

SUMMARY OF SUBMISSIONS

SUBMISSION NUMBER: 1	HEARD
HEARINGS AGENDA PAGE: 3	
NAME/ORGANISATION: Richard Marks	
Summary of submission and decision sought	
<ul style="list-style-type: none">• Supports the objectives because we need more cycling infrastructure• Considers there needs to be better public transport links (buses and trains) between Tararua and Palmerston North to give commuters an alternative option.• Ranks the remaining investment priorities in the following order:<ol style="list-style-type: none">1. Connectivity and Access2. Better Travel Options3. Safety• Submits that all three options are needed. Connectivity to Tararua is lacking so we need Better Travel options and safety needs to be improved for cyclists.• Supports the overarching priority as we only have one planet and need to look after it.• Submits that the following should be the Top 5 projects for the region:<ol style="list-style-type: none">1. State Highway 3 revocation of the old Gorge Road2. Manawatū river bridge (State Highway 3) cycleway3. Palmerston North Shared Pathways network4. Te Ahu a Turanga, Manawatū-Tararua Highway5. Huarahi Tuhono – Weber to Wimbledon (Route 52)• Submits that the projects should be in this order to make cycling safe and accessible to all. Would like to be able to commute to work between Woodville and Palmerston North by bike and notes the benefits associated with cycling.	

Requests:

- More cycling infrastructure
- Construction of the new Woodville highway to continue with a cycle track.
- Make the old Gorge Road cycle friendly, safe and connected between Woodville and Palmerston North
- More public transport in Tararua, including frequent buses and trains from Tararua to Palmerston North to enable less car use.

SUBMISSION NUMBER: 14

HEARD

HEARINGS AGENDA PAGE: 5

NAME/ORGANISATION: James Barron

Summary of submission and decision sought

- Supports the objectives.
- Ranks the remaining investment priorities in the following order:
 1. Connectivity and Access
 2. Better Travel Options
 3. Safety
- Does not support the overarching priority. Submits that resilience and reduction of carbon emissions are key outcomes of better connectivity and access and better transport options. Listed separately it encourages silo policies that are not integrated or holistic.
- Submits that the following should be the Top 5 projects for the region:
 1. State Highway 3 Whanganui to Bulls (tranche 2) safety improvements
 2. Lower North Island (capital connection) passenger rail services
 3. State Highway 1 Levin to Foxton (tranche 2) safety improvements
 4. KiwiRail Regional Freight Hub
 5. Mountains to Sea cycleway extension
- Notes that there aren't any priorities in the RLTP for the Whanganui half of the region.

SUBMISSION NUMBER: 25

HEARD

HEARINGS AGENDA PAGE: 7

NAME/ORGANISATION: Bainesse and District Community Trust (Alice Williamson)

Summary of submission and decision sought

- Supports the objectives.
 - Submits support for active transport choices for commuters, tourism and recreational users. Also supports travel choice, connectivity through efficient inter linking corridors that provide for safe travel for cyclists, walkers, scooter and potentially horse riders
 - Supports the overarching priority and notes that active transport provides wider choice which enhances health, wellbeing and resilience while also reducing emissions.
 - Ranks the remaining investment priorities in the following order:
 1. Better Travel Options
 2. Connectivity and Access
 3. Safety
 - Submits that the following should be the Top 5 projects for the region on the basis that they provide active transport options for the region:
 1. Ōtaki to North Levin – State Highway 1/57 northern section
 2. Manawatū river bridge (State Highway 3) cycleway
 3. Palmerston North Shared Pathways network
 4. Mountains to Sea cycleway extension (Ruapehu DC)
 5. Te Ahu a Turanga, Manawatū-Tararua Highway
-
- Seeks that all newly constructed major and significant arterial roads include active transport options and that this should be standard practice going forward. Thus meeting Horizons 5 key objectives and two investment priorities.
 - Seeks completion of the planned Longburn to Foxton/Himatangi rail trail to enable active transport options along this route.

SUBMISSION NUMBER: 30

HEARD

HEARINGS AGENDA PAGE: 13

NAME/ORGANISATION: Bruce Wilson

Summary of submission and decision sought

- Supports the objectives and considers they seem to be sensible.
- Supports the overarching priority and noting the impact of earthquakes and adverse weather events over the past 15 years.
- Ranks the remaining investment priorities in the following order:
 1. Connectivity and Access
 2. Safety
 3. Better Travel Options
- Considers that safety has to be balanced with risk and costs.
- Submits that the following should be the Top 5 projects for the region on the basis that they provide active transport options for the region:
 1. State Highway 1 Utiku Slip resilience improvements
 2. Maintenance, operations and renewals programme
 3. Manawatū river bridge (State Highway 3) cycleway
 4. Lower North Island (capital connection) passenger rail services
 5. Palmerston North Shared Pathways network

SUBMISSION NUMBER: 65

HEARD

HEARINGS AGENDA PAGE: 15

NAME/ORGANISATION Rangitikei District Council

Summary of submission and decision sought

- Supports the objectives and considers Objective 3 (safety), Objective 4 (Climate change and resilience), and Objective 5 (network quality and integration) to be highly relevant because nationally we are failing, especially within the rural roading networks. Notes that the National paper talks of “sub-optimal maintenance” and the Regional Land Transport Plan refers to the need to “reverse network degradation”. This is the reality and while not a specific project, these issues of resilience often caused by climate change should be considered as a package and for the Rangitikei should take preference.
- Ranks the remaining investment priorities in the following order:
 1. Connectivity and Access
 2. Better Travel Options
 3. Safety
- Supports the overarching priority
- Submits that the following should be the Top 4 projects for the region, with rankings 3 and 4 dependent on completion of consents and purchase:
 1. State Highway 1 Utiku Slip resilience improvements
 2. Palmerston North Integrated Transport Initiatives (PNITI) package
 3. Marton Rail Hub
 4. KiwiRail Regional Freight Hub
- **Utiku Slip:** Considers the Utiku slump site is correctly categorised as Priority 1 within the plan. Notes this work has business cases and immediate mitigation proceeding at speed, there is an imminent risk of a failure/long term closure of State Highway 1 in the North Island with no practical detour arrangement possible. It is ranked by Waka Kotahi as their highest risk and our RLTP should support that position.

SUBMISSION NUMBER: 65

HEARD

HEARINGS AGENDA PAGE: 15

NAME/ORGANISATION Rangitīkei District Council

Summary of submission and decision sought

- **Maintenance:** Notes that for the Rangitīkei, roading is consistently the biggest budget, and now have some roads that are really only suitable for four wheel drive vehicles due to a combination of climate change and forestry. Understands the need for a focus on safety but also believe that safety is being compromised by the deterioration of the network.
 - Questions whether the budget of over \$110m on wire road separation of State Highway 3 between Bulls and Whanganui could be better spent on maintenance.
 - Notes disappointment that several projects, i.e. the junction of State Highway 1 and 3 in Bulls, the Gentle Annie road, and Marton Rail hub receive no mention in the RLTP.
-
- **Seeks:**
 - Mention of the pinch-point in the network at Bulls at the junction of State Highway 1 and 3 and the impacts this has on heavy vehicle movements and use of local roads as alternatives in Bulls.
 - Mention within section 17 (inter-regional activities) of the Gentle Annie road linking Taihape and Napier, given it serves as a commercial link between the HRC and Hawke’s Bay regions and was instrumental in moving people and goods following Cyclone Gabrielle and the closure of State Highway 5. Requests that as a minimum this route is given a significant road status as a special purpose road.
 - Mention of the Marton Rail Hub within the Chair’s message and greater mention throughout the RLTP document.

