]

Q14 Where are you based?

Short Text Palmerston North

Q15 Organisation (if applicable)

Short Text Manawatu Business Chamber

Q16 E-signature

Short Text Amanda Linsley

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Friday 5 April 2024 (10am - 4pm)

Q19 Phone

Telephone [REDACTED]

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

Multi Choice In person

Anthonie Tonnon - Regional Land Transport Plan submission.

Tēnā koutou,

I am making a personal submission. I wish to speak to it please.

I agree with, and congratulate the team on the goals and objectives of the RLTP, but I'd encourage Horizons to make changes in line with opportunities in Public Transport:

1. Public transport activities under consideration in the current LTP need to be mentioned in the RLTP, and edited in the associated RPTP to help align priorities for NLTP funding. These are:

- The Regional Public Transport Services being considered as a result of the Regional Services Review
- The Whanganui mid-term and full-term public transport network review
- The Horowhenua PT services review.

The above programs need three things:

- Mention in the body of the plan in the associated section.
- Mention and accounting adjustments in the financial activities at the end of the plan.
- Minor adjustments to the current RPTP to ensure our planned activities are current.

If necessary, final passage of the new RLTP could be timed with passage of the LTP to ensure these activities match.

2. Rail:

There needs to be mention (a sentence or two) in the rail sections about the **Marton to New Plymouth line**. This line is crucial to the future of freight in the lower North Island, and loss of or reduction of use on this line would see (and is already seeing) adverse consequences - for example the movement of logging onto SH4 which alleviates resilience issues on that road.

Additionally, there needs to be a sentence indicating support for a future reinstatement of the **Stratford to Okahukura Line**, which is in our regional boundaries (shared with Taranaki). This line would make rail freight more viable in the lower North Island, particularly between Whanganui and New Plymouth as it would allow freight to travel north from Taranaki. Evidence shows that freight volumes on the Marton New Plymouth line were much higher when the Stratford Okahukura Line was in use.

The Stratford-Okahukura, and Marton New Plymouth lines are also essential for the resilience of the rail network, because together they form an alternative North Island Main Trunk in the event of a natural disaster or other disruption to the Main Trunk Line.

- 3. There is an institutional bias in this RLTP towards Palmerston North, and towards roading projects. This needs to be addressed in language, and in how TAs and the Passenger Transport Committee are engaged with in the next RLTP.**

Wording that gives Palmerston North primacy over all other urban areas in the region, for example on pages 12 and 13 needs to be reconsidered. For Stats NZ purposes, Palmerston North and Whanganui are both large urban areas while Levin and Feilding are medium urban areas. Language reflecting this was used in the RPTP and is worth following on page 12 in the interests of a statement backed up by an independent agency.

More worrying is the imbalance of investment priorities to Palmerston North over all other areas - far outside of an equitable per-capita basis. This is true for most areas outside the city but notably Whanganui given it is more than half the size of Palmerston North but has no major projects, a similar situation to 2021. This suggests a long term structural and institutional bias toward Palmerston North from Horizons.

Horizons need to review their processes as to why this is continuing to happen. I would suggest starting a process of early workshops with elected members of TAs, at least two years before the next RLTP review.

There should be some brief note of this investment imbalance in the document so that it can be addressed in future RLTPs.

In a process like updating an RLTP, much of the focus is on goals and objectives, and this is where associated TAs generally see their input come through. But in consultation with TAs, there needs to be more focus on the details and the activities. To do this well, the process needs to start much earlier, and involve more representatives from each TA, including a mixture of governance and operational members so that objectives and detail can be connected.

Furthermore, while language toward better transport options is much improved in this RLTP, in substance, actual investment is heavily weighted towards roading projects. Once easy win improvement is to include the projects above suggested in 1.

But importantly, the Horizons Passenger Transport Committee needs to have more involvement in the preparation of this document in future.

An improved process should include a workshop with the PTC in the early stages of development. At the very minimum, the PTC should be considered a key stakeholder and see this document before public consultation begins, just as major business and lobby groups do.

Thank you for your time.

Nāku noa,

Anthonie Tonnon

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
Safety
Connectivity and access

Q5 Why have you ranked the priorities this way?

