

Minutes of the public meeting of the Regional Land Transport Plan 2021-31 Hearing Subcommittee to hear submissions and deliberate on submissions made to the Draft Regional Land Transport Plan 2021-31 held at 9.00am on Friday 9 April 2021, and from 9.40am on Monday 12 April 2021, in the Tararua Room, Horizons Regional Council, 11-15 Victoria Avenue, Palmerston North.

PRESENT Crs RJ Keedwell (Chair), SD Ferguson (from 9.50am on Monday 12 April 2021), Mayor H Worboys (Manawatu District Council), Mayor A Watson (Rangitikei District Council) (to 10.55am and from 11.32am on Monday 12 April 2021).

IN ATTENDANCE Chief Executive Mr M McCartney
Group Manager Regional Services and Information Mr G Shirley
Manager Transport Services Mrs R Hewitt
Committee Secretary Mrs JA Kennedy / Mrs KA Tonga

ALSO PRESENT At various times during the meeting:
Ms L Shirley (Senior Transport Planner), Ms C Morrison (Media & Communications Manager), Mrs M Smith (Senior Communications Advisor), Mr J Twomey (Senior Policy Analyst Iwi), Ms S Downs (New Zealand Transport Agency), Mr R l'Anson (New Zealand Transport Agency), Mr M Williams (Manawatu District Council), submitters and supporters, and a member of the press.

The Chair welcomed everyone to the meeting.

APOLOGIES

There were no apologies.

PUBLIC FORUMS / DEPUTATIONS / PETITIONS

There were no requests for public speaking rights.

SUPPLEMENTARY ITEMS

There were no supplementary items to be considered.

MEMBERS' CONFLICTS OF INTEREST

Mayor Andy Watson (Rangitikei District Council) declared a conflict of interest during presentation of the submission from Rangitikei District Council.

The Chair outlined to Subcommittee Members the process of engagement with submitters.

The Chair then welcomed the first submitter.

James Barron (Whanganui District Councillor spoke in a private capacity). He outlined his opposition to the proposed strategic vision, his concern at the lack of future investment in public transport, and noted that the bus timetable was difficult to navigate.

Anthonie Tonnon noted his support for the vision of the Plan and explained his thoughts and ideas to strengthen and improve the Plan, specifically focusing on attracting people from private vehicles on to public transport.

Federated Farmers of NZ submission was presented by Coralee Matena, Senior Regional Policy Advisor. She outlined the need for rural roads and bridges to be maintained and upgraded to provide for the economic, social and safety needs of rural communities. She stated the Plan needed to be more explicit in the need to maintain the existing rural network and suggested an objective or policy be created to address this.

The meeting adjourned at 9.55am.

The meeting reconvened at 10.00am.

Aorangi Marae submission was presented by Mason Durie. Mr Durie outlined that Aorangi Marae was concerned that the Plan did not consider or recognise cultural needs, nor did it address the safety issues associated with access to the Marae. He explained that connections with the KiwiRail Freight Hub, road congestion, speed, and traffic flows around the Marae needed to be addressed in the short term.

Marilyn Devonshire requested that the safety issue at the entrance to Aorangi Marae be included as a priority activity in the Plan and be addressed within the next three years.

The meeting adjourned at 10.28am.

The meeting reconvened at 10.40am.

The Hearing Subcommittee considered written submissions with summaries and clarification of the submissions provided by Ms Shirley (Senior Transport Planner).

Rangitikei District Council (RDC) (Mayor Andy Watson declared a conflict of interest with this submission). Mr A Bernadie (RDC) summarised points made in the submission, explained RDC's concern around the prioritisation of transport activities, and highlighted a number of projects that were not included in the Plan.

The Hearing Subcommittee continued their consideration of written submissions with summaries and clarification of the submissions provided by Ms Shirley (Senior Transport Planner)

Rebekah Mudford spoke as Chairperson of the Bunnythorpe Community Committee and also on behalf of her family. She said the community strongly opposed the PNITI group of projects and submitted that the Plan did not include enough information about this project for the community to make an informed comment. She also submitted that not enough detailed community engagement had been undertaken.