SUBMISSION NUMBER: 34

HEARD

HEARINGS AGENDA PAGE: 21

NAME/ORGANISATION: CEDA (Jerry Shearman)

Summary of submission and decision sought

- Supports the objectives.
- Supports the overarching priority noting it aligns with CEDA's view from an economic lens of both resilience (of supply) and climate change (mode shift).
- Ranks the remaining investment priorities in the following order on the basis that connected communities drive economic development.
 1. Connectivity and Access
 2. Safety
 3. Better Travel Options
- Submits that the following should be the Top 5 projects for the region on the basis that they connect two key economic development projects (Te Utanganui Strategy and the Destination Management Plan):
 1. Palmerston North Integrated Transport Initiative (PNITI)
 2. KiwiRail Regional Freight Hub
 3. Te Utanganui/North East Industrial Zone transport improvements business case
 4. State Highway 2 revocation of the old Gorge Road
 5. Manawatū river bridge (State Highway 3) cycleway
- Pleased to see the vision of the RLTP remains steadfast, however submits that some of the catalyst projects originally identified in achieving this vision (in the 2021 RLTP) be elevated in Section 16.1. Prioritised regionally significant activities.
- Submits that the PNITI project, incorporating the regional freight ring road, will provide secure, safe and efficient connections from the key freight nodes such as the airport and Palmerston North City to Te Utanganui and across the lower North Island. Notes that without these connections, freight to and from the hubs, along with general commuter traffic, will be compromised.

SUBMISSION NUMBER: 34	HEARD
HEARINGS AGENDA PAGE: 21	
NAME/ORGANISATION: CEDA (Jerry Shearman)	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Submits that the construction of Te Ahu a Tūranga, Manawatū-Tararua highway, the KiwiRail Regional Freight Hub and the Ōtaki to north of Levin highway cannot be seen in isolation. These projects form a core part of enabling Te Utanganui, the Central New Zealand Distribution Hub proposition which includes and relies on the Palmerston North Integrated Transport Initiative. 	
<ul style="list-style-type: none"> • Seeks that PNITI be elevated to Priority 1 in the RLTP. • Seeks the ranking of the top three significant activities (within section 16.1 of the RLTP) be as follows: <ol style="list-style-type: none"> 1. Palmerston North Integrated Transport Initiative (PNITI) package 2. SH1 Utiku Slip Resilience Improvements 3. Manawatū river bridge (State Highway 3) cycleway 	

SUBMISSION NUMBER: 37	HEARD
HEARINGS AGENDA PAGE: 29	
NAME/ORGANISATION: Palmerston North Airport (David Lanham)	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Supports the objectives. • Supports the overarching priority noting that resilience is critical in our infrastructure. • Ranks the remaining investment priorities in the following order as connectivity of our city and region is critical: <ol style="list-style-type: none"> 1. Connectivity and Access 2. Safety 	

SUBMISSION NUMBER: 37

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HEARINGS AGENDA PAGE: 29

NAME/ORGANISATION: Palmerston North Airport (David Lanham)

Summary of submission and decision sought

3. Better Travel Options

- Notes that the lack of a freight ring road / bypass is presently a significant safety issue.
 - Submits that the following should be the Top 5 projects for the region, with rankings 3 and 4 dependent on completion of consents and purchase:
 1. Palmerston North Integrated Transport Initiative (PNITI)
 2. Te Utanganui/North East Industrial Zone transport improvements business case
 3. KiwiRail Regional Freight Hub
 4. Ōtaki to North Levin – State Highway 1/57 northern section
 5. Te Ahu a Turanga Manawatū-Tararua Highway
 - Notes that freight and logistics is a key strategic growth pillar for Palmerston North Airport which is within the Te Utanganui Central New Zealand Distribution hub campus. The Airport is working to attract air freight and logistics related businesses for our region's benefit. Submits that while airlinks are a critical enabler of the airport's current and future success, equally Te Utanganui will rely on efficient road and rail connectivity.
 - Submits that development of a regional freight ring road will unlock Te Utanganui and will achieve all of the objectives within the draft RLTP.
 - Notes disappointment that the PNITI project sits below the SH1 Utiku Slip and Manawatū River bridge (SH3) cycleway projects given its value to the region.
- Seeks that the Palmerston North Integrated Transport Initiative (PNITI) project be elevated to Priority 1 in section 16.1 of the RLTP.

SUBMISSION NUMBER: 38

HEARD

HEARINGS AGENDA PAGE: 32

NAME/ORGANISATION: Angela Stratton

Summary of submission and decision sought

- Supports the objectives.
- Supports the objectives.
- Supports the overarching priority.
- Ranks the remaining investment priorities in the following order on the basis that connected communities drive economic development.
 1. Better Travel Options
 2. Connectivity and Access
 3. Safety
- Submits that the RLTP should cater for accessibility for people with disabilities to provide options to reach destinations.
- Considers the following should be the top 5 projects for the region:
- Submits that the following should be the Top 5 projects:
 1. Marton Rail Hub
 2. Lower North Island (capital connection) passenger rail services
 3. KiwiRail Regional Freight Hub
 4. Palmerston North Main Street Transit (bus) hub redevelopment
 5. Ruapehu Mountains to Sea cycleway extension

SUBMISSION NUMBER: 45

HEARD

HEARINGS AGENDA PAGE: 34

NAME/ORGANISATION: Environment Network Manawatū (Helen King)

Summary of submission and decision sought

- Supports the objectives.
- Supports the overarching priority.
- Ranks the remaining investment priorities in the following order on the basis that connected communities drive economic development.
 1. Better Travel Options
 2. Connectivity and Access
 3. Safety
- Supports any decisions linked to the reduction of carbon emissions, and the assurance that resilience and climate change improvements are factored into all projects put forward for funding under the RLTP.
- Particularly supportive of:
 - The movement to a 100% electric bus fleet.
 - Reducing the impact of transport on the environment through the reduction in emissions.
 - The promotion of methods of active transport alongside, or ideally as a substitute to car use.

SUBMISSION NUMBER: 72

HEARD

HEARINGS AGENDA PAGE: 38

NAME/ORGANISATION: Manawatū District Council (Hamish Waugh)

Summary of submission and decision sought

- Supports the following infrastructure projects:
 - Te Ahu a Turanga, Manawatū-Tararua Highway
 - KiwiRail Regional Freight Hub
 - Ōtaki to North of Levin Highway (O2NL)
 - Regional Freight Ring Road (as part of the Palmerston North Integrated Transport Initiative)
 - Lower North Island (capital connection) passenger rail service improvements
 - Progression of Te Utanganui which will see freight distribution unlocked in the central lower north island.
- In addition to the above MDC supports the following projects that have direct benefits for the district, including:
 - Safety improvements for SH54 Feilding to SH3 and SH3 Sanson to Palmerston North, and
 - Shared pathways network improvements, including the Palmerston North to Feilding connection.
- Notes that the proposed SH3 Sanson to Palmerston North safety improvements will not address a key concern for the Sanson Community being the main intersection of SH1, SH3 and Cemetery Road, which experiences traffic delays and results in some vehicles, including heavy vehicles, using local roads to avoid this intersection. These roads are unsuitable for heavy vehicles and create safety concerns, particularly for school children.
- Notes concern that the priority listing of projects in the RLTP did not include “committed and future activities” already being funded through the National Land Transport Fund and submits that if these activities are not afforded a high priority this may affect their ability to obtain funding from the NLTP for works still underway.
- Notes that State Highway 54 passes through the urban area of Feilding and there are several intersections of SH54 with local roads where traffic management improvements are needed.

