



Minutes of the public meeting of the Regional Transport Committee to hear submissions on the Regional Land Transport Strategy 2010-2040 at 10:00 am on Wednesday, 18 August 2010, and Thursday, 19 August 2010, in the Manawatu Room, Manawatu District Council, 135 Manchester Street, Feilding.

## **PRESENT**

### **18 August 2010**

Cr EB Gordon (Chair, Horizons Regional Council), Inspector N Wynne (New Zealand Police) Mr R Forgie (Economic Development), Mayor M Reynolds (Tararua District Council), Cr G Cruden (Palmerston North City Council), Cr VJF Chettleburgh (Horizons Regional Council, left from 10:45am – 1:05pm) Cr M Bell (Manawatu District Council), Cr A Anderson (Wanganui District Council), Ms J Stevenson (Cultural Interests), Dr C Cheyne (Environmental Sustainability from 11:30am), Mr R Coles (Access & Mobility)

### **19 August 2010**

Cr EB Gordon (Chair, Horizons Regional Council), Inspector N Wynne (New Zealand Police), Mr R Forgie (Economic Development), Mayor M Reynolds (Tararua District Council), Cr G Cruden (Palmerston North City Council), Cr VJF Chettleburgh (Horizons Regional Council), Cr M Bell (Manawatu District Council), Cr Anderson (Wanganui District Council, from 10:40am), Dr C Cheyne (Environmental Sustainability), Mr R Coles (access & Mobility)

## **IN ATTENDANCE**

### **18 August 2010**

Group Manager Regional Services & Information  
(at various times throughout the day)  
Manager Transport Services  
Secretary

Mr GP Shirley

Ms A Redgrave  
Ms J McKinnon

### **19 August 2010**

Group Manager Regional Services & Information  
(at various times throughout the day)  
Manager Transport Services  
Secretary

Mr GP Shirley

Ms A Redgrave  
Ms J McKinnon

## **ALSO PRESENT**

### **18 August 2010**

Ms K Lowe (Transport Planner, left from 10:45am – 1:05pm), Mr W Wallace (Transport Planner), Ms C Rowe (Media & Communications Manager, at various times throughout the day), Mr R Kirby (Manawatu District Council, at various times throughout the day), Mr W Furner (until 12:20pm), Mr D Lane (until 12:20pm), Mr A Catchpole (New Zealand Transport Agency) and various members of the public.

## **19 August 2010**

Ms K Lowe (Transport Planner), Mr W Wallace (Transport Planner), Cr J Baxter (Manawatu District Council until 11:15am), Mr R Kirby (Manawatu District Council), Mr A Catchpole (New Zealand Transport Agency) and various members of the public.

### **APOLOGIES**

Apologies were received from Ms J Chetwynd (New Zealand Transport Agency), Ms L Tamehana (Public Health), Mayor B Duffy (Horowhenua District Council), Cr D Brown (Rangitikei District Council), Mayor S Morris (Ruapehu District Council) and Dr C Cheyne (Environmental Sustainability) for lateness (18 August 2010).

**LT (SH) 10-01**

**Moved**

**Reynolds/Coles**

*that the Committee **accepts** the apologies of Ms Chetwynd, Ms Tamehana, Mayor Duffy, Cr Brown and Mayor Morris.*

**CARRIED**

Cr Bell advised that Mayor Ian McKelvie would be unable to present the Manawatu District Council submission on Thursday 19 August but it would be presented by Cr John Baxter on his behalf.

Cr Chettleburgh advised that he would be absent from the hearing for a short time to attend other business.

### **MEMBERS' CONFLICT OF INTEREST**

The Chairman noted there were three Committee members on the Board of the New Zealand Automobile Association (AA), Maureen Reynolds, Roger Coles and Bruce Gordon. There were two submitters from the AA of which one is a member of the Committee but there was no conflict.

### **BACKGROUND REPORT ON SUBMISSIONS ON DRAFT REGIONAL LAND TRANSPORT STRATEGY 2010-2040**

*Report No. 10-127*

This report provided the background and introduction to the submissions made on the Draft Regional Land Transport Strategy 2010-2040 (Draft RLTS).

**LT (SH) 10-02**

**Moved**

**Cruden/Bell**

- a. **acknowledges** with appreciation the input made by sector groups and individuals to the Draft Regional Land Transport Strategy 2010-2040;
- b. **receives** all submissions have been acknowledged in writing; and
- c. **instructs** the Chief Executive to forward a copy of the adopted Regional Land Transport Strategy 2010-2040, when it becomes available, to all submitters.

- d. *that the Committee recognises that planning is an ongoing exercise and any proposal cited could be altered subject to various circumstances beyond control the of the Regional Transport Committee.*

**CARRIED**

**FORMAT FOR HEARING ORAL SUBMISSIONS**

*Report number 10-128*

This report set out a timetable to hear oral submissions on the Draft Regional Land Transport Strategy 2010-2040. Thirty four (34) requests for oral submissions were received. These submissions were contained in Annex A to the Agenda.

**LT (SH) 10-03**

**Moved**

**Reynolds/Coles**

- a. *hears and considers each submission.*

**CARRIED**

The Chairman explained that five minutes had been allocated for submitters to highlight significant points in their submission or elaborate on particular details, and this would be followed by 10 minutes for Committee Members to ask questions of clarification. There would be no debate on submissions at that stage and all submitters would receive a detailed written reply to their submissions in due course. Cr Gordon advised that if people wished to take more time to speak to their submission they may do so however this would mean that members would not have time to raise any questions or comments.

The Chairman invited the first submitters to speak to the Committee on behalf of their submission.

**Maurice Job** spoke in support of his submission. Mr Job provided members of the Committee with a detailed map of the neighbourhood which included all the roads surrounding Te Ngaio Road. He reinforced the lack of consultation with residents of Te Ngaio Road, and reiterated that the submission process was flawed and that there was a lack of evaluation against alternative routes. Mr Job reiterated that the waste land on either side of the railway corridor could be used for the development. He also suggested that due to the various bridges and culverts along with feeder roads Te Ngaio Road was not an ideal choice for the Bunnythorpe Bypass. There were no questions raised by Committee members.

