

SUBMISSION NUMBER: 1	
SUBMISSIONS HEARINGS PAGE: 92	
NAME/ORGANISATION: Margaret Jeune	
Summary of submission and decision sought	Officers' response and recommended action
Opposes the statement under section 2.4.5 (Strategic Priority 5) regarding justification for provision of public transport in smaller settlements. Considers that public transport should be provided for Levin residents to access work/study and shopping/social opportunities to the north and south of Levin.	Comment noted. The statement reflects that it is hard to financially justify having scheduled public transport services in small settlements. Plan notes that there needs to be innovate thinking to justify public transport in smaller settlements. Horizons currently provides a commuter bus service to Palmerston North for Levin residents, as well as providing the Total Mobility service for people with impairments. It is also currently investigating a passenger transport to link with Waikanae.
Supports the following: Policy 2.1, method 2.1.5 (integration of rail and other modes); Policy 2.1, method 2.1.7 (working with neighbouring regions); Policy 3.1, method 3.1.1 (ensuring new development includes provision for walking, cycling and public transport services); Policy 3.2, measure 5 (collaboration with territorial authorities on walking and cycling strategies, new developments and urban growth); Strategic priority 4; Strategic priority 5, policy 5.1, method 5.1.8 (retention of current passenger rail services) and measure 7 (investigate the feasibility of retaining or improving current services between Palmerston North and Wellington); Policy 5.1, measure 4 (maintain existing rural services, and where feasible, introduce new services) Policy 5.1, method 5.1.6 (investigating and developing innovative and cost effective public transport solutions) Strategic priority 6, policy 6, methods 6.1 and 6.3.	Support noted.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be change to the Plan as a result of their submission 	

SUBMISSION NUMBER: 2	
SUBMISSIONS HEARINGS PAGE: 95	
NAME/ORGANISATION: Sarah Stuart-Black, Ministry of Civil Defence & Emergency Management	
Summary of submission and decision sought	Officers' response and recommended action
Congratulates the committee on development of a comprehensive plan and supports the adoption of the Plan.	Support noted.
Considers issues around resilience to be important to every community, particularly recovery from emergency events. Requests consideration be given to the Utiki slip given the ongoing movement and risk to State Highway 1 and the North Island Main Trunk if this has not already been undertaken.	Comment noted. The Transport Agency manages this under its Maintenance and Operations Programme. The Agency does not just consider this slip across a road in isolation but part of a larger programme for management of slips and other instabilities.
Notes the importance of strong connections between the Joint Transport Study, RLTP and Lifelines Report and requests that additional findings from the revision of the Lifelines Report be incorporated into the RLTP and future work programmes.	The Lifelines Report will be updated in the 2015-16 financial year. The Plan will be amended if there are significant changes to be incorporated.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission 	

SUBMISSION NUMBER: 3	
SUBMISSIONS HEARINGS PAGE: 13	
NAME/ORGANISATION: Rod Haines	
Summary of submission and decision sought	Officers' response and recommended action
Requests improvements to the commuter rail service between Palmerston North and Wellington to improve access to the south of the region and increased access to employment and social opportunities in Palmerston North for those living in Otaki, Levin and Shannon.	Horizons current position is on retaining the current Capital Connection service. The establishment of additional services will be dependant on the communities' willingness to fund additional services, and gauge demand for additional services.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission 	

SUBMISSION NUMBER: 4	
SUBMISSIONS HEARINGS PAGE: 96	
NAME/ORGANISATION: Bay of Plenty Regional Transport Committee	
Summary of submission and decision sought	Officers' response and recommended action
Supports the strategic direction of the draft Plan and recognises the importance of Horizons' transport network in the wider national economy.	Support noted.
In particular, the Bay of Plenty RTC supports: Strategic Priority 2 (improved connectivity of key strategic routes), particularly with reference to State Highway 1; Measure 2.1.3 (ensuring the strategic transport network is resilient); Measure 2.1.5 (encouraging integration of rail and other transport modes); Measure 2.3.1 (supporting and encouraging the Region's role in freight distribution) ; Measure 2.3.2 (integration of modes for inter- and intra-regional freight movement); Measure 2.3.4 (provision of facilities for transfer of freight between modes); Measure 2.3.6 (ensuring freight corridors are resilient).	Support noted.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission 	

SUBMISSION NUMBER: 5	
SUBMISSIONS HEARINGS PAGE: 98	
NAME/ORGANISATION: Horowhenua District Council	
Summary of submission and decision sought	Officers' response and recommended action
Supports the draft RLTP 2015-2025, in particular the cross boundary approach to major roading infrastructure.	Support noted.

Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission 	

SUBMISSION NUMBER: 6	
SUBMISSIONS HEARINGS PAGE: 100	
NAME/ORGANISATION: Michaela Tahere	
Summary of submission and decision sought	Officers' response and recommended action
Requests pedestrian crossing or speed humps near the bus stops on Ferguson Street, Palmerston North, near the intersection with Victoria Avenue in order to allow safe crossing in a busy area.	As this submission relates to a local roading issue in Palmerston North, the submission has been forwarded to Palmerston North City Council for inclusion in their draft Long Term Plan consultation process.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes that the submission has been forwarded to Palmerston North City Council for inclusion in the Long Term Plan process; and • Notes there be no change to the Plan as a result of their submission 	

SUBMISSION NUMBER: 7

SUBMISSIONS HEARINGS PAGE: 20

NAME/ORGANISATION: Deborah Burns

Summary of submission and decision sought	Officers' response and recommended action
<p>Services should be better targeted to population groups. For example, Levin SuperGold Card holders require services linking to the Wellington metro train services.</p>	<p>Noted. Horizons regularly reviews its contracted passenger transport service to meet the needs of users. New services are also investigated if and when the community requests them. The RTC continues to advocate with KiwiRail on the continuation of the Capital Connection passenger service.</p>
<p>Suggests working with Horowhenua District Council, KiwiRail and other stakeholders to improve public transport options in Levin, for example, allocating more long term parking at Levin railway station.</p>	<p>Comment noted. NZTA's predecessor, Transit New Zealand, altered the alignment of State Highway 1 between Mako Mako Road and Hokio Beach Road in approximately 2007. Included in this project was the installation of a cycle lane on the western side of Oxford Street and the painting of a flush median down the centre of the road. This caused the removal of parking on the eastern side of Oxford Street and a "No Parking" restriction to the entire length of the eastern side. Following this realignment concerns were raised by nearby businesses over rail users parking outside their businesses all day. Horowhenua District Council undertook consultation on the issue (approximately 200 information packs were distributed in late February 2008, by direct delivery, to possible affected parties) and submissions called for by the end of March 2008. Following the consultation the matter came before a hearing committee on 24th April 2008 who resolved "THAT a P60 parking restriction be installed on the eastern side of Oxford Street between Mako Mako Road and Hokio Beach Road." This parking restriction was then included in an amendment to the Traffic and Parking Bylaw 2007 and was subsequently passed by Horowhenua District Council. The majority of businesses in the vicinity at the time of consultation are still in operation today and the requirement for the P60 parking hasn't changed. Additional diagonal carparks were installed in Rina Street for the benefit of users of the railway station.</p> <p>Horowhenua District Council officers have inspected the area to see if there is an issue with a lack of parking. On each and every occasion there was more than sufficient additional parking space available in Keepa and Seddon Streets. This is only a very short walk to the station. Therefore, due to the abundance of available parking near the station, it isn't considered necessary by Horowhenua District Council to investigate changes to parking provision until there is a significant increase in demand.</p>
<p>Implementing a bypass of Levin for State Highway 1 traffic should be a priority to improve pedestrian safety in the Levin town centre. A bypass alternative could be to allow for longer and better coordinated stoppages of state highway traffic in the</p>	<p>Comment noted. The Transport Agency investigated a bypass as part of the Road of National Significance project in 2014, including significant public consultation. The Transport Agency's studies to date indicate that a bypass is</p>

town centre.	not needed in the short-term. However, the Transport Agency will ensure that current proposals for the rest of the Otaki to north of Levin route, especially through SH57, are future proofed for any potential bypass. The Transport Agency will continue to work with Horowhenua District Council on any proposals they may wish to pursue.
Suggests random samples of the community to better gather views on transport issues.	Comment noted. Ensuring effective public engagement is an area that Horizons takes seriously and welcomes the submitters comments.
Additional points from hearings:	
Recommendation: <ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission 	

SUBMISSION NUMBER: 8 SUBMISSIONS HEARINGS PAGE: 102 NAME/ORGANISATION: Alan Brown	
Summary of submission and decision sought	Officers' response and recommended action
Has no issue with the strategic priorities of the draft Plan.	Support noted.
Notes that the prioritised list of activities should include a roundabout at the intersection of Kairanga Bunnythorpe Road and Milson Line.	Comments noted. This intersection is of concern to the Transport Agency and are looking at possible solutions. A programme business case is also being developed for the SH3 and SH54 corridors past this location and this will consider potential options for this intersection.
Additional points from hearings:	
Recommendation: <ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission 	

SUBMISSION NUMBER: 9	
SUBMISSIONS HEARINGS PAGE: 38	
NAME/ORGANISATION: David Green	
Summary of submission and decision sought	Officers' response and recommended action
Submission focuses on Strategic Priority 5 (Efficient, accessible and affordable public transport networks) and measures 5.1.1, 5.1.4, 5.1.6 and 5.1.8.	Noted.
Suggests that Horizons purchase or lease redundant diesel trains from Auckland for a rail service between Feilding and Waikanae. If there is sufficient transport need, the trains could also be used for travel to Wanganui via Marton.	Comment noted. Horizons current position is on retaining the current Capital Connection service. The establishment of additional services will be dependant on the communities' willingness to fund additional services, and gauge demand for additional services.
Submission provides suggested timetable for the Feilding to Waikanae service to provide three return journeys per weekday.	Noted.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission. 	