SUBMISSION NUMBER: 72

HEARD

HEARINGS AGENDA PAGE: 38

NAME/ORGANISATION: Manawatū District Council (Hamish Waugh)

Summary of submission and decision sought

- Notes some areas of misalignment between the RLTP and draft GPS on transport released on 4 March 2024 and considers it may be difficult to resolve these through the hearing process. Specific areas of comment include:
 - Funding for active transport and the conditions required to be met to qualify for public investment
 - Rail, specifically how the potential for extending the capital connection service to Feilding may or may not be supported under the GPS. How the funding proposal for rail will affect the viability of future rail projects and transport sustainability in the region.
 - Public transport: more clarity is needed as to whether there will be fare-box recovery targets and how specific fare-box recovery contributions are arrived at to better understand the direct and indirect implications for local councils. Notes there will be implications for the targets set by the RLTP and specific RLTP policies (such as Policy 3.2).
- Supports the draft RLTP vision.
- Supports:
 - Transport investment priority 1 and agrees with the problem statement. Considers that the Bunnythorpe Western Bypass (shown on the “Longer Term” map, Figure 19) is critical to maximising connectivity between the Industrial Zones and KiwiRail Freight Hub, while minimising potential impacts on other road users.
 - Transport investment priority 2: but notes concerns about the transport disadvantaged living in rural and rural village areas of the Manawatū District that do not have access to public transport. Supported the establishment of the Manawatū Rural Transport Initiative Steering Committee and provided funding to the Committee to prepare a business case on establishing a regular public transport service for rural communities within the Manawatū District. Understand that due to delays in obtaining a suitable vehicle, this service is yet to get up and running. Given the contribution that the rural community transport project will make towards the achievement of investment priority 2 of the RLTP, MDC encourages Horizons to commit to providing ongoing operational funding for this rural community transport services through Horizons Long-term Plan 2024-34.

SUBMISSION NUMBER: 72

HEARD

HEARINGS AGENDA PAGE: 38

NAME/ORGANISATION: Manawatū District Council (Hamish Waugh)

Summary of submission and decision sought

- Transport investment priority 3 and notes that Council has committed increased investment in road safety and included targets through MDC's Long-term Plan 2024-34.
- Generally supports the objectives but notes there may now be some misalignment between these and the objectives of the draft GPS.
- Notes that the public transport section of the draft RLTP does not include provision for the establishment or operation of the rural community transport service in the Manawatū District, or any improvements to Manawatū Public Transport Services which might come out of the Regional Services Review. Suggests that any changes coming out of the Regional Services review should be funded by Horizons through future Annual or Long-term Plans.
- That the scoping studies for an extension of the Capital Connection service to Feilding (as recommended by the Transport and Infrastructure Committee in their findings on the rail inquiry) be considered in the next review of the Regional Public Transport Plan.
- Notes concern about the use of the medium-growth projections from the Infometrics report on population growth and advises that MDC have used the "high growth" projections for its Long-term Plan. Concerned that this will result in Horizons underestimating population growth for the region and that it could have implications the timing roading investment to support population growth.

Seeks:

- Inclusion for the following intersections in the RLTP as safety improvement projects:
 - SH54 (Waughs Road) and Camerons Line (Aorangi intersection)
 - SH54 (Waughs Road) and Campbell Road (opposite the Feilding Golf Club)
 - SH54 (Waughs Road) and Turners Road
 - SH54 (Kimbolton Road) and Lytton Street
 - SH54 (Kimbolton Road) and Pharazyn Street/North Street
- Clarification on how it will ensure the RLTP aligns with the draft GPS.

SUBMISSION NUMBER: 72

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HEARINGS AGENDA PAGE: 38

NAME/ORGANISATION: Manawatū District Council (Hamish Waugh)

Summary of submission and decision sought

- Increased priority be placed on the Bunnythorpe Western Bypass, such as moving the indicative timing of this from a “long term” to “medium term,” and ensuring that the timing of its construction is aligned with the development of the KiwiRail Freight Hub.
- Amendments to Objective 2: to give greater consideration to increasing connectivity of remote communities and providing options for the transport disadvantaged.
- Amendments to Objective 4 to better advocate for government investment in electric vehicle charging infrastructure in the region as well as hydrogen fuel to further reduce vehicle emissions.
- Amendments to Objective 5 to remove reference to “regional growth planning” in policy 5.2 now that the Spatial Planning Act 2023 and Natural and Built Environment Act 2023 have been revoked.
- Horizons consider using a hybrid model for population growth forecasts that is made up of the population forecasts adopted by each council in their draft Long-term Plans, rather than relying on the Infometrics medium population projections. .
- Greater pressure applied by Horizons to Palmerston North City Council to complete their section of the Palmerston North to Feilding shared pathway.
- That the Palmerston North Integrated Transport Initiative project be renamed.

SUBMISSION NUMBER: 47

HEARD

HEARINGS AGENDA PAGE: 48

NAME/ORGANISATION: Dave Gaynor

Summary of submission and decision sought

- Supports the objectives and considers they are good and balanced.
 - Supports the overarching priority.
 - Ranks the remaining investment priorities in the following order:
 1. Connectivity and Access
 2. Safety
 3. Better Travel Options
 - Submits that the following should be the Top 5 projects for the region, with rankings 3 and 4 dependent on completion of consents and purchase:
 1. Palmerston North Integrated Transport Initiative (PNITI)
 2. KiwiRail Regional Freight Hub
 3. Te Utanganui/North East Industrial Zone transport improvements business case
 4. Te Ahu a Turanga Manawatū-Tararua Highway
 5. Ōtaki to North Levin – State Highway 1/57 northern section
 - Notes that Regional Freight Ring Road is essential to deliver on connectivity, efficiency, resilience and safety and aligns with all of the priorities. Also submits that the Regional Freight Ring Road supports building a resilient growing transport network which is currently degrading and not fit for purpose. Considers that supporting rail will significantly reduce emissions from freight.
 - Submits that the road freight network infrastructure is not fit for purpose and the Regional Freight Ring Road will go a long way to solving this problem and meeting the RLTP objectives.
- Seeks that the Palmerston North Integrated Transport Initiative (PNITI) project be elevated to Priority 1 in section 16.1 of the RLTP.

SUBMISSION NUMBER: 50

HEARD

HEARINGS AGENDA PAGE: 51

NAME/ORGANISATION: Manawatu Industrial Businesses (Grant Higgins)

Summary of submission and decision sought

- Does not support the objectives and disagrees with the prioritisation of projects.
- Does not support the overarching priority and considers that connectivity and access will lead to better travel options which will then lead to safety which then delivers on resilience.
- Ranks the remaining investment priorities in the following order:
 1. Connectivity and Access
 2. Better Travel Options
 3. Safety
- Submits that the following should be the Top 5 projects for the region on the basis that they provide freight bypass and resilience in the Manawatū:
 1. Palmerston North Integrated Transport Initiative (PNITI)
 2. Te Utanganui/North East Industrial Zone transport improvements business case
 3. KiwiRail Regional Freight Hub
 4. Ōtaki to North Levin Highway
 5. State Highway 3 Sanson to Palmerston North safety improvements.
- Would like to see a higher prioritisation on roading and infrastructure projects benefiting freight and coordination efficiency across the region. Submits the top priorities should be PNITI and Te Utanganui and not Utiku slip repairs or Ashhurst cycle bridge.

Seeks

SUBMISSION NUMBER: 50	HEARD
HEARINGS AGENDA PAGE: 51	
NAME/ORGANISATION: Manawatu Industrial Businesses (Grant Higgins)	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • That the Palmerston North Integrated Transport Initiative (PNITI) and Te Utanganui/North East Industrial Zone transport improvements business case projects be elevated to Priority 1 in section 16.1 of the RLTP. 	