**Henry and Marlene Wilton** spoke in support of their submission. They highlighted the lack of consultation in regards to Bunnythorpe bypass options and commented that the consultation undertaken by Traffic Design Group should have included landowners. They expressed concern over the lack of communication between Manawatu District Council and the community and asked Committee members if they have visited the site. Mr and Mrs Wilton asked the Committee to reconsider all options before progressing with Te Ngaio Road. There were no questions raised by Committee members.

**Jacqueline Bryant** spoke in support of her submission. Ms Bryant mentioned that she was a long time resident of Te Ngaio Road and is opposed to the development of road as a major highway. She advised that a liaison Committee (comprised of five residents of the Road and Manawatu District Council) was formed but was never consulted beyond the initial meeting. They were also given assurances that Te Ngaio Road would never be a suitable option. Residents had not been informed of the developments since the first meeting and Mayor McKelvie had written in a letter to Ms Bryant that Te Ngaio Road would not be considered as it was not a suitable option. Previous consultation by Manawatu District Council was limited to the

Waugh's Road and the Paper Road options. No submissions were called for on the Roberts Line or Te Ngaio Road options, to the road Committee's knowledge, Manawatu District Council then abandoned the proposal.

Ms Bryant spoke about the proposed change in boundary lines between Manawatu District Council and Palmerston North City Council, and acknowledged that Te Ngaio Road was part of a bigger scheme for the future of Palmerston North's industry. She asked Committee members to drive down Te Ngaio Road and view the area. She believed it was different from that shown in the maps included in the strategy.

Cr Anderson queried the consultation process and why residents were not allowed to comment on Te Ngaio Road. Ms Bryant said she was unsure of why they were unable to comment on any other options apart from Waugh's Road and the Paper Road.

**Richard Mildon** spoke in support of his submission. He changed part of his submission on the bottom of page 17 and advised the deletion of the words "I also declare that I have no personal interest except for concern of increased speeds and greater heavy traffic density and its accompanying noise past my front gate". He advised that in his opinion an increase in traffic on Kairanga Bunnythorpe Road was due to additional rural families. He reiterated his concern with the lack of detail in the strategy for Kairanga Bunnythorpe Road south of Rangitikei Line. His concern was with the speed of the traffic past the school and the community centre. He noted that the cost of upgrading the Kairanga Bunnythorpe Road would be expensive. He also advised that he was against the City Council extending their boundary to the Kairanga Bunnythorpe area.

Cr Bell asked his opinion about changing the intersection to the other side of the school and hall. Mr Mildon suggested that this road would not be able to be 100 kmph, due to the bend. He personally would be unhappy as it would involve taking part of his section.

**Amanda Coats** from **Proarch Consultants** spoke in support of her submission; she advised that the strategy was deficient in its investigation of the State Highway 56, State Highway 57 and State Highway 54 linkages to the south. Ms Coats also gave the Committee a presentation on the traffic movements around the city. She placed emphasis on using State Highway 56 and State Highway 57 to link into a new downstream bridge thus creating a new ring road. Overall she supported the RLTS – with the exception of the upstream bridge, as she believed a downstream bridge was of more importance.

**Peter and Heather Davies** spoke in support of their submission; their concern was focused around the poor consultation from Manawatu District Council and the community over the last five years regarding the roading options. Mr Davies noted that the community had only learnt of Te Ngaio Road being the preferred option four weeks ago. Mr Davies provided documents to the Committee which showed the background consultation processes undertaken by Manawatu District Council; he did not believe that the Joint Transport Study was undertaken adequately. Noted that Te Ngaio Road was unsuitable and would be affected the most by conversion. He would prefer that alternative options be investigated and that existing roads be utilised. Objects strongly to the inclusion of the Te Ngaio Road option in the draft strategy and would like all references to it, as the preferred option removed from the draft.

Cr Bell asked Mr Davies if he saw an advantage in having a bypass to take traffic from the centre of Bunnythorpe, rather than going through the centre; looking at the overall benefits to the town. Mr Davies advised that the community view needs to be sorted on the pass as it has changed over time. He understood that the original community view was that they were opposed to it as they would lose business and added that there are not many private dwellings through Bunnythorpe and there was an advantage to keeping the road due to its direct link to Ashhurst, Stoney Creek Road and the Manawatu Gorge. If an over-bridge was built on Kung Fu corner it would see existing roads used to take traffic towards the Gorge. He saw the investment of Te Ngaio Road as unnecessary due to the investment already made in Campbells Road and Milson Line.

**David Lane** spoke in support of the submission for **Palmerston North City Council (PNCC)**.

He passed on Mayor Naylor's apologies and thanked the Committee for the work that has been done on the strategy. He encouraged investment in the roading network as it would provide greater certainty for the district with the integration of land use and growth and would give the private sector confidence to invest. The main issues of importance for PNCC were they support the provision for the downgrading of Milson Line in the future and highlighted that at some point the airport would need to grow and it was important that the strategy allowed that to occur. Mr Lane noted the importance of Palmerston North as a distribution hub and that it was also important the strategy recognised Palmerston North as a visitor destination. He did not see those routes of State Highway 56 and 57 as alternate routes, and would like to see these routes upgraded as an acknowledgement of their importance as major links. He supported the continuation of the Capital Connection service. There were no questions raised by Committee members.

**Trevor Donaldson** spoke in support of his submission. He firstly thanked the Committee for hearing his submission and suggested more local groups and community stakeholders could have been involved with the consultation of the strategy. He emphasised the effects of a Western Bypass on the five neighbourhoods of Newbury, Kairanga, Bunnythorpe, Feilding and Halcombe. Mr Donaldson gave his views of how the roading network should be formed - the proposed State Highway along Tiakitahuna Road to Kairanga Bunnythorpe Road was unsuitable as it was in a floodable area. He believed that the rail over-bridge at Longburn should be replaced, and the new bridge over the Manawatu River should be at the bottom of Shirriffs Road not at Staces Road. He would like to see Flyers Line from Milson Line to Rongotea Road extended to Railway Road under the Airport to provide a direct route south from the north-east industrial zone. He also suggested that a tunnel be created for Milson Line rather than it becoming a deviation road. There were no questions raised by Committee members.

