

11 January 2017

Our Ref: Oasis 8403088

Mrs I Haggarty  
120 Buick Crescent  
PALMERSTON NORTH

Dear Iola

**OFFICIAL INFORMATION REQUEST  
PROPOSED MANAWATU CYCLE/PEDESTRIAN BRIDGE  
ROLE OF COMMERCIAL PRIVATE COMPANIES**

I refer to your email of 5 December 2016 requesting information about any commercial interests in the proposed cycle/pedestrian bridge over the Manawatu River at the Dittmer Drive/Ruha Street intersection.

In particular you have asked the following questions;

- (a) What commercial companies are or will be involved in the provision of utilities or electricity or communications or other services?
- (b) Specifically have the companies Powerco and Downer agreed to pay any fee for the use of the proposed bridge either at the commencement of construction or afterwards?
- (c) What is the fee agreed, if any, that they will/may pay Palmerston North City Council and when will the Public be formally informed of these commercial interests.
- (d) Why was no information concerning any commercial or potential commercial activity regarding use of the proposed bridge not included in the resource consent application dated 2 November 2016 by Palmerston North City Council's agent Tonkin and Taylor?
- (e) Outline when and where meetings with commercial interests took place in respect to private entities having use of a future cycle/pedestrian bridge at the end of the Dittmer Drive/Ruha Street intersection.

Dealing with each of these questions in turn;

- (a) As with any public access bridge within the City, Palmerston North City Council has a long term understanding that these structures are available to carry utility services. Those services include water and wastewater pipes administered by Council itself, plus gas pipes and electricity/communication cables administered by the respective service authorities established as commercial entities.

Given that the proposed cycle/pedestrian bridge does not directly link to a road reserve corridor on the Massey farmlands, only Powerco have sought to utilise the proposed bridge to carry some of their cables at this stage.

Palmerston North City Council, as the water supply authority, is giving consideration to establishing a back-up pipeline utilising the proposed bridge route, however that will be subject to a business case for possible inclusion in the 2018/28 10 Year Plan Review.

Assuming the proposed bridge is granted its various consents and is built, Council will be receptive to any future approaches by other service utility authorities to install their infrastructure on the bridge.

- (b) Currently Palmerston North City Council has no formally signed agreements with any service authority to utilise the proposed cycle/pedestrian bridge.

However Council is working towards such an agreement with Powerco, but until consents are granted for the proposed bridge neither party is in a position to make any commitment.

Council has not received any approach from Downer to utilise the proposed cycle/pedestrian bridge and is unaware of this company wishing to do so.

- (c) Powerco have indicated a willingness in principle to contribute up to \$500,000 towards construction of the bridge in return for the ability to install their cables on the structure.

Furthermore costs to install cables and attach these via ducting physically to the bridge structure will be met directly by Powerco in addition to any contribution towards construction of the bridge.

The exact contribution is still subject to inclusion in a signed agreement between Palmerston North City Council and Powerco, referred to under Response (b) above.

Timing of the payment is envisaged to be once the bridge structure is available for Powerco to install their cables.

Various public statements have been made about Powerco's contribution offer, which are listed below:

- (i) Powerco submitted on the 2015/25 10 Year Plan in April 2015, indicating a significant contribution towards funding construction of a proposed cycle/pedestrian bridge could be made if this aligned with Powerco's additional cabling project and there was a mutual benefit for both parties.
- (ii) Following the Government's announcement of funding for the Massey-Linton Pathway Project a "Stuff" article on 25 June 2015 was published, with reference to Powerco's contribution. A copy of that article is attached.
- (iii) An announcement that Stage 1 of the Pathway was about to commence prompted a "Stuff" article on 8 February 2016, again with reference to Powerco's contribution. A copy of that article is attached.
- (iv) The Project Steering Group made its recommendation on the preferred location zone for the bridge in a report to the 16 May 2016 Finance & Performance Committee. Section 2.6 of that Report stated:

*"Powerco has provided a letter indicating its willingness in principle to provide a contribution of up to \$500,000 towards the cost of the bridge in return for being permitted to install 33 kV cable circuits on the bridge. The actual cost of installation of the cables will be additional to any Powerco contribution. The level of contribution from Powerco is yet to be finalised."*

- (v) A further report to the 1 August 2016 Planning & Policy Committee, recommending a specific site opposite the Dittmer Drive/Ruha Street intersection following completion of the Detailed Business Case; under Section 2.8 made a similar statement.

Acknowledging that Council and Powerco have still to establish a formal agreement, referred to under Response (b) above, both Parties believe the Public have been aware of the intention to utilise the proposed bridge to carry electricity cables as outlined by the public statements listed above.