SUBMISSION NUMBER: 56	HEARD
HEARINGS AGENDA PAGE: 54	
NAME/ORGANISATION: Margaret Craigie	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Supports the objectives and notes these are all important things for the future. • Supports the overarching priority as climate change will be the most dangerous (and expensive) thing that affects everybody. • Ranks the remaining investment priorities in the following order: <ol style="list-style-type: none"> 1. Safety 2. Better Travel Options 3. Connectivity and Access • Submits that the following should be the Top 5 projects for the region: <ol style="list-style-type: none"> 1. Maintenance, operations and renewals programme 2. Manawatū river bridge (State Highway 3) cycleway 3. Ruapehu Mountains to Sea cycleway extension 4. Palmerston North Shared Pathways network 5. Palmerston North City Centre Transit (Bus) Hub redevelopment 	

SUBMISSION NUMBER: 56	HEARD
HEARINGS AGENDA PAGE: 54	
NAME/ORGANISATION: Margaret Craigie	
Summary of submission and decision sought	
<ul style="list-style-type: none"> Notes that a number of bridges in the region do not have safe cycle access. 	
Seeks	
<ul style="list-style-type: none"> Some form of bridge for cyclists on the existing bridges from Ōtaki to Levin as a matter of priority. 	

SUBMISSION NUMBER: 62	HEARD
HEARINGS AGENDA PAGE: 56	
NAME/ORGANISATION: Deb Frederikse	
Summary of submission and decision sought	
<ul style="list-style-type: none"> Supports the objectives. Supports the overarching priority. Ranks the remaining investment priorities in the following order on the basis that connected communities drive economic development. <ol style="list-style-type: none"> Better Travel Options Connectivity and Access Safety Submits that Options for travel in the central region favour car owners and truck drivers. We need more transport options to encourage users on to trains, electric buses. Submits that whilst acknowledging that funding comes from different buckets, it is disappointing not to see introduction of passenger rail options for Whanganui and New Plymouth. In terms of mitigating carbon emissions, it is a no brainer to get people out of cars. 	

SUBMISSION NUMBER: 62

HEARD

HEARINGS AGENDA PAGE: 56

NAME/ORGANISATION: Deb Frederikse

Summary of submission and decision sought

- Notes that forestry farming and processed farm products could travel by rail and reduce damage to road surfaces.
- Submits that there doesn't seem to be much allocation of funds to the Whanganui district. Suggests a scoping plan / investigation on the possibility of re-introducing a rail service to connect to New Plymouth, Marton and Palmerston North.

SUBMISSION NUMBER: 68

HEARD

HEARINGS AGENDA PAGE: 60

NAME/ORGANISATION: AA Whanganui (Anne-Marie Farmer)

Summary of submission and decision sought

- Seeks amendments to align with the draft GPS, including a reversion or reintroduction (to use the words in the GPS) of a business as usual model for the New Zealand Transport Agency, in the way it is mandated to operate the state highway network as a road controlling authority.
- Supports the economic growth and productivity priority of the draft GPS to help ensure New Zealand can reach its full potential as a nation.
- Submits that regional programmes for state highways involving small to medium projects are unfettered by politics largely. These were part of and should still be business as usual for the Agency and work needs to continue to satisfy the principal objectives of the new GPS.
- Submits that in framing the policies, it is important that the 'activities' clearly match the endeavours to reflect the balance now required. Submit that the single safety imperative of the previous road to zero policy no longer has its place centre stage in the activity schedules, with excesses of \$100M.

SUBMISSION NUMBER: 68

HEARD

HEARINGS AGENDA PAGE: 60

NAME/ORGANISATION: AA Whanganui (Anne-Marie Farmer)

Summary of submission and decision sought

- Supports Policy 5-4 the references to level of service in this policy (if they mean what we understand levels of service to be) and suggest some of these themes could be brought out into section 6 because this is at the nub of the issues regarding inter-regional links and protection of these routes.
- Submits that the actions of some policies as undermining what would otherwise be progress with the development of the land transport system in the region. Notes that as demand increases so must the levels of service slowly improve for all users.
- Notes that there is a lack of state highway improvement works to progressively eliminate aberrant sections of State highway which continue to create safety problems.
- State Highway 1 Utiku Slip resilience improvements – note that at the time the investigations and geotech work was introduced as a ‘variation’ through the Regional Transport Committee, a commitment was given by the Agency that this would not displace other priorities in the RLTP. Submit that it seems odd that a project intended as a preventive measure should sit among and be prioritised against other improvement work. It is further understood that the re-evaluation of the risk profile for this particular site is not sufficiently progressed to validate its presence in the RLTP beyond investigation.

Seeks

- Amendments to section 6.1 of the RLTP (Strategic Road networks) to reflect the principal objectives of the GPS. The use of words such as “Adequate road connections are therefore critical...” are simply not strong enough and are somewhat watered down from the current edition of the RLTP. Encourage words in the RLTP to embrace this endeavour in relation to existing networks which will always be our primary land transport assets.
- Policy 2.2; “Support the provision of effective connections to and from the region’s principal economic growth and productivity areas...” Encourages the use of stronger language that indicates ‘striving to provide effective inter-regional links’ within the text.
- Section 6 (strategic road networks): suggest some of these themes from Policy 5-4 could be brought into section 6.

SUBMISSION NUMBER: 68	HEARD
HEARINGS AGENDA PAGE: 60	
NAME/ORGANISATION: AA Whanganui (Anne-Marie Farmer)	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • More of a correlation between the primary objectives of the RLTP and the work programmes that reflect the desire to guarantee quality connections between the different parts of the lower north island’s geographical territory. • Further clarification of the SH1, Utiku Slip resilience improvements activity: investigation and implementation of a permanent solution with a projected allocation of >\$100M and submits that it possibly should not sit amongst the prioritised programme. 	

SUBMISSION NUMBER: 69	HEARD
HEARINGS AGENDA PAGE: 65	
NAME/ORGANISATION: Duncan Cheetham	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Submits that population growth and integrated planning are important and that it is important that our region takes into account growth under the NPS Urban Development. As an example, Rongotea will have another 170 new homes in the medium-term and flexibility needs to be built into the plan through cohesion with Manawatū District Council. • Notes that under the NPS Urban Development and MDC district plan, areas have been re-zoned because of available infrastructure and considers that transport should be a logical add on for the public. 	
Seeks:	
<ul style="list-style-type: none"> • A bus route tagged on the back of Whanganui or Taihape with a diversion in Sanson (see map attached to submission). Notes that there would be significant benefits to the local community. 	

SUBMISSION NUMBER: 73

HEARD

HEARINGS AGENDA PAGE: 70

NAME/ORGANISATION: Palmerston North City Council

Summary of submission and decision sought

- Does not support the prioritisation of the significant regional activities in section 16 of the RLTP and submits that the PNITI project should be ranked as priority 1, sitting first in the list.
- Notes that RLTPs are the primary vehicle for discussing and agreeing a clear set of regional outcomes, priorities and improvement projects in the land transport space. They describe the gap between where we are and where we need to get to, along with the programme of activities needed to bridge that gap. Therefore, RLTPs tell a powerful story about a region and its aspirations.
- Submits that the current prioritisation of regionally significant activities fails to look forward and address where we want to be as a region. The current ranking of regionally significant activities confuses the primary purpose of an RLTP. Submits that RLTP should be an aspirational plan that looks forward with its investment,s with priority given to projects that will enhance the performance of transport network relative to the new Government Policy Statement on Land Transport (GPS) and the identified investment priorities. Notes that PNITI aligns strongly with the draft GPS priorities and is a long-term project with a considerable number of partners and supporting projects that require continuity of support over the course of its implementation. For this reason PNITI should hold the number one priority in the current RLTP and in future RLTPs.
- Notes that PNITI will further improve the ability to maintain local roads, as the regional freight ring road will direct heavy vehicles away from residential streets that are under strain supporting these vehicle movements. For example, repair damage to a bridge on Amberley Ave that has failed due to increased use by heavy vehicles on a road that was not designed for them.
- Submits that if the region is to be successful in gaining Government support for the acceleration of PNITI and the regional freight ring road, it will be important that PNITI is seen by the Government as the number one priority for the region
- Utiku Slip: Support NZTA seeking a long term solution but consider that this project should be treated as a maintenance activity.
- Manawatū River Bridge Cycleway: Strongly supports the Manawatū river bridge cycleway project as it was an outcome driven by the community and supported by the evidence and the decision on the Te Ahu a Turanga designation process. Submits that this project should be included as part of the overall Te Ahu a Turanga project in the RLTP as it is a condition of the designation for the project.