Short Text Better travel options is the area we lag the furthest behind other areas, and it's also the area where we can make the most value for money contribution to safety

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)
(KiwiRail) Regional Freight Hub
(PNCC) Main St Bus Hub Redevelopment
(Rangitikei DC) Marton Rail Hub
(Waka Kotahi) SH3 revocation of old Gorge Road

Q9 Why have you chosen these projects in this order?

Short Text For a person in Whanganui - it's very hard to choose five projects here, and I'd note there seems to be a structural and institutional bias toward Palmerston North.

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

Short Text Please see my submission attached.

Q11 Upload any supporting documents here

File Upload https://haveyoursay.horizons.govt.nz/download_file/178

Q12 Name

Short Text Anthonie Tonnon

Q13 Email address

Email

Q14 Where are you based?

Short Text Whanganui

Q15 Organisation (if applicable)

Short Text

Q16 E-signature

Short Text Anthonie Tonnon

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Friday 5 April 2024 (10am - 4pm)

Q19 Phone

Telephone

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

Multi Choice Online (via Zoom)

Submission on the Regional Land Transport Plan 2024

on behalf of the

Greater Bunnythorpe Community Committee

For our residential and surrounding rural community here in Bunnythorpe, the Regional Land Transport Plan must be measured against the five stated objectives:

- Travel Choice
- Connectivity and Efficiency
- Safety
- Climate Change and Resilience
- Network Quality and Integration

The core focus of the plan is, of course, 'to provide a connected and efficient land transport system that is more resilient, reduces the impact of transport on the environment, and is safe for users. Critical to achieving this will be the availability and uptake of alternative transport modes such as rail, or public and active transport. This focus is reflected in our 30-year vision and transport investment priorities, which guide infrastructure investment in the region.'

Greater Bunnythorpe, according to the project map, continues to sit beside or within proposed changes to land and road use associated with KiwiRail's intermodal freight hub, a ring road and the Palmerston North City Council's plans for a Te Utanganui business hub. The statement in the plan regarding the increase in logistics within Palmerston North to 2018 is now 6 years out of date and must therefore be reviewed. We note that none of these projects has dedicated central government funding, while national and regional economic activity, especially with respect to the export sector, have significantly altered since 2021. The current government's focus is on roading, and on freight movement in the upper half of the North Island. It is time, therefore, at this mid-point of the Regional Land Transport Plan, for Horizons to reconsider the assumptions on which some of these plans have been predicated. Further, the viability of initiatives such as Accelerate 25, which have informed or encouraged some freight transport planning in recent years, need themselves to be reconsidered.

As it stands, the plan offers little choice, connectivity, efficiency, resilience with respect to climate change or network quality and integration for the transport networks and options within the Greater Bunnythorpe area. The roading network continues to deteriorate, while dangerous intersections on Railway Road, Kairanga-Bunnythorpe Road and Roberts Line have only been made less dangerous by means of speed restrictions. Roads and road bridges which are too narrow or unsuitable for heavy freight vehicles are nevertheless used on a daily basis by truck and trailer units which are too heavy, too fast and too noisy for a residential area. Signage limiting the speed, weight and noise of heavy freight vehicles are ignored on a daily basis, especially when there is no enforcement.

This in turn affects the safety of our local roading network. Heavy freight vehicles pass through Bunnythorpe via Kairanga-Bunnythorpe Road, Railway Road and Campbell Road, intersecting at the infamous Bunnythorpe Roundabout. In the middle of this melee, our children make their way to and from the Bunnythorpe Bus Stop and the school bus network. The weight and volume of traffic is dangerous and unforgiving, especially in the event of roadworks within our village when trucks seek alternative back street routes which are closer to the Bunnythorpe School.

Further, an article by Rachel Moore of Stuff, published on-line on 10 March 2024 (<https://www.stuff.co.nz/nz-news/350182734/where-are-new-zealands-most-dangerous-intersections>) identified that two of the most dangerous intersections in New Zealand are along Kairanga-Bunnythorpe Road – especially the intersection with Milson Line. There have been further serious crashes on Kairanga-Bunnythorpe Road in recent years (for instance, the intersection with Roberts Line), and two fatal crashes along Railway Road. These road safety issues must take precedence over issues of freight transport, before more people die.

