



Minutes of the public meeting of the Regional Transport Committee to hear submissions on the Regional Land Transport Programme 2009-2012 at 9.30 am on Wednesday, 20 May 2009, in the Tararua Room, Horizons Regional Council, 11-15 Victoria Avenue, Palmerston North.

**PRESENT** Cr EB Gordon (Chair), Cr VJF Chettleburgh, Cr GP Murfitt, Mayor M Reynolds (Tararua District Council), Cr G Cruden (Palmerston North City Council), Cr D Brown (Rangitikei District Council), Cr M Bell (Manawatu District Council, Mr B Smith (Access & Mobility), Ms J Chetwynd (New Zealand Transport Agency).

**IN ATTENDANCE**

Chief Executive	Mr M McCartney
Group Manager Regional Services and Information (to 2.30pm)	Mr GP Shirley
Manager Transport Services	Mrs A Redgrave
Secretary	Ms J McKinnon

**ALSO PRESENT**

Mr E Christiansen, (New Zealand Transport Agency to 12.30), Ms K Lowe (Transport Planner), Mr W Wallace (Transport Planner), Denise Elers (New Zealand Transport Agency to 12.30), Mr R Bramley (New Zealand Transport Agency), Mr S Hessell (New Zealand Transport Agency).

**APOLOGIES** Apologies were received from, Cr A Anderson, Dr C Cheyne, Mayor Sue Morris, Lauren Tamehana, Mayor B Duffy, Inspector N Wynne.

**LT (SH) 09-01** **Moved** **Reynolds/Bell**

*that the Committee **accepts** the apologies of Cr Anderson, Dr Cheyne, Mayor Morris, Lauren Tamehana, Mayor Duffy, Inspector Wynne.*

**CARRIED**

**LATE SUBMISSIONS**

The Chairman drew Members' attention to a late submission from Mr Philip Lake, received by Horizons on the 11 May 2009.

**LT (SH) 09-02** **Moved** **Brown/Duffy**

*that the Committee **accepts** the Late Submission from Mr Lake for inclusion and consideration.*

**CARRIED**

Jenny Chetwynd from New Zealand Transport Agency gave the committee a presentation on the new Government Policy Statement (GPS) targets. The new targets would have implications for the Regional Land Transport Programme (RLTP), and the submissions being heard that day.

The Chairman brought Members' attention to the distributed amended list of submitters which included some submitters who, for varying reasons, were not able to attend to speak to their submissions and had offered their apologies. He advised that their submissions, and those of other speakers who did not attend, would be considered by Members when they were discussing the written submissions. He said the written submissions would be considered by the Committee when time permitted during the Hearings, and at a time to be decided if they were not all considered during the Submissions Hearings.

## **BACKGROUND REPORT ON SUBMISSIONS ON DRAFT REGIONAL LAND TRANSPORT PROGRAMME 2009-212**

*Report No. 09-75*

This item provided the background and introduction to the submissions made on the Draft Regional Land Transport Programme (RLTP) 2009-212.

**LT (SH) 09-03**

**Moved**

**Gordon//Brown**

*it is recommended that the Committee:*

- a. **acknowledges** with appreciation the input made by sector groups and individuals to the Draft Regional Land Transport Programme 2009-2012;
- b. **acknowledges** that all submissions have been acknowledged in writing; and
- c. **instructs** the Chief Executive to forward a copy of the adopted Regional Land Transport Programme 2009-2012, when it becomes available, to all submitters.

**CARRIED**

## **FORMAT FOR HEARING ORAL SUBMISSIONS**

*Report number 09-73*

This report set out a timetable to hear oral submissions on the Draft Regional Land Transport Programme (RLTP) 2009-212. Eighteen (18) requests for oral submissions were received. These submissions were contained in Annex A to the Agenda.

**LT (SH) 09-04**

**Moved**

**Gordon/Brown**

*it is recommended that the Committee:*

- a. **hears and considers** each submission.