SUBMISSION NUMBER: 73

HEARD

HEARINGS AGENDA PAGE: 70

NAME/ORGANISATION: Palmerston North City Council

Summary of submission and decision sought

submit that this be corrected with the cycleway included in the overall Te Ahu a Turanga project, as required by the condition on the designation.

- Shared pathways activity: notes that PNCC has received advice from NZTA Waka Kotahi that it should alter the “shared pathways” project in the RLTP (significant activity in table 12 of the RLTP), which covers the Palmerston North to Feilding shared pathway and the Manawatū River shared pathway. Specifically, the advice received is that NZTA would like to be able to assess the merits of these shared pathways separately. Accordingly PNCC request that the two activities be separated out in the RLTP.
- Cook street roundabout: Notes that during the development of PNCCs ‘low cost low risk’ program, the Cook St/ Ferguson St roundabout was identified as being a high-risk location. Initial review of treatment options indicated that this project will not meet the ‘low cost low risk’ funding threshold. Based on this, NZTA have advised PNCC need to proceed with the works as new improvement activity with a supporting business case and be included in the RLTP.
- Pioneer Highway safety improvements: Advise that PNCC is no longer proceeding with the safety improvements for this activity.

Seeks

- That the Palmerston North Integrated Transport Initiative be ranked priority 1 and sit at the top of the list of significant regional activities in table 12 of the RLTP.
- Regional support via the Regional Transport Committee for the specific inclusion and acceleration of the regional freight ring road within NZTA’s updated State Highway Investment Proposal (SHIP).
- That the SH 1 Utiku Slip activity be treated as a maintenance activity in the RLTP
- That the Manawatū River Bridge Cycleway project be removed from the significant activities in Table 12 and be incorporated as a condition on the designation for the Te Ahu a Turanga, Manawatū-Tararua Highway project.

SUBMISSION NUMBER: 73	HEARD
HEARINGS AGENDA PAGE: 70	
NAME/ORGANISATION: Palmerston North City Council	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • That the 'shared pathways' activity in table 12 of the RLTP be split into two separate activities in the RLTP, with the Feilding to Palmerston North shared pathway sitting higher than the Manawatū River shared pathway. • That the Cook Street/Ferguson Street roundabout activity be included as an improvement activity in the RLTP. • That the 'Pioneer Highway Safety Improvements' activity be removed from the RLTP. 	

SUBMISSION NUMBER: 77	HEARD
HEARINGS AGENDA PAGE: 76	
NAME/ORGANISATION: Maurice Mildenhall	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Has a strong interest in the walking and cycling component of the RLTP. • Notes a number of minor errors: <ul style="list-style-type: none"> ○ Pages 27 and 28 are very light in detail. Although notes this is accepted. ○ Page 29 – The Horopito to National Park and the off-road Turoa Ski Field to Ohakune links (both extensions of the Mountains to Sea) are not identified yet but are included on page 86 of the RTLTP. ○ Page 29 – the Tangimoana Cycle Trail is incorrectly located. ○ Page 29 – The Ken Everit Cycle Trail on SH 1 Whirokino, Manawatū River is missing. 	

SUBMISSION NUMBER: 75

HEARD

HEARINGS AGENDA PAGE: 78

NAME/ORGANISATION: Simon Loudon

Summary of submission and decision sought

- Notes the draft Regional Land Transport Plan (RLTP), page 20, figure 10, clearly demonstrates significant upward trends in heavy trucks and buses, light duty trucks and diesel-powered vehicles in the Horizons region which will have negative impacts on air quality.
- Submits that the RLTP objectives do not highlight our people's health and wellbeing as per the "One Network Framework" and the "Ministry of Transport Outcomes Framework" and that the safety objective is limited to injury by accident.
- Notes the following concerns:
 - The effects of the concentration of increased traffic flow/road use on dedicated roads associated with targeted developments.
 - The effects of traffic concentration on local air quality.
 - The subsequent implications on people's health and wellbeing from increased traffic concentration.
 - The social costs attributed to degradation of local air quality.
 - The subsequent impacts on our environment and our local waterways due to the increased concentration of air pollution associated with these dedicated roads.
 - The impact of on local Councils budgets and their capacity to maintain these dedicated roads and their feeder roading networks.
- Submits that health and wellbeing associated with poor air quality linked to traffic concentration pathways will affect our people. This important issue hasn't been transferred across into the RLTP, from the seed documents of the 'One Network Framework' and the 'Ministry of Transport Outcome Framework'. Commends the better use of rail for freight hubs but notes that these will rely on transported goods by road, often by utilising the local road network. Considers that the concentration of these trucks will increase congestion; pinch point intersections will increase idling vehicles, and air quality will worsen with noxious NO2.

Seeks that:

- Regional health and wellbeing should be included alongside safety as one of the RLTP's five objectives.
- The RLTP acknowledge the HAPINZ 3.0 report and role PM2.5 and NO2 play in our health, wellbeing, and social statistics.

SUBMISSION NUMBER: 75	HEARD
HEARINGS AGENDA PAGE: 78	
NAME/ORGANISATION: Simon Loudon	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • The RLTP play an active role in mitigating use of diesel-powered vehicles and the education on the effects of NO2 and PM2.5 on our health and wellbeing. • The RLTP carefully consider design of the feeder roading networks to the hubs, with not only traffic flows in mind, but the health and wellbeing of peoples who work and live within proximity of these feeder roads. • The RLTP should advocate for air quality monitoring and reporting on the feeder road networks. • The RLTP consider, acknowledge, and provide solutions to the costs demands on local Councils to upgrade and maintain these promoted feeder roading networks. 	

SUBMISSION NUMBER: 78	HEARD
HEARINGS AGENDA PAGE: 84	
NAME/ORGANISATION: Interested Residents of Marton and Rangitīkei (Felicity Wallace)	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Supports the overarching investment priority and the three remaining transport investment priorities. • Supports the following projects being prioritised: <ul style="list-style-type: none"> ○ Te Ahu a Turanga, Manawatū-Tararua Highway ○ Ōtaki to North of Levin Highway ○ The regional freight ring road (through the PNITI project) ○ Lower North Island (capital connection) passenger rail service improvements ○ Progression of Te Utanganui which will see freight distribution unlocked in the central lower north island. 	

SUBMISSION NUMBER: 78

HEARD

HEARINGS AGENDA PAGE: 84

NAME/ORGANISATION: Interested Residents of Marton and Rangitikei (Felicity Wallace)

Summary of submission and decision sought

- Submits that the draft policies are written with a focus on larger urban communities and the impacts on smaller communities, such as those in the Rangitikei have not been assessed.
- The proposed hubs for heavy traffic and proposed decrease in light traffic does not take into account the rural situation.
- Notes that the air transport section (6.8) does not consider all air and port options, e.g. Whanganui airport, Ohakea airport and Whanganui Port.
- Would like to see more focus on potential passenger rail services in section 6.5.2 e.g. New Plymouth to Whanganui to Marton, Taihape to Marton, Marton to Palmerston North and beyond.
- Would like more consideration given to cyclist safety and provisions for cycleways in future road planning for the region.
- Supports investment in the region's roads and would like to see long term planning for resilience and durability, while also considering climate change, air quality and land suitability.

Seeks:

- More consideration of the rural communities in the RLTP, not just urban areas.
- Inclusion of the Whanganui Airport, Ohakea Airport (for passenger movement) and Whanganui port in section 6.8 of the RLTP.
- Inclusion of New Plymouth to Whanganui to Marton, Taihape to Marton, Marton to Palmerston North rail lines as part of the passenger rail discussion in section 6.5.2.
- More consideration of cycleways in road planning for the region.

