

**Committee Members**

Chair: Peter Ewen (WCRC)  
Cr Peter Haddock (WCRC)  
Cr Phil Grafton (BDC)  
Mayor Tania Gibson (GDC)

Cr Paddy Blanchfield (GDC)  
Cr Reilly Burden (WDC)  
James Caygill (NZTA)  
Wayne Costello (DOC)



**WEST COAST**  
REGIONAL COUNCIL

**Meeting of the Regional Transport Committee**  
*(Te Huinga Tu)*

**Thursday, 25 July 2024**

**10:00am**

**West Coast Regional Council Chambers,**

**388 Main South Road, Greymouth**

**and**

**Live Streamed via Council's Facebook Page:**

**<https://www.facebook.com/WestCoastRegionalCouncil>**



# **Regional Transport Committee Meeting**

## ***(Te Huinga Tu)***

### **AGENDA**

#### ***(Rarangi Take)***

	<b>Pg No.</b>
<b>1. Welcome (<i>Haere mai</i>)</b>	
<b>2. Apologies (<i>Ngā Pa Pouri</i>)</b>	
<b>3. Declaration of Interest</b>	
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**D. Lew**  
**Chief Executive**

## **Purpose of Local Government**

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option promotes the social, economic, environmental, and cultural well-being of communities in the present and for the future.

## **Health and Safety Emergency Procedure**

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## 4. REPORTS

### 4.1 **Regional Land Transport Plan – Decisions on Submissions**

<b>Author</b>	Marianne Bimont, Planner
<b>Authoriser</b>	Max Dickens, Policy Manager
<b>Public Excluded</b>	No

#### **Report Purpose**

The purpose of this report is to seek the Committee’s approval of the Decision’s Report on submissions to the draft Regional Land Transport Plan (RLTP or the Plan), and accept the final changes to the Plan.

#### **Report Summary**

The current Regional Land Transport Plan 2021 was reviewed and a new version was publicly notified for submissions in February/March 2024.

Nine submissions were received on the Draft Plan, and four submitters wished to be heard.

The Hearing have been held as part of the Regional Transport Committee’s meeting on 5 July 2024, the Hearing Panel being formed by the Committee members. Following the Hearing, the Panel deliberated and made decisions on submissions to the Draft RLTP. No major change has been made to the Plan following the deliberations, but the Panel agreed to add some additional descriptive content.

#### **Recommendations**

***It is recommended that the Committee resolve to:***

1. Close the Hearing on submissions to the draft Regional Land Transport Plan.
2. Close the Deliberations on submissions to the draft Regional Land Transport Plan.
3. Receive the Decisions Report.

#### 4. Approve the Decisions Report

### Issues and Discussion

#### Background

The Draft Regional Land Transport Plan (RLTP or the Plan) was publicly notified for submissions on 28 March 2024. Following public consultation, a hearing was held on 5 July and the Hearing Panel made some decisions on submissions points. Four out of nine submitters presented evidence at the Hearing on 5 July 2024.

#### Current situation

In summary, the Panel acknowledged the request from several submitters to provide for more safety for active modes of transport, such as cycling, on local roads. They also acknowledged the requests by mining companies to significantly upgrade the roading network to assist the trucking industry. However, the recommendations sought by submitters could not all be accepted due to limited funding.

The Plan must align with the priorities set by the Government Policy Statement (GPS) for transport, which does not support the level of investment requested for any project of this scale. Furthermore, the typology of some West Coast roads makes the creation of cycleways, or high-capacity roads, highly impracticable. For example, around the rocky bluffs of State Highway 6, "the Coast Road", between Rapahoe and Barrytown. However, the Panel expressed interest in supporting an investigation with NZTA on lower cost improvements that could improve safety, such as signage and potential speed limit reductions.

On this basis, the Panel decided that no major changes need to be made to the Draft RLTP arising from the submissions, except for minor clarification changes to reflect the importance accorded to rail and coastal shipping for both mineral exports and emissions reductions targets.

The following minor changes have been made to update the Draft RLTP in the last month:

- Inclusion of draft GPS 2024; and
- Updated District Council and NZTA budgets, and reorganised budgets to match the new work categories. The main change here is the two maintenance and operation activity classes (pothole prevention and operations), and end-of-life bridge replacements have been moved out of maintenance and into improvements.