**Ian Roberts** spoke in support of his submission. Mr Roberts noted a change to his submission, on page 47 to read: 1,500 vehicles per day off Milson Line not 15,000 as written. He reiterated three key points in his submission. Firstly the importance of Palmerston North Airport - he supported the extension of the Palmerston North Airport runway, and its location and suggested that Palmerston North Airport have a higher profile in the strategy. He mentioned his support of Milson Line as a major arterial route to access the city, hospital, airport and industrial area.

Mr Roberts suggested that locals needed details on the effects of various proposals put forward such as widening Kairanga Bunnythorpe Road, and what the intention was regarding the 110kva power lines currently on both sides of that road. He mentioned that the strategy did not include the proposed boundary changes involving Palmerston North City Council and Manawatu District Council.

Mr Forgie questioned Mr Roberts' comment that the airport runway did not need to be made longer and that overseas airport runways were being shortened. Mr Roberts replied that his comment was not factually based, although he noted that extending the Palmerston North runway to 2,500m will make it longer than Ohakea, he also noted that the Wellington airport was only 100m longer than Palmerston North.

*The meeting adjourned at 12.20pm*

*The meeting resumed at 12.50pm*

**Brent Barrett** spoke in support of the submission for **Palmerston North City Environment Trust**. Mr Barrett spoke to a presentation summarising each of the seven submission points. Key points raised were around oil consumption and he reiterated the development of an integrated and multi-modal transport system and the resulting economic and health benefits for transport. He said costs of most modes were cheaper than investing in roading structures. Mr Barrett also introduced climate change data from as far back as the 1850s showing the increased emissions in the atmosphere since the mass burning of fossil fuel. He noted that New Zealand was one of the leading OECD nations in greenhouse gas emissions from transport. He

also suggested that sensitive beach areas be protected from vehicles and this should be included in the strategy as there are several beach roads in the Region.

Dr Cheyne sought clarification on Mr Barrett's last slide around the directives to regional transport planners and whether it included the territorial authority planners as well as those at regional councils. Mr Barrett replied that it included any planners that have influence on what happened in the Region.

Mr Coles queried the practicality of a regional commitment to reducing carbon emissions and for there to be a national target rather than a regional target. Mr Barrett advised that engagement is required so that responsibility for the carbon emissions will not diminish by passing it up the food chain to Central Government.

Cr Anderson made mention about alternative fuel sources and modes of power, and queried Mr Barrett's pessimism about fulfilling the gap left by oil with another technology. Mr Barrett commented that he did not think the country would grind to a halt, there were a range of future options available; however he believed that the draft RLTS did not allow for the change in oil price and availability. Mr Forgie reiterated Mr Barrett's notion about \$4 price per litre of oil being too low, and asked for clarification on where he believed the figure for oil should be. Mr Barrett advised that he could provide some information to the Committee and would be more comfortable doing a researched forecast rather than giving a figure from the top of his head.

**Alison Short** and **Gavin Scott** spoke in support of the submission for **Halcombe Community Development Group** and took the opportunity to highlight the fact that the study did not address the amount of heavy inter-regional traffic through Feilding via Halcombe Road. Halcombe Road was an inter-regional route; it was not a state highway. It appeared the route was used as it is a quicker route for truck drivers. The road was not designed for the volume of traffic that was currently using it. They advised that if Halcombe Road was to be upgraded, it would encourage further traffic and exacerbate the current issues.

Cr Gordon sought clarification about whether the heavy traffic was local traffic or traffic passing through area. Ms Short replied that the number of vehicles counted were 2,700 per day at the Halcombe end with 2,500 per day at the other end. Mr Scott spoke as a resident of Halcombe Rd and he estimated that the amount of heavy vehicles and trucks would be 30-40% of the traffic volumes. Ms Short queried who was responsible for providing a count of vehicles using the road. Ms Redgrave replied that the district council could provide that information.

Ms Short advised that an upgrade was currently underway around the cemetery entrance as a result of community safety concerns. Cr Bell advised that a safety audit of the road is currently being undertaken.

**David Charles Parham** spoke in support of his submission, and supported the idea of the Committee. Mr Parham provided maps of proposed solutions for Ashhurst to the Committee. He noted the traffic on State Highway 3 that diverted at Ashhurst then followed Cambridge Avenue, overbridge, Mulgrave Street to Ashhurst-Bunnythorpe Road travelled through an urban area and was causing complications for the community.

If State Highway 3 was to go through Ashhurst-Bunnythorpe Road, the potential existed for a bypass (when the Manawatu Gorge was shut and Saddle Road is in use) using North Street and Grove Road. He considered the proposed upstream bridge as an extension to the Pahiatua Track and a link between Aokautere and Parkland and Kelvin Grove suburbs.

**Marlene Wilton** read **Amanda Wilton-Skinner's** submission on behalf of her daughter as she was unable to attend due to illness. Mrs Wilton spoke about the lack of consultation around the proposed Bunnythorpe bypass options and also requested the removal of Te Ngaio Road from the strategy as the preferred bypass option. She reiterated the devastating effects a bypass road would have on residents in Te Ngaio Road if the proposal went ahead. Mrs Wilton mentioned that there have been three building consents issued for the construction of new homes in the last two years. There were no questions raised by the Committee.

**John Bent** spoke in support of his submission, and commented on two key points - the New Zealand Transport Agency's submission on page 145 regarding the new Manawatu River Crossing, and the eastern corridor. Palmerston North City Council has undertaken no meaningful consultation with anyone regarding both the eastern corridor proposal and the upstream river crossing. He commented that no objective report had been seen that rebuts the report by Caroline Hutchinson to Palmerston North City Council in 2003 in which demonstrated the cost benefit analysis in favour of a bridge site at Fitzroy bend, not Staces Road.