SUBMISSION NUMBER: 81

HEARD

HEARINGS AGENDA PAGE: 90

NAME/ORGANISATION: Graham Holloway

Summary of submission and decision sought

- Objects to paying for current and future public transport through rates. Is on a fixed income and does not use the services, no has any intention to.
- Submits that funding of public transport should come from Central Government and those who use the services.

SUBMISSION NUMBER: 59

HEARD

HEARINGS AGENDA PAGE: 93

NAME/ORGANISATION: Ngāti Kahungunu ki Tāmaki-nui-a-rua (Chrissy Marshall and James Kendrick)

Summary of submission and decision sought

- Supports the objectives but would like to understand the funding and prioritisation of these objectives.
- Supports the overarching priority and submits that due to the number and scale of road incidents/sites still under repair within our region, the first step is to re-establish existing connectivity and access to double-lane carriageways throughout the Tararua District, whilst ensuring safety. Investigating additional transport options.
- Ranks the remaining investment priorities in the following order:
 1. Safety
 2. Connectivity and Access
 3. Better Travel Options
- Submits that the following should be the Top 5 projects for the region as they will establish connectivity, and improve infrastructure capability for the Tararua district:

SUBMISSION NUMBER: 59	HEARD
HEARINGS AGENDA PAGE: 93	
NAME/ORGANISATION: Ngāti Kahungunu ki Tāmaki-nui-a-rua (Chrissy Marshall and James Kendrick)	
Summary of submission and decision sought	
<ol style="list-style-type: none"> 1. Te Ahu a Turanga, Manawatū-Tararua Highway 2. Huarahi Tuhono – Weber to Wimbledon (Route 52) 3. Lower North Island (capital connection) passenger rail service improvements 4. Maintenance, operations and renewals 5. KiwiRail Regional Freight Hub 	
Seeks	
<ul style="list-style-type: none"> • Improvements to public transport options for Tararua district into central Manawatū. 	

SUBMISSION NUMBER: 64	HEARD
HEARINGS AGENDA PAGE: 95	
NAME/ORGANISATION: Rangitāne o Manawatū (Danielle Harris / Raythe Tanoa-Te Purei)	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Supports the objectives. • Supports the overarching priority. • Rangitāne have a particular interest in: <ul style="list-style-type: none"> ○ Prioritising sustainable and environmentally responsible transport solutions including promoting walking, cycling and public transport. ○ Ensuring safety and accessibility, including speed reduction around high crash areas, growth areas, and sensitive receivers such as schools. 	

SUBMISSION NUMBER: 64

HEARD

HEARINGS AGENDA PAGE: 95

NAME/ORGANISATION: Rangitāne o Manawatū (Danielle Harris / Raythe Tanoa-Te Purei)

Summary of submission and decision sought

- Focussing on reduction of emissions and resilience through climate change.
- Supports the policy focus on affordable transport choices, safety, climate change and resilience and prioritisation of the Ring Road (as part of the Palmerston North Integrated Transport Initiative).
- Notes the Regional Land Transport Plan must uphold the principles of Te Tiriti o Waitangi, including partnership, participation, and the protection of our rights and interests. Submit that partnership with tangata whenua is essential for developing an inclusive and responsive plan, especially in Palmerston North city.
- Submits that Rangitāne o Manawatū should be respected as active partners in transport planning. Advises that true partnership is not simply providing Rangitāne with opportunities to ‘assist’ with decision making, but entails a cooperative and mutually beneficial relationship between tangata whenua and the Crown that recognises that tangata whenua have a unique position as indigenous peoples. The Regional Land Transport plan must respect this position.
-

Seeks

- reconsideration and redrafting of:
 - Explicit reference to partnership with iwi and hapū, including, but not limited to, paragraph 5.1 which does not currently reflect the role of tangata whenua as partners in transport planning and decision-making and suggests that iwi and hapū are not well equipped to make informed decisions.
 - Ensure mātauranga Māori is considered and applied, in partnership with tangata whenua.
 - Ensure that potential effects on cultural sites from transport infrastructure, including wāhi tapu, are acknowledged and considered.
- Redrafting of:

SUBMISSION NUMBER: 64

HEARD

HEARINGS AGENDA PAGE: 95

NAME/ORGANISATION: Rangitāne o Manawatū (Danielle Harris / Raythe Tanoa-Te Purei)

Summary of submission and decision sought

- section 5.1, Re-drafting to reflect that iwi and hapū have important interests in transport, and that tangata whenua are partners in decision-making in transport planning in the Horizons region.
- Policy 1.7: Reword to consider additional new shared-use pathways, including enhancement and maintenance of existing pathways, not just access.
- Policy 3.3: Specifically mention speed reduction as a tool for safety improvement in this policy.
- Policy 5.8: Reword to reflect true partnership and shared decision-making. Suggested wording as follows:
Policy 5.8: ~~Ensure the~~ Partner with the region's iwi and hapū partners ~~are provided the opportunity to engage and assist with in~~ decision making on any ~~new~~ land transport development at all stages of the process

SUBMISSION NUMBER: 70

HEARD

HEARINGS AGENDA PAGE: 104

NAME/ORGANISATION: Horizons Regional Council officers (Mark Read)

Summary of submission and decision sought

Draft GPS land transport:

- Submission to identify and address potential changes to the draft RLTP in response to the draft Government Policy Statement on land transport (GPS) released on 4 March 2024.
- Submits that changes required may include:
 - Updates to the strategic framework to ensure consistency (where appropriate) with the draft GPS strategic direction

SUBMISSION NUMBER: 70

HEARD

HEARINGS AGENDA PAGE: 104

NAME/ORGANISATION: Horizons Regional Council officers (Mark Read)

Summary of submission and decision sought

- Minor amendments to the narrative in section 7 to create a link between the region's key work streams (e.g. Te Utanganui and PNITI) and the strategic focus of the new draft GPS
- Amendments to the narrative in section 9.1 to outline the focus of the draft GPS
- Updates to section 15 (funding the Plan) to reference other potential revenue streams introduced through the draft GPS
- Updates to sections 16 and 17 to reflect the activity classes proposed through the draft GPS and any changes to the work programme (if known).

Integration with the One Plan Regional Policy Statement:

- Note a potential misalignment between the One Plan RPS and the draft RLTP regarding the reference of “strategic road and rail networks” in the RPS which relies on a definition in the Regional Land Transport Strategy (now superseded by the RLTP). The draft RLTP does not define strategic road and rail networks but includes narrative throughout the Plan.
- Officers are seeking to better identify strategic road and rail networks in the draft RLTP to create better alignment with the One Plan RPS.

Seek

- Amendments to the strategic framework, and sections 7, 9.1, 15, 16 and 17 of the RLTP to reflect relevant elements of the draft GPS.
- Inclusion of a definition in the RLTP for strategic road and rail networks as follows: “*Strategic road and rail networks include all state highways and railway lines within the region. The railways include sections of the North Island Main Trunk line, Marton to New Plymouth line, Palmerston North to Gisborne line and Wairarapa line*”.

