

DRAFT REGIONAL LAND TRANSPORT PLAN 2021-31: SCHEDULE OF CHANGES FOLLOWING HEARINGS AND DELIBERATIONS	
	Change
1	Changing cover page image – have replaced with multi-modal image used for consultation
2	adding Chair's name to the Chair's introduction
3	<p><i>Recommendation: 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:</i></p> <p><i>Change made: section 2.2.1¹ Iwi and Hapū:</i> The Horizons region's culture is rich and diverse. At the time of writing this Plan there are over 20 iwi in the Horizons region. Tangata whenua, iwi and hapū have a special place in the region, and we value the relationships and partnerships that have been built and continue to be built. Continued investment in these relationships at the regional and district level will be important to ensure early engagement and enable active participation from iwi in decisions relating to the land transport system now and into the future.</p> <p>Bilingual headings have been added to the document.</p>
4	<p><i>Recommendation: That the draft Plan be strengthened to address the findings of the Climate Change Commission's draft advice.</i></p> <p><i>Change made (section 2.2.6): "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"</i></p>
5	<p><i>Recommendation: That new wording be added to Section 2.3.1 (our Transport System) to include Vehicle Kilometres Travelled.</i></p> <p><i>Change made (shown in underline):</i> Currently the region's road network is heavily utilised due to limited availability of viable alternative transport options for movement of people and freight through the region, <u>which is represented by the increase in vehicle kilometres travelled (VKT) by 14% in the last six years to 2.48 billion for the Horizons region².</u></p>
6	<p><i>Recommendation: That the following wording be added to section 2.3.2 (passenger rail)</i></p> <p><i>Change made (new wording under passenger rail):</i> There is also an opportunity for the region to then investigate connecting bus services from other urban centres without passenger rail, such as Whanganui and Foxton, to these new services.</p>
7	<p><i>Recommendation: That the following wording replace the first sentence of the fourth paragraph of section 2.3.2 (passenger rail):</i></p> <p><i>Change made (deleted wording in strike through and new wording underlined):</i> <u>KiwiRail</u> are currently undertaking a feasibility assessment of a proposed 'connector' passenger rail service between Wellington and Auckland (running along the North Island Main Trunk line) work is underway to investigate the feasibility of a North Island inter-regional</p>

¹ Previously section 2.2.1 was "current population" – this is now section 2.2.2

² Ministry of Transport, Road Transport dashboard (2019 data)

	<u>passenger rail service operating on the North Island Main Trunk Line to provide alternative travel options and work towards a low carbon transport system that enables economic growth.</u>
8	<p><i>That Section 2.3.3 (public transport) be updated to include the following wording under paragraph 3</i></p> <p><i>Change made (wording added as recommended):</i></p> <p>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. Continuation of this service is therefore important to these communities.</p>
9	<p><i>Recommendation: 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.</i></p> <p>Change made: Updated map being created by designers and existing will be replaced once new one is available</p>
10	<p><i>Recommendation: That the Plan be updated to include additional information and map providing detail about the PNITI project (Section 2.4)</i></p> <p><i>Changes made: New paragraph/sub-section added under section 2.4 as follows:</i></p> <p>Palmerston North Integrated Transport Initiative (PNITI)</p> <p>Palmerston North and the wider Manawatū region, with its main regional and national distribution centres plus strong road and rail transport connections, is becoming an increasingly important economic centre for New Zealand. Investment of \$3-4 billion over the next 10-15 years is planned for the region, which will further cement the region’s position as a critical part of New Zealand’s Transport Network and spur growth and development.</p> <p>The Palmerston North Integrated Transport Initiative (PNITI) includes a package of transport projects designed to support the projected growth and demand on the transport network around Palmerston North and the Manawatu district. The programme of projects is split into short, medium and long term interventions and will:</p> <ul style="list-style-type: none"> • Reduce freight movements on residential and place based streets by up to 50% • Support and enable Urban Cycling masterplan initiatives and investment by flow reductions through the Palmerston North City Centre, rural villages/townships and key places/routes increasing the attractiveness of active modes across the study area • Reduce the number of congested intersections by 50% and improve journey times on key freight routes by up to 10 minutes • Reduce deaths and serious injuries by 35-40% across the rural freight network • Support economic development such as the KiwiRail Freight Hub and North East Industrial Zone which enables positive land use changes within Palmerston North • Improves safety and access for new housing developments at Whakarongo,