Flo and Athol Gibson submitted their objection to the roading projects proposed for Bunnythorpe and believed communication to residents was poor.

The meeting adjourned at 12.07pm.

The meeting reconvened at 12.32pm.

Peter Gore and Dale O'Reilly presented the Committee with maps of Bunnythorpe which showed the proposed route of the Regional Freight Ring Road and expressed their concern around a lack of communication regarding the proposed ring road project and lack of detail available on PNITI.

Sue James expressed her concern about under-performing intersections in Feilding due to the population growth in the town, the steps she had taken to air her concerns, and the concerns of the community.

The Hearing Subcommittee continued their consideration of written submissions with summaries and clarification of the submissions provided by Ms Shirley (Senior Transport Planner

AA Whanganui's submission was presented by Errol Christensen, who spoke to a powerpoint presentation which highlighted the points made in the submission.

Palmerston North City Council's (PNCC) submission was presented by Mayor Grant Smith and David Murphy. They spoke in support of the draft RLTP as the resulting outcomes from the activities within the document aligned with PNCC's position and aspirations.

SUBMISSIONS RECEIVED ON THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-31

Report No 21-43

This item presented to the Regional Land Transport Plan 2021-31 Hearing Subcommittee the submissions received on the Draft Regional Land Transport Plan (RLTP) 2021-31 through the statutory public consultation process, and sought approval of the late submissions to be included as part of the deliberations of the draft RLTP.

RT SUBC21-1 Moved Keedwell/Watson

It is recommended that the Regional Land Transport Plan Hearing Committee:

- a. receives the information contained in Report No. 21-43 and Annexes.*
- b. accepts the following late submissions for the draft Regional Land Transport Plan statutory hearing and deliberations process:*
 - *Tararua Health and Wellbeing Group*
 - *Greater Wellington Regional Council*
 - *Taranaki Regional Council*

CARRIED

The meeting adjourned at 2.10pm

The meeting reconvened at 9.40am on Monday 12 April 2021.

Mayor Watson (Rangitikei District Council) submitted an apology from approximately 11.00am for a short period of time.

Cr Ferguson joined the meeting at 9.50am.

The Subcommittee considered and discussed all submissions providing suggestions and comments to enhance/amend or delete wording in the Plan and to the suggested recommendations which had been circulated to the subcommittee by Ms Shirley (Senior Transport Planner).

Mayor Watson left the meeting at 10.55am and re-joined the meeting at 11.32am.

SUBMISSIONS RECEIVED ON THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-31

Report No 21-43 (Continued)

RT SUBC 21-2 Moved Keedwell/Watson

It is recommended that the Regional Land Transport Plan Hearing Committee:

c. adopts the following recommendations:

- 1. That the draft Plan be strengthened to address the findings of the Climate Change Commission's draft advice. The following wording is recommended:*

"The Climate Change Commission released its draft advice on 1 February 2021. The draft advice recommends a 50% decrease in carbon emissions from transport by 2035, as part of its emissions reduction pathway" (Section 2.2.5 (climate change) page 14).

- 2. That the draft Plan be amended to include future opportunities associated with decarbonising the regional transport system and increased use of rail. Suggested wording includes: A number of opportunities relating to use of rail continue to remain unrealised. The region is well placed within the national rail network to capitalise on the opportunity that better use of the existing rail network provides. Connectivity, safety and access aside (which use of rail can improve) rail is established as a known way to reduce carbon emissions from transport, particularly if electrified. Moving into the future, a focus on better utilisation of the rail network will be a key priority of the Accessing Central New Zealand governance group.*

And

Add 'Rail' as a new heading to this section (Section 2.4, page 24).