Mayor Reynolds asked for a clarification on what was intended by Item 7 of his submission where the comment was made that a bridge at Staces Road is a "bridge to nowhere". Mr Bent advised that the eastern corridor was expected to attract 1,500 vehicles per day – the balance would go into Palmerston North, however the bulk of the traffic flow would remain on Rangitikei and Milson Line. He highlighted the fact that even with Milson Line closed, the Fitzroy bend bridge yielded a greater cost ratio than Staces Road, and would therefore only serve a minority and would not provide for the greater public good. Mayor Reynolds asked if the suggestion was being made that the people from Wairarapa were not worth considering. Mr Bent replied that those people would either be using the Manawatu Gorge or Pahiatua Track for access to the Wairarapa, and advised of an alternate route should the bridge not be built.

Cr Gordon asked for Mr Bent's opinion on the future development of Palmerston North Airport. Mr Bent advised that he was in a position that favoured tunnelling Milson Line underneath the runway; however no one wanted to foot the bill for the benefit of the airport clients. Cr Gordon asked Mr Bent if he supported the development of the airport and whether he saw that it had a future in the Region. Mr Bent advised that Palmerston North Airport was a regional airport; there is no economic case for an international airport. He commented that he saw Christchurch, Wellington and Auckland as the international stops.

**John Martin** (an apology was given for Mrs McCurran as she was unwell) spoke in support of their submission. He noted the lack of passing lanes from Waiouru to National Park and believed it contributed to accidents. Mr Marton also mentioned that the Feilding sale yards were not considered in the draft RLTS. He commented that roading could not be effectively planned for if the city/district did not have the planning strategy in place. He discussed the closure of Palmerston North Airport and spoke about the land to the west of the airport and suggested that it could be utilised for a new airport strip. He recommended that Manawatu District Council reviewed the Bunnythorpe Western Bypass proposal with ratepayer participation back to help resolve any impasses.

Mr Martin also asked the Committee to add an extra recommendation (d) for the background report 10-127:

- d. **that** the Committee recognises that planning is an ongoing exercise and any proposal cited could be altered subject to various circumstances beyond the control of the Regional Transport Committee.

Cr Gordon queried Mr Martin's comment about the requirement for consultation with local communities. He questioned if he was aware that such things should be submitted via Long-term Community Council Plan (LTCCP) instead of hearings. Mr Martin advised that he is aware of the process having been a former councillor himself; however he believes that the general public may not be. Cr Gordon asked for clarification from Mr Martin if he suggested that this Committee should be undertaking consultation on the proposals. Mr Marton replied no; that the Committee had a coordination role.

Cr Cruden asked about suggested recommendation (d) and if Mr Martin appreciated that this document was a high level big picture strategy that it would change along with future circumstances and that it would adapt to these changes. Mr Martin indicated that he was.

Cr Cruden also clarified that the Environment Court's decision on Milson Line to de-couple the roading between Palmerston North and Feilding was due to the delay in the Joint Strategic Transport Study. Cr Cruden reiterated that the decision to close Milson Line had not yet been confirmed.

**Julian Reweti** spoke in support of the submission for **Wanganui District Council (WDC)**. The first part of the submission looked strategically at a big picture in the Region, with the second part focusing specifically on local issues. Mr Reweti identified linkages between key strategies such as Wanganui District Council 10 year Plan and Family Friendly Strategy and said this should be strongly reflected throughout the Regional Land Transport Strategy. He advised that the Strategy should be visionary and challenging. WDC applauded the recent work undertaken by New Zealand Transport Agency that linked Palmerston North to Wanganui and through to New Plymouth. Mr Reweti specifically noted there was a bottle neck on State Highway 3 at the Great North Road/Victoria Avenue intersection. He advised there had been discussion over the last six months with industry players regarding work at Heads Road as a distribution hub. He advised the need for this to be referenced as a potential economic hub for the Region, alongside the new rail hubs that have recently been re-opened.

Cr Chettleburgh enquired about paragraph three of the submission and asked if the increase in growth in the Heads Road area was a consequence of the recent flood protection works. Mr Reweti advised that the growth has arisen from the new milk treatment plant and increased freight, but noted that the flood protection work being undertaken was vital to the industrial growth in the area.

Mr Kirby asked for clarification around the increased production from Masterfoods. Mr Reweti replied that they have sought approval from council to increase the size of their facility on the same site they currently occupy. Mr Kirby queried the inland port concept, and asked about the size, location and what the projected freight was. Mr Reweti advised that the location would be in the industrial area. He did not know numbers yet, however these would be identified as part of the additional study currently being undertaken.

Cr Gordon asked about the changes in the vehicle dimension and mass rules and sought comment from Mr Reweti regarding Wanganui's entrance way and the bridge used from the east. Mr Reweti advised there was removal of some sculptures from the entrance way. Cr Gordon asked for further clarification on the column bridge which was the main State Highway Bridge and was advised that they have two over-dimension bridges in Wanganui. Mr Reweti advised the column bridge may become an issue over time as it could only carry a certain weight and that NZTA recognise that it is not a primary bridge for overweight vehicles.

Cr Gordon asked if Mr Reweti was aware that commercial flight training already took place at Wanganui Airport and Mr Reweti gave the highlights of the airport as a training venue.

Cr Anderson asked Mr Reweti about the comment on page 72 regarding the Great North Road/Victoria Avenue intersection, and if he saw the resolution to be jointly between NZTA, KiwiRail and the District Council. Mr Reweti acknowledged that it would have to include all those organisations. Cr Anderson also queried the comment on the bottom of page 71 regarding the economic issues and drivers. Mr Reweti recognised that it was not a fault of the strategy itself, but the change in the growth of the economy in the last six months. Ms Redgrave asked for information to be provided to officers over the next 24 hours on the issue.

