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Julie Dalziel
Cycle Aware Manawatu
P O Box 961
Palmerston North 4440

File ref: OMS 10 26
AR:JMCK

Private Bag 11025
Manawatu Mail Centre
Palmerston North 4442

P 06 952 2800
F 06 952 2929

www.horizons.govt.nz

Dear Julie

SUBMISSION ON REGIONAL LAND TRANSPORT STRATEGY REVIEW

Thank you for your submission regarding transport issues in the Horizons Region. The Regional Transport Committee has considered all submissions and will discuss a number of the points that have been raised by submitters, in the draft Regional Land Transport Strategy to be developed over the next several months.

The key issues to be discussed in the draft strategy are:

- a. Road safety – High priority. Further improvements needed to meet national targets. Motorcycle safety and crashes involving young drivers are significant emerging themes in this region. National strategy document “Safer Journeys - Road Safety to 2020” to inform regional policy in this area.
- b. State Highway 1 – Levin to Otaki, including a future bypass of Levin. High priority. Safety and congestion issues on this section of SH1. Greater emphasis on cross-boundary issues with the Greater Wellington region is needed and discussion on the role of this section of the network as part of one of the government’s Routes of National Significance.
- c. Manawatu-Palmerston North strategic links. High priority. The need to determine and implement a long-term strategy for the strategic network in this area, taking into consideration the future route of State Highway 3, urban growth around Palmerston North, traffic movements between Feilding and Palmerston North, industrial growth in the northeast portion of Palmerston North city and proposals for an upstream crossing of the Manawatu River and a ring-road of the city. The Palmerston North Manawatu Joint Strategic Transport Study will determine the future strategy for this area and inform funding decisions.
- d. East west connectivity – the importance of the Manawatu Gorge and its alternatives, the Saddle Road and the Pahiatua Track, to intra-and inter-regional travel.
- e. Freight transport through the region – planning for future growth.

Kairanga

Marton

Palmerston North

Taihape

Taumarunui

Wanganui

Woodville

- f. Improving integration between land use planning and transport planning, to reduce the need to travel and maximise the efficiency of the transport network.
- g. Rail transport – the future of rail for freight and passenger transport in the region, with special emphasis on passenger services between the Horizons and Greater Wellington regions.
- h. Safety and level of service issues on secondary strategic links such as State Highway 4 and the Napier Taihape Road.
- i. Passenger Transport/Access and mobility:
 - i. Greater use of passenger transport (particularly by commuters) needed to reduce single occupancy vehicle use in urban areas and between centres; and
 - ii. The need to provide cost effective public transport services in towns too small to support conventional bus services; and
 - iii. The need for specialised transport services to support an ageing population.
- j. Managing the environmental effects of the transport system, including the region's transport emissions and their contribution to climate change and other environmental concerns.
- k. Discussion and consideration of the concept of peak oil.
- l. Walking and cycling - increasing the use of walking and cycling as transport modes, particularly for short trips.
- m. Pressure on rural networks caused by forestry/agricultural traffic and land use intensification.

The Committee will now consider what options it may use to address these issues and will release a draft strategy for public consultation in early 2010.

We appreciate your interest in the Regional Land Transport Strategy review process and will ensure that you are sent a copy of the draft document when it is available.

Please don't hesitate to contact me if you wish to discuss the review process further.

Yours sincerely



Anne Redgrave
TRANSPORT SERVICES MANAGER