SUBMISSION NUMBER: 10	
SUBMISSIONS HEARINGS PAGE: 21	
NAME/ORGANISATION: Palmerston North City Council	
Summary of submission and decision sought	Officers' response and recommended action
Broadly supports the Draft Plan, with some specific comments.	Support noted.
Supports the statement that it is not appropriate for the draft Plan to re-litigate the work of the Joint Transport Study.	Support noted.
Regarding the assertion that there is uncertainty around land-use and transport planning integration, states that there is a clear City Planning Framework in place for the city which is informed by four land-use strategies covering residential, industrial, rural-residential and retail growth (submission contains detail of the strategies).	During the preparation of the draft Plan, workshops were held with key transport and land use planning personnel from the Transport Agency, local authorities and the regional council. An Issues document, released in April 2014, identified the following issue: <i>"Uncertainty around land use and transport planning integration means it is increasingly difficult to maintain the roading asset"</i>

	<p>This was in recognition that the public and private sectors were not working together in coordinated fashion on land use and transport planning which was leading to a lack of confidence for private sector investment, particularly around the lack of protection of identified heavy freight routes.</p> <p>The RTC recommends that, in light of this submission, the following commentary to be added in Section 1.4: “However, feedback received through this targeted consultation, and confirmed through public consultation, is that Palmerston North’s growth in the north-east is largely due to industrial, not residential growth, and through a clear land-use planning framework, including the 2010 Joint Transport Strategy, there is a clear framework for future investment.”</p>
<p>The population summary section 2.1.2 of the draft should be amended to acknowledge that growth is expected in Horowhenua District and minimal losses in Wanganui and Tararua Districts, resulting in an overall positive outlook for the south of the Region.</p>	<p>Noted. Commentary in section 2.1.2 has been updated as a result of this submission.</p>
<p>The heading, label and footnote for figure 1 (Population Change) need amending. Figure 1 is based on Statistics NZ estimated resident population figures but the label states Census data. The footnote for figure 1 is incorrect as an adjustment has been made for 1996, 2001 and 2006 data to account for the boundary change.</p>	<p>Noted. Figure 1 in Section 2.1.2 has been updated as a result of this submission.</p>
<p>Supports reference to Palmerston North being the major tourist destination in the Region and submits that the emphasis given to tourism in the Wanganui and Ruapehu Districts (particularly in the context of Strategic Priority 6) are overstated. Submission proves data on annual tourism spending in the region to support this (figure 5 of submission).</p>	<p>Support noted. Commentary in Sections 2.1.8 and 2.4.6 has been updated as a result of this submission.</p>
<p>Notes that the comment on page 5 “<i>urban growth on the north-eastern boundary of Palmerston North City is creating conflict with activities in the North-East Industrial Zone which is likely to impact on the efficiency of freight transport trips.....</i>” is incorrect. No urban growth is occurring in this area, however the industrial zone is continuing to grow and the supporting road network must be upgraded to support this.</p>	<p>During the preparation of the draft Plan, workshops were held with key transport and land use planning personnel from the Transport Agency, local authorities and the regional council. An Issues document, released in April 2014, identified the following issue: ““<i>urban growth on the north-eastern boundary of Palmerston North City is creating conflict with activities in the North-East Industrial Zone which is likely to impact on the efficiency of freight transport trips.....</i>”</p> <p>The RTC recommends that, in light of this submission, the following commentary to be added in Section 1.4: “However, feedback received through this targeted consultation, and confirmed through public consultation, is that Palmerston North’s growth in the north-east is largely due to industrial, not residential growth, and through a clear land-use planning framework, including the 2010 Joint Transport Strategy, there is a clear framework for future investment.”</p>

Notes the importance of securing a rail route into the North-East Industrial Zone.	Comment noted. The RTC notes and supports the Councils willingness to secure a rail route into the North-East Industrial Zone.
Supports comments regarding Palmerston North's position as a major freight hub.	Support noted.
Supports comments regarding population growth in Palmerston North City and Manawatu District and the resulting pressure on transport systems, particularly for commuter movement.	Support noted.
Requests that the current and projected activities of FoodHQ should be referenced in section 2.1.8 (regional economy and its impact on transport demand). FoodHQ and PNCC have aspirations for Tennant Drive which should be acknowledged in the draft RLTP.	Noted. Commentary has been added to section 2.1.8 reflecting the importance of FoodHQ.
The RLTP should acknowledge that high quality urban environments which are designed for people and motor vehicles can help grow the economy; growth is not always limited to providing greater capacity for motor vehicles.	Noted. Policy 3.1 recognises that land use planning can create economic growth through the design of high quality urban environments through initiatives such as promoting walking and cycling, public transport and high density growth.
Supports the objectives identified in section 23	Support noted.
Supports the strategic priorities and policies identified in section 2.4 and 2.5.	Support noted.
Supports the objective regarding a multi-modal and resilient transport system, and the priority regarding increased focus on walking and cycling but notes that these should be supported by an explicit issue regarding the need for alternative transport modes.	Support noted. Comment noted regarding an explicit objective on alternative transport modes. In the strategic priorities section of the Plan (sec 2.4) there is recognition of the need for alternative transport modes in strategic priorities 4 and 5. It is the strategic priorities that will guide investment decisions in the programme component of the Plan.
Generally supports the list of prioritised activities in section 4.1, in particular: <ul style="list-style-type: none"> - Manawatu River Bridge SH 3 Ashhurst Cycle/Walkway; and - Rangitikei Line/Tremaine Avenue intersection improvements. 	Support noted.
Notes that an upgrade to SH3/SH54 is not included in the NZTA capital programme. This activity links to PNCC's proposed works around routes to the North-East Industrial Zone and this upgrade is critical.	Comment noted. The Transport Agency is not planning an upgrade of this route at this time, however, it is looking at options for the intersection of Milson Road and Kairanga-Bunnythorpe Line which is not performing satisfactorily from a safety perspective. A programme business case is being developed for the SH3 and SH54 corridors past this location which will consider this issue.
Supports investment on State Highway 57 between State Highway 1 and Shannon, however is concerned over the lack of works proposed for the section of highway from Linton to Aokautere, which has safety issues from poor alignment and a narrow bridge near the Massey University entrance. Requests that the strategic study for this route which commenced in 2012 be completed and the programme adjusted to include these works.	Comment noted. A corridor study has been undertaken of the route between Levin and Hastings, incorporating SH57, and possible works identified. These works do not currently have sufficient priority for the 2015-18 NLTP and further work is being undertaken at a detailed level to prepare items for consideration for 2018-21 and beyond. The Old West Road section of SH57 is formed to a standard that is generally appropriate to the traffic volumes it is carrying.
Supports other planned state highway activities around the Region and invites	Support noted. As part of the development of the Plan, the RTC's of Hawkes

Horizons and NZTA to work collaboratively to exploit funding opportunities for freight route development.	Bay, Taranaki, Horizons and the Transport Agency collaboratively worked together to identify opportunities for freight route development to maximise the investment opportunities available. It is anticipated that this collaboration will be ongoing during the lifetime of the Plan.
Supports the programme for State Highway 3 Ashhurst Bridge Cycle Pathway but notes that a construction year is not stated. Requests this is included before the final RLTP is adopted.	Comment noted. Programming of a construction date cannot occur until after the project has been fully scoped and prioritised. The Transport Agency is progressing through the business case for this project and will keep stakeholders informed during the process.
Submits that there be greater support from NZTA for advancing projects that support the City's growth, for example a comprehensive Corridor Management Plan for Napier Road (State Highway 3) rather than an ad-hoc approach reviewing individual short sections.	Comment noted. The Transport Agency have been involved in several long term planning meetings on the city growth and has made submissions supporting the City's growth direction.
Notes commitment to the Joint Transport Study and outlines the works programmes which are proposed to be included in the PNCC 2015 Long-Term Plan.	Comment noted.
Section 3.1.3 Local Revenue Sources should acknowledge the role of development contributions.	Noted. Development contributions has been added to the commentary in Section 3.1.3 as a result of this submission.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Sections 1.4, 2.1.2, 2.1.8, 2.4.6 and 3.1.3 as a result of this submission. 	

SUBMISSION NUMBER: 11	
SUBMISSIONS HEARINGS PAGE: 36	
NAME/ORGANISATION: Wanganui District Council	
Summary of submission and decision sought	Officers' response and recommended action
Endorses the key projects set out on page five of the Summary Document.	Support noted.
Council agrees with the priority given to the following projects: <ul style="list-style-type: none"> - Dublin Street Bridge Strategy Study; - Wanganui-Whangaehu Safety Improvements; - Wakefield Street Rail Overbridge Replacement; - Whanganui River Road to Wanganui City Cycleway 	Support noted.

Notes Council's support/commitment to the following projects: <ul style="list-style-type: none"> - Ongoing implementation of the Wanganui Urban Cycleways; - Funding a feasibility study for a central bus transit centre 	Support noted.
Notes the importance of increased funding for pavement renewal to cope with forestry harvest pressures and that the draft Plan contains little recognition of the scale of this issue and the funding that will be required to maintain levels of service.	Noted. Commentary has been added in Section 2.2.6 and 2.4.1 of the Plan as a result of this submission.
Notes that funding is required to support growing trade corridors in the Wanganui Industrial area.	Noted.
Notes the importance of Wanganui and Palmerston North as freight distribution centres and the importance of linking the two cities.	Comment noted. SH3 that links Wanganui and Palmerston North is classified as a 'regional' road under the One Network Rooding Classification. This means that the road makes a major contribution to the social and economic wellbeing of the Region and connects to regionally significant places, industries, ports or airports.
Notes the Plan should highlight the strategic link of access to health services at Mid-Central Health in Palmerston North.	Comment noted. Discussion has been added in Section 2.4.3 as a result of this submission.
Notes that while the Plan acknowledges the aging population, it lacks 'Positive Aging' strategies or actions.	Comment noted. Policy 5.2 ensures that people with special transport needs are provided for. While not specifically targeted at older people, many of the measures to support this policy will ensure that older people are adequately provided for.
The importance of State Highway 4 as an alternative to State Highway 1 should be recognised.	Comment noted. Commentary about State Highway 4 has been included in Section 2.4.2 as a result of this submission.
The Plan should be clearly linked to the Regional Growth Strategy.	Comment noted. There are references to the Regional Growth Strategy throughout the Plan, but notes that the Strategy has yet to be finalised.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Sections 2.2.6, 2.4.1, 2.4.2, and 2.4.3 as a result of this submission. 	

SUBMISSION NUMBER: 12	
SUBMISSIONS HEARINGS PAGE: 103	
NAME/ORGANISATION: Waikato Regional Council Regional Transport Committee	
Summary of submission and decision sought	Officers' response and recommended action
Recognises the close relationship with Horizons with respect to inter-regional connections (State Highway 1 and the North Island Main Trunk line (NIMT)). Notes this is supported in the Waikato draft Regional Land Transport Plan.	Comment noted.
Recognises the importance of State Highway 1 to the Horizons region and notes that significant resilience and safety activities are planned for the corridor between Taupo and the Desert Road.	Comment noted. The RTC commends the Waikato RTC for advocating that these projects are advanced during the lifetime of the operative Waikato RLTP.
Supports the identified regional transport issues and notes alignment between the draft Horizons and Waikato plans in relation to integrated land use and transport planning; improved linkages to other regions; road safety improvements; and mitigating adverse environmental effects from the transport system.	Support noted.
Requests that the priority given to protection and enhancement of inter-regional routes (particularly State Highway 1) be maintained in the final document.	Comment noted.
Supports the inclusion of High Productivity Motor Vehicle upgrades to the Whirokino Trestle but notes that the Waikato draft Plan details a mode shift from road freight to rail on the NIMT between regions. Requests that Horizons recognise the NIMT as a nationally strategic rail corridor and this transition in the final Plan.	Comment noted. Commentary has been added to Section 2.2.2 and additional Measure 6 has been added to support Policy 2.1 as a result of this submission.
Supports issue 2.2.2 "improve linkages to other regions, of importance links to the north of the region".	Support noted.
Supports Strategic Priority 2 "improved connectivity of key strategic routes" and notes Horizons' concerns over the condition of the State Highway 1 corridor between Taupo and Waiouru. A business case for projects on this corridor is due to commence in 2015 with implementation starting 2017/18 (refer Appendix 7 of the Waikato draft RLTP).	Support noted. The RTC commends the Waikato RTC for advocating that these projects are advanced during the lifetime of the operative Waikato RLTP.
Supports the following: <ul style="list-style-type: none"> - Policy 1.2 (ensuring continuous improvement in regional road safety); - Policy 2.1 (maintain and improve the strategic transport network); - Policy 2.3 (support the efficient movement of freight within and through the region); 	Support noted.