**CARRIED**

The Chairman explained to submitters that five minutes had been allocated for them to highlight significant points in their submission or elaborate on particular details, and this would be followed by 10 minutes for Committee Members to ask questions of clarification. There would be no debate on submissions at that stage and all submitters would receive a detailed written reply to their submissions in due course.

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

**Cr Sandra Patton and Ms Sue Johnston** spoke in support of their submission for **Kapiti Coast District Council** highlighting the main issues that their submission covered.

There was a need for a commitment to an integrated management of transport planning between agencies to deal with cross boundary issues involving Horizons Regional Council, Kapiti Coast District Council, and Greater Wellington, and New Zealand Transport Agency (NZTA), and Horowhenua District Council.

This liaison would also extend to the planning process of SH1. SH1 had been named by the New Zealand Transport Agency (NZTA) as a road of national significance.

Kapiti Coast Council also believed that Horizons Regional Council must work with Greater Wellington to resolve rail transport issues for the benefit of the coastal communities.

Cr Cruden welcomed comments in the submission about liaison between agencies to gain integrated solutions to the congestion on SH1 from Levin to Otaki. He mentioned that Palmerston North City would welcome the opportunity to be included in meetings with Greater Wellington and Kapiti Coast District Council around rail issues.

Cr Chettleburgh asked if Cr Patton had some figures for passenger usage for the commuters that use the train as transport from Palmerston North to Kapiti. Cr Patton commented that if Waikanae commuters stopped using the Capital Connection, the service would no longer be viable. The Capital Connection service, as it was now known, could then be used as a shuttle service for people between Palmerston North, thus creating more rail services.

Mayor Reynolds also agreed there needed to be increased facility of the Capital Connection from Palmerston North to Wellington, but was not familiar with the new service that would start in 2010, and queried if parking space in Waikanae was adequate for commuters.

Cr Patton commented there were plans to start a 15 minute service from Waikanae to Wellington in 2010. Kapiti District Council was currently in discussions with NZTA to create more parking facilities, and also had plans to change the bus terminal to facilitate increased usage. Discussions were currently being held with Greater Wellington and NZTA in regard to providing a bus shuttle service around Waikanae for locals to the train station.

**Ms Sharon Vera and Mr Nigel Fitzpatrick** spoke in support of the submission for **MidCentral Health**.

Public Health Services goal was to improve, promote and protect health and wellbeing, reduce inequalities and improve whanau ora. Local authorities were key public health agencies; they had an important role to play in promoting and sustaining the health of communities and the environment. Developing partnerships between central and local government underpins the implementation of the Local Government Act 2002.

MidCentral Health recommended that Horizons support the implementation of the Manawatu Active Transport Strategy 2007 through convening a steering group.

Mayor Reynolds was concerned that the convening of a regional active transport steering group would in effect be a double up in the Tararua area, as they currently had a road safety meeting on a quarterly basis.

Mr Fitzpatrick's response was that the Active Transport Strategy did not reach into the Tararua Region, and from those he had spoken with, believed there was room for it in Palmerston North. A steering group would also be very beneficial for the Region.

Mr Fitzpatrick acknowledged that MidCentral Health was supportive of improvements discussed for the rail service.

Mr Chettleburgh asked for comment around the design of public transport of rail and buses to include bikes, prams and wheelchairs. Ms Vera said it would be beneficial for buses and trains to allow easy access for prams and bikes.

Mrs Redgrave mentioned that Canterbury Regional Council was running a trial of bike carriers on buses. Once the safety issue around those had been resolved, they could be added to the regions' buses at low cost.

**Mr Blair King** (Chief Executive for Tararua District Council) and **Mr Jack Steed** spoke in support of the submission by **Mayor Maureen Reynolds** and **Tararua District Council**. They acknowledged the Regional Transport Committee's support for the regionally significant Pahiatua Track upgrade.

Cr Chettleburgh said he would welcome the concept of light rail through the Manawatu Gorge. He commented it was a shame there was such a wonderful rail network, but it was not currently used for public transport. Mr King was interested in capturing the market both ways, but the challenge for them was their urban settlements were not densely populated, and it would not be economically viable.