Mr Kirby asked if Wanganui District Council were looking to participate in new stock truck effluent sites. Mr Reweti said that they have started work on that and the item was to be taken through to the newly elected community board. Mayor Reynolds suggested that Tararua District Council may be able to provide assistance regarding stock effluent facilities.

Mr Reweti also advised that a study undertaken by WDC regarding forestry issues had been completed and was available.

**Hamish Lowe** spoke in support of the submission on behalf of **Kairanga Community Centre**. Mr Lowe spoke about the issues surrounding Kairanga Bunnythorpe Road and how the change in roading would affect growing businesses and landowners' decisions to buy/sell land.

Mr Lowe reiterated were there are a number of plans that were being discussed to improve safety at the school and community centre (particularly with regards to parking issues) and the groups involved require information on plans to ensure that limited community funds and resources were not wasted. Mr Lowe's main focus was around the safety at the school and community hall with the current roading situation. The school and Community Centre would be looking for support in mitigating the effects of the increased traffic volumes. Mr Lowe mentioned that consideration must be given to upgrades of the road as it would aggravate the current flooding issues the school and community centres experiencing.

Mr Forgie asked for clarification about the need for consistency between Palmerston North City Council and Manawatu District Council. Mr Lowe replied that Kairanga Bunnythorpe Road could become the boundary line of each of the territorial authorities and as there would be the two different councils on each side of the road, it was important that the rules of operation for businesses etc be the same.

Cr Anderson asked Mr Lowe if he was comfortable with creating a 40km zone for a few hours in the morning and in afternoon to coincide with school hours, and advised that the Committee could make representation to NZTA to obtain dispensation to the rule to obtain this on Kairanga Bunnythorpe road. Mr Lowe replied that it would be helpful in slowing traffic.

Cr Chettleburgh queried if Horizons Regional Council staff were aware of the flooding issues. Mr Lowe replied that they are aware of the issue and it was manageable, the community's concern was regarding any additional modifications of the road.

*The meeting adjourned at 2.45 pm*

*The meeting resumed at 3.00 pm*

**Blair King** (Chief Executive for Tararua District Council) and **Cr Bill Keltie** from **Tararua District Council** spoke in support of **Taurarua District Council**. Mr King mentioned that the strategy was unclear on what happened if the government cut the roading subsidy, and what would happen with the local rural roads in regard to maintaining them. He advised that the strategy needed to identify key strategic links to wind farms, generators etc, in a similar manner to the Lifelines work which could also link in with freight. He highlighted that Traffic Design Group did not take into account the traffic generated by Fonterra at Pahiatua and other areas outside of the Palmerston North/Manawatu area as part of the Joint Transport Study. Cr Keltie advised that there should be more reference to roads in the Pahiatua area within the strategy.

Cr Gordon asked for clarification on which roads should be referenced more in the strategy. One of the issues was how the consultation in the Joint Transport Study was undertaken, there was not a link to where the traffic generators are coming from, for example the Tararua Forest Park. Mr King spoke about heavy vehicles not being able to use the Manawatu Gorge route; therefore they would use the Saddle Rd although there was not a direct linkage to State Highway 1.

Dr Cheyne asked for clarification on Section 3 in their submission. Mr King advised there was becoming a lack of transport linkages to smaller communities as social, medical and other services become more centralised. Fuel prices were a key constraint associated with that.

Cr Anderson queried if there was a shuttle bus service from Dannevirke to Palmerston North hospital. Mayor Reynolds replied that there is and the community funded the Dannevirke shuttle service. Mr Forgie mentioned that blood samples were currently being tested in Masterton, however if the route to Palmerston North was shortened by 15 minutes, the samples could then be tested in Palmerston North for less cost.

Cr Gordon asked if the Tararua district had problems with freedom camping. Mr King advised this could become a concern during the Rugby World Cup; however the main concern was around stock truck effluent. Cr Gordon asked if they saw this to be a district or regional issue. Mr King said that it was not the site that was the issue, it was the impact that it had in being connected to a municipal system, and concerns with breaching the consents.

**Jenny Olsson** spoke in support of her submission. She reiterated that traffic must be kept away from existing frontages of schools. Schools should not be shifted to accommodate roading. She suggested that the proposed inter-regional route shown in the regional hierarchy should bypass Ashhurst and not go through the community. State highways should not go into the centre of towns and cities. She also commented that private access onto inter-regional roads should be restricted. Cr Bell queried her objection to moving schools. Mrs Olsson stated that entrances could be moved, but not whole schools.

**Lee Larsen** spoke in support of her submission and highlighted the effects on the community of making Te Ngaio Road a preferred option. She recommended that an independent analysis of each of the bypass options be undertaken. She advised that vehicle counts on Te Ngaio Road were currently approximately 300 per day, this would increase to 7,000. Requested deletion of references to Te Ngaio Road as the preferred option until all six original options proposed by Manawatu District Council had been comparatively assessed, and affected parties properly consulted.

Mr Forgie queried the frequency that the road flooded and its height. Mrs Larsen advised that the southern end flooded every winter at least a few times, sometimes to the tops of fences.

Cr Gordon asked Mrs Larsen if she attended the public meeting at Manawatu District Council and asked how strong the opposition was to Waughs Road. Mrs Larsen advised there was opposition as Waughs Road residents did not want their road used as a bypass either.

**Jan Sutherland** spoke in support of her submission and advised that the six original options proposed by Manawatu District Council were not compared against each other. She mentioned that no comment has been sought from affected landowners as part of the stakeholder engagement in the Joint Transport Study. She expressed the view that there are other viable bypass options which needed to be explored. She also recommended that references to Te Ngaio Road were removed until a fair and just process has been undertaken.

Mayor Reynolds asked for clarification regarding Ms Sutherland's understanding of the consultation process around the six options proposed by Manawatu District Council. Ms Sutherland advised that residents were advised of the six options, their next involvement was with two options - Waughs Road and the Paper/Centre Road. From this point on residents were not involved and were unaware of Te Ngaio Road being a preferred option until the meeting held by Manawatu District Council in July 2010.