Reports to the 16 May 2016 Finance and Performance Committee and to the 1 August 2016 Planning and Policy Committee were both in the Part 1 – Public portion of the meeting agendas.

It is worth noting that if, and when, a final signed agreement is established the details of it will not be publicly announced, as those are considered to be commercially sensitive. Withholding this detail information is permitted under Section 7(2)(b)(ii) of the Local Government Official Information and Meetings Act 1987.

- (d) The resource consent applications were prepared in accordance with the relevant Resource Management Act plans and provisions. This includes addressing the effects the proposed cycle/pedestrian bridge is anticipated to have on the environment. Funding arrangements, whether they be commercial or not, are not relevant to the application, in this context and not addressed in the documentation prepared by Tonkin & Taylor.
- (e) Council held two Public Open Day sessions at the Dittmer Drive Reserve on 11 and 12 March 2016 and two Drop in Days at the Esplanade Education Centre on 16 June and 13 October 2016. Furthermore Public Meetings were held at the Riverdale School on 4 April and 13 July 2016.

At all of these engagements every attempt was made to inform those attending of the status of the project at that time in terms of matters such as how the project was being funded, the considerations into selection of the bridge site, the decision making and approval processes and development of the engineering design for the bridge and its approaches.

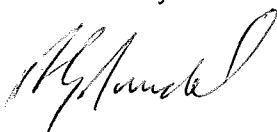
More specific information was able to be provided at the later meetings.

At each of these engagement events there were opportunities for those attending to ask questions or make comment often expressing different views from the Project Team members.

At the second Public Meeting on 13 July 2016 you raised, during the open questioning session, whether Powerco had direct influence in the decision to site the proposed bridge opposite the Dittmer Drive/Ruha Street intersection. As Steering Group Chairperson, I provided a response noting that the basis of Powerco's contribution offer (as stated above in the report to 16 May 2016 Finance & Performance Committee under Section 2.6) and that this commercial entity did not exert any pressure on where the bridge should be sited.

I trust the responses provided above adequately answer the questions you have raised.

Yours sincerely



R G Swadel  
**General Manager – City Networks**

**Copies to:**

Glenn Sharratt  
Operations Manager – Electricity  
Powerco

John Batchelor  
General Manager – Power and Gas  
Downer New Zealand

# Palmerston North to get \$6.2m for Linton cycle link

stuff Article  
25 June 2015



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The Government has promised to put \$6.2 million towards Palmerston North's cycle and pedestrian bridge and track to Linton army camp in a \$330 million package for national cycle ways.

Transport Minister Simon Bridges announced the project would receive money from the Urban Cycleways Fund on Thursday afternoon.

Palmerston North's bid gained \$3 million, and a further \$3.2m from the National Land Transport Fund is expected to be confirmed next week.

Deputy mayor Duncan McCann was in Rotorua for the release of the second tranche of subsidies under the Urban Cycleways initiative.

He said it was fantastic news and would help celebrate the Manawatu River as the centrepiece of the city.

The bridge and track project is expected to cost around \$9.6m.

Powerco has offered to contribute up to \$500,000 toward the bridge to attach power cables underneath, leaving ratepayers with a bill of up to \$3.4m.

Mayor Grant Smith said it was great the value of the project had been recognised.

The council recently signed a letter of intent with the Defence Force, Massey University, Horizons Regional Council and Rangitaane to work together planning the track route and the bridge location.

"I am looking forward to the first sod being turned - it will be a great day."

Ad Feedback

Smith said it was heartening that central government had acknowledged the importance of providing a safe, healthy transport option for armed forces personnel between the city and base.

## READ MORE:

\* **Linton camp repeats offer to help build track**

\* **Call made to build Linton cycle link**

\* **Push for pathway to Linton**

Linton Military Camp has been a long-term advocate for the "bridge to base" pathway, a 6.6-kilometre link from the Fitzherbert Bridge to Linton, with former camp commander Nick Gillard leading three deputations to the council urging progress.

The link would also be used by students and staff at Massey University and FoodHQ campuses.

Massey assistant vice-chancellor operations, international and university registrar Stuart Morriss said the government boost for the project was wonderful news.

"It is going to provide an additional level of amenity for students and staff around our Manawatu campus and also provide significant added value to the development of the FoodHQ super-campus."

Horizons Regional Council transport services manager Phil Hindrup said the city council had done a great job of pulling plans together in time to make a successful application to the fund.

The Linton project was a step in the right direction toward achieving Horizons' priorities for promoting cycling and walking.

Hindrup said the bridge and path would encourage both commuter and recreational use.

The project is planned to be completed within three years.