Note that these budgets remain the requested allocations from each RCA and have not been updated to reflect the indicative allocations released by NZTA recently.

Although these changes were not specifically requested in a submission, staff consider there is nothing substantive in the updated text that would trigger a need to consult the public on them. Overall budget numbers have not changed, only how the budgets are categorised has changed.

With respect to these updated sections of the Plan, Sections 78 and 82 of the Local Government Act (LGA) require councils to consider the views and preferences of those "*likely to be affected by, or to have an interest in, the matter*". Staff consider that the updated budgets will not affect submitters or the public, and the changes are in line with the national GPS as it currently stands. The tests for targeted consultation in s82 of the LGA are therefore satisfied.

## **Considerations**

### **Implications/Risks**

There are no major changes made to the final RLTP as a result of the Hearing and Deliberations.

### **Significance and Engagement Policy Assessment**

There are no issues within this report which trigger matters in this policy.

### **Tangata whenua views**

No views were recorded on the matters covered in this report.

### **Views of affected parties**

The views of submitters were taken into account in deliberations.

### **Financial implications**

#### *Current budget*

There are no other budget implications that need to be addressed in this report.

#### *Future implications*

There are no other budget implications that need to be addressed in this report.

### **Legal implications**

There are no legal implications in regard to the recommendations in this report.



## **Attachments**

Attachment 1: Decisions Report

Attachment 2: Final Regional Land Transport Plan



WEST COAST  
REGIONAL COUNCIL

DECISIONS REPORT  
ON SUBMISSIONS

TO

THE DRAFT WEST COAST  
REGIONAL LAND TRANSPORT PLAN 2024 - 34

The West Coast Regional Council  
July 2024



## INTRODUCTION

The Land Transport Management Act requires that an interim review of a Regional Land Transport Plan (RLTP) is done every three years from when a plan is adopted. The current West Coast RLTP was adopted in 2021, and the interim three-year review commenced in 2023.

The draft RLTP 2024 sets the strategic direction for land transport in the region and lists the activities recommended by the West Coast Regional Transport Committee for funding from the National Land Transport Fund (NLTF) administered by Waka Kotahi. This includes activities proposed by Waka Kotahi and those proposed by local authorities.

The draft RLTP is prepared for the Council for the West Coast Regional Transport Committee, which has representatives from all Councils on the West Coast, Waka Kotahi and the Department of Conservation.

Initial consultation on the preparation of the draft Plan was undertaken involving collecting preliminary feedback from partners, stakeholders, and interest groups.

Public consultation was undertaken in accordance with Section 18 of the Land Transport Management Act, and with Section 83 of the Local Government Act.

The Draft RLTP 2024-2034 was advertised for submissions on 28 February. At the close of the submission period on 28 March, a total of 9 submissions were lodged, including 4 who wish to speak in support of their submission at a hearing:

- Herenga ā Nuku Aotearoa, the Outdoor Access Commission
- TiGa Minerals & Metals Limited
- Marie Elder
- Waka Kotahi New Zealand Transport Agency (NZTA)

Following the submitters' presentations, the Hearing was adjourned and the Panel deliberated on the submissions and staff recommendations.

The Hearing Panel wishes to thank all those who took the time to make submissions on the Draft RLTP and present them at the Hearing. This Decisions Report reflects the Panel's consideration of matters raised in submissions and at the Hearing.

In summary, the Panel acknowledged the request from several submitters to provide for more safety for active modes of transport, such as cycling, on local roads. They also acknowledged the requests by mining companies to significantly upgrade the roading network to assist the trucking industry. However, the recommendations sought by submitters could not all be accepted due to limited funding.

The Plan must align with the priorities set by the Government Policy Statement (GPS) for transport, which does not support the level of investment requested for any project of this scale. Furthermore, the typology of some West Coast roads makes the creation of cycleways highly impracticable, for instance around the rocky bluffs of State Highway 6, "the Coast Road", between Rapahoe and Barrytown. However, the Panel expressed interest in supporting an investigation with NZTA on lower cost improvements that could improve safety, such as signage and potential speed limit reductions.

On this basis, the Panel decided that no major changes need to be made to the Draft RLTP arising from the submissions. Minor clarification changes have been made to reflect the importance accorded to rail and coastal shipping for both mineral exports and emissions reductions targets.

