



HAVE YOUR SAY
ON THE WAY WE MOVE
AROUND THE REGION
VIA THE ATTACHED
SUBMISSION FORM

2018 DRAFT REVIEW: **Regional Land Transport Plan 2015-25**

This summary provides a snapshot of Horizons' Draft Review of the Regional Land Transport Plan.

The Draft Review is a result of a three-yearly assessment, required by the Land Transport Management Act.

The Plan describes what we want to achieve as a Region in terms of our transport network and how this will contribute to an effective, efficient and safe land transport system in the public interest. It also identifies five key transport priorities (strategic priorities) that will guide investment in our Region's transport network through until 2025.

You can view a copy of the full Draft Review online at www.horizons.govt.nz. Hard copies are also available on request or at Horizons' Palmerston North, Whanganui and Woodville offices. Your feedback will help shape the final Plan to be approved by the Regional Transport Committee in 2018.

BACKGROUND

This interim review of the existing Regional Land Transport Plan is not a complete overhaul of the Plan, rather it updates and enhances various sections to ensure alignment with the Region's vision for land transport as well as key legislative documents such as the Government Policy Statement.

The Draft Review focusses on the planning and implementation of a cohesive and resilient transport network to, from and within the Region.

This focus stems from two existing work streams, the Accelerate25 Manawatū-Whanganui Economic Action Plan and Accessing Central New Zealand (ACNZ). Accelerate25 outlines the strategy for unlocking economic growth in the Region through nine opportunities and four key enablers to unlock this investment.

Leading on from Accelerate25, the ACNZ group are focusing on a number of connected strategic projects to achieve the new focus of the Draft Review. Growing the profile of ACNZ will in turn realise the goals of Accelerate25.

If the planning for these goals is done correctly and thoroughly, the movement of freight and people will be efficient and safe, which will in turn assist with economic growth in the Region.

The Draft Review also focuses on a number of other key areas such as safety, walking and cycling, tourism, and public transport.





THESE PRIORITIES ARE FURTHER EXPLAINED IN THE FULL DRAFT REVIEW OF THE HORIZONS REGIONAL LAND TRANSPORT PLAN.

Strategic priorities

In developing strategic priorities for the Draft Review, the Regional Transport Committee (RTC) considered national priorities and existing regional priorities as well as the transport issues we face as a Region. These priorities will provide a clear guide for investment until 2025 with projects that address the priorities given preference when it comes to funding and implementation. Consequently, the programme of works put forward by district and city councils, Horizons Regional Council and the New Zealand Transport Agency (included in Part Two of the Plan) link to the strategic direction and priorities of the Plan. The strategic priorities have been ranked from one to five in order of importance as follows;

1. EFFECTIVE AND EFFICIENT ROAD MAINTENANCE AND DELIVERY

Effective and efficient road maintenance and delivery has been prioritised as the most important deliverable of the Plan.

2. IMPROVE CONNECTIVITY, RESILIENCE AND THE SAFETY OF STRATEGIC ROUTES TO AND FROM KEY DESTINATIONS, LINKING NORTH-SOUTH AND EAST-WEST, WHILE FACTORING IN DEMOGRAPHIC CHANGES AND IMPACTS ON LAND USE

Given the strategic advantage of the Region due to its location in the central lower North Island, it is critical that the key linkages north-south and east-west, operate efficiently. Some routes are under pressure which adversely affects the ability for freight and people to move through the Region. There are a number of programmes underway which will improve the connectivity, resilience and safety of these strategic routes, however careful planning is required to ensure this strategic priority is achieved.

3. AN APPROPRIATE NETWORK OF TOURISM ROUTES

Encouraging people to visit the Region provides economic development opportunities. The number of tourists in the Region are expected to grow in coming years. Providing an appropriate network which encourages their movement through clearly defined, visible tourism routes is important, particularly for some of the Region's smaller communities that rely on tourists.

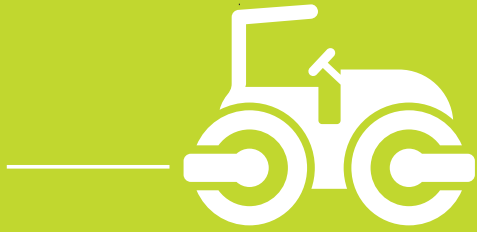
4. AN INTEGRATED WALKING AND CYCLING NETWORK

Encouraging walking and cycling in urban, and between urban centres, can support economic growth and productivity through the provision of better access to markets, employment and business areas. We want to continue to promote walking and cycling as convenient and healthy methods for short trips, as well as trips connecting main urban centres, and create an ongoing programme of infrastructure improvements in order to facilitate growth.

5. EFFECTIVE, ACCESSIBLE AND AFFORDABLE MULTI-MODAL TRANSPORT NETWORKS

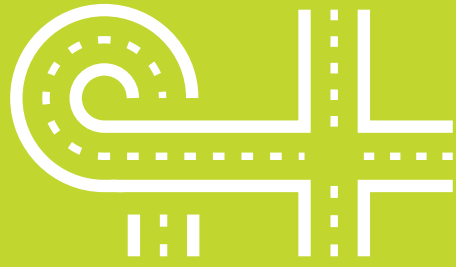
This strategic priority recognises the varied transport needs of the Region's residents, some of whom have a high degree of choice and flexibility, while others have limited options for getting around. It acknowledges the need for increased choice of personal transport in order to reduce dependence on car travel and the need for the transport system to be adaptable to changing circumstances and affordability.