**Glenn Young** spoke in support of the submission for **Universal College of Learning (UCOL)** highlighting the main issues that their submission covered. UCOL would like to re-enter negotiations with Horizons regarding subsidy of the free bus service between the Wanganui and Palmerston North campus. He would like it recorded that they would like to be involved with any discussions regarding the new bus terminal in Palmerston North.

Dr Cheyne asked if UCOL had staff and students travelling between Palmerston North and the Horowhenua as he had already mentioned Masterton, Wairarapa and Wanganui campuses. Mr Young replied that they had some students and staff members that travel, he was unsure of numbers but could provide these if requested. Dr Cheyne queried if UCOL used the train service from Levin and Palmerston North to Wellington. Mr Young advised that the closure of the service would have implications for UCOL staff as they currently used the service to access Wellington

Cr Chettleburgh asked if UCOL had formally approached Palmerston North City Council to ask to be involved with the bus terminal project. Mr Young replied that in October 2009 they wrote to Mayor Naylor advising that UCOL would like to be involved in formal consultation.

Mayor Reynolds asked if UCOL staff and students use the Pahiatua Track to access the Wairarapa and do they cut off at Mangamaire. Mr Young said that they do, and that they cut through Mangamaire.

**Anne Sutherland** spoke to her submission. She asked the Committee to remove Te Ngaio Road as the preferred Bunnythorpe bypass option. Ms Sutherland noted that there were six intersections along Te Ngaio Road and reiterated that the six original options proposed by Manawatu District Council for the bypass of Bunnythorpe had not been fully compared against each other. There were no questions raised by members.

**Roger Coles** spoke in support of the submission for **New Zealand Automobile Association, Wanganui District**. Mr Coles highlighted their concern around the condition of State Highway 1 between Hatepe south of Taupo through to the Region's boundary near the summit of the Desert Road north of Waiouru. Given the importance the Region places on northern linkages for freight, tourism and general travel, the vision should include for this route to be upgraded and identify this as one of the key transportation issues for the Region. Mr Coles also highlighted that the key freight movements were with Auckland and Tauranga in the north, and Hawkes Bay and Taranaki to the east and west.

Cr Gordon asked for clarification on the boundary lines for the AA groups. Mr Coles replied that the Desert Road seemed to be the forgotten highway as this was the boundary for many organisations. The Wanganui District AA was also commenting on the stretch up to Taupo to ensure the area receives some attention. Officially this stretch of the road was part of the Bay Of Plenty region.

Cr Gordon asked why the submission did not address the lack of passing lanes around National Park and the Parapararas on State Highway 4. Mr Coles said whilst they recognised these are issues, they saw State Highway 1 as a strategic transport link for the country. There had been huge improvement recently to the Parapararas, and projects in the Wanganui district were progressing well.

Cr Chettleburgh asked if the AA had a bolder policy for a four lane highway from Wellington to Auckland. Mr Coles replied no, however they would like to get rid of the 25-30 km corners and there was a need for a consistent route through.

**Paul Rieger** spoke in support of the submission for **New Zealand Automobile Association, Manawatu District** and wished to emphasise the importance of the section of State Highway 1 from north of the Desert Road summit to Hatepe as a link for all motorists, not just those from the Region.

Cr Anderson asked what the naturalistic study was that was discussed in the submission were. Mr Rieger mentioned that it measured the level of attention of the driver by watching the eye movements in the moments leading up to crashes.

Mr Forgie asked for clarification on where the landslide risks identified in the submission are. Mr Cole replied that it was the area from Hatepe to the Summit Road and through Bulli point.

Cr Gordon asked how you could use engineering treatments to stop driver inattention. Mr Rieger replied that you can not stop this, but engineering treatments could be used to make the road safer for the driver if an accident did occur.

Cr Chettleburgh asked if the AA has any policy about speed past country schools. Mr Rieger stated they believed schools should have separate parking bays for parents and school buses to allow safe discharge of passengers and that the same speed should be applied as when overtaking a school bus of 40 kmh. He advised that if the turning bay was correctly positioned that the speed of the highway could be maintained.

Mr Forgie asked if a feasibility study has been undertaken of doing a benefit cost study for four laning the road between Sanson and Bulls where State Highway 1 and State Highway 3 meet. Ms Redgrave answered the question on behalf of the New Zealand Transport Agency and advised that the 2006 RLTS identified the need to provide extra passing lanes in the area. Some work had been completed, and NZTA has advised this has thought to have resolved the issue but monitoring was underway to see if any further laning was required.

**Alistair Schaw** spoke in support of the submission for **Kairanga School**. They did not oppose the idea of Kairanga Bunnythorpe Road becoming an inter-regional route, however the main issue was the safety concerns associated with a major road outside their front gate. He also highlighted current issues associated with parking during school hours and when community events were on. Mr Schaw asked for future planning to be undertaken jointly between NZTA, Manawatu District Council and the Ministry of Education. He reiterated there were a number of plans being discussed to improve safety at the school and community centre, and the groups involved require information on plans to ensure that limited community funds and resources were not wasted.

Cr Anderson asked Mr Schaw if he would support a change of the speed zones outside the school gate. Mr Schaw replied that would be a wonderful thing to have.

Dr Cheyne asked if any of the children walk or cycle to school. Mr Schaw replied that there were not great numbers of cyclists with only three families currently biking to school; however there was an age restriction with children having to be over 10 years old.