	<p>Aokautere and City West (Palmerston North).</p> <p>Put simply, the programme of works sets the blueprint for how Palmerston North’s transport network can improve accessibility, safety and support transport choice and growth over the long term. Once implemented, these improvements will see a number of the objectives and the strategic vision of this plan realised, though improved access, safety and supporting mode-shift to reduce carbon emissions. The total package is expected to cost between \$335 million and \$370 million. The three images that follow provide detail on the proposed packages and the indicative timing for implementation over the next 15 years.</p> <p style="text-align: center;"><x3 maps inserted in document></p>
11	<p><i>Recommendation: 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)</i></p> <p><i>Change made: Additional wording under section 2.4, Future opportunities (walking and cycling) as follows:</i></p> <p>Developing safe and accessible walking and cycling networks within urban centres will open up opportunities to increase use of active transport as a competitive mode of transport, rather than just for recreation. Increasing the share of people using active transport will aid in reducing carbon emissions (thereby meeting key objectives of this Plan) as well as resulting in improved health and wellbeing outcomes for our communities.</p>
12	<p><i>Recommendation: That the draft Plan be amended to include future opportunities associated with decarbonising the regional transport system and increased use of rail.</i></p> <p><i>Change made: Additional wording / new subsection (rail) included under section 2.4 Future opportunities as follows:</i></p> <p>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.</p> <p style="text-align: center;">And</p> <p>Add ‘Rail’ as a new heading to this section (Section 2.4).</p>
13	<p><i>Recommendation: 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</i></p> <p><i>Change made: mode share target reworded as follows:</i></p> <p style="text-align: center;">15% of travel in the region to be by active and public transport modes by 2030</p>
14	<p><i>Recommendation: That Policy 1.5 be updated as follows (deleted wording in strike through):</i></p> <p>Changes made: to Policy 1.5 made as per recommendation (deleted wording in strikethrough)</p>

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	<p><i>P1.5: Ensure that the region's public transport network is continuously improved so that public transport services:</i></p> <ul style="list-style-type: none"> - 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
15	<p><i>Recommendation: That Policy 1.6 be updated as follows (new wording in underline):</i></p> <p><i>Changes made: to Policy 1.5 as per recommendation (deleted wording in strike through & new wording in underline)</i></p> <p>P1.6: Ensure <u>Improve</u> connections between rail, road and active transport networks to enable the transport users to access to multiple modes of travel</p>
16	<p><i>Recommendation: That Policy 1.8 be updated as follows (new wording underlined):</i></p> <p><i>Changes made: Policy 1.8 updated as per recommendation (new wording underlined)</i></p> <p><i>"P1.8: Deliver travel demand management <u>as well as promotion and education strategies</u> to encourage sustainable transport choices and optimise the transport network" (Section 3.1, Objective 1, Policy 1.8, page 34).</i></p>
17	<p><i>Recommendation: That a new Policy 1.10 be added.</i></p> <p><i>Change made: inclusion of new policy 1.10 as recommended by panel:</i></p> <p>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"</p>
18	<p><i>Recommendation: That new policy 1.11 be added</i></p> <p><i>Change made: New policy 1.11 added as recommended by panel:</i></p> <p>P1.11. Encourage the development of safe, accessible and protected cycle way networks in urban areas by 2030.</p>
19	<p><i>Recommendation: That a new policy 2.9 be added under Objective 2</i></p> <p><i>Change made: new Policy 2.9 added as follows:</i></p> <p>P2.9: Ensure timely maintenance of the road network to ensure safe and efficient use of the region's roads for all users</p>
20	<p><i>Recommendation: that changes be made to Policy 4.7 (new wording shown in underline and deleted wording in strikethrough).</i></p> <p><i>Change made: Policy 4.7 updated as follows:</i></p>