SUBMISSION NUMBER: 31

HEARD

HEARINGS AGENDA PAGE: 110

NAME/ORGANISATION: Dynamique and Blue Anchor Film Productions (Guy Dobson)

Summary of submission and decision sought

- Supports the objectives and considers them a 'start'.
- Submits that rail infrastructure and faster, more reliable train services are key. Better use of rail network management by Kiwi Rail is also a must along with change in culture towards passenger rail.
- Supports the overarching priority and notes that resilience and reliability go 'hand in hand'. Submits that if you deliver on these, the climate change benefits will happen.
- Ranks the remaining investment priorities in the following order on the basis that providing people with better options will encourage use of public transport if those services are reliable and connected.
 1. Better Travel Options
 2. Connectivity and Access
 3. Safety
- Submits that the following should be the Top 5 projects for the region on the basis that they provide active transport options for the region:
 1. Ōtaki to North Levin Highway
 2. KiwiRail Regional Freight Hub
 3. Lower North Island (capital connection) passenger rail services
 4. Ōtaki to North Levin revocation of the existing state highway corridor
 5. Marton Rail Hub

- Submits that the O2NL Expressway is critical for early delivery and will save lives.
- Considers that getting the rail depots and supporting structure up to scratch is vital for future growth
- Seeks that development of the O2NL Expressway and Freight Hubs in Palmerston North be brought forward.

<p>SUBMISSION NUMBER: 46</p> <p>HEARINGS AGENDA PAGE: 112</p> <p>NAME/ORGANISATION: Manawatū Business Chamber (Amanda Linsley)</p>	<p>HEARD</p>
<p>Summary of submission and decision sought</p>	
<ul style="list-style-type: none"> • Supports the objectives but not in the order proposed. • Does not support the overarching priority as it should be a priority on its own. • Ranks the remaining investment priorities in the following order however notes that Safety should be a given and not an option, but there is also realism in the equation : <ol style="list-style-type: none"> 1. Connectivity and Access 2. Safety 3. Better Travel Options • Submits that the following should be the Top 5 projects for the region, with rankings 3 and 4 dependent on completion of consents and purchase: <ol style="list-style-type: none"> 1. Palmerston North Integrated Transport Initiative (PNITI) 2. Te Utanganui/North East Industrial Zone transport improvements business case 3. Te Ahu a Turanga Manawatū-Tararua Highway 4. Ōtaki to North Levin Highway 	

SUBMISSION NUMBER: 46

HEARD

HEARINGS AGENDA PAGE: 112

NAME/ORGANISATION: Manawatū Business Chamber (Amanda Linsley)

Summary of submission and decision sought

5. KiwiRail Regional Freight Hub

- Notes that Regional Freight Ring Road that sits within PNITI is essential for our region, it is a development project and not one that is maintenance related or should sit under another budget.
 - Disagrees with the proposed prioritisation for regionally significant activities within the draft RLTP, specifically PNITI and particularly the Regional Freight Ring-Road that sits within PNITI being moved down in its regional priority below the Utiku Slip resilience and Manawatu River Bridge cycleway projects.
 - Submits that the number one priority for the RLTP should be an aspirational activity that looks at building for the future and will enhance the regional and wider transport network along with the economic advantages that a plan such as PNITI will bring.
 - Considers the SH1 Utiku Slip resilience work is a maintenance issue and should be treated as such in the RLTP by being included in the maintenance activity class.
 - Considers the Manawatū River Bridge (SH3) cycleway activity should be included in the funding associated with the Te Ahu a Turanga Manawatū-Tararua Highway project and should not be included in the RLTP's future investment funding.
- Seeks that the Palmerston North Integrated Transport Initiative (PNITI) project be elevated to Priority 1 in section 16.1 of the RLTP.

SUBMISSION NUMBER: 48

HEARD

HEARINGS AGENDA PAGE: 116

NAME/ORGANISATION: Anthonie Tonnon

Summary of submission and decision sought

- Supports the objectives.
- Supports the overarching priority.
- Ranks the remaining investment priorities in the following order:
 1. Better Travel Options
 2. Safety
 3. Connectivity and Access
- Considers that better travel options is the area that lags the furthest behind other areas, and it's also the area where the most value for money contribution to safety can be made.
- Submits that the following should be the Top 5 projects for the region on the basis that they provide active transport options for the region:
 1. Lower North Island (capital connection) passenger rail services
 2. KiwiRail Regional Freight Hub
 3. Palmerston North City Centre Transit (Bus) Hub redevelopment
 4. Marton Rail Hub
 5. State Highway 3 revocation of old Gorge Road
- Submits that as a Whanganui resident, there are very few projects related to the district with a perception of structural and institutional bias toward Palmerston North. Considers that the wording within the RLTP gives Palmerston North primacy over all other urban areas in the region and that there is an imbalance of investment priorities to Palmerston North over all other areas - far outside of an equitable per-capita basis.

SUBMISSION NUMBER: 48

HEARD

HEARINGS AGENDA PAGE: 116

NAME/ORGANISATION: Anthonie Tonnon

Summary of submission and decision sought

- Considers that amendments need to be made to the draft Plan to better align with the Long-term Plan and include public transport projects proposed in that document.
- Submits that the Marton to New Plymouth rail line and Stratford to Okahukura rail line should be discussed in the rail sections of the RLTP given the opportunities associated with them as freight options for the lower north island.
- Notes the language in the draft RLTP towards better travel options is much improved, however actual investment is heavily weighted towards roading projects.

Seeks

- Public transport activities under consideration in the current LTP need to be mentioned in the RLTP, and edited in the associated RPTP to help align priorities for NLTP funding. Specifically the following three activities:
 - The Regional Public Transport Services being considered as a result of the Regional Services Review
 - The Whanganui mid-term and full-term public transport network review
 - The Horowhenua PT services review
- Update reference to urban areas on Page 12 of the RLTP noting that Statistics NZ identifies Palmerston North and Whanganui as large urban areas and Levin and Feilding are medium urban areas.
- Mention (a sentence or two) in the rail sections about the Marton to New Plymouth line.
- A sentence in the rail section indicating support for a future reinstatement of the Stratford to Okahukura Line, which is in our regional boundaries (shared with Taranaki).
- There should be some brief note in the RLTP of the investment imbalance towards Palmerston North in the document so that it can be addressed in future RLTPs.

SUBMISSION NUMBER: 48	HEARD
HEARINGS AGENDA PAGE: 116	
NAME/ORGANISATION: Anthonie Tonnon	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Seeks that the Horizons Passenger Transport Committee have more involvement in the preparation of the RLTP in future 	

SUBMISSION NUMBER: 51	HEARD
HEARINGS AGENDA PAGE: 121	
NAME/ORGANISATION: Greater Bunnythorpe Community Committee (Brett Neill/Rebecca Mudford/Aaron Fox)	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Supports the objectives. • Does not support the overarching priority. • Ranks the remaining investment priorities in the following order: <ol style="list-style-type: none"> 1. Safety 2. Connectivity and Access 3. Better Travel Options • Submits that the following should be the Top 5 projects for the region on the basis that they provide freight bypass and resilience in the Manawatū: <ol style="list-style-type: none"> 1. Palmerston North Shared Pathways network 2. Accessing Central NZ/SH3 Roberts Line intersection improvements 3. Maintenance, operations and renewals programme 4. State Highway 54 Feilding to State Highway 3 safety improvements 	

SUBMISSION NUMBER: 51

HEARD

HEARINGS AGENDA PAGE: 121

NAME/ORGANISATION: Greater Bunnythorpe Community Committee (Brett Neill/Rebecca Mudford/Aaron Fox)