Mr Smith referred to funding for the Pahiatua Track. Cr Cruden advised that the Pahiatua Hairpin Realignment had also been short listed on Palmerston North City Council's Long-term Community Plan on page 13.

Cr Chettleburgh questioned if Mr King would support that. Mr King's response was that he would, along with the second bridge.

**Mr D C Parham** spoke in support of his submission. He was concerned that road, cycle and pedestrian access from Kelvin Grove to the rest of the city did not appear in the programme.

Intersections on Napier Road at Roberts Line and Keith St were dangerous for both pedestrians and cyclists. Mr Parham was urgently requesting intersection improvements at SH3/Roberts Line and Keith St, and believed that underpass, over bridge, or bypass could be a possible solution.

Mr Parham confirmed he was also making a submission to Palmerston North City Council.

Cr Gordon asked Mr Parham if he had a preference for correcting the intersection of Keith and Napier Road, eg traffic lights or a roundabout. Mr Parham responded that he would prefer anything that allowed pedestrian or cyclists cross safely.

**Mr Rui Leitao** spoke in support of the submission for **Wanganui District Council** (WDC). He advised they would like to see minor improvements to SH3/Blueskin Road intersection added to the programme. A right-hand turn constructed at that location would protect traffic turning from SH3 into Blueskin Road.

Cr Chettleburgh questioned if Mr Leitao had any idea of the cost involved in constructing a right hand turn at the intersection of Blueskin Road and State highway 3. Mr Leitao replied that a fair estimate would be \$100,000. The intersection was used by 900 vehicles per day and has had two crashes, one non- injury and one minor injury.

*The meeting adjourned at 10.50 am*

*The meeting resumed at 11.15 am*

**Mr Chris Teo-Sherrell** spoke in support of his submission. Mr Teo-Sherrell believed the draft Regional Land Transport Programme failed to meet the objectives and targets of the Land Transport Management Amendment (LTMA), the Government Policy Statement (GPS) regional targets, and the National Energy Efficiency Conservation Strategy (NEECS) targets. It also failed to have any regard to the high likelihood that liquid fuel prices would increase very rapidly, once world-wide economic activity picked up.

Mr Smith queried Mr Teo-Sherrell's comments in regard to the increasing cost of fuel, and commented that electric cars could be an option to be considered. Mr Teo-Sherrell replied that for electric cars to be fuelled it would involve New Zealand using nuclear power, or effectively damming rivers to create an electricity generator large enough.

Cr Brown asked Mr Teo-Sherrell to expand on point 14 in his submission. In Mr Teo-Sherrell's role, he had heard wide-spread opposition to the second bridge. The few people that agreed with the second bridge were those that lived at the bottom of the Pahiatua Track. The bridge did not have sufficient traffic volume to warrant construction. There were also other issues to consider with the location, such as preserving the land quality surrounding it, and the problem of it being built on a flood plain. In his opinion the proposed location of the bridge was not suitable.

Cr Gordon asked Mr Teo-Sherrell if he was aware that the bridge was subject a decision to be made by Palmerston North City Council. Mr Teo-Sherrell commented that the Regional Transport Committee did not need to follow their lead, and it was up to the Committee to decide how it wished to recommend the money be allocated.

**Mr Warren Furner** spoke in support of the submission for **Ruapehu District Council** and said that the large seasonal influx of non-resident ratepayers and visitors had a significant impact on Council infrastructure and service, including land transport. Affordability was a real and growing concern with additional financial pressures, and costs, having significant impacts on the social and economic wellbeing of the majority of the community.

Cr Chettleburgh asked Mr Furner as to whether he could address the issues raised on page 37, item number 3, irrespective of the outcome of the hearing. Mr Furner replied that support had been received from the Ruapehu District Council for the submission to provide the three year trial of the new subsidised passenger (bus) service.

Mayor Reynolds asked for clarification on what was meant about the public transportation to the ski fields and whether he was referring to public transport beginning from Palmerston North. Mr Furner replied they were looking at a commuter service to the ski fields from the surrounding areas such as National Park, Ohakune and Raetihi. That was seen as providing a benefit to the tourists, the community, and reducing congestion in the area.