1



EFFECTIVE & EFFICIENT
ROAD MAINTENANCE
& **DELIVERY**

2



IMPROVE
CONNECTIVITY,
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3



AN APPROPRIATE
NETWORK
OF TOURISM ROUTES

4



AN INTEGRATED
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5



EFFICIENT
ACCESSIBLE & AFFORDABLE
MULTI-MODAL TRANSPORT
NETWORKS



Costs & funding

Part Two of the Draft Review includes a breakdown of costs and a regional programme of transport activities for which funding will be sought from the National Land Transport Fund.

The National Land Transport Fund provides funding for projects supported by the New Zealand Transport Agency. However, alternative sources of funding are also required as this is not limitless and will not be sufficient to fund all of the activities identified in the Plan.

With the National Land Transport Plan taking a national view, it is the Regional Transport Committee's role to ensure we establish a well-supported and competitive programme of works that enables regional development and economic growth.

KEY PROJECTS

Some of the key projects proposed in the Draft Review include:

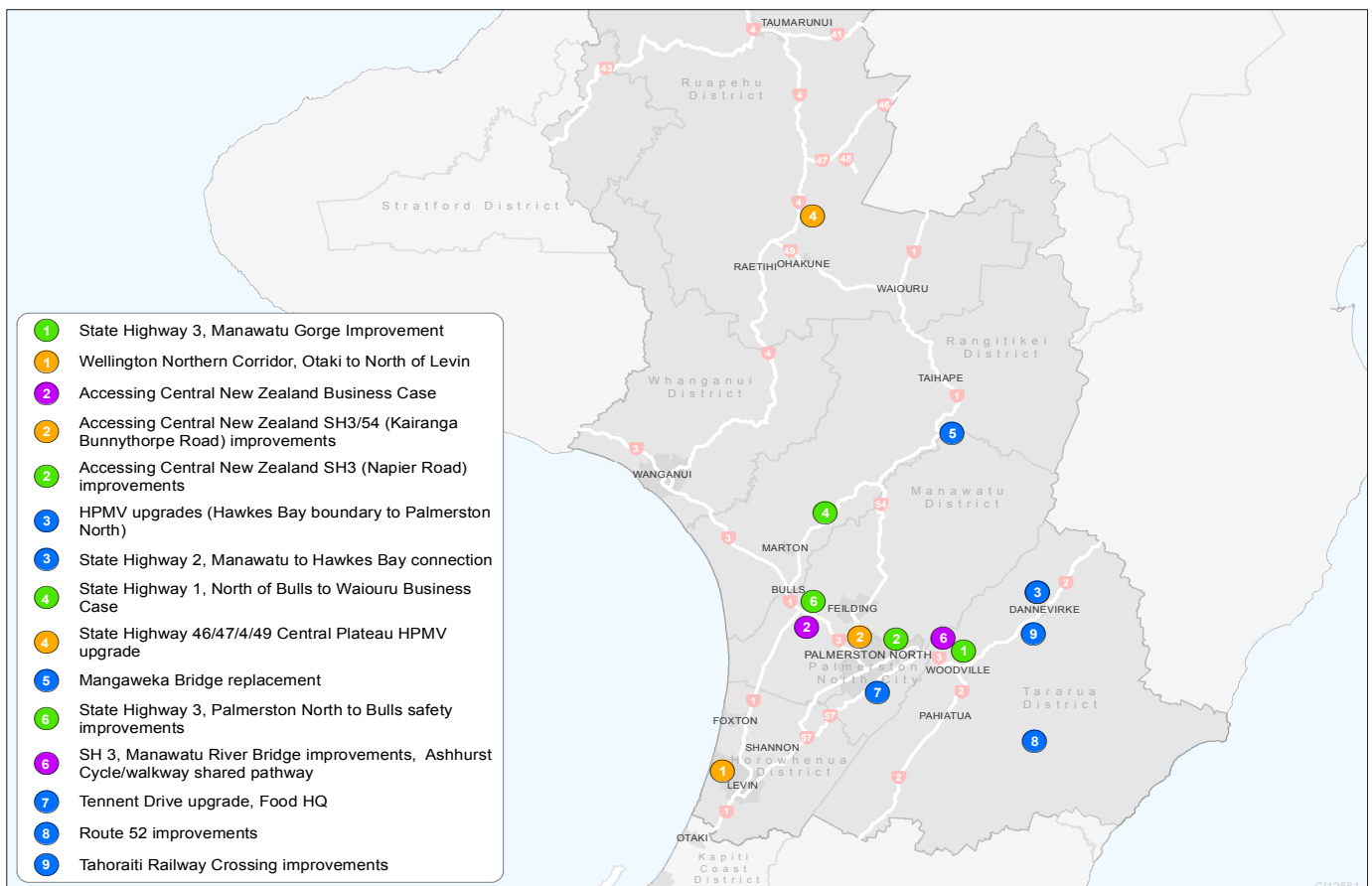
- Planning, design and construction of the Manawatu Gorge alternative route.
- Design and construction of the Otaki to north of Levin section of the Wellington Northern Corridor expressway.
- A range of projects associated with the ACNZ programme designed to improve connectivity, safety and cater for population growth on key strategic routes in the Region.

FOR A FULL LIST OF THE PROJECTS PUT FORWARD AND THEIR COSTS PLEASE VIEW PART TWO OF THE FULL PLAN.



PRIORITISED ACTIVITIES

The Regional Transport Committee has prioritised the significant activities (determined by the Significance Policy in Appendix 7 of the current Regional Land Transport Plan), in order of significance from one to nine. The map below shows the prioritised significant activities. For more detail, including costs, please view Part Two of the full Draft Review document.



A white and red MAEK truck is driving on a paved road through a dense forest. The truck is carrying a large load of logs on its trailer. The forest is lush with green trees and ferns. A large green speech bubble is overlaid on the right side of the image, containing text.

VIEW A COPY OF THE
FULL DRAFT REVIEW ONLINE AT
WWW.HORIZONS.GOV.T.NZ