The Decisions Report and final RLTP will go to the 25 July Council meeting for their approval, and subject to approval, the Council will then adopt the final RLTP 2024-34.

A copy of the final RLTP accompanies this Decisions Report.

## Readers Guide

This document follows the order of the draft Regional Land Transport Plan (RLTP or the Plan) with the individual decisions requested by submitters grouped under the relevant part of the Plan.

Each decision requested by a submitter has been assigned a decision number. The decisions are numbered sequentially. For example:

- Decision O.1 is the 1<sup>st</sup> decision requested for Objective 1;
- Decision O.10 is the 10<sup>th</sup> decision requested for Objective 1.

Note: GS refers to general submissions made on the Plan.

Explanation of codes for sections of the Plan	
GS	General submission
OR	Our Region
TS	Our transport system
FOS	Future opportunities and scenarios
PC	Policy context
ST	Strategic framework
V	The regional vision
O1;O2; O3; O4	Objectives
PF	Regional transport programme and funding
MIF	Monitoring indicator framework

The decisions sought by each submitter to The RLTP can be found by referring to the following table *Index of Decisions Requested: Submissions* which follows below. The number assigned shows the relevant section of the Plan Change and the number of the individual submission, as described above.

New text requested is shown as *underlined and in italics*, while text that is requested to be deleted is shown as ~~struckout~~.

## SUBMITTERS

Submitter Number	Organisation	Abbreviation	Wish to be heard
1	TiGa Minerals and Metals Limited	TiGa	Yes
2	Suzanne Hills		Yes
3	Westland Minerals Sands Group	WMS	No
4	Herenga ā Nuku Aotearoa		Yes
5	National Public Health Service Te Waipounamu	NPHS	No
6	Active West Coast	AWC	No
7	Buller District Council Grey District Council Westland District Council	BDC GDC WDC	No
8	Marie Elder		Yes
9	Waka Kotahi New Zealand Transport Agency	NZTA	Yes

## Index of Decisions Requested on the Draft Regional Land Transport Plan

Submitter Number	Abbreviation	Decisions requested							
		GS 1	OR 1	TS 1	TS 2	PC 1	SF 1	V 1	V 2
1	TiGa	O1.1	O3.1	O4.1	O4.2	HT 1	MIF 1		
		GS 1	OR 1	TS 1	TS 2	PC 1	SF 1	V 1	V 2
2	Suzanne Hills	GS 2	GS 3	GS 4	GS 5				
3	WMS Group	O1.2	O2.1	O2.2	O3.2	O4.3			
4	Herenga ā Nuku	O4.5	O4.6						
		GS 6	GS 7	GS 8	FOS 1	V 3	V 4	O3.3	O4.4
5	NPHS	O4.8	O4.9	HT 2	PF 1				
		TS 3	V 5	O1.3	O2.3	O3.4	O3.5	O3.6	O4.7
6	AWC	O4.1 1	O4.1 2	PF 2					
		GS 9	TS 4	SF 3	V 6	O1.4	O3.7	O3.8	O4.1 0
7	BDC, GDC, WDC	GS 10	PC 2	V 7	PF 3	PF 4	PF 5	PF 6	PF 7
8	Marie Elder	OGS 1	O2.4						
		GS 11	GS 12	OR 2	OR 3	OR 4	FOS 2	SF 2	V 8
9	NZTA	PF 8	PF 9						



## GENERAL SUBMISSIONS TO THE Draft RLTP

<b>Submission point: GS 1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<p>The land transport network is fundamental to the economic and social wellbeing of the West Coast ... Mineral sands products such as ilmenite, garnet and rare earth elements are used in manufacturing technology around the world. Getting the product to freight ships through the land transport network is the first step in selling a West Coast product to the world.</p>		
<b>DECISION</b>		
Noted		
<b>REASON</b>		
The submission point is acknowledged.		