- Policy 3.1 (ensuring land use planning recognises potential impacts on transport systems)	
Suggests that Horizons adopt a similar approach to Waikato for monitoring of the draft Plan, based on Key Performance Indicators for each objective that are based on progress against the programme of activities.	Noted. The RTC plans to annually monitor progress against the programme of activities included in the programme component of the Plan.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Sections 2.2.2, and Policy 2.1 as a result of this submission. 	

SUBMISSION NUMBER: 13	
SUBMISSIONS HEARINGS PAGE: 107	
NAME/ORGANISATION: New Zealand Automobile Association	
Summary of submission and decision sought	Officers' response and recommended action
Strongly supports the six strategic priorities identified.	Support noted.
Requests that more emphasis be placed on the importance of maintaining a high level of service for road users, instead of the current approach of lowering speed limits and removing passing lanes.	Noted. Rooding levels of service will be determined according to where roads rank on the One Network Rooding Classification.
Notes that the Plan could provide a greater strategic lead in ensuring that the road network does not cause limitations on the air networks. It is essential that the region's road planning avoid constraining transport growth and allows for integration of road and air networks.	Comment noted. While the Plan is specifically for land transport activities, the RTC recognises the importance of an effective air network to the overall transport system. The RTC does not believe the Plan will inhibit, or cause any limitations, to the current air network.
Notes the importance of the Manawatu Gorge in providing the main east/west connection across the North Island, as well as a direct connection to the Port of Napier from the Horizons Region; however this section of State Highway is one of the most vulnerable in the region. The Plan lacks any business case analysis to support the position of relying on the Saddle Road and Pahiatua Track as alternatives and the AA questions the adequacy of resilience in connectivity across this route.	Comment noted. During the significant closure of the Manawatu Gorge SH3 in 2011/12, the Transport Agency investigated the possible alternative routes (Saddle Road and Pahiatua Track) to the Gorge route so that the chosen route could provide a consistent level of service during times the Gorge route is closed. The Saddle Road was chosen as the preferred alternative and the Transport Agency has spent \$4.5 million upgrading the Saddle Road so that it provides increased route security and resiliency for east/west traffic. The Transport Agency has also installed additional rock fall catch fences and barriers to improve network resilience in the Gorge during the 2014-15 year.
Notes a \$100,000 mismatch in the Palmerston North City Council figures for the 'Total Cost for All Years' and 'Total Cost For Six Years' on the item in Figure 7	Comment noted. The intended business case will follow on from the Integrated Transport Strategy. It will be carried out over successive financial years and

relating to the Palmerston North ITS implementation business case and requests clarification.	the budget as such presents a cash flow assumption based on best information at time of drafting.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of this submission. 	

SUBMISSION NUMBER: 14	
SUBMISSIONS HEARINGS PAGE: 110	
NAME/ORGANISATION: CentrePort Wellington	
Summary of submission and decision sought	Officers' response and recommended action
Notes that Central New Zealand freight volumes are projected to grow by over 49% over the next three years and CentrePort Wellington will continue to invest in freight services to accommodate this. Examples include establishment of inland hubs (including a container terminal at Wanganui) and rail connections.	Comments noted.
Suggests the Plan include some discussion regarding projected freight growth in the region.	Comment noted. Additional commentary in Section 2.1.8 has been added as a result of this submission.
Overall supports the key issues identified but notes that more recognition should be given to rail transport needs with respect to issue 2.2.1 (integrated land use and transport planning).	Comment noted. Additional commentary has been added to Section 2.2.1 as a result of this submission.
Supports the five key objectives and the Strategic Priorities.	Support noted.
Suggests that Strategic Priority 2 include explicit mention of the need for integration of rail and other transport modes as indicated in Policy 2.1.2.	Comment noted. Additional commentary has been added to Section 2.4.2 as a result of this submission.
Supports the proposed activities in the draft Plan.	Support noted.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Section 2.1.8, 2.2.1 and 2.4.2 as a result of this submission. 	

SUBMISSION NUMBER: 15	
SUBMISSIONS HEARINGS PAGE: 39	
NAME/ORGANISATION: David Charles Parham	
Summary of submission and decision sought	Officers' response and recommended action
Submission related to roading projects around Palmerston North outlined in Appendix 2 of the draft Plan.	Noted.
Suggests greater priority for the proposed inter-regional route between Mount Stewart and the Manawatu Gorge.	Comment noted. The inter-regional route is not currently considered a priority for investment by the Transport Agency.
Requests prompt investigation of bypass roads at Ashhurst and Bunnythorpe and roundabouts on Napier Road for intersections bordering on urban areas. Top priority should be given to Roberts Line/Te Matai Road.	Comment noted. Bypasses of Ashhurst and Bunnythorpe are not considered priorities for investment by the Transport Agency. This proposal would also require significant council share. Napier Road, particularly the Roberts Line intersection are being monitored closely by the Transport Agency. The speed limit drop here has been extremely effective and the Transport Agency is working on further treatments for the intersection.
The rural ring-road should be put on hold until a new river crossing is funded and interim vehicular access across the Manawatu River near Staces Road should be investigated.	Comment noted. The rural ring road consists of existing road corridors that will progressively be upgraded as funding permits. These meet existing demands, particularly from freight operators and it is impractical to place these on hold until a bridge is built. Alternate river crossings are not being contemplated.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of this submission. 	

SUBMISSION NUMBER: 16	
SUBMISSIONS HEARINGS PAGE: 112	
NAME/ORGANISATION: Robert McLachlan	
Summary of submission and decision sought	Officers' response and recommended action
Does not believe that there has been sufficient public involvement in development of the draft Plan or time for public discussion to take place.	Comment noted. During the development of the draft Plan, an Issues document was circulated to transport stakeholders as well as being available on the Horizons website. The draft Plan was publically notified in all the Regions major publications between 13-18 December 2014. Public

	consultation concluded on 30 January 2015. The Plan was available for download on the Horizons website, Facebook and Twitter sites during the public consultation phase as well as being available at the Regions libraries.
Overall impression of the draft Plan is compliance with central government wishes and a lack of long term planning.	Comment noted. In preparing the Plan the RTC has to be satisfied that the Plan contributes to the purpose of the Land Transport Management Act 2003 and is consistent with the Government Policy Statement on Land Transport Funding. The Plan must also set out the Regions' land transport objectives, policies and measures for at least 10 financial years from the start of the Plan.
Does not believe that the Plan will provide any improvement in getting around Palmerston North by car, bike or on foot.	Comment noted. Figure 9 (changed from Figure 8) in Section 4.2 lists the projects that are planned in the first six-years of the Plan. A number of these projects address the submitters concerns.
The draft Plan lacks discussion and targets around climate change mitigation. Section 2.4.4 and 2.4.5 should contain emissions targets and measures for assessing them.	Comment noted. Measures under Policy's 3.1 and 3.2 will contribute to lowering greenhouse gas emissions. However Measure 7 addressing Policy 3.2 has been added as a result of this submission.
Supports the Palmerston North City Council goal of making the city the best place in New Zealand to cycle, however notes the low priority given to cycling projects and the low per capita spend on cycling compared to other national and international cities. The Palmerston North cycle bridge should be given highest priority.	Comment noted. The prioritisation of projects is based on how projects meet national as well as regional priorities. Pedestrian and cycling projects have been prioritised at number 4 regionally. However projects from different activity classes do not compete against each other for funding. For example, projects in the walking and cycling activity class do not compete for funding against local road improvement projects. The GPS sets the national funding available for all activity classes. The proposed funding for walking and cycling in the 2015-2018 period is between \$46 – 103 million.
Priority should be given to a separated cycle path on Old West Road, Palmerston North, which is used by recreational cyclists, commuters and school aged children for accessing Massey University and the city. Unclear who has responsibility for cycle planning and safety.	Comment noted. Potential works are prioritised based on their strategic alignment with GPS priorities. At this stage this section of SH57 is not considered a high enough priority for a separated cycle path. This section is currently of a standard that is generally appropriate to the traffic volumes it is carrying.
Notes that the major cycling projects proposed (State Highway 3 cycle path and Wanganui River) target recreational cyclists or tourists. The focus should be on short trips and implementing separated cycle paths to encourage a mode shift from private vehicle to cycling for short trips, as is being done in other parts of the country.	<p>Comment noted. The need for separated cycle paths is being considered as part of Palmerston North City Council's Integrated Transport Strategy and implementation plan. As such a clear direction has yet to develop, but these will only be considered where they are warranted. Council's current priority is to deliver off-road paths identified as part of the 2007 Manawatu Active Transport Strategy.</p> <p>While there are \$2.2M allocated for the Whanganui River Cycleway, there are also \$4.5M allocated for Urban Wanganui Walking and Cycling projects in Section 4.2.</p>
Notes references in the document to safety but only three projects which mention	Comment noted. Of the projects listed in Figure 9 (changed from Figure 8): full

<p>safety (totalling \$13 million of the total \$506 million proposed spend). Further funding should be allocated towards safety projects and a full cost-benefit analysis of the proposed spend should be undertaken.</p>	<p>list of activities on pages 42-44, 15 projects directly contribute to the safety objective. It should also be noted that a number of other projects will have positive safety (such as the Otaki to Levin section of the Wellington Road of National Significance) outcomes however the primary purpose of the project contributes to another objective.</p>
<p>Notes the absence of details of upgrades to State Highway 57, particularly the Millricks-Kendall Line project which was previously proposed.</p>	<p>Comment noted. The Millricks to Kendall project does not have sufficient priority to proceed in this NLTP. A corridor study has been undertaken of the route between Levin and Hastings, incorporating SH57, and possible works identified. These works do not currently have sufficient priority for the 2015-18 NLTP and further work is being undertaken at a detailed level to prepare items for consideration for 2018-21 and beyond.</p>
<p>Additional points from hearings:</p>	
<p>Recommendation:</p> <ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes the addition of Measure 7 under Policy 3.2 as a result of this submission. 	

<p>SUBMISSION NUMBER: 17 SUBMISSIONS HEARINGS PAGE: 115 NAME/ORGANISATION: Tom Shannon</p>	
<p>Summary of submission and decision sought</p>	<p>Officers' response and recommended action</p>
<p>Concerned over road safety at the Manawatu Gorge and approaches (Ashhurst and Balance bridges).</p>	<p>Concerns noted.</p>
<p>Limitations through the Gorge result in faster and often more dangerous driving behaviour at the approach. Visitor numbers to the Te Apiti Gorge Park continue to grow, placing cyclists and walkers at risk.</p>	<p>Noted.</p>
<p>Notes that plans are being developed for a cycle/walkway across the Ashhurst Bridge on State Highway 3 to alleviate some safety issues however, suggests the following improvements which should be undertaken urgently to reduce the risk:</p> <ul style="list-style-type: none"> - Signage warning cyclists who travel through the Gorge; - Restrictions on cyclists using the Ashhurst bridge - Double yellow lines from the Ashhurst Bridge into the Gorge to reduce risk of high speed overtaking; 	<p>Concerns noted. The Transport Agency will continue to monitor this section of state highway closely given the increase in recreational traffic now using the Gorge. However there are no immediate Plans to address the submitters concerns.</p>

- 80km per hour restriction from Ashhurst to Woodville cemetery;	
Notes that the speed restriction proposed would not significantly impact on travel times, given the restrictions within the Gorge, however it would significantly impact on safety concerns at the intersection of State Highway 3 and 57, the two bridges and through the Gorge.	Concerns noted. The Transport Agency will continue to monitor this section of state highway closely given the increase in recreational traffic now using the Gorge. However there are no immediate Plans to address the submitters concerns.
Cyclists and walkers should be restricted from using this area until a practical and more permanent solution can be implemented.	Concerns noted. The Transport Agency will continue to monitor this section of state highway closely given the increase in recreational traffic now using the Gorge. However there are no immediate Plans to address the submitters concerns.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of this submission. 	