Mayor Reynolds asked Mr Furner about other health shuttles in the area. He commented that Taumarunui had a subsidised mobility service that currently operated. Their focus was to provide transport services for the transport disadvantaged for a wider rural area.

Cr Gordon asked Mr Furner to comment on whether the new shuttles would compete with the existing shuttles in the area. Mr Furner was aware there were private enterprises operating, however, they found the service uneconomical.

Cr Brown expressed interest in item number eight of the submission about increasing investment in rural road maintenance that was affected by forest harvest and increased rural activity. He asked what progress Ruapehu District Council had made in respect of that policy, and the possibility of a user pay system. Mr Furner responded that the problem was in its infancy for the Region. There had been some extensive research into which roads were affected by the rural activity, and which would be addressed by their district plan review.

**Mayor Jono Naylor** and **Mr David Lane** along with **Mr Ray Swadel** spoke in support of the submission on behalf of Mr Paddy Cilford for **Palmerston North City Council** (PNCC). Overall they were happy with the recommendations of the Committee; they did have some concerns about the Kairanga-Bunnythorpe Road, State Highway 54, the intersection of Keith Street and Napier Road. They were pleased to see the work on Railway Road improvements, and other links with the territorial authority neighbours on the Pahiatua Track and the route from Feilding to Palmerston North. Mr Naylor stressed they would like to see Regional (R) funds safeguarded, and allocated for regional roads.

Cr Bell asked if the City's Urban Growth Strategy had been finalised. Mayor Naylor replied they were in the process of developing that. The likely scenario at that stage was that growth was likely to occur in the eastern corridor.

Cr Cruden commented that the fastest urban growth areas were that of Te Matai, Kelvin Grove and Aokautere and those areas were the closest to the preferred bridge site. Mayor Naylor agreed. At the request of the New Zealand Transport Agency (NZTA), PNCC modelled further traffic growth scenarios for population, of which five were positive in terms of the location of the bridge.

Mayor Reynolds questioned if PNCC were looking to request a higher financial assistance. Mayor Naylor said they were looking to receive an enhanced subsidy due to the bridge not just serving the city; it should be re-evaluated as a regionally significant project. Fifty six percent was based on excluding development contributions, and the subsidy should be based on the entire cost of the project, with Palmerston North getting a portion from development projects or rates.

Mr Smith asked if there was a Benefit Cost ratio (BC) for the preferred bridge option. Mayor Naylor replied that at present the project was sitting at 2.2, by 2015 it would be 2.8, and if it went beyond that timetable the new BC would increase to four.

Cr Brown asked for clarification of what was meant by the eastern corridor. Mayor Naylor replied it covered the area from the Manawatu River from Palmerston North going back up the Manawatu Gorge either side of the river with growth through Aokautere and Kelvin Grove. At the moment those suburbs were 30 minutes apart by car but very close to each other across the river.

**Mr Handley Thompson** spoke in support of the submission for **New Zealand Automobile Association (AA) (Wairarapa)**. The AA supported the Pahiatua Track route alignment project, and the investigation and design of Gorge-Woodville seal widening on SH3. Their concern was in regard to the exact location of the proposed effluent disposal facilities, with their preference being Woodville.

Mayor Reynolds advised that the new site for the Stock Effluent Disposal facility would be Woodville. Mr Christiansen commented that the wording in the RLTP in regard to the location of the Stock Effluent site was incorrect.

Mr Smith commented that Manawatu AA also supported their proposal to upgrade the Mangamaire route.

Cr Cruden asked how the figures were obtained that 70% of people used the Mangamaire route for travel from the Wairarapa to Palmerston North. Mr Thompson replied that members were surveyed, with 30 % using the Manawatu Gorge, 55% Mangamaire and the balance going through the Pahiatua Track.

*The meeting adjourned at 12.30 pm*

*The meeting resumed at 2.00 pm*

**Mr Mike Daisley** spoke in support of the submission for **Sport Manawatu**. They supported the Ashhurst bridge cycleway/walkway project as it allowed a walkway to be created from the Ashhurst Domain through the Manawatu Gorge track. He would like to see an elevation in priority of the project.