Future plans for the road and rail network have focused on farmland and private dwellings northeast of Roberts Line. When it comes to climate change and resilience, this area is already well known for flooding during heavy rainfall, while the subsoil is sandy silt, and thus prone to liquefaction. The same holds true for roads and road bridges in the area – prone to flash flooding and built on sandy silt. This is not a suitable locale for any form of heavy freight movement, where any increase in traffic volume at once increases risk and makes the network more vulnerable to natural events. Already private residences in and around Bunnythorpe are being shaken by the increased flow of heavy trucks through the village.

Current and projected heavy freight movements though Bunnythorpe work against connecting our community with either Feilding or Palmerston North, especially on the existing substandard roading network. We are not integrated with the wider picture of freight movement in the Manawatu, let alone passenger options by road or rail. Instead, we are forced to use our private vehicles, share the roads with wide and heavy trucks, and avoid the worst of the potholes.

The Shared Pathways Network, designed to promote active transport between Feilding and Palmerston North is one opportunity to connect our community within a larger, user-friendly transport network. We fully support the completion of the cycle and walkways as a matter of priority.

There simply has to be a better way. We ask that the thirty-year vision be reconsidered in the light of what our communities can best afford. Cost can be considered in a variety of ways – financial, risk, and the impact on the quality of life of those closest to the biggest transport plans. Consider too the benefits within the plan – if these are hard to identify or quantify, or do not benefit communities, then the plan needs to be changed.

Above all, can we please have local solutions to local problems. The latest national transport infrastructure plan offers little for the Manawatu, and certainly no solution for our local transport network problems. KiwiRail lacks the resources to sort out a road/rail corridor to the northeast of Palmerston North, while the Transport Agency has no funding for an integrated transport initiative. On this note, the given list of projects in the transport plan is in error – funding has not been allocated for KiwiRail's regional freight hub; rather funding was made available in 2018 for land acquisition. Please update your plan accordingly.

People matter in all of this. We are, after all, central to the existence of local government. Horizon's regional land transport plan must identify and meet the current and future needs of those who choose to live and work in the region. The plan must also be realistic about the local and national resources available to achieve the desired outcomes. If a community becomes marginalized, disconnected and in danger as the result of such a plan, then it is not fit for purpose.

In conclusion, transport options for the Greater Bunnythorpe community must be safe, efficient and beneficial. As a community, therefore, we request that the plan be recast as follows:

- That heavy transport be re-routed away from houses and schools; and
- That dangerous intersections (especially those along Kairanga-Bunnythorpe and Railway Roads) be redesigned to minimise the risk of serious and fatal crashes – it is not enough to add more road cones or reduce speed limits; and
- That more public transport options by both road and rail be considered; and
- That our school bus stops be made safer, both in terms of location and the weight and speed of traffic flow past these stops; and
- That the completion of the Shared Pathways Network between Feilding and Palmerston North via Bunnythorpe be a priority. The benefits of this initiative are many – connecting our residents, encouraging the use of a healthy transport alternative, and adding to the amenity of our community; and
- That any works associated with our roads and bridges must also benefit our community and local environment. Upgrading rail crossings and bridges for the cycleway must incorporate improvements to local walkways, and to the health and flow of the streams over which the bridges pass; and
- That the assumptions upon which the plan are based be revisited in light of economic changes since 2018; and
- That the transport and economic planning roles of regional agencies supported by Horizons, such as Accelerate 25 and the Central Economic Development Agency, be reconsidered and/or disestablished.

Contacts:

Brett Neill, Chairperson - [REDACTED]

Rebecca Mudford, Secretary - [REDACTED]

11 March 2024

- 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 No
- Q7** Why?
Short Text
- Q8** Pick your top 5 priority projects
Ranking (PNCC) Shared pathways network
(Waka Kotahi) SH3 Roberts Line intersection works
(All) Maintenance, operation and renewals
(Waka Kotahi) SH54 Feilding to SH3
(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
The attached submission is made on behalf of the Greater Bunnythorpe Community Committee.
- Q11** Upload any supporting documents here
File Upload https://haveyoursay.horizons.govt.nz/download_file/180
- Q12** Name
Short Text Aaron Fox
- Q13** Email address
Email [REDACTED]

Q14 Where are you based?