SUBMISSION NUMBER: 18	
SUBMISSIONS HEARINGS PAGE: 116	
NAME/ORGANISATION: Rangitikei District Council	
Summary of submission and decision sought	Officers' response and recommended action
Supports the draft Plan and notes that 'efficient road maintenance and delivery' and 'improved connectivity of key strategic routes' are priorities which align well with Rangitikei's roading network requirements.	Support noted.
Supports the priority 'efficient, accessible and affordable public transport networks', specifically providing frequent, reliable and cost-effective services in and between centres and ensuring the system is affordable and accessible.	Support noted.
Wishes to discuss opportunities for ensuring accessibility to specialised health services in Palmerston North and Wanganui and promoting the use of public transport for commuting to work.	Comment noted. Horizons currently financially supports the St Johns Marton health shuttle that enables residents of Marton to access health services in Palmerston North. Horizons also contracts a commuter bus service from Marton to Palmerston North. If services are not meeting the needs to the community Horizons is willing to discuss additional opportunities.
Acknowledges the potential role of KiwiRail in efficient freight distribution in the region. Urges Horizons to advocate for investment in rail freight services and infrastructure in the next Government Policy Statement.	Comment noted. RTC to continue to advocate with KiwiRail on increased investment in rail infrastructure.

Understands the emphasis placed on ensuring continuation of the Capital Connection rail service, however requests that advocacy extends to reintroducing the stop in Taihape for the Northerner service as passenger rail access does not exist in the Rangitikei.	Comment noted. RTC to continue to advocate with KiwiRail on the continuation of the Capital Connection passenger service as well as advocate for the reintroduction of a stops servicing the Northern Explorer passenger service.
Suggests discussion around resilient flood protection against flooding of State Highway 3 at Whangaehu under the commentary of Strategic Priority 2.	Comment noted. The Transport Agency monitors the entire state highway network for resilience risk and this area isn't currently considered a high risk area. The Transport Agency will continue to monitor the situation as part of their normal Asset Management practices.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of this submission. 	

SUBMISSION NUMBER: 19	
SUBMISSIONS HEARINGS PAGE: 118	
NAME/ORGANISATION: Federated Farmers of New Zealand	
Summary of submission and decision sought	Officers' response and recommended action
Requests that Councils review reliance on property value rating as a means of funding roading activities, particularly given the high value of farm properties and the expected decline in rural population.	Comment noted. The purpose of the Plan is to provide a strategic direction for land transport investment in the Region. Funding decisions of local authorities are made under the auspices of the Local Government (Rating) Act 2002 which gives local authorities flexibility in the way they fund their activities.
Notes funding pressures for road maintenance and requests that given the importance of the network to rural communities, that consultation be undertaken before maintenance funding is directed away from rural roading infrastructure.	Comment noted. Local authorities councils will still consult the community via their own Long Term Plan processes. Most local authorities in the Region will be undertaking consultation in March / April 2015.
Suggests a user pays system for funding roads, seeking further central government contributions for initiatives that are likely to be of a national benefit. At a local level, contributions should be sought from local road users who will benefit (for example freight companies who will benefit from developments to support proposed freight hubs).	Comment noted. Funding for roads is via the National Land Transport Fund (NLTF) and local funding sources. The NLTF is a hypothecated funding system, therefore all income generated is from land transport users of the network. Funding decisions of local authorities are made under the auspices of the Local Government (Rating) Act 2002 which gives local authorities flexibility in the way they fund their activities.
The rural roading network should be given greater consideration and significance in the draft Plan. This includes consideration of a better roading rating system.	Comment noted. Efficient road maintenance and delivery has been given the highest strategic priority in the Plan. The majority of the Region's roading network is rural roads.
Notes that rural crash statistics are often unreported unless death or injury occurs.	Comment noted. Reported crashes are a crude measure of the state of a

<p>A better reporting system is required to allow Territorial Authorities to make informed decisions which are appropriate for the local communities.</p>	<p>roading network. Other tools that local authorities have at their disposal such as RAMM data provides a measure of the condition of each road element, which can be used to assess routine maintenance and rehabilitation needs.</p>
<p>Notes the limitations of the Manawatu Gorge route and the importance of this route to the rural industry and requests that a dedicated bypass between Woodville and Mount Stewart/Feilding be given greater emphasis in the Plan.</p>	<p>Comment noted. During the significant closure of the Manawatu Gorge SH3 in 2011/12, the Transport Agency investigated the possible alternative routes (Saddle Road and Pahiatua Track) to the Gorge route so that the chosen route could provide a consistent level during times the Gorge route is closed. The Saddle Road was chosen as the preferred alternative and the Transport Agency has spent \$4.5 million upgrading the Saddle Road so that it provides increased route security and resiliency for east/west traffic and freight movement. The Transport Agency has also installed additional rock fall catch fences and barriers to improve network resilience in the Gorge during the 2014-15 year. The inter-regional route proposed is not considered a priority for investment at this time.</p>
<p>Growth at the Feilding saleyards is placing increasing pressure on the surrounding road network and an efficient roading system needs to be developed to support the yards.</p>	<p>Comment noted. Manawatu District Council are aware of the parking issues associated with the sale yards operations, but not aware of efficiency concerns. We would welcome direct dialogue with Federated Farmers to discuss specific issues. The Feilding sale yards are accessed principally off arterial roads and State highways which provides good capacity and access.</p>
<p>Priority should be given to improving the road layout and traffic controls at the Heads Road/Beach Road intersection/rail crossing in the Wanganui-Castlecliff transport hub.</p>	<p>Comment noted. This will be subject to Transport Agency investment. Wanganui DC has the project allocated for construction in the 2018/19 year.</p>
<p>Priority should also be given to development of a rail overbridge in Wakefield Street, Wanganui East to cater for rail yard upgrades, with support from KiwiRail.</p>	<p>Comment noted. This is subject to Transport Agency investment. The Wanganui DC has the project allocated to be completed in the 2017/18 financial year.</p>
<p>Planning for the Dublin Street bridge replacement should be given priority to cater for future heavy vehicle flows.</p>	<p>Comment noted. The Wanganui DC acknowledge that a detailed investigation needs to take place on this structure's lifecycle condition and find ways to extend its life.</p>
<p>Additional points from hearings:</p>	
<p>Recommendation:</p> <ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of this submission. 	

SUBMISSION NUMBER: 20	
SUBMISSIONS HEARINGS PAGE: 126	
NAME/ORGANISATION: New Zealand Transport Agency	
Summary of submission and decision sought	Officers' response and recommended action
Notes and supports the whole of system approach taking in developing the draft Plan.	Support noted.
Supports the importance placed on freight movements through the region and developing the region as a freight hub.	Support noted.
Supports Policy 2.1 (maintain and improve the strategic transport network to ensure inter- and intra-regional accessibility and links).	Support noted.
Supports the commentary in regards to resilience of the strategic network.	Support noted.
Supports the recognition of the impact of declining populations and resulting affordability pressures.	Support noted.
Suggests that the Committee place greater emphasis on safety given figures for fatal and serious crashes have shown an increase compared to previous years.	Comment noted. Improving safety is one of the identified issues and objectives of the Plan. Commentary has been added in Section 2.2.5 to reflecting the increase in 2014 fatalities on the Regions roads.
Notes that section 2.4.1 should be clarified to acknowledge that the funding for maintenance allocated in the National Land Transport Programme is greater than ever before. This section should also clarify that bridge replacement programmes are determined by condition of the bridge, not age.	Comment noted. Commentary in Section 2.4.1 has been amended as a result of this submission. Commentary in Section 2.2.6 has been amended as a result of this submission.
Section 3.1.2 should be rewritten to clarify that the Transport Agency manages distribution of funds with input from transport partners.	Comment noted. Commentary added to Section 3.1.1 (Note: that numbering in draft Plan was incorrect).
Section 3.1.2 contains an error regarding the statement around application of the regional improvements fund. The correct position is that projects to which this fund may apply will be profiled against the Investment Assessment, as part of the National Land Transport Programme, which will provide a prioritisation of projects for investment.	Comment noted. At the time of preparing the draft Plan there was uncertainty around the application of the regional improvements fund. Commentary in Section 3.1.2 been amended as a result of the submission.
Section 3.1.4 references cycleway improvements funding and is not accurate in describing the eligibility of projects for funding. The project must be in the Regional Land Transport Plan to be eligible for funding so projects in the current RLTP are eligible.	Comment noted. Commentary in Section 3.1.4 has been amended as a result of this submission.
References to the Funding Assistance Rate review do not acknowledge the increased FAR for most approved organisations and reference should be	Comment noted. Commentary in Section 2.2.6 has been deleted as a result of this submission.

reconsidered in light of this positive outcome, for example section 2.2.6	
Suggests that references to the current levels of service be changed to the One Network Road Classification (ONRC) customer levels of service as over the life of the Plan, approved organisations will be applying the ONRC to their networks.	Comment noted. The Plan references the ONRC and its implementation in Section 2.2.6. While it is acknowledged that the ONRC will determine levels of service for all approved organisation, for simplicity, and the public benefit the Plan will refer to this as levels of service.
Suggests the first paragraph of section 2.4.1”to ensure that the roading asset provided meets the community’s expectations” be reworded to “to maintain the asset to the agreed ONRC customer levels of services”.	Comment noted. While the ONRC provides a ‘baseline’ of the agreed standard of a road depending on where it lands on the ONRC hierarchy, nevertheless a road controlling authority may provide a higher level of service should it wish.
The last sentence of paragraph three of section 2.4.1 which refers to classification of a road determining funding is not correct and should be removed from the draft.	Comment noted. Commentary amended in Section 2.4.1 as a result of the submission.
Section 2.1.8 - references to Palmerston North being a staging point for Fonterra’s Whareroa plant should be removed as the product now only travels through the region. The Fonterra Pahiatua plant expansion will contain warehouse facilities.	Comment noted. Commentary amended in Section 2.1.8 as a result of this submission.
Suggests amending the comment in section 2.1.8 that processed meat is trans-shipped as the product is exported from ports, not trans-shipped	Comment noted. Commentary amended in Section 2.1.8 as a result of this submission.
Suggest including Port Taranaki to the list of ports where logs are exported in Section 2.1.8	Comment noted. Commentary amended in Section 2.1.8 as a result of this submission.
Section 2.2.1 should include details on the One Network Road Classification.	Comment noted. Commentary added in Section 2.2.1 as a result of this submission.
Correct references in section 2.2.2 that two thirds of New Zealand’s freight movements occur in the Golden Triangle. Latest figures show this is 45%.	Comment noted. Commentary amended in Section 2.2.2 as result of this submission.
Section 2.2.2 references to the favoured proposal for the Otaki to Levin section of the Road of National Significance should be redrafted to clarify that although provision will be made for a four lane corridor, the proposal at this stage is to build a two-lane carriageway.	Comment noted. Commentary amended in Section 2.2.2 as result of this submission.
Recommend updating figure 4 with the 2014 fatal and serious crash data to show a reversing negative trend as per previous comments.	Comment noted. Figure 5 in Section 2.2.5 has been amended as a result of this submission.
Suggests including commentary in section 2.4.4 on the importance of providing walking and cycling facilities to connect to main urban centres. Also include further comment on this under Policy 4.	Comment noted. Additional commentary added to section 2.4.4 as a result of this submission. No change to Policy 4 recommended. Policy 4.1 covers the construction of new walking and cycling infrastructure.
Suggests including the Transport Agency as an investment partner under Policy 5.1.	Comment noted. Policy 5.1 amended as a result of this submission.
Suggests amending the last paragraph of page 36 from overweight vehicles to HPMV vehicles.	Comment noted. Commentary amended as a result of this submission.