That proposal would have a positive impact on plans to developing events in the Manawatu Gorge and would allow the events to be staged from the Ashhurst Domain. The proposed clip-on would also allow safer access to road cyclists using the current Palmerston North to Ashhurst loop, and would significantly benefit proposals they were supporting through the Palmerston North City Council Long-term Council Community Plan for a riverside sealed path from Ashhurst to Palmerston North.

**Mayor Chalky Leary** spoke in support of the submission for **Rangitikei District Council**.

The council would like to see a project to reduce the flood-prone section of SH1 below the railway bridge near the intersection of Calico Line and SH1. They did not consider that recent provision of a bypass through Wings Line and NgaTawa Road adequately resolved the matter. It was suggested that a new over bridge be created to resolve the issue.

Mayor Leary supported the construction of a culvert for Ruatangata Road and SH3. Mr Christiansen addressed the issue and commented that due to the nature of the property and roading in question, located on a flood plain, it would be best to examine it in person.

There was discussion on the preferred location of the stock effluent sites. Rangitikei District Council emphasised the need for a disposal site and looked forward to its construction in Taihape which is planned 2009-10. Mayor Leary would prefer the site to be located in Hunterville.

**Ms Belinda Howard** spoke in support of her submission and asked that safety improvements be made to the stretch of road at Kakariki Hill. She had also submitted to Rangitikei District Council. There had been 12 recent accidents on the Hill, which included one fatality in the last 15 months. She believed there were a number of contributing factors, including speed, and illegal stock truck effluent dumping. Construction of an effluent facility must take priority. Mayor Reynolds asked for clarification on which district council the Kakariki Hill fell under as it was not classed as a state highway. It was advised that the Hill fell under the Rangitikei District area. Ms Howard was asked by Cr Gordon what she saw as the solution. Ms Howard suggested an effluent dumping station being placed at Hunterville.

Cr Bell commended Ms Howard's idea of putting up signage, as at Waituna West, warning motorists of the potential hazards on the road.

**Professor Ian J Warrington and Mr Paul Compton** spoke in support of their submission for **Massey University**. The university supported a number of items in the Regional Land Transport Programme (RLTP), the proposed new bridge over the Manawatu River, and the Old West Road seal widening. They supported the priorities in the programme to increase the uptake of public transport, and to promote walking and cycling trips.

With the Old West road seal widening, they requested that the existing bridge be widened to incorporate a cyclist/walking clip-on.

Cr Chettleburgh asked if many cyclists used the Old West Road. Mr Compton replied that they did.

Cr Cruden queried if it was Massey's intention to subdivide the land by the science institutes toward Linton Army Camp, into residential property. Professor Warrington advised there were a number of reasons for not doing that. Namely because the area by No 1 Dairy Road was in a flood zone. The noise from the activities performed by the army made it unfeasible to place residential housing in that area. Also the farm land was required for work currently being done with Crown research institutes and private sectors, and had become an important research tool for the community. There was future campus development planned and if the eastern corridor development went ahead, including the widening of Old West Road, it would enhance Massey's business and the second entrance. Professor Warrington believed the second bridge was required in case of failure of the current Fitzherbert Bridge.

Mr Compton agreed to send Mrs Redgrave a copy of the completed Campus Transportation Plan once completed.

**Lindsay Burnell** (Councillor for Horizons Regional Council) spoke in support of his submission. He noted that the following issues were not adequately addressed by the programme. Muhunua Road/SH1 intersection; passing lanes south of Ohau and at Ohau River south to Kuku Beach; Waikawa Bridge and Manakau Overbridge; Waiauti Bridge; Mangaone Stream Bridge north of Shannon. The passing lane South of Ohau was too short and therefore unsafe. He commented it should be a slow vehicle bay.

Mr Smith was interested in how far developed the proposal was. Mr Burnell did not know, and advised he felt the consultation process was very poor.