Short Text Bunnythorpe, Palmerston North

Q15 Organisation (if applicable)

Short Text Greater Bunnythorpe Community Committee

Q16 E-signature

Short Text Aaron Fox

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Friday 5 April 2024 (10am - 4pm)

Q19 Phone

Telephone

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

Multi Choice In person

Response No:
14Contribution ID: 1052
Member ID: 108
Date Submitted: Mar 15, 2024, 12:01 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
- Q3** Have we missed anything you think is important?
- Short Text Add a statement that Public Transport includes public transport services, commercial public transport services & exempt services as defined in the LTMA. Add in the powers of Section 27 of the LMTA for Local Authority interests in Public Transport Services
- 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)
(PNCC) Shared pathways network
(Waka Kotahi) SH1 Levin to Foxton (Tranche 2)
(PNCC) Main St Bus Hub Redevelopment
(Ruapehu DC) Mountains to Sea Cycleway extension
- 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/194
- Q12** Name
- Short Text Kevin Wilkie
- Q13** Email address
- Email [REDACTED]

Q14 Where are you based?

Short Text Whanganui

Q15 Organisation (if applicable)

Short Text

Q16 E-signature

Short Text Kevin Wilkie

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Friday 5 April 2024 (10am - 4pm)

Q19 Phone

Telephone [REDACTED]

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

Multi Choice In person

Extracts from Land Transport Management Act 2003 (updated 1 Jan 2024)**commercial public transport service—**

- (a) means a public transport service that is not supplied under contract with the regional council; and
- (b) includes, to the extent that the regional council has not contracted for the supply of only a part of the service, only that part

public transport service—

- (a) means, subject to paragraph (b), a service for the carriage of passengers for hire or reward by means of—

- (i) a large passenger service vehicle; or
- (ii) a small passenger service vehicle; or
- (iii) a ferry; or
- (iv) a hovercraft; or
- (v) a rail vehicle; or
- (vi) any other mode of transport (other than air transport) that is available to the public generally;

but

- (b) in relation to Part 5, does not include—

- (i) an excluded passenger service; or
- (ii) *[Repealed]*

114A Meaning of exempt service

In this Part, an **exempt service** is a public transport service that satisfies one of the following:

- (a) it operates in a region that is required to have a regional public transport plan, but—
 - (i) when it started operating, it was not identified in that plan as integral to the public transport network in that region; and
 - (ii) it operates without a subsidy for its provision:
- (b) it operates in a region that is not required to have a regional public transport plan:
- (c) it operates inter-regionally between 2 or more regions, at least 1 of which is required to have a regional public transport plan, but—
 - (i) when it started operating, it was not identified in any plans as integral to the public transport network in any of those regions; and
 - (ii) it operates without a subsidy for its provision:
- (d) it operates inter-regionally between 2 or more regions that are not required to have regional public transport plans;
- (e) it is specified as an exempt service by regulations made under section 150.

excluded passenger service means a service for the carriage of passengers for hire or reward, and that—

- (a) is contracted or funded by the Ministry of Education for the sole or primary purpose of transporting school children to and from school; or
- (b) is not available to the public generally, and is operated for the sole or primary purpose of transporting to or from a predetermined event all the passengers carried by the service; or
- (c) is not available to the public generally, and is operated for the sole or primary purpose of tourism; or
- (d) *[Repealed]*

Submission on the Horizons Draft Regional Land Transport Plan 2021–2031 (2024 Review)