*The meeting adjourned 5.00 pm*

### **The meeting resumed at 10.00 am Thursday 19<sup>th</sup> August**

**Garry Goodman** spoke in support of the submission for **Palmerston North International Airport Ltd**. He congratulated the Committee on the document and generally endorsed it. He advised that the central location of Palmerston North should be exploited and planning must be undertaken for air, rail and road transport. He noted that there was a designation for a rail corridor to service the airport and industrial zone for both freight and passenger transport. He advised future aspirations of Palmerston North Airport to expand the runway to 2,500m to cater for future international flights. He also mentioned that the main concern was Milson Line and its designation, and asked for the Committee to plan a visionary roading network that did not rely on Milson Line for access to Palmerston North. Mr Goodman advised they were able to provide further information if required for the strategy

Cr Gordon asked what the effects would be on Palmerston North's upgrade given the developments currently being tabled with Paraparaumu's airport. Mr Goodman replied that the Palmerston North domestic operation could utilise the current runway without further development. The issue of runway length related to the international market, Paraparaumu Airport was not able to be international, so would only impact on the domestic market, however this would impact more heavily on Wellington than Palmerston North.

Cr Cruden asked if he believed that the present alignment of Milson Line would need to be closed to satisfy future airport requirements. Mr Goodman replied this was correct, and extended the answer to say that if a deviation road was built on Milson Line it would become a further obstacle for future expansions.

Cr Cruden asked if there has been a transfer of traffic, especially traffic from the north east industrial zone, now that the new roundabout on Airport Drive has been completed. Mr Goodman replied that there has been a redistribution of traffic movement occurring.

Cr Cruden also queried if the freight being moved through the hours of darkness at the airport as stated in the submission was due to Wellington Airports flight curfew. Mr Goodman replied that was correct as the freight for the lower half of the North Island was hubbed through Palmerston North due to the curfew at Wellington airport.

Cr Bell queried whether the Milson Line deviation road could be a tunnel instead, and if this concept had potential. Mr Goodman advised that the Mangaone Stream complicated the issue and he did not see it to be commercially affordable or practical due to the flooding issues.

Dr Cheyne asked for clarification around the mention of a rail corridor to the airport, and if it was for both freight and for passengers. Mr Goodman advised that they saw an opportunity for freight in the Region along side an integration of rail with the air terminus. This integration would also provide benefit for supporting services such as taxis etc required for travellers.

**Cr John Baxter and Richard Kirby** spoke in support of the submission for **Manawatu District Council (MDC)** and gave an apology on behalf of Mayor McKelvie. Cr Baxter advised that they were comfortable with the results in the document. They highlighted that there have been several submissions on the status given to Te Ngaio Road in the RLTS. Mr Kirby provided the following statement:

“It is Manawatu District Council’s view that the viability of a Western Bypass of Bunnythorpe is yet to be proved. That proof could result in routes other than Te Ngaio Road being reconsidered as options. The RLTS indicates that any Western Bypass would not be implemented until 10 to 20 years from now. Before any bypass route is confirmed there still needs to be research and consultation. It is intended that this be in the form of a Scheme Assessment Report. Manawatu District Council is comfortable with removing any emphasis in the RLTS on Te Ngaio Road being ‘the preferred route’ until the Scheme Assessment Report has been prepared, consulted on and a conclusion reached on what form, if any, a Western Bypass of Bunnythorpe may take.

Manawatu District Council’s view is that at this point in time is that the Southern Bypass is of more importance to the strategic roading network than the Western Bypass of Bunnythorpe. This bypass is key in providing the link to the Manawatu Gore via Ashhurst Road. As with the Western Bypass, this project will need to be the subject of a Scheme Assessment Report. There would be various options that could deliver this link. The Scheme Assessment Report would need to be subjected to consultation and feedback to determine the most appropriate and fundable option.

In regard to other issues that have been raised around the Kairanga Community Centre and Kairanga School, Manawatu District Council is of the view that although the RLTS has highlighted routes of regional significance, there would be various options of delivering these on the ground. Alternatives to some of the routes identified may eventually materialise once detailed analysis and scheme assessment reports are completed. The RLTS has indicated inter and intra-regional linkages and although these may be lines down certain roads at this point in time, we should not be constrained by these. As time progresses and development occurs these linkages may need to be transferred to other routes.”

Cr Gordon asked for clarification and asked if MDC supported removing the wording “preferred option”, not references to Te Ngaio Road in its entirety. Mr Kirby mentioned that he did not mind removing it completely however the current resolution was to look at using Te Ngaio Road and Roberts Line as a bypass. He highlighted that Roberts Line did not meet the objectives of a bypass, but given the fact that the Western bypass route has not been finalised the question has to be asked if it is economic, then determine which route it should be.

Cr Gordon asked about the 30 year strategy with the extension of Roberts Line to Mt Stewart and if he would like to see this as a dotted line. Mr Kirby advised that this would leave this option open as an inter-regional route, however the inter-regional route identified in the study is probably a more suitable option.

Cr Chettleburgh asked if there was any study funding available in the near future. Mr Kirby replied that the current Manawatu District Council Long-term Community Council Plan (LTCCP) had funding set aside of \$7 million for strategic road planning, and believed that this funding was in the first four years of the LTCCP.

Cr Gordon asked if the objections to Waughs Road were similar to what the Committee has heard. Mr Kirby replied that was correct.

Mr Forgie asked if Manawatu District Council believed that the capacity of the Oroua Bridge had been reached. Mr Kirby advised that NZTA would be the best people to answer that, but believed that the major issue may be caused by the approaches on either side of the bridge.

**Chris Teo-Sherrell** spoke in support of his submission. Of note was the issue of peak oil mentioned in section 3.8 of the draft strategy. Mr Teo-Sherrell mentioned that he would like to see this issue at the core of the strategy as this would bring it in line with the New Zealand Transport Strategy. He mentioned that alternatives had not been considered for freight transport such as rail, and coastal shipping. He believed that there needed to be further improvements to public transport in the Region and noted that he was happy to see the recent increase in public transport patronage. He believed there needed to be greater safety measures put in place for cyclists and walkers. There were no questions raised by members.

**Bruce Wilson** spoke in support of his submission. Mr Wilson highlighted the predicted oil prices calculated by NZTA. He advised that if the petrol price predictions quoted in the strategy were correct (\$2.80 in 2014), household spend would increase from 5% to 7%. This would mean that reliance on public transport would increase.