- 3. That the ranking of the Transport Investment Priorities remain the same but the weighting of Environment be increased to 20% and Resilience be reduced to 10% (Section 4.1 and 4.2).*
- 4. That activity no. 14, Waka Kotahi, Manawatū River Bridge to Ashhurst Cycleway, SH3, Ashhurst, be moved to priority 5 (sitting below the Capital Connection ranked priority 4), and the "Significant Activities for the Manawatū-Whanganui Region 2021-24" map be updated to ensure that projects that relate to multiple districts are shown. (Section 6.1, page 69 (map), and Table 2, page 71-74).*
- 5. That the Te Araroa Trail and Cycleways map on page 22 be updated to include potential future opportunities for cycleways to Himatangi including a cycle route between Longburn and Himatangi. (Section 2.3.4, page 21).*

6. That a new Policy be added. Policy number and recommended wording includes:
“P1.10: Ensure, where practicable, any improvements or upgrades to existing roads and development of new roads provide for safe walking and cycling and use of micro-mobility transport” (Section 3.1, page 34).
7. That new wording be added to Section 2.3.1 (our Transport System) as follows:
“Vehicle Kilometres Travelled (VKT) have increased by 14% in last six years to 2.48 billion for the region (2019)” (Section 2.3, page 14).
8. That VKT data be added to Transport Priority 1 (Connectivity and Access) under the case for investment as follows:
 - Ministry of transport
 - o Vehicle Kilometres Travelled (VKT) have increased by 14% in last six years to 2.48 billion for the region (2019).
 - o Per capita vehicle ownership increased by 14% in the last six years (Section 4.2, page 43).
9. Include a new paragraph under section 2.2, page 9 (our people), outlining our cultural context, iwi and hapū partners and include bilingual headings throughout document (Section 2.2, page 9).
10. That Taihape-Napier Road be added to objective 5 under the priority investment area (Section 4.2, page 61).
11. That the following wording replace the first sentence of the fourth paragraph of section 2.3.2 (passenger rail):
“Work is underway to investigate the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk to provide alternative travel options and work towards a low carbon transport system that enables economic growth” (2.3.2, page 19).
12. That the following wording be added to section 2.3.2 (passenger rail):
“....there is an opportunity for the region to investigate connecting bus services from our urban centres without passenger rail, including Whanganui and Foxton, to these new services” (Section 2.3.2, page 19).
13. That Policy 1.5 be updated as follows (deleted wording in strike through):
P1.5: Ensure that the region’s public transport network is continuously improved so that public transport services:
 - Go where people want to go, at times they want to travel
 - Provide competitive journey times, ~~where possible~~
 - Provide value for money
 - Are easy to understand and use
 - Are safe comfortable and reliable

- Provide flexibility
(Section 3.1, page 34).

14. Include the following wording in a new paragraph under Transport Priority 3 on page 51:

“Compared to the national average, Manawatu-Whanganui has a low rate of public transport trips per person. If trips can be increased, there will be less pressure on the roading network, and more people could be moved more safely and efficiently. Recent patronage growth in other regions has been achieved through services that offer greater flexibility and more competitive journey times. Services like this also fulfil the goal of improved access to health, social and economic opportunities. Further investigation should be undertaken throughout the region to look for urban and interurban services that improve connectivity and access, and might therefore grow patronage, efficiency and economic sustainability.” (Transport Priority 3, page 51).

15. That the following wording be added to paragraph 4 of Transport Priority 3 (new wording in underline)

“...the provision of cost-effective public transport services across the region has generally been considered difficult since the 1990s, resulting in some suburban and rural areas not being well served by public transport. In these areas public transport services may not exist or are infrequent with limited hours of operation” (Transport Priority 3, page 51).

16. That the following wording be added to paragraph 5 of Transport Priority 3:

“In Palmerston North, as part of the current review, investigation of more structural and wide ranging improvements, all with the aim of improving the efficiency and use of the service. Across the region, new services that are attractive and viable for more trips have the potential to increase patronage, making them more economically sustainable and more likely to achieve our objectives” (Transport Priority 3, page 51).

17. That new policy 1.11 be added as follows:

“P1.11: Encourage the development of safe, accessible and protected cycle way networks in urban areas by 2030” - Section 3.1 (Objective 1, page 34).

18. That Policy 5.6 be amended as follows (new wording underlined):

“P5.6: Advocate for transport and cycling infrastructure in new and existing development areas that is designed to enable safe, connected and attractive walking, cycling, micro-mobility and public transport services in line with relevant best practice” (Section 3.1, Objective 5, policy 5.6, page 38).