Suggests amending references to Port of Napier on page 46 and 47 (significant inter-regional activities) to Hawkes Bay.	Comment noted. Commentary amended as a result of submission.
Suggest wording change for the last activity on page 47 (significant inter-regional activities between Horizons and Taranaki) to “.....across the southern North Island can be maximised”	Comment noted. Commentary amended as a result of submission.
References to NZTA throughout the document should be changes to NZ Transport Agency or Transport Agency.	Comment noted. Commentary amended as a result of submission.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Sections 2.1.8, 2.2.1, 2.2.2, 2.2.5, 2.2.6, 2.4.1, 2.4.4, 3.1.1, 3.1.2, 3.1.4 and Policy 5.1 as a result of this submission. 	

SUBMISSION NUMBER: 21	
SUBMISSIONS HEARINGS PAGE: 131	
NAME/ORGANISATION: Department of Conservation	
Summary of submission and decision sought	Officers' response and recommended action
Notes that the Department of Conservation (DoC) has now been recognised as a Road Controlling Authority eligible for 51% New Zealand Transport Agency funding on transport activities.	Comments noted.
DoC would like to collaborate with the Regional Transport Committee and member councils to design, contract and deliver appropriate road management programmes for the key roads identified within the Horizons Region (Mangatepopo Road, Link Road and Barryville Road).	Comments noted. Ruapehu District Council has invested significantly in pavement rehabilitation on priority sections of Ongarue Waimiha and Poro o ta rao Road to its boundary with Waitomo District Council roads. The works form a part of the overall asset management plan for the District.
To achieve consistency with the one network approach, DoC seeks to adopt the road management practices of the Council that manages the adjoining portion or road and combine maintenance packages to achieve efficiencies.	Comments noted. Where efficient and effective solutions are demonstrated, collaboration is supported by Councils as they have established network management functions. The Department is advised to approach the local Council in each particular situation.
Seeks support from the Committee to estimate costs for the effective management of these roads and requests involvement in the Regional Advisory Group.	Comments noted. RTC to officially invite the Department to engage with the Regional Advisory Group on this matter.
A detailed asset management plan will also be developed and involvement in the Regional Advisory Group would be welcomed to assist the Department in developing this Plan and building a collaborative relationship.	Comments noted. Asset management functions are delivered by each approved organisation. Where efficient and effective solutions are demonstrated, collaboration is supported by Councils as they have established network management functions. The Department is advised to approach the

	local Council in each particular situation.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission; and • The RTC to officially invite the Department to engage with the Regional Advisory Group to seek advice on the management of DoC controlled roads. 	

SUBMISSION NUMBER: 22	
SUBMISSIONS HEARINGS PAGE: 42	
NAME/ORGANISATION: Cycle Aware Manawatu	
Summary of submission and decision sought	Officers' response and recommended action
Supports the increased focus on resilient multi-modal transport options.	Support noted.
Recommends increasing the priority given to the shared path from Palmerston North to Ashhurst, the Manawatu River clip-on at Ashhurst and the shared path to Longburn.	<p>Comment noted. The prioritisation of projects is based on how projects meet national as well as regional priorities. Pedestrian and cycling projects have been prioritised at number 4 regionally. The PNCC package of Walking and Cycling improvements in Figure 8 (changed from Figure 7) does include the PNCC portion of the Feilding to Palmerston North shared path.</p> <p>Projects from different activity classes do not compete against each other for funding. For example, projects in the walking and cycling activity class do not compete for funding against local road improvement projects. The GPS sets the national funding available for all activity classes. The proposed funding for walking and cycling in the 2015-2018 period is between \$46 – 103 million.</p>
Bike racks on buses should be implemented on all bus routes, along with secure bike parking facilities at some bus stops.	Comment noted. Horizons is investigating fitting bike racks on its Palmerston North, Feilding and Wanganui contracted bus services.
The Palmerston North bus terminal lacks simple and safe pedestrian access and should be improved. Access to the Palmerston North rail station could also be improved, for instance through provision of bus services, provision of secure bike parking or allowing bikes on the train to Wellington.	Comment noted. A programme to upgrade the Palmerston North bus terminal is included in the Palmerston North City Council's draft Ten Year Plan and will provide a safer facility for users. Horizons is not currently considering bus services to the rail station given the small amount of passenger rail services currently provided. Currently KiwiRail have no plans for infrastructure upgrades at the rail station.
Further funding and priority should be allocated to walking and cycling projects in the Plan.	Comment noted. The GPS sets the national funding available for all activity classes. The proposed funding for walking and cycling in the 2015-2018 period is between \$46 – 103 million.

The importance of freight transport to the region's economy is understood, however trucks are overrepresented in cyclist fatalities nationally. A greater focus on rail freight would help keep vulnerable road users safe, as well as reduce congestion and road maintenance costs, and lower carbon emissions.	Comment noted. Additional commentary on the role of rail freight has been added in Sections 2.2.1, 2.2.2 and 2.4.2 as a result of this submission.
The Plan lacks data regarding the economic contribution and growth of various sectors and evidence should be provided to justify making economic contributions a priority over other transport needs such as an aging population and multi-modal transport.	Comment noted. The Plan is required to be consistent with the GPS on Land Transport Funding. The strategic direction of the current GPS 2015 is economic growth and productivity; road safety and value for money. Additional commentary has been added in Section 2.1.8 as a result of this submission.
The Plan references multi-modal resilient infrastructure yet cars attract the most funding. To achieve a multi-modal system, walking and cycling must receive a higher priority, including a greater percentage of funding.	Comment noted. The GPS sets the national funding available for all activity classes. The proposed funding for walking and cycling in the 2015-2018 period is between \$46 – 103 million.
Supports building new facilities for cycle touring and walking tourists. However, existing facilities must also be maintained and notes significant gaps in the national cycle trail, including safe access from urban areas such as Palmerston North and Wanganui.	Support noted. A joint project between the Transport Agency and Wanganui District Council to join Wanganui City to the Mountains to Sea Trail is included on page 41 of the Plan. Part of this project is to provide separated access for cyclists on the section from Upokongaro to the Wanganui Rail Bridge.
Recommends that Horizons adopt a system similar to the Swedish Vision Zero to lower the region's death and serious injury toll. This requires a greater focus on changing road design and infrastructure.	Comments noted. The current national road safety strategy, <i>Safer Journeys</i> , recognises the importance of a safe system to increase road safety outcomes. A core component of the strategy is better road design and infrastructure so that roads are more predictable and that road users can expect particular safety features on different types of roads.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Sections 2.1.8, 2.2.1, 2.2.2, 2.4.2 as a result of this submission. 	

SUBMISSION NUMBER: 23	
SUBMISSIONS HEARINGS PAGE: 48	
NAME/ORGANISATION: Murray Guy	
Summary of submission and decision sought	Officers' response and recommended action
Notes the importance of spatial planning with respect to transport planning into the future and the need for a "blue print" master plan. The Joint Transport Study (JTS) developed in 2010 formed this blue print and the draft Plan identifies the importance of this study.	Comments noted.

A number of the proposals identified in the JTS and outlined in section 2.2.1 of the draft Plan are not addressed in the draft which only has a 10 year horizon.	Comments noted. The RTC notes the importance of the JTS to the Plan and that most proposals are still relevant, however the programme component of the Plan can only include projects that are put forward for inclusion by the supporting approved organisation in the first six-years of the Plan.
Suggests that the RLTP should have a longer planning duration, for example, 30 years, to capture the proposals outlined in the JTS. Believes that long term transport planning provides certainty for business confidence and economic growth and the draft RLTP could show more commitment to this by having a longer-term planning horizon.	Comment noted. The Plan must set out the Regions' objectives, policies and measures for at least 10 financial years from the start of the Plan. The 10 year duration now aligns with Council's Long Term Planning horizon and the RTC considers this appropriate.
Submits that the hierarchies of Stoney Creek and Campbells Roads be changed from Minor arterial to Major arterial roads.	Comment noted. The JTS identified a bypass of Bunnythorpe as a higher priority than either Campbells Road or Stoney Creek Road. The current classification is all that can be justified at present based on current traffic conditions and city growth forecasts.
Additional points from hearings:	
Recommendation: <ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of this submission. 	

SUBMISSION NUMBER: 24	
SUBMISSIONS HEARINGS PAGE: 49	
NAME/ORGANISATION: Ruapehu District Council	
Summary of submission and decision sought	Officers' response and recommended action
Overall supports the direction of the draft Plan.	Support noted.
Agrees with the key issues identified.	Noted.
Notes the importance of maintaining transport links to the Ruapehu District's economy.	Noted.
Requests Horizons continue to advocate for the following projects: <ul style="list-style-type: none"> - Maintaining freight and passenger rail services on the North Island Main Trunk line between Manawatu and Waikato; - KiwiRail to continue to promote long distance passenger rail services in partnership with Regional Tourism Organisations; - Restructure of the Capital Connection rail service to ensure it is economic 	Comment noted. RTC to continue to advocate with KiwiRail on the continuation of the Capital Connection passenger service as well as advocate for the reintroduction of a stops servicing the Northern Explorer passenger service.

and affordable.	
Supports Method 2.2.1 (upgrading rural roads and bridges as necessary)	Support noted.
Notes that farming and forestry are the district's largest primary industries however as a landlocked and 'port-less' region, many of the economic benefits of logging are seen elsewhere. Requests that Horizons continue to support the movement of freight through transport planning and other initiatives to mitigate adverse effects from forestry.	Noted.
Strongly supports Strategic Priority 3 and 5. Supports policies 3.1, 3.2, 5.1 and 5.2.	Support noted.
Notes the importance of retaining the Taumarunui Mobility Van and St John Waimarino Health Shuttle for the district. Requests that the Raetihi to Ohakune shopper service be reviewed and funded if there is viable demand.	Support noted. Horizons reviews all of its contracted passenger services when they are due for retender. The Raetihi to Ohakune service will be reviewed in the first half of the 2015-16 financial year.
Supports the completion and further development of regional cycling routes.	Support noted.
Supports planned improvements to the section of the Mountains to Sea cycleway between the intersection of State Highway 4 and the Wanganui River Road and Upokongaro.	Support noted.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission. 	