Mr Wilson highlighted the impact on the village of Ashhurst under the proposals set out in the Joint Transport Study for the preferred inter-regional route for traffic from the Manawatu Gorge to Bunnythorpe, Mount Stewart and beyond, and suggested that this proposal needed to be considered further. Cr Chettleburgh asked if the proposal had been discussed with the Ashhurst community. Mr Wilson advised that it had not at this point but he believed after informal discussions that the community would support this.

**Derrick and Lorraine Woods** spoke in support of their submission. Mr Woods mentioned that it appeared there had been a change in responsibility for roading projects (such as the proposed Te Ngaio Western Bypass) from Manawatu District Council to Horizons Regional Council, and asked for clarification on who was responsible. Mr Woods mentioned that the Aorangi Bridge did not have the capacity for the predicted traffic flows. Bunnythorpe in the future could end up becoming a suburb of Palmerston North and suggested that residents were happy to have the traffic travelling through the village as they relied on the trade. Mr Woods suggested that the best solution was to upgrade the existing corridors.

Cr Gordon advised Mr Woods that his question regarding responsibility for transport projects would be answered in a written response.

Dr Cheyne mentioned that other submitters had asked for the final strategy to remove the reference to Te Ngaio Road as being the preferred option. If that were not done and residents were told that this was a long term project with more consultation required would this be seen as satisfactory?

Mr Woods replied that he did not see the need for Te Ngaio road as a major route and that existing corridors should be used.

**Kate Argyle** spoke in support of her submission and asked the Committee to review the Western Bunnythorpe bypass road selection as quickly as possible to get some future security for property owners. She spoke about extending Roberts Line at Newbury Line to create a linkage to Mount Stewart. She presented a current petition from the Te Ngaio Road Committee stating that residents do not want Te Ngaio Road to become the bypass of Bunnythorpe. Emphasis should be on the developing the existing corridors. There were no questions raised by Committee members.

*The meeting adjourned at 11.30 am*

*The meeting resumed at 11.45am*

**Alan Catchpole** spoke in support of the submission for **New Zealand Transport Agency**. Mr Catchpole advised that overall, NZTA endorsed the draft strategy and the preferred strategic option, and recommended its adoption. He mentioned that the purpose of the Joint Transport Study was to test the validity of a number of proposals which have been put forward, and put them in a regional framework. He urged the Regional Transport Committee to adopt the findings of the Joint Transport Study as a whole, as the strategy was a long term document and could be adjusted accordingly.

Mr Catchpole clarified some misconceptions about traffic volumes raised during the hearings: The inter-regional flow was less than 1,000 vehicles per day between the Manawatu Gorge and Mount Stewart. Most of the traffic generated was from people and freight moving to and from Palmerston North. The inter-regional route at Ashhurst was currently serving as an inter-regional route; the naming of it as such would not generate large amounts of additional traffic in the area. The proposal of a route from Mt Stewart to Roberts Line would not solve the issue of traffic via Taouni School; the inter-regional flow was so small that it would be difficult to justify any new routes.

Mr Catchpole reiterated NZTA concerns around the commentary on the second bridge in section 3.2.3.4 of the draft, and would like to see this clarified. He suggested that the wording be altered to delete the reference to NZTA funding.

Cr Cruden confirmed with Mr Catchpole that the strategy was an overall big picture with more detail around funding and other issues to be developed as part of the implementation of the strategy.

Cr Chettleburgh asked if the Desert Road should be included in the strategy. Mr Catchpole replied there was no reason for it not being a legitimate concern for the Committee.

Mr Forgie asked if NZTA had any views on Halcombe Road, and if it would withstand a traffic increase. Mr Catchpole replied that as it was a local road it was outside his area of expertise.

**Sue Gilmer** spoke in support of her submission and would like Te Ngaio Road to be completely removed as an option for a bypass of Bunnythorpe. She advised that there are five domestic driveways in a 200m stretch, thus creating a safety hazards for turning traffic and heavy vehicles. The other road options would affect less people and fewer properties. She noted the safety concerns for children getting on and off the school buses at the Kairanga-Bunnythorpe Road intersection. Ms Gilmer queried the need for a roundabout at the intersection of Kairanga-Bunnythorpe and Te Ngaio Road.

Cr Bell asked if due to the Western bypass proposals there was an aspect of uncertainty for the community. Ms Gilmer replied there was with regard to buying and selling property.

*The meeting adjourned at 12.20 pm*

*The meeting resumed at 12:50 pm*

## **FORMAT FOR WRITTEN SUBMISSIONS.**

*Report number 10-129*

This report is to consider written submissions on the Draft Regional Land Transport Strategy 2010-2040.

Written submissions were received from:

Massey University – Paul Compton  
Stratford District Council – Michael Freeman  
Margaret Jeune  
Noelene Wevell  
Automobile Association Wairarapa District – Ian Snellgrove  
Ruapehu District Council – Warren Furner  
Tanenuirangi Manawatu Incorporated – Paul Horton  
Anita Jasul  
Noel Olsson  
Horowhenua District Council – Brendan Duffy  
Rangitikei District Council – Richard Kirby  
Department of Conservation – Michael Nielsen  
Sustainable Whanganui Trust – Graham Pearson  
John Eames  
KiwiRail – Pam Butler  
Kapiti Coast District Council – Jenny Rowan  
Paul Cole  
Ian Ritchie  
MidCentral Health – Robert Holdaway  
Denis Aldridge  
Barbara Arnold  
Greater Wellington Regional Council – Jane Davis  
Julie Harris  
Geraldine Mildon  
Taranaki/Whanganui Conservation Board – Darryn Ratana  
Cycle Aware Manawatu

Members considered all written submissions on the Draft Regional Land Transport Strategy 2010-2040.

***LT (SH) 10-04***

***Moved***

***Cruden/Bell***

*that the Committee:*

*a. **peruses and considers** each submission.*

**CARRIED**

The meeting closed at 1.15 pm.