Summary of submission and decision sought

5. Palmerston North City Centre Transit (Bus) Hub redevelopment

- Notes that greater Bunnythorpe, according to the project map, continues to sit beside or within proposed changes to land and road use associated with KiwiRail's intermodal freight hub, a ring road and the Palmerston North City Council's plans for a Te Utanganui business hub. Note that none of these projects has dedicated central government funding, while national and regional economic activity, especially with respect to the export sector, have significantly altered since 2021. The current government's focus is on roading, and on freight movement in the upper half of the North Island. Considers it is therefore time for Horizons to reconsider the assumptions on which some of these plans have been predicated.
- Considers the RLTP offers little choice, connectivity, efficiency, resilience with respect to climate change or network quality and integration for the transport networks and options within the Greater Bunnythorpe area and notes that the current transport network is deteriorating with dangerous intersections and narrow bridges.
- Advises this in turn affects the safety of the local roading network with heavy freight vehicles passing through Bunnythorpe via Kairanga-Bunnythorpe Road, Railway Road and Campbell Road, intersecting at the Bunnythorpe Roundabout. Meanwhile, children make their way to and from the Bunnythorpe Bus Stop and the school bus network. Notes that the weight and volume of traffic is dangerous and unforgiving, especially in the event of roadworks within Bunnythorpe village when trucks seek alternative back street routes which are closer to the Bunnythorpe School.
- Notes concerns about future plans for the road and rail network given the flood risk and impacts of climate change on this area. Also note the proposal will not serve to connect Bunythorpe with either Feilding or Palmerston North.
- Supports the proposed shared pathway connecting Feilding-Bunnythorpe-Palmerston North

Seeks

- That heavy transport be re-routed away from houses and schools; and

SUBMISSION NUMBER: 51

HEARD

HEARINGS AGENDA PAGE: 121

NAME/ORGANISATION: Greater Bunnythorpe Community Committee (Brett Neill/Rebecca Mudford/Aaron Fox)

Summary of submission and decision sought

- That dangerous intersections (especially those along Kairanga-Bunnythorpe and Railway Roads) be redesigned to minimise the risk of serious and fatal crashes; and
- That more public transport options by both road and rail be considered; and
- That our school bus stops be made safer, both in terms of location and the weight and speed of traffic flow past these stops; and
- That the completion of the Shared Pathways Network between Feilding and Palmerston North via Bunnythorpe be a priority.
- That any works associated with our roads and bridges must also benefit our community and local environment.
- That the assumptions upon which the plan are based be revisited in light of economic changes since 2018; and
- That the transport and economic planning roles of regional agencies supported by Horizons, such as Accelerate 25 and the Central Economic Development Agency, be reconsidered and/or disestablished.

SUBMISSION NUMBER: 55

HEARD

HEARINGS AGENDA PAGE: 126

NAME/ORGANISATION: Kevin Wilkie

Summary of submission and decision sought

- Supports the objectives.
- Supports the overarching priority.
- Ranks the remaining investment priorities in the following order:
 1. Connectivity and Access
 2. Better Travel Options

SUBMISSION NUMBER: 55	HEARD
HEARINGS AGENDA PAGE: 126	
NAME/ORGANISATION: Kevin Wilkie	
Summary of submission and decision sought	
<p>3. Safety</p> <ul style="list-style-type: none"> • Submits that the following should be the Top 5 projects: <ol style="list-style-type: none"> 1. Lower North Island (capital connection) passenger rail services 2. Palmerston North Shared Pathways network 3. State Highway 1 Levin to Foxton (Tranche 2) safety improvements 4. Palmerston North City Centre Transit (Bus) Hub redevelopment 5. Ruapehu Mountains to Sea cycleway extension. • Suggests that a statement identifying the scope of what public transport includes. 	
Seeks	
<ul style="list-style-type: none"> • A statement be included that public transport includes public transport services, commercial public transport services & exempt services as defined in the LTMA. Add in the powers of Section 27 of the LMTA for Local Authority interests in Public Transport Services. 	

SUBMISSION NUMBER: 74	HEARD
HEARINGS AGENDA PAGE: 129	
NAME/ORGANISATION: Robert McLachlan	
Summary of submission and decision sought	
<ul style="list-style-type: none"> • Submits that the draft RLTP does not put us on the pathway to the 'resilient, safe, accessible, and sustainable' transport system described in the Vision Statement. Notes that the RLTP and the process by which it is prepared, and the rest of the transport planning 	

SUBMISSION NUMBER: 74

HEARD

HEARINGS AGENDA PAGE: 129

NAME/ORGANISATION: Robert McLachlan

Summary of submission and decision sought

and delivery system, are little more than window dressing on an enormous road-building and car-dependency exercise whose true costs are not made clear.

- Submits that the RLTP does not meet the objectives for emissions reductions, safety, mode shift, or sustainability, and considers that part of the reason is the process under which it was developed.
- Supports the recent implementation of the Palmerston North bus services, commitment to passenger rail and recent steps toward improving regional and inter-regional public transport.
- Submits that almost none of the proposed cycling projects in the RLTP will deliver the mode-shift, driving reduction or sustainability goals that the RLTP discusses. Considers that work is needed towards a complete, safe cycling network in each of our cities. This is what other NZ cities (especially Auckland, Wellington, Christchurch, and Dunedin) are working towards.
- Notes that the public are asked for feedback on the RLTP and its various spending priorities. But no alternatives are given. For example, it is proposed to spend \$150m on wire median barriers. The context is that the roads have unsafe speed limits and that speed enforcement is lax. Submits that in Auckland, road deaths have decreased by 30% on the 39% of the network where safer speeds have been introduced since 2020. Considers that proposals to spend money on safety should be presented in the context of safety overall.
- Submits that the draft RLTP will increase emissions rather than decrease emissions. It is not a serious attempt to reduce emissions at all. In fact even the self-assessment (CATI, p. 83) gives a score of -0.62 on a scale from -3 to +3. Upon investigation, a negative score means that the effect is to increase emissions.
- Supports the provisions seeking to improve urban form and travel choice but considers they are not reflected in the actual actions that will result from the RLTP, or from other developments. For example, Levin is to be bypassed by a highspeed 4-lane expressway, and then new greenfields suburbs built on the far side of it. Notes there is also a great deal of dispersed, low density, greenfields sprawl being planned for Palmerston North.

SUBMISSION NUMBER: 74

HEARD

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NAME/ORGANISATION: Robert McLachlan

Summary of submission and decision sought

- Submits that the statement on page 72 of the RLTP that some progress has been made to reducing deaths and serious injuries is wrong. Notes that Figure 23 shows there has been no change and that considering the timeframe includes the Covid lock-down period this is poor. Submits that the Plan should be changed since we are not on track to meet our safety targets.
- Notes concerns about the processes that have led to the two large road-building projects in the region, Ō2NL and Te Ahu a Turanga (TAAT). Notes that the Indicative Business Case for Ō2NL found benefits of \$250m and a BCR of 0.37 and that it would cause “no significant change in pollution” (which is absurd). On this basis a Detailed Business Case was prepared, which found benefits of \$2580m. Considers that if the benefits can increase by a factor of 10 in such a short time, there is something wrong with the methodology. For TAAT, it appears that after the public consultations, business cases etc. had been conducted, a decision was made to four-lane the entire road. Notes that road-building in New Zealand has greatly expanded in scale and impact recently, embracing far higher engineering standards with massive bridges, trestles, and earthmoving (TAAT involves the deepest cuts ever attempted in New Zealand). Submits that this risks creating an expectation for more and more roads like this and that all new roads will be built to this standard. But none of this was ever discussed in the context of an RLTP.

Seeks

- Preparation of an RLTP with a Climate Assessment score of at least +2, and confirm that it puts the region on track to meet its transport emissions target.
- Ensure that at least 50% of the funding goes towards walking and cycling projects, and that these projects are in urban areas to achieve safety outcomes and mode shift.
- That BCR methodologies should be transparent and include disbenefits as well as benefits and the wider impacts of the projects, such as induced demand and impacts on car dependency.

SUBMISSION NUMBER: 74

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HEARINGS AGENDA PAGE: 129

NAME/ORGANISATION: Robert McLachlan

Summary of submission and decision sought

- That an indicator be added with the percentage of roads whose speed limits are safe and appropriate, and the percentage of VKT that is on these roads.
- Stop using traffic modelling in a “predict and provide” paradigm, as it is an approach that is no longer acceptable in modern transport planning. Shift instead to vision-led planning, as this will prevent the unnecessary “supersizing” of projects and provide much better value for money.