**Miss Jenny Burnell and Ms Peta Bright** spoke in support of the submission for **Rural Women of New Zealand**. They would like consideration given to removing the passing lane south of Ohau on SH1, as it was the cause of most of the problems at Muhunua intersection with the State Highway, and believed that consultation on the project had been inadequate. Meetings were held at a time and place not conducive to formal consultation and views were not listened to. They also believed that the barrier to right turns should be removed from the project design.

Cr Chettleburgh gave an assurance that the Committee would respond to their submission.

**Mr Mark Adam Cohen and Mrs Shirley Cohen** spoke in support of their submission. They would like to see more consultation on proposed changes to the Muhunua Rd East/SH1 Intersection. They were concerned about safety with the proposed changes, in particular the proposed traffic island which would prevent right turns by north bound traffic and all north turning vehicles coming from Muhunua East Road into SH1. Mr Cohen made a suggestion to make the road from Ohau to Levin an 80 kilometre / hour zone. He would also like to see the passing lane changed to a slow vehicle bay, and not proceed with the proposed traffic islands. Mrs Cohen also suggested the widening of the road, moving the old post office, and using three metres of land from Ohau motors.

Cr Chettleburgh asked who the consultation of that section of the road should include. Mr Cohen advised he would like to see the consultation process undertaken correctly. He considered that an adequate venue and correct advertising were a priority.

Ms Jenny Chetwynd said that she would take the issues up with New Zealand Transport Agency (NZTA). The section of road had some design issues, which were not for this forum and Committee to discuss. She assured Mr Cohen that NZTA had listened to their issues.

**Mrs Jenny Olsson** spoke in support of her submission. She encouraged the Committee to act as brokers for both the Manawatu District and Palmerston North City Councils, and encouraged a bypass road of Palmerston North. She supported the location of the new bridge and the upgrade of the Pahiatua Track.

Mayor Reynolds thanked Mrs Olsen for her work on the submission. Cr Cruden thanked her for her comprehensive issues analysis, and commended her on calling the proposed new bridge a "bridge to somewhere", not "nowhere" as others had named it. Cr Bell also thanked Mrs Olsen for her submission

**Mr Noel Olsson** spoke in support of his submission. He also wanted to add to his written submission that he supported the clip-on to the Ashhurst Bridge. Mr Olsson also strongly supported the new bridge and believed it to be important in creating linkage roads for the districts. Mr Olsson would also like to see funding provided for a walk-way and cycle-way between Feilding and Palmerston North.

Mayor Reynolds commented that she made a submission to Palmerston North City Council (PNCC) along similar lines, and that people coming from the Wairarapa and Tararua districts would also utilise the new bridge.

## **FORMAT FOR WRITTEN SUBMISSIONS.**

*Report number 09-74*

This report is to consider written submissions on the Draft Regional Land Transport Programme 2009-12

Written Submissions were received from:

Christine Cheyne - Taranaki / Whanganui Conservation Board  
New Zealand Transport Agency – Dave Brash  
Palmerston North City Council City Networks - Aaron Phillips  
Department of Conservation - Jason Roxburgh  
Leonora & Will Pearson  
Tom Shannon  
Tim Carpenter  
Yvonne Stafford  
Greater Wellington Regional Council - Fran Wilde  
Maureen Lee  
Accident Compensation Corporation - Stephen Sanson  
New Zealand Sleep Safety Ltd - Martin Jenkins  
Mokau Ki Runga Regional Management Committee – Barbara Marsh  
Western Central District Road Transport Association – John Hickman  
New Zealand Automobile Association (Wanganui) – John Unsworth  
Federated Farmers of New Zealand – Andrew Day, Brian Doughty, Lyn Neeson,  
Gordon McKellar  
KiwiRail Group (NZRC) – Michael Van Drogenbroek  
Horizons Region – Regional Transport Committee  
Jim Smith  
Phillip Lake (late submission)

***LT (SH) 09-05***

***Moved***

***Bell/Smith***

*that the committee:*

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

The meeting closed at 5.00 pm.

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MANAGER TRANSPORT SERVICES

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CHAIRMAN