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	<p>P4.7: Ensure best practice design, construction and maintenance standards are used during the implementation of transport infrastructure projects, to avoid or minimise <u>including consideration of</u> cultural impacts, adverse environmental effects on the environment and climate change vulnerability.</p>
21	<p><i>Recommendation: That change be made to Policy 5.6 (new wording shown in underline and deleted wording in strikethrough)</i></p> <p><i>Change made: Policy 5.6 updated as follows:</i></p> <p>P5.6: Advocate for transport <u>and cycling</u> infrastructure in new <u>and existing</u> development areas that is designed to enable safe, connected and attractive walking, cycling, micro-mobility and public transport services consistent in line with relevant best practice” (Section 3.1, Objective 5, policy 5.6, page 38).</p>
22	<p><i>Recommendation: New policy 5.7 be added.</i></p> <p><i>Change made: inclusion of a new policy 5.7 as follows:</i></p> <p>P5.7: Ensure the region’s iwi and hapū partners are provided the opportunity to engage and assist with decision making on any new land transport development throughout the project.</p>
23	<p><i>Recommendation: 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).</i></p> <p>Change made: The transport investment priority weightings have been included within section 4.1 as per the above.</p>
24	<p><i>Recommendation: New wording added to Transport Priority 1 and 3 as follows:</i></p> <p>Rapid development, land use and growth areas all have the potential to negatively impact the safety of the transport network if not appropriately managed. Investment into the network is required to ensure good safety outcomes as a result of growth in the districts.</p> <p>Changes made to wording as recommended.</p>
25	<p><i>Recommendation: That new wording be added under Transport priority 1 as follows (new wording in underline):</i></p> <p>“For these reasons, encouraging a <u>markedly greater</u> share of freight from commodities that are not time critical, such as from forestry and agricultural industries, <u>being carried on trains</u> will be a key output of this Plan”</p> <p>Changes made as recommended.</p>
26	<p><i>Recommendation: New wording (underlined) be included under Transport investment priority 3:</i></p> <p>the provision of cost-effective public transport services across the region has <u>generally been considered</u> difficult <u>since the 1990s</u>, 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</p> <p><i>Changes made as recommended</i></p>

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27	<p><i>Recommendation: New wording to be included under Transport investment Priority 3 as follows:</i></p> <p>“Compared to the national average, the Horizons region has a low rate of trips per person. If trips can be increased there will be less pressure on the roading network, and more people could be moved in a safer and more efficient manner. 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 inter-urban services that improve connectivity and access to grow patronage, improve efficiency and economic sustainability”</p> <p><i>changes made as recommended.</i></p>
28	<p><i>Recommendation: New wording to be included under Transport investment Priority 3 as follows::</i></p> <p>“In Palmerston North, as part of the 2021/22 service review, investigation of more structural and wide ranging improvements will occur, 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 this Plan’s vision and objective.”</p> <p><i>Changes made as recommended</i></p>
29	<p><i>Recommendation: that Reference to the Marton Rail Freight hub be added to Transport Priorities 3 and 4.</i></p> <p><i>Changes made: Inclusion of Marton Rail Freight hub as a priority investment area under priorities 3 and 4 and addition of the following wording under Transport Priority 3 as follows:</i></p> <p>The development of the KiwiRail Regional Freight Hub in Palmerston North and the Marton Rail Freight Hub (for logs) will be key projects to move more freight onto rail.</p>
30	<p><i>Recommendation: Additional wording (underlined) added to the Priority investment focus under Transport Investment Priority 5 as follows:</i></p> <p>Build resilience into the region’s transport network by strengthening priority transport lifelines and, improving alternative travel options <u>and minimising the duration of disruption on the network”</u></p> <p><i>Changes made as recommended.</i></p>
31	<p><i>Recommendation: That Taihape-Napier Road be added to objective 5 under the priority investment areas.</i></p> <p>Change made as recommended.</p>
32	<p><i>Recommendation: 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.</i></p> <p><i>Table 2 and map updated as recommended.</i></p>

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33	<p><i>Change made:</i> Significant activity map updated to reflect change in ranking for Manawatū River Bridge to Ashhurst Cycleway, SH3, Ashhurst project and subsequent project numbering changes for the remainder of the projects (5-13)</p>
34	<p><i>Recommendation:</i> That a Footnote definition be added for signalised roundabouts.</p> <p><i>Change made:</i> definition for signalised roundabouts included as a footnote to Table 2 as follows:</p> <p>¹ A signalised roundabout is where signals are installed on the road to indicate the direction of travel for persons in that lane. They are designed to separate traffic flows based on the direction of travel and can provide specific pathways for vulnerable road users such as cyclists. Generally signals are only installed on multi-lane roundabouts or where separation for cyclists is required for safety. For more information, visit www.nzta.govt.nz.</p>
35	<p><i>Recommendation:</i> 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</p> <p><i>Change made:</i> New section created and titled: 6.2 Significant Activities not funded through this Plan and supporting map image</p> <p>There are a number of important transport projects proposed within the region that are funded through separate government funding streams to the Regional Land Transport Plan. The projects included in this section address those not funded through the National Land Transport Fund and as such are not able to be included and prioritised in the work programme under this Regional Land Transport Plan. However, these activities are recognised as having significant value to the function of the region’s land transport network. 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.</p> <p>These key projects and their location are shown in the map below and listed in Table 3, <i>Significant Activities not funded through this plan but relevant to the strategic vision and objectives for transport in the Horizons region</i></p>
36	<p>Changes made to the Activity tables (4-10) based on updated information from TAs as they move through the NLTP funding submission process</p>