Robert McLachlan

1. I have recently become the active transport observer on the RTC. However, I was not involved in the preparation or internal review of the draft RLTP. I am on the board of the Cycling Action Network. I am a mathematician and climate change researcher at Massey University. I grew up in Christchurch and have lived in Palmerston North since 1994.
2. A reminder of the situation: "There is a rapidly closing window of opportunity to secure a liveable and sustainable future for all... Without a strengthening of policies, global warming of 3.2°C is projected by 2100... Every region in the world is projected to face further increases in climate hazards... There is a rapidly narrowing window of opportunity to enable climate resilient development" (IPCC, 6th Assessment). New Zealand's climate action is "highly insufficient" (Climate Action Tracker) and consistent with up to 4 °C of warming. Transport is such a large part of our CO2 emissions (nearly half) that failing on transport means failing on climate. Nearly half the country lives outside the "Tier 1" cities, so failing in the regions means failing on climate. Local government plays a key role in climate response around the world, especially in transport and urban form.
3. The Draft does not put us on the pathway to the 'resilient, safe, accessible, and sustainable' transport system described in the Vision Statement. The Draft and the process by which it is prepared, and the rest of the transport planning and delivery system, are little more than window dressing on an enormous road-building and car-dependency exercise whose true costs are not made clear.
4. Despite this, I applaud and support the commitment to the PN new bus network and improved passenger rail. I also support Horizons' recent steps towards improving regional and inter-regional public transport, although this has not yet made it into the RLTP.
5. About \$5.1 billion is proposed to be spent between now and 2031, of which about \$100m is for cycling, \$970m is for public transport, \$714m is for rail, and \$3170m is for roads. Of the \$970m for public transport, \$830m is for the Lower North Island Rail Integrated Mobility project, a lot of which delivers services to the Greater Wellington region so presumably the costs should be shared.
6. Of this \$100m for cycling:
 - 6.1 \$10m is for NZTA, whose projects are unspecified and who have failed to deliver their cycling projects, spending only 7% of their cycling budget in 2023 with the Levin-Foxton and Longburn-Rangiotu cycleways deferred, Ohakea-Bulls delayed, Raurimu-Horopito reviewed, and Warrengate-Whangaehu and Te Matai Road-Raukawa Road cancelled.
 - 6.2 \$37m is for the Ashhurst Bridge clip-on. It is not explained how a 200m cycle clip-on can cost \$185m/km when an 11.5 km 4-lane 100km road with extensive bridges, cutting, and trestles, costs \$658m or \$57m/km. This RLTP loses credibility if we are supposed to believe that a mere clip-on for lightweight users will be more than three times the cost per km than that of an entire 4-lane highly engineered road. Is this a mistake or dubious cooking of the figures to prevent cycling investment? Additionally, the clip-on will allow access to the TAAT shared path but will see almost entirely recreational use – it does not enable 'transport choice' in the normal sense of the phrase.
 - 6.3 \$4m is for Mountains to Sea, again serving tourists and recreational users.

6.4 \$30m is for the Palmerston North-Feilding pathway. This could see a small amount of commuter use and displace some car trips, but no information about this is presented. The Feilding half of the cycleway has already been built at a cost of \$1.2m, but the discrepancy is not explained.

6.5 My conclusion is that almost none of the proposed cycling projects will deliver the mode shift, driving reduction, or sustainability goals that the Draft discusses. What is needed is work towards a complete, safe cycling network in each of our cities. This is what other NZ cities (especially Auckland, Wellington, Christchurch, and Dunedin) are working towards.

7. The public are asked for feedback on the Draft and its various spending priorities. But no alternatives are given. For example, it is proposed to spend \$150m on wire median barriers. The context is that the roads have unsafe speed limits and that speed enforcement is lax. In Auckland, road deaths have decreased by 30% on the 39% of the network where safer speeds have been introduced since 2020. Proposals to spend money on safety should be presented in the context of safety overall – including, for example, the adverse health effects of car use, which do not appear to be included at all (e.g. in BCRs).
8. The Draft will increase emissions rather than decrease emissions. It is not a serious attempt to reduce emissions at all. In fact even the self-assessment (CATI, p. 83) gives a score of -0.62 on a scale from -3 to +3. Upon investigation, a negative score means that the effect is to *increase* emissions. The details are not given, but I wonder how robust the methodology is. Perhaps TAAT gets a +3 (building a massive road increases emissions) and LNIRIM gets a -3 (better passenger rail decreases emissions). But do these two projects really 'cancel out'? It depends where you draw the effect boundaries, but I suspect they do not.
9. On mode shift, see Kimberly Nicholas, 12 best ways to get cars out of cities – ranked by new research. The Conversation, 14 April 2023, citing Kuss, P. & Nicholas, K. A. (2022) A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management. Case studies on transport policy 10(3) 1494-1513. Most of these 12 initiatives are relevant to our region. In fact, we are already doing some of them in a small way – free bus travel for some higher education students and staff, a scheme that could be greatly expanded.
10. The Draft states that

Improving urban form, offering better transport options, and using other demand management levers to reduce the number of vehicle kilometres travelled by light vehicles is vital. Arataki (2023 update) states that to meet the National Emissions targets, Palmerston North needs to reduce light vehicle kilometres travelled by 16 per cent. This is where active transport and integrated urban planning comes in to play.

and

Improving travel choice, by addressing barriers to public transport use and increasing opportunities for walking and cycling, will deliver wide-ranging benefits. It can help to address social and economic inequities by providing transport options for people who don't have access to a car, and by reducing the requirement to spend significant proportions of household income on private vehicle use.