SUBMISSION NUMBER: 25	
SUBMISSIONS HEARINGS PAGE: 139	
NAME/ORGANISATION: Napier Port	
Summary of submission and decision sought	Officers' response and recommended action
Notes that there is little data within the draft Plan regarding the future freight task to allow an informed understanding of issues, strategic priorities or project priorities. Suggests that broad statements within the draft regarding freight demand be reviewed and quantified. Details such as location, scale, timing, freight capacity, likely mode etc should be included, or referenced.	Noted. Commentary in Section 2.1.8 has been amended to include requested data as a result of this submission.
Suggests that regional GDP data be included to show the relative contribution by sector to road usage for example, how does freight distribution compare to the	Noted. Commentary in Section 2.1.8 has been amended to include requested data as a result of this submission.

other key sectors of education, agriculture/horticulture, forestry and tourism. This should provide a clear link to the strategic priorities and projects.	
Suggests reviewing section 2.2.6 now that the Funding Assistance Rates are confirmed.	Comment noted. Commentary in Section 2.2.6 has been deleted as a result of this submission.
Notes that some statements in the draft should be substantiated by up-to-date data to portray the correct impression on certain issues. For example, references to public and private sectors working together in the context of the Longburn Intermodal Freight Hub are not correct as this is a private sector joint venture.	Comment noted. Commentary in Section 2.2.1 has been amended as a result of this submission.
The following statement in section 2.1.8 is misleading “Palmerston North has good access to hinterlands that produce New Zealand export commodities and provides a staging point for export of these out of ports in Napier, New Plymouth and Wellington, or even Auckland or Tauranga. In particular, it is the staging point between Fonterra output from the Whareroa plant in Hawera and export ports in Napier, Tauranga and Auckland”. Submission provides data and a detailed explanation of the correct position and how this could be reworded in the final document	Comment noted. Commentary in Section 2.1.8 has been amended as a result of this submission.
The high impact role Napier Port plays in assisting the export based portion of the Horizons economy area and the importance of west-east routes for export freight in particular are not given enough weight.	Comment noted. The RTC notes that two major construction projects linking the Hawkes Bay and Horizons Regions have been strongly advocated for use of Regional (R) funding by the Committee in recent years and notes the importance of these projects. These two projects, Papatawa Realignment and Whakaruatapu Bridge replacement, will improve the connectivity between the Port of Napier and the Horizons Region.
The interdependency of neighbouring regions to help deliver efficient point to point journeys is understated and Hawkes Bay is not recognised as a key ‘Other Region’ worthy of ‘Improved Linkages’ in section 2.2 and 2.2.1	Comment noted. Additional commentary added in Section 2.2.2 as a result of this submission.
The resilience and reliability of the Manawatu Gorge is critical for west-east heavy transport (road and rail). The draft Plan appears to endorse the Saddle Road as a secondary strategic link, playing an increasing role as an east-west link and Manawatu Gorge alternative. This route is not a satisfactory alternative and other options must be looked at.	Comment noted. An upgrade of the Manawatu Gorge (SH3) is currently uneconomic and in the rare instance that a major closure occurs then the Saddle Road is the preferred alternative route for high productivity motor vehicles.
Notes that rail will play an increasingly important role in the next ten years, especially for exported forestry product.	Comment noted. Additional commentary has been added in Sections 2.2.1, 2.2.2 and 2.4.2 as a result of this submission.
Does not agree with the prioritised list of projects. North-south connections are catered for but there is only one project addressing west-east travel (the Manawatu Hill realignment), this project is not considered critical. The Plan identifies two vulnerable sections of the network (State Highway 1 at Whirikino Trestle and State Highway 3, Manawatu Gorge) yet only the Whirikino Trestle is addressed.	Comment noted. An upgrade of the Manawatu Gorge (SH3) is currently uneconomic and in the rare instance that a major closure occurs then the Saddle Road is the preferred alternative route for high productivity motor vehicles. The RTC notes that two major construction projects linking the Hawkes Bay and Horizons Regions have been strongly advocated for use of Regional (R) funding by the Committee in recent years and notes the

	importance of these projects in terms of east-west travel.
References to the importance of the Manawatu Gorge and its low resilience rating should be strengthened. Submission contains data regarding the impact of the Gorge closures which could be included in the final Plan.	Comment noted. Section 2.2.3 amended as a result of this submission.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Sections 2.1.8, 2.2.1, 2.2.2, 2.2.3, 2.2.6 and 2.4.2 as a result of this submission. 	

SUBMISSION NUMBER: 26	
SUBMISSIONS HEARINGS PAGE: 148	
NAME/ORGANISATION: Taranaki Regional Council	
Summary of submission and decision sought	Officers' response and recommended action
Endorses the recognition given in the draft to the importance of growing freight hubs in the Horizons region and the importance of providing efficient and resilient road and rail networks.	Support noted.
Endorses the acknowledgment that Palmerston North provides the staging point for export of commodities out to various ports, including Port Taranaki.	Support noted.
Notes the importance of providing inter-connectivity between regions for freight coming from Port Taranaki via State Highway 3.	Noted.
Supports the Regional Growth Study and wishes to receive a copy when finalised.	Noted. A copy will be distributed when the Study is available
Notes that Taranaki faces similar issues regarding the impact of harvest of the forestry estate.	Noted.
Supports the issues identified in the draft Plan.	Support noted.
Generally supports the objectives identified and notes those identified in the Taranaki draft Plan.	Support noted.
Supports the six strategic priorities identified, in particular, priority 2 (improved connectivity of key strategic routes) with reference to linkages to the Taranaki region.	Support noted.
Strongly supports the importance of completing the sealing of State Highway 43 between the Ruapehu and Stratford districts.	Support noted.

Supports promoting and facilitating cycle tourism in the region.	Support noted.
Supports policies 2.1 and 2.3, as well as those relating to promoting and providing stock effluent disposal sites in the region.	Support noted.
Supports the inclusion of the table on page 46 (significant inter-regional activities between Horizons and Taranaki). Notes that the last sentence in this table should read 'Port Taranaki' not 'Port of Napier'. Also notes that while the Tangahoe Bridge will be strengthened for HPMV requirements, Taranaki Regional Council's view is that this bridge should be replaced and realigned.	Noted. Section 5 updated as a result of this submission.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes change to Section 5 as a result of this submission. 	

SUBMISSION NUMBER: 27	
SUBMISSIONS HEARINGS PAGE: 152	
NAME/ORGANISATION: Hawke's Bay Regional Council	
Summary of submission and decision sought	Officers' response and recommended action
Aggress that maintaining efficient links between regions is vital, however notes that section 2.2 does not discuss in detail the importance of links to the Port of Napier. Submission provides figures from the National Freight Demand Study 2014 which highlights this.	Comment noted. Additional commentary has been added as a result of this submission in Section 2.2.2.
Considers State Highways 2 and 3 to Palmerston North to be of sufficient strategic importance to warrant discussion in section 2.2.2 and as an inter-regional issue in section 5. Notes that section 2.4.2 references State Highway 2 and 3 only in the context of closures of the Manawatu Gorge, however improving freight efficiency across this route is paramount.	Comment noted. Additional commentary added in Section 2.2.2 as a result of this submission. State Highway 3 has been added into the commentary in Section 5 as a result of this submission. Section 2.4.2 has been amended as a result of this submission.
Supports the identification of activities in Hawkes Bay as inter-regionally significant and suggests that section 2 should have consistent emphasis.	Comment noted. Commentary added in Section 2.4.2 as a result of this submission.
Encourages Horizons to commence an investment logic mapping process for alternatives to the Manawatu Gorge route.	Comment noted.
Requests that the Palmerston North City Council programme relating to upgrade of strategic routes for HPMV capability be brought forward to year one or two of the	Comment noted. There is limited scope for bringing this work forward as development of a business case to support the investment will not be starting until 2015/16. PNCC investment is timed to tie in with expansion of the North-

Plan. This work is vital to maximise benefits of proposed HPMV improvements in the Hawkes Bay.	East Industrial Zone expected from 2017 on.
Consider that the priority given to HPMV improvements and the Manawatu Hill realignment are appropriate.	Noted.
Notes that the Manawatu Hill Realignment project on State Highway 2 has been included in the priority list at the request of the RTC but has not formally been submitted by the Transport Agency for inclusion in the Plan. Supports the RTC's request.	Noted. The RTC will formally request the inclusion of the Manawatu Hill realignment project once the final Plan is adopted.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes change to Sections 2.2.2, 2.4.2 and 5 as a result of this submission. 	

SUBMISSION NUMBER: 28	
SUBMISSIONS HEARINGS PAGE: 155	
NAME/ORGANISATION: Martin Visser	
Summary of submission and decision sought	Officers' response and recommended action
Believes the draft Plan lacks balance for the region.	Comment noted.
Notes that the importance of Palmerston North and Wanganui as distribution/freight hubs is frequently referred to, however no mention is made of the importance of the Palmerston North/Wanganui road link as part of this concept.	Comment noted. SH3 that links Wanganui and Palmerston North is classified as a 'regional' road under the One Network Roding Classification. This means that the road makes a major contribution to the social and economic wellbeing of the Region and connects to regionally significant places, industries, ports or airports.
The draft Plan does not include mention of the significance of State Highway 4 (The Parapas) as an alternative route to State Highway 1.	Comment noted. Additional commentary has been added in sections 2.2.2 and 2.4.2 as a result of this submission.
Queries whether the figures given for Palmerston North as a major tourist destination include business and Massey visitors and therefore under-emphasise the role of the Ruapehu and Wanganui districts.	Comment noted. Data provided in the Plan is sourced from the Ministry of Business, Innovation and Employment / Infometrics. Data includes all types of visitors.
The draft lacks strategic direction, cohesion and inclusion. There is a risk in identifying Palmerston North as the epicentre of the lower North Island.	Noted. The Plan was prepared by the RTC which includes membership of all councils in the Region, the Transport Agency and other transport stakeholders.
Supports Wanganui District Council's submission with the request for more collaboration in addressing the needs of the greater region.	Support noted.

Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes change to Sections 2.2.2 and 2.4.2 as a result of this submission. 	

SUBMISSION NUMBER: 29	
SUBMISSIONS HEARINGS PAGE: 157	
NAME/ORGANISATION: Massey University	
Summary of submission and decision sought	Officers' response and recommended action
Supports the draft Plan and generally agrees with the strategic priorities presented.	Support noted.
Concerned that the list of projects proposed does not address concerns regarding safety on the section of State Highway 57 known as Old West Road, in particular the Turitea Stream Bridge crossing. The narrow bridge on Old West Road contributes to drivers choice of Tennant Drive as the preference.	Comment noted. A corridor study has been undertaken of the route between Levin and Hastings, incorporating SH57, and possible works identified, but at this stage this section is not prioritised highly. SH57 is the key journey from Levin to Ashhurst and the Manawatu Gorge, while Tennant Drive is the key journey between Linton and the City Centre as Tennant Drive, for those heading from Palmerston North to Wellington via Fitzherbert Avenue, is a considerably shorter route than SH57. The Old West Road section of SH57 is formed to a standard that is generally appropriate to the traffic volumes it is carrying.
Notes the development of FoodHQ which will result in additional facilities encompassing the Fitzherbert Science Centres and the Massey University Campus, bisected by Tennant Drive. Would like to see Tennant Drive downgraded to a local collector road with lower speeds to allow safer movement between parts of campus.	Comments noted. Palmerston North City Council would have to change to its roading hierarchy as a result of this development.
Suggests that safety improvements on Old West Road, along with a lower speed limit on Tennant Drive would result in greater traffic volumes using State Highway 57. This would improve the safety of pedestrians and cyclists on Tennant Drive.	Comment noted. Currently the Old West Road section of SH57 is formed to a standard that is generally appropriate to the traffic volumes it is carrying. However should there be changes to the form and function of Tennant Drive then this would need to be monitored by the Transport Agency.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there will be no change to the Plan as a result of their submission. 	