The two cycle funds will also contribute \$400,000 to complete two underpasses on the Mangaone Stream shared pathway at Botanical Rd and Highbury Ave, with another \$200,000 coming from rates.

NZTA regional director Raewyn Bleakley said both projects would improve safety and give people choices.

"Projects like these create real flow-on benefits to the community, from fewer cars on the road during rush hour through to improved safety, better health, and sheer enjoyment."

Former mayor and now National list MP Jono Naylor said he was delighted to see a plan that started during his mayoralty come to fruition.

"This new funding will accelerate the build, meaning we'll all be able to take advantage of the cycleway earlier."

He said it would create a real drawcard for the region.

The Longburn shared pathway, which will be officially opened by Bridges on Thursday, also received money from the fund.

# Linton camp repeats its offer to help build cycle way



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Linton Military Camp Commander Nick Gillard has launched the army's third attempt to get the Palmerston North City Council moving on a "bridge to base" cycle track.

There is \$400,000 in this year's budget and a further \$2.3 million in the council's draft Long Term Plan beginning next year to develop the 4.5km walking and cycling track that would run from the Fitzherbert Bridge to Linton.

But this year's spending is running behind schedule and the budget is likely to be carried over into next year.

The draft plan explains that the council needs to decide on the location of a proposed downstream bridge for pedestrians and cyclists to ensure the best links for a wide variety of users before finalising the route.

**stuff**

Stuff Article

## First stage of Linton pathway on track for work to begin

8 Feb 2016

WARWICK SMITH/FAIRFAX NZ

The Manawatu Riverside pathway at Dittmer Drive could soon be linked by bridge to a companion path on the opposite bank.

The plans are drawn and a start on construction is just weeks away for the first stage of Palmerston North's shared pathway from the Fitzherbert Bridge to Linton.

The first stage of the \$10m project will follow the left bank of the Manawatu River from the bridge to where the Turitea Stream runs into the river near Waitoetoe Park.

It will be called He Ara Kotahi, a pathway that brings people together.

Project steering group chairman Ray Swadel from the city council said the plan was to award a tender for the first stage of construction by the end of February, and begin work in March or April.

Meantime, the location of a cycle and pedestrian bridge across the river was being investigated.

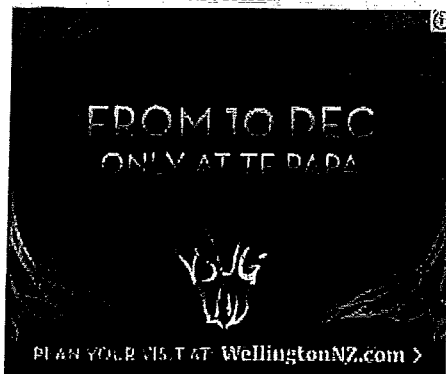
The link would be built somewhere between the Palmerston North Holiday Park and Maxwells Line.

Opus International Consultants has been engaged to assess the possible sites.

"They'll be talking to the community to help determine the best crossing for the bridge and preparing resource consents once the location is determined," Swadel said.

He Ara Kotahi will eventually provide a 6.6km pathway for cyclists and pedestrians linking the city, Massey University and Linton Military Camp.

Ad Feedback



The council has worked with Massey, Rangitane, Horizons Regional Council, the New Zealand Army and the New Zealand Transport Agency to plan the project.

Several deputations from the military base have made submissions to city council annual plan hearings in recent years urging progress on the pathway to provide a safer route for soldiers commuting between the city and base, and for Linton families travelling to activities in the city.

"The development is due to key institutions in the city, regionally and nationally, working together for the good of local residents and visitors," said Swadel.

Money for the development is coming from the Government's Urban Cycleways Programme, which is contributing \$3m, with another \$3.2m from the National Land Transport Fund.

Powerco also offered to contribute up to \$500,000 toward the bridge in exchange for rights to attach its services to the new bridge to better ensure supplies to the city.

Residents will start seeing some action on the left bank soon.

The council, Horizons and iwi would be doing some riparian planting along the river bank, and Massey would be removing some of the exotic pine trees.

Soldiers from Linton Military Camp were preparing to do some site work where the Turitea Stream meets the Manawatu River.

Swadel said as well as choosing a location for the bridge, the project team had yet to finalise the route from the Turitea Stream to the army camp, which would generally follow the Manawatu River and Kahuterawa Stream to Bells Rd near Linton.

Transport Agency central regional director Raewyn Bleakley said it was fantastic to see such good progress being made on the city's cycleway network.

The development was essential to help make cycling a more attractive and safer travel choice, she said.

"Good quality cycleways are critical to the development of a network that will give more people safe options to cycle to work, school or recreational activities," she said.

- Stuff

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