I support these approaches. But they are not reflected in the actual actions that will result from the Draft, or from other developments. For example, Levin is to be bypassed by a high-speed 4-lane expressway, and then new greenfields suburbs built on the far side of it. This is completely opposite to the descriptions above. There is also a great deal of dispersed, low density, greenfields sprawl being planned for Palmerston North.

11. On page 72 it is stated that "The three graphs below show the number of deaths and serious injuries each year on the Manawātū-Whanganui road network. It shows that while some progress has been made with reductions in deaths and serious injuries on the whole, DSIs continue to remain high." It is not true that some progress has been made. Fig 23 actually shows no change. Considering that some of this time was spent in lockdown, the results are poor. Slicing the data another way, the regional comparisons at <https://www.transport.govt.nz/statistics-and-insights/safety-road-deaths/provisional-road-deaths/> show that the Horizons region has the worst trend in road deaths of any region in New Zealand. (Possibly worst-equal with Northland). This is a mid-term review. Since we are not on track to meet safety targets, the plan should be changed.
12. I have some concerns about the processes that have led to the two large road-building projects in the region, Ō2NL and Te Ahu a Turanga (TAAT). The Indicative Business Case for Ō2NL found benefits of \$250m and a BCR of 0.37 and that it would cause "no significant change in pollution" (which is absurd). On this basis a Detailed Business Case was prepared, which found benefits of \$2580m. If the benefits can increase by a factor of 10 in such a short time, there is something wrong with the methodology. Further, disbenefits (e.g. health impacts) are not included at all, and nor is induced demand. For TAAT, it appears that *after* the public consultations, business cases etc. had been conducted, a decision was made to four-lane the entire road. An NZTA spokesperson said, "We are delighted that our work with key stakeholders such as the Automobile Association, Heavy Haulage and the Road Transport Association has achieved this positive outcome."

Road-building in New Zealand has greatly expanded in scale and impact recently, embracing far higher engineering standards with massive bridges, trestles, and earthmoving (TAAT involves the deepest cuts ever attempted in New Zealand). This risks creating an expectation for more and more roads like this and that all new roads will be built to this standard. But none of this was ever discussed in the context of an RLTP.

13. To sum up, the Draft RLTP does not meet the objectives for emissions reductions, safety, mode shift, or sustainability, and I conjecture that part of the reason is the process under which it was developed.
14. Recommendations:
 - 14.1 Prepare an RLTP with a Climate Assessment score of at least +2, and confirm that it puts the region on track to meet its transport emissions target.
 - 14.2 Ensure that at least 50% of the funding goes towards walking and cycling projects, and that these projects are in urban areas to achieve safety outcomes and mode shift. At the end of the RLTP's 10 year period, this investment in walking and cycling will have mitigated the serious underfunding of the past 50 years. It would then be possible to reduce the funding for walking and cycling to the 20% level recommended by the UN.

- 14.3 BCR methodologies should be transparent and include disbenefits as well as benefits and the wider impacts of the projects, such as induced demand and impacts on car dependency.
- 14.4 Add an indicator of the percentage of roads whose speed limits are safe and appropriate, and the percentage of VKT that is on these roads.
- 14.5 Stop using traffic modelling in a “predict and provide” paradigm, as it is an approach that is no longer acceptable in modern transport planning. Shift instead to vision-led planning, as this will prevent the unnecessary “supersizing” of projects and provide much better value for money.

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/216

Q12 Name

Short Text Robert McLachlan

Q13 Email address

Email

Q14 Where are you based?

Short Text Palmerston North

Q15 Organisation (if applicable)

Short Text

Q16 E-signature

Short Text Leana

Q17 Do you wish to speak to your submission?

Multi Choice Yes

Q18 Preferred submission hearing date

Multi Choice Thursday 4 April 2024 (10am - 4pm)

Q19 Phone

Telephone [REDACTED]

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

Multi Choice In person