SUBMISSION NUMBER: 30 SUBMISSIONS HEARINGS PAGE: 58 NAME/ORGANISATION: Environment Network Manawatu	
Summary of submission and decision sought	Officers' response and recommended action
Notes that the percentage changes in figure one do not correspond with the figures shown	Comment noted.
Suggest greater consideration of trends such as reduced levels of car ownership, aging population and reduced vehicle kilometres travelled so that the assumptions on which the Plan is based are more comprehensive.	Comment noted. Section 2.1.7. discusses some of these changing trends.
The discussion in section 2.1.7 about the reasons for decline in vehicle kilometres travelled is important for planning and should shape the plan provisions.	Comment noted.
Section 2.1.8 lacks information about resilience challenges such as climate change, natural hazards and lack of alternatives to roads and private vehicles.	Comment noted. Discussion in Section 2.1.8 primarily relates to the key drivers of transport demand in the Region. Resilience issues are discussed in greater detail in Section 2.2.1, however additional discussion has been added around climate change challenges and natural hazards as a result of this submission.
More detailed data on forestry and other freight movements is required so that priorities relating to inter-regional linkages can be determined. Notes that there could be scope for increased use of rail freight.	Comment noted. Additional commentary has been added to Sections 2.1.8, 2.2.1, 2.2.2 and 2.4.2 as a result of this submission.
Notes that the needs of cycle tourists for safe access to the national cycleways are not reflected in the draft Plan.	Comment noted. A joint project between the Transport Agency and Wanganui District Council to join Wanganui City to the Mountains to Sea Trail is included on page 41 of the Plan. Part of this project is to provide separated access for cyclists on the section from Upokongaro to the Wanganui Rail Bridge.
Believes that the Plan has a strong roading focus with little attention given to making the transport network more resilient and more environmentally sustainable.	Comment noted. In preparing the Plan the RTC has to be satisfied that the Plan contributes to the purpose of the Land Transport Management Act 2003 and is consistent with the Government Policy Statement on Land Transport Funding. The Plan must also set out the Regions' land transport objectives, policies and measures for at least 10 financial years from the start of the Plan.
Notes that the draft references mitigating adverse environmental effects as an issue but does not given this issue further consideration. Recommends a full review of the draft based on a more thorough analysis of this.	Comment noted. Discussion has been added to Section 2.2.7 as a result of this submission.
Recommends that the Plan address electrification of vehicles with supporting infrastructure.	Comment noted.
Recommends that the Plan adopt a position that favours/assists car-sharing.	Comment noted. Commentary has been added in Section 2.2.7 as a result of

	this submission.
Suggests that safety and resilience objectives in the table in section 2.3 meet more GPS outcomes than is shown.	Noted. Table in Section 2.3 has been amended as a result of this submission.
<p>Recommends the following renumbering and amendments to the strategic priorities:</p> <ol style="list-style-type: none"> 1. Plan for and proactively respond to demographic change and impacts of land use to ensure that the land transport system is resilient, environmentally sustainable and meets the needs of all sectors of the community. 2. Efficient, accessible, and affordable public transport networks. 3. Increased focus on pedestrians and cycling 4. Improved connectivity within the region and between the region and other regions through a multimodal land transport system 5. A transport network that has safe and efficient routes for particular industries including logistics, agriculture, food and forestry, and tourism. 	<p>Comment noted. In preparing the Plan the RTC has to be satisfied that the Plan contributes to the purpose of the Land Transport Management Act 2003 and is consistent with the Government Policy Statement on Land Transport Funding. The Plan must also set out the Regions' land transport objectives, policies and measures for at least 10 financial years from the start of the Plan. Recommended no changes to the Strategic priorities and their order.</p>
Does not consider maintenance of the existing roading network to be a strategic priority or important deliverable of the Plan as this does not contribute to improved safety, resilience and environmental sustainability.	<p>Comment noted. Safety is a critical reason why maintaining the current asset is of high strategic importance. Should the roading network not be maintained to an appropriate standard then this can be a contributing factor in higher crash rates. Declining rating bases in the Regions rural local authorities is putting immense pressure on these authorities to maintain the existing asset. Many rural roads are the critical 'first and last km' of economic productivity and if the level of services drops this may have a negative impact on the Region's economy.</p>
Recommends that measures for pedestrians and cycling include an increase in the availability of cycling infrastructure that is separated from roadways and an increase in safety accommodations for cyclists at road intersections.	Comment noted. Improvements will be included where appropriate and should funding allow.
Recommends that the electrification of rail from Wellington to Palmerston North be complete by 2025.	Comment noted. KiwiRail currently has no plans for electrification of the NIMT between Waikanae and Palmerston North.
Strongly supports retaining the CO ₂ emissions reduction target of the operative Regional Land Transport Strategy 2010 (reduce emissions by 20% by 2020 relative to 2007 per capita emissions).	Comment noted. Measure 7 supporting Policy 3.2 has been added as a result of this submission.
Supports the addition of facilities for cyclists and pedestrians on the Whirikino Trestle Bridge replacement. Has concerns over the lack of safe access for cyclists and pedestrians on this key strategic route.	Comment noted. The needs of cyclists and pedestrians are always part of project planning for the Transport Agency and improvements will be made in conjunction with other improvement and renewal activities on SH1 as resources allow.
Strongly supports the Manawatu river bridge walking/cycling clip on at Ashhurst.	Support noted.

<p>Recommends more effective integration of land use and transport planning. The completion of Palmerston North City Council's Integrated Transport Strategy should be a high priority.</p>	<p>Comment noted. The ITS is due for adoption by Palmerston North City Council in May 2015.</p>
<p>Supports high quality public transport infrastructure and services and recommends that high priority be given to:</p> <ul style="list-style-type: none"> - Bus terminal improvements in Palmerston North; - Bus service information; - Bike racks on buses; - Improved passenger rail services between Palmerston North and Wellington; 	<p>Comment noted. A programme to upgrade the Palmerston North bus terminal is included in the Palmerston North City Council's draft Ten Year Plan and will provide a safer facility for users. Horizons is currently investigating installing bike racks on its Palmerston North, Feilding and Wanganui urban services. The RTC continues to advocate for the continuation of the Capital Connection passenger service as a priority before improved services are advocated.</p>
<p>Suggests a study be undertaken to identify safety and connectivity improvements for users of the national cycleways trails seeking to access the trails from the regional transport network.</p>	<p>Comment noted. The national cycleways are administered by the Ministry of Business, Innovation and Employment. The submitter is advised to consult the Ministry on such a study.</p>
<p>Additional points from hearings:</p>	
<p>Recommendation:</p> <ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Sections 2.1.8, 2.2.1, 2.2.2, 2.2.6, 2.2.7, 2.3 and Policy 3.2 as a result of this submission. 	

SUBMISSION NUMBER: 31	
SUBMISSIONS HEARINGS PAGE: 54	
NAME/ORGANISATION: FoodHQ	
Summary of submission and decision sought	Officers' response and recommended action
Notes the plans for development of a FoodHQ super campus which integrates the Turitea Campus of Massey University with the Fitzherbert Science Centre Campuses and AgResearch, Plant and Food Research, BCC, Assure Quality and Fonterra. This campus will be bisected by Tennant Drive.	Noted.
Plans are in place to develop Tennant Drive as part of the campus and the submission requests that the proposed changes and the roading, public transport and vehicle flow implications are incorporated into the Plan, specifically in section 2.1.8.	Comment noted. Additional commentary to Section 2.1.8 has been added as a result of this submission.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes change to Section 2.1.8 as a result of their submission. 	

SUBMISSION NUMBER: 32	
SUBMISSIONS HEARINGS PAGE: 159	
NAME/ORGANISATION: Richard Smith	
Summary of submission and decision sought	Officers' response and recommended action
The draft Plan lacks discussion on the Rangitikei District. There needs to be more focus on rail (freight and passenger) and buses connecting people within the district,	Comment noted. RTC to continue to advocate with KiwiRail on increased investment in rail infrastructure.
Agrees with the strategic priorities.	Support noted.
Additional projects which should be included in the Plan are bus and rail services in the Rangitikei.	Comment noted. The RTC will advocate for the reintroduction of a stops servicing the Northern Explorer passenger service. If services are not meeting the needs to the community Horizons is willing to discuss additional

	opportunities.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission. 	

SUBMISSION NUMBER: 33	
SUBMISSIONS HEARINGS PAGE: 161	
NAME/ORGANISATION: Richard Aslett	
Summary of submission and decision sought	Officers' response and recommended action
The draft Plan requires more focus on the Rangitikei District as it is very Manawatu/Wanganui focused.	Comment noted.
Broadly agrees with the strategic priorities.	Support noted.
More lobbying of KiwiRail/Central Government is required to reinstate the rail stops that ceased when the Northern Explorer passenger rail service changes came into effect. This train does not stop at any of the rail stations within the Rangitikei district. This almost limits the expansion of the national cycleways.	Comment noted. RTC to advocate to KiwiRail for the reintroduction of a stop(s) for the Northern Explorer passenger rail service in the Rangitikei District.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission. 	

SUBMISSION NUMBER: 34	
SUBMISSIONS HEARINGS PAGE: 62	
NAME/ORGANISATION: Te Apiti Manawatu Gorge Biodiversity Project Stakeholders	
Summary of submission and decision sought	Officers' response and recommended action
Seeks the continued inclusion of the Ashhurst Manawatu River bridge pedestrian/cycleway clip on in the Plan as a priority.	Comment noted. The Ashhurst Manawatu River (SH3) bridge is sitting as a priority 4 project in the Plan.
Numbers to the Te Apiti Manawatu Gorge park continue to rapidly increase with 96,000 last year (compared to 15,000 in 2006). Previous submissions are attached. Submission provides further details of current/planned activities in the area. This growth in non-motorised use of the bridge represents a hazard to both users and vehicles crossing the bridge.	Noted.
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission. 	

SUBMISSION NUMBER: 35	
SUBMISSIONS HEARINGS PAGE: 52	
NAME/ORGANISATION: Cath Ash	
Summary of submission and decision sought	Officers' response and recommended action
The draft Plan lacks discussion on the Rangitikei District and the importance of bus and rail connections in the district.	Comments noted.
Supports the emphasis on cycling and walking in the draft however requests that the needs of the elderly are considered, particularly within the context of strategic priority 2 and 5.	Comments noted. Commentary has been added in Section 2.4.5 as a result of this submission.
Suggests that State Highway 1 Foxton to Waiouru passing improvements project is not a priority and funds could be spent on other activities.	Comment noted. This project is currently in the Plan until further investigation is undertaken to warrant progressing the project.
Requests that commuter pick ups/drop offs at the rail stations within the Rangitikei are reinstated.	Comment noted. RTC to advocate to KiwiRail for the reintroduction of a stop(s) for the Northern Explorer passenger rail service in the Rangitikei District.

Requests that a commuter bus service from Rangitikei to Wanganui be established.	Comment noted. Horizons will publically consult on its draft Regional Public Transport Plan in March/April. Submitter is encouraged to submit to this process.
In addition to requesting reinstatement of passenger rail services in the district, more work should be done advocating for greater use of rail for freight.	Comment noted. Commentary amended in Sections 2.2.1, 2.2.2 and 2.4.2 as a result of this submission.
Additional points form hearing:	
Recommendation: <ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Sections 2.2.1, 2.2.2, 2.4.2 and 2.4.5 as a result of this submission. 	