19. That Policy 1.8 be amended as follows (new wording underlined):

“P1.8: Deliver travel demand management as well as promotion and education strategies to encourage sustainable transport choices and optimise the transport network” (Section 3.1, Objective 1, Policy 1.8,

page 34).

20. That Policy 1.6 be amended as follows (new wording underlined):

“P1.6: Ensure Improve connections between rail, road and active transport modes to enable the transport users.....” (Section 3.1, Objective 1, Policy 1.6, page 34).

21. That Policy 4.7 be amended as follows (new wording underlined):

“...including consideration of cultural impacts, adverse environmental effects and climate change vulnerability” (Section 3.1, Objective 4, Policy 4.7, page 37).

22. That the following wording be added to the Priority Investment Focus of Transport Priority 5 as follows (deleted words in strikethrough and new wording underlined):

“Build resilience into the region’s transport network by strengthening priority transport lifelines ~~and~~, improving alternative travel options and minimising the duration of disruption on the network” (Section 4.2, Transport Priority 5, Page 60 - Section 4.2, Transport Priority 5, page 60).

23. That a footnote definition be included explaining what a signalised roundabout includes and where to find more information. The appropriate definition will be sought from Waka Kotahi, NZ Transport Agency (Table 2, pages 71-74).

24. That the wording of paragraph 2, Page 42 but amended as follows (new wording underlined):

“For these reasons, a markedly greater share of freight from commodities that are not time critical, such as from forestry and agricultural industries, being carried on trains will be a key output of this Plan” (Section 4.2, Transport Priority 1, page 42).

25. That the Marton Freight Hub be added to key sections within the RLTP (Section 2.3.2, 2.3.3 and Transport Priorities 1, 3 and 5).

26. That Section 2.3.3 (public transport) be updated to include the following wording under paragraph 3:

“The Feilding to Palmerston North / Feilding around town bus service provides valuable connections for people in Feilding, Bunnythorpe and Palmerston North to access health and education services” (Paragraph 3, section 2.3.3, page 20).

27. That changes be made to Section 4.2, Transport Priority 1 and 3 by adding the following sentence:

“Rapid development, land use and growth areas all have the potential to negatively impact the safety of the transport network if not managed appropriately. Investment into the transport network is required to ensure good safety outcomes as a result of growth in the districts” (Section 4.2, Transport Priority 1 and 3, pages 41 and 51).

28. That a new policy 2.8 be added under Objective 2 as follows:

“P2.8: Ensure timely maintenance of the road network to ensure safe and efficient use of the region’s roads for all users” (Objective 2,

page 35).

29. That a new policy 5.7 be added under Objective 5, requiring early and ongoing engagement with iwi as regional partners on any land use or transport system development. Suggested wording:

“P5.7: Ensure the region’s iwi partners and hapū are provided the opportunity to engage and assist with decision making on any new land transport development throughout the project” (Objective 5, page 38).

30. That a new section be created leading into Table 3, providing an explanation of significant activities within the region that are not funded through the NLTF and a supporting map. Recommended wording includes:

“The projects included in this section are not funded through the National Land Transport Fund and as such are not able to be identified and prioritised under this Regional Land Transport Plan. However, they have significant value to the overall land transport system for the region. They will play a critical role in achieving the region’s aspirations for a well-connected, safe, efficient and low-carbon transport system and therefore warrant recognition in this Plan. These key activities are identified in Table 3 below...” (Section 6.2, page 75).

31. That the Plan be updated to include additional information and map providing detail about the PNITI project (Section 2.4, pages 24 and 25).

32. Front page photo be changed to reflect the multi-modal aspirations of the Plan.

33. That the section on walking and cycling at top of page 26 be expanded to address how safe walking and urban cycling networks can be used as mode of travel rather than just for recreation (Section 2.4, page 26).

34. That the wording of the mode share headline target be amended with a target of 15% of travel in the region to be active travel and public transport by 2030 (Section 3, page 32 and Section 3.2, page 39).

CARRIED

The meeting closed at 1.34pm.

Confirmed

MANAGER TRANSPORT SERVICES

CHAIR