SUBMISSION NUMBER: 36	
SUBMISSIONS HEARINGS PAGE: 163	
NAME/ORGANISATION: UCOL	
Summary of submission and decision sought	Officers' response and recommended action
UCOL campuses are located in Palmerston North and Wanganui and a fast and safe road link between the two centres is vital.	Comment noted. SH3 that links Wanganui and Palmerston North is classified as a 'regional' road under the One Network Rooding Classification. This means that the road makes a major contribution to the social and economic wellbeing of the Region and connects to regionally significant places, industries, ports or airports.
A long term strategy should be developed for State Highway 3 to include continuing improvement, widening, passing lanes and ideally dual carriageways along the entire route.	Comment noted. The Transport Agency is not planning to upgrade SH3 at this time as it performs within the Agency's expectations. There are strategies in place for SH3 which include incremental improvements but there is no likelihood of dual carriageway as traffic volumes do not necessitate this expenditure.
Additional points from hearings:	
Recommendation: <ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes there be no change to the Plan as a result of their submission. 	

SUBMISSION NUMBER: 37	
SUBMISSIONS HEARINGS PAGE: 164	
NAME/ORGANISATION: Automobile Association Wanganui	
Summary of submission and decision sought	Officers' response and recommended action
Supports work that improves State Highway 3. Believes that a more strategic view should be taken of this road, rather than just the proposed Wanganui to Whangaehu project.	Comment noted. The Agency is not planning to upgrade SH3 at this time as it performs within the Agency's expectations. There are strategies in place for SH3 which include incremental improvements. The Wanganui to Whangaehu section has been targeted as it falls below the Agency's level of service expectations for a road carrying these volumes of traffic.
Improvements to State Highway 2 should be curve easing, link width consistency and the completion of the passing lane strategy,	Comment noted. The Agency is not planning further upgrades of SH2 at this time other than those already underway as it performs within the Agency's expectations. SH2 has benefited from considerable investment in recent times with several projects completed. Projects currently being worked on are: Whakaruatapu construction underway, Otamaraho curves construction commencing early 2015, and Tahoraiti rail crossing and Manawatu Hill under investigation.
Recognises the importance of State Highway 4, especially during closures of State Highway 1. The draft Plan is silent on this and the final document should recognise this importance.	Comment noted. Additional commentary added to Sections 2.2.2 and 2.4.2 as a result of this submission.
Recommends that within the State Highway 4 emergency work, opportunities are taken to undertake safety improvement work within a coordinated framework.	Comment noted. Emergency reinstatement is for the sole purpose of reinstating normal road function. Improvements are prioritised nationally. SH4 has low traffic volumes and has a Primary Collector function under the ONRC.
Suggests that the Plan include greater discussion on the importance of forestry to the local economy and the resulting impact on the roading network.	Comment noted. Discussion added to Section 2.2.6 as a result of this submission.
Supports the inclusion of cycle improvements to the Wanganui network and construction of the Upokongaro to Wanganui cycleway. Recognises and supports the need for physical separation between vulnerable road users and motorists.	Support noted. This project is listed on Page 41 of the Plan as a Priority 4 project.
Recommends that planned improvement works for Mosston Road, Wanganui (total cost \$4.8 million) be included commencing in year 10 of the Plan.	Comment noted. Mosston Road's improvements are tied in with the extension of Fitzherbert Avenue. The project benefits are only maximised from having the Fitzherbert Ave link from Mosston Road to SH3 Carlton Road. Subject to Transport Agency investment, the Fitzherbert Ave extension will occur in 2020/21, with Mosston Road thereafter.
The provision of rest areas to assist in the prevention of fatigue related crashes should be referenced in the Plan.	Comment noted. Discussion added to Section 2.2.5 as a result of this submission.
Additional points from hearings:	

Recommendation:

- Thanks the submitter for their submission; and
- Notes changes to Sections 2.2.2, 2.2.5, 2.2.6, 2.4.2 as a result of this submission.

SUBMISSION NUMBER: 38**SUBMISSIONS HEARINGS PAGE: 167****NAME/ORGANISATION: Hancock Forest Management New Zealand.**

Summary of submission and decision sought	Officers' response and recommended action
Notes that the standard of the rural roading network will have a significant impact on efficiency and safety in transporting logs to market, as well as co-existing with other road users. Increasing use of the rural network by tourists provides a challenge in this area.	Comments noted.
Maintenance and improvements to the rural road network are critical to the ongoing viability of forestry.	Notes that maintenance of the network is the highest strategic priority of the Plan.
Agrees with the 'setting the scene' and 'issues' sections which outline increasing pressures due to forestry harvest. Notes that comments in section.2.1.8 around "...when it gets harvested will generally depend on its commodity price at that time." are true for small woodlots but not of larger companies with substantial holdings.	Comments noted. Discussion amended in Section 2.1.8 as a result of this submission.
Detailed harvest schedules are available which have been provided to councils on an ad-hoc basis. Suggests that this information could be consolidated from the larger companies in the region, with routine updating and become available for all councils. Suggests that given the strategic function, Horizons would be the logical party to coordinate this, potentially via a forestry strategic planning group.	Comments noted. Asset managers from Wanganui and Ruapehu District Council are closely involved in the strategic planning of the impacts of forestry on rural roads.
Supports policies 2.1, 2.2 and 2.3	Support noted.
Notes that there is potential within the King Country for utilisation of rail to transport logs, potentially with a centralised railhead at Taumarunui.	Noted.
Notes that section 4.2, figure 8 lacks details of the maintenance schedules of the district. Concerned that roads servicing forests which are due for harvest soon are included in the work programme, particularly the Ongarue-Waimiha Road linking Ongarue to State Highway 30.	Comment noted. Ruapehu District Council has invested significantly in Pavement Rehabilitation on priority sections of Ongarue Waimiha and Poro o ta rao Road to its boundary with Waitomo District Council roads. The works form a part of the overall asset management plan for the district.
Additional points from hearings:	

Recommendation:

- Thanks the submitter for their submission; and
- Notes changes to Sections 2.1.8 as a result of this submission.

SUBMISSION NUMBER: 39	
SUBMISSIONS HEARINGS PAGE: 87	
NAME/ORGANISATION: Brent Barrett	
Summary of submission and decision sought	Officers' response and recommended action
Supports the comments in section 1.3.1 regarding the Government Policy Statement and 1.3.2 regarding the New Zealand Energy Efficiency and Conservation Strategy. However their interpretation through a freight and increased road usage focus is challenged.	Noted. In preparing the Plan the RTC has to be satisfied that the Plan contributes to the purpose of the Land Transport Management Act 2003 and is consistent with the Government Policy Statement on Land Transport Funding. The Plan must also set out the Regions' land transport objectives, policies and measures for at least 10 financial years from the start of the Plan.
Acknowledges the place of roads for some freight and the need for basic road maintenance; however a multi-modal transport system with an emphasis on active transport would contribute to economic performance as well as offer health and environmental benefits.	Comments noted. Table on Section 2.3 of Plan has been amended as a result of this submission.
Notes that the current approach appears to be focusing on building to meet perceived demand when vehicle kilometres travelled are static and car ownership is decreasing.	Noted. The highest priority for the Plan is to maintain the current roading asset. Where improvements are sought they are generally for safety or economic development purposes rather than increased capacity purpose.
The strategic context section requires wider consideration of trends such as decreasing car ownership, ride-sharing schemes, younger drivers driving less, positive impacts of active transport and telecommuting. Submission provides a number of sources of information regarding these suggested trends.	Noted.
Notes that the draft identifies seven issues of which only six are discussed. Discussion on the seventh issue "mitigating adverse environmental effects from the regional transport system" is required.	Noted. Commentary has been added to Section 2.2.7 as a result of this submission.
Greater attention on rail for freight and passengers is required. Policy 2.1.5 should specify electrification from Wellington to Palmerston North by 2025 and include key performance measures.	Comment noted. RTC's priority is to advocate for the retention of the Capital Connection service. Commentary had been added to Section 2.2.1, 2.2.2 and 2.4.2 as a result of this submission.
Policy 2.3.7 requires additional examples, including greenhouse gas emissions.	Noted.
Supports the measures for Policy 3.1 and 3.2.	Support noted.
Supports Policy 4, however more specific measures are required.	Support noted. Measure 5 referring to Policy 4 has been added as a result of this submission.
Supports Policy 5 in general, 5.1.8 requires strengthening.	Support noted. RTC's priority is to advocate to KiwiRail / Minister of Transport for the retention of the Capital Connection service.
Figure 5 in section 3.2 should show the trend in expenditure and an increasing	Noted.

trend in funding for public and active transport be introduced.	
Greater funding is required for public transport infrastructure and generally greater financial support for active transport, passenger and freight by rail and inter-modal shifts is required.	Noted. Funding for every activity class in the National Land Transport Programme is determined by the Government Policy Statement on Land Transport Funding.
The target in the operative Regional Land Transport Strategy regarding reduced greenhouse gas emissions should be strengthened and monitored in the Plan.	Noted. Measure 7 under Policy 3.2 has been included as a result of the submission
Emphasis on pedestrian and cycle safety through infrastructure and separated facilities is required. Supports the Longburn and Ashhurst to Palmerston North cycleways and the downstream pedestrian/cycle bridge to Massey and Linton, however suggests that a Feilding to Palmerston North cycleway/walkway be developed and funded prior to 2025.	Comment noted. The need for separated cycle paths is being considered as part of Council's Integrated Transport Strategy and implementation plan. As such a clear direction has yet to develop, but these will only be considered where they are warranted. Council's current priority is to deliver off-road paths identified as part of the 2007 Manawatu Active Transport Strategy. The project for the Feilding to Palmerston North shared path has been brought forward in Council's draft Ten Year Plan to year 3 (2017).
Additional points from hearings:	
Recommendation:	
<ul style="list-style-type: none"> • Thanks the submitter for their submission; and • Notes changes to Sections 2.1.8, 2.2.1, 2.2.2, 2.2.7, 2.3, 2.4.2 and Policies 3.2 and 4 as a result of this submission. 	

SUBMISSION NUMBER: 40	
SUBMISSIONS HEARINGS PAGE: Late submission	
NAME/ORGANISATION: Dianne Brown	
Summary of submission and decision sought	Officers' response and recommended action
Supports an increase in road safety funding and activities	Support noted.
Road safety funding needs to be re-instated and increased. Establish a Region-wide road safety committee, allied with the relevant service delivery of an active road safety plan	Noted. Submission is to be forwarded to Horizons draft Long Term Plan process as Horizons will make a decision on funding the Road Safety Education programme.
The RTC should be taking responsibility to ensure that hiccups over service providers are overcome promptly and efficiently	Comments noted. The RTC has representation from local authorities, the Transport Agency and the Police who are all key road safety stakeholders.
Road safety is too important to be left in the hands of Wellington who do not have the immediacy of local knowledge	Noted.
Concerned about many rural roads having a 100km/h speed limit when the standard of the road is not adequate	Comment noted. Speed limit setting is undertaken by road controlling authorities under the Land Transport Rule: Setting of Speed Limits 2003.
Additional points from hearings:	

Recommendation:

- Thanks the submitter for their submission; and
- Notes that the submission has been forwarded to Horizons Regional Council for inclusion in the Long Term Plan process; and
- Notes there be no change to the Plan as a result of their submission