<b>Submission point: GS 2</b>		
<i>Submitter (summarised)</i>	2	Suzanne Hills
<i>Submission</i>		
<p>Currently, SH6 is <b>just manageable</b> to cycle safely if one is a confident cyclist with quick reactions, and precautionary measures are taken ... The other main option to maintain safety is to avoid the milk tanker convoy travelling north at approximately 5-6.30pm (and at 5-7am) during milking season ... However, there is an extremely dangerous section of SH6 to the north of the Cobden bridge. It is dangerous in both directions with steep cliffs, bluffs, no road shoulders, blind corners and narrow over-bridges. Combined with Greymouth 'rush hour' traffic, it can be very frightening. (...) <b>Something can and must be done about this dangerous 900m section of road to avoid lives being destroyed.</b></p>		
<b>DECISION</b>		
Reject in part		
<b>REASON</b>		
<p>The Panel agrees that the section of SH6 between Taylorville Rd and the Cobden Bridge is narrow and difficult for cyclists. However, NZTA completed an investigation into options to improve this corridor for people cycling in 2023. The cost of the identified solution is high, at \$12M+. A project of this scale is not supported by the draft Government Policy Statement (GPS). NZTA is continuing to consider interim lower cost improvements that could make a small difference e.g. further static or active warning signs.</p> <p>Committee will make a recommendation to NZTA on potential options to reduce the speed limits on some sections of the Coast Road.</p>		

Submission point: GS 3		
<i>Submitter</i>	2	Suzanne Hills
<i>Submission</i>		
<p>According to Land Transport rules, cycle lanes should be provided if there is <i>“insufficient width for heavy vehicles and cyclists to share the road safely.”</i> ... However, the norm for Coast Road from the Barrytown flats to Greymouth is a road shoulder of less than 0.5m, often non-existent, – it is not enough to ride safely. Due to most of SH6 lacking a rideable road shoulder, trucks cannot safely overtake cyclists without crossing the road meridian line ... Significant upgrades to SH6 are needed to create rideable road shoulders or the creation of a separate cycleway/walkway to achieve a <i>“safe and reliable transport network, Increasing the share of people using active transport”</i>. (...)</p> <p>As a bare minimum there should be no step change increase in cycling safety risk, e.g. from use of SH6 as an industrial mine haulage route, until upgrades are made to create rideable road shoulders or a separate cycleway/walkway.</p>		
DECISION		
Reject		
REASON		
<p>Based on stakeholder engagement, the Panel believes drivers will typically identify this section of road as typical of rural highway with relatively low traffic volumes.</p> <p>The draft Government Policy Statement does not support the level of investment requested and we cannot proceed with the requested intervention.</p>		

Submission point: GS 4		
<i>Submitter</i>	2	Suzanne Hills
<i>Submission</i>		
<p>I believe most local motorists are taking unacceptable risks because the Coast Road currently has a relatively low traffic volume, and these dangerous manoeuvres very fortunately seldom end up with consequences. Intensifying heavy trucking on the Coast Road will create significant additional risk. It is inevitable that use of SH6 as an industrial mine haulage route will result in a serious accident or fatality. <b>It will cost lives.</b></p>		
DECISION		
Accept in part		
REASON		
<p>The Panel understands that SH6, the Coast Road has a collective safety risk ranging from low to medium and is not considered to reflect an unacceptable risk for road users. A safety improvement programme considering safe system supporting treatments such as signage, road markings and other delineation treatments could be considered to manage this risk. NZTA will continue to monitor performance and consider it for investment prioritisation through the National Land Transport Programme planning process.</p> <p>There are opportunities through the <i>West Coast Share Value for Money safety improvement</i> activity to identify future SH6 safety improvements on the West Coast for delivery, as well as Low-Cost Low Risk programmes for small scale ongoing safety improvements as part of maintenance and renewal programme.</p>		

Submission point: GS 5		
<i>Submitter</i>	2	Suzanne Hills
<i>Submission</i>		
<p>Cycling, including ebikes, is one of the most carbon efficient means of transport – both in terms of the embedded carbon of the bike and the zero operational emissions if charging from renewable energy. Ebikes in combination with urban design have the potential to play a significant part in decarbonising our transport sector. If we continue to invest in safe cycling infrastructure on the West Coast, it will become commonplace for people to swap car journeys for bike journeys.</p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The Panel agrees in part with this submission part because the draft Plan recognises the role of cycling in reducing emissions. However, the submitter has not specifically asked for a change in the Plan provisions.		

Submission point: GS 6		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		1
		5
<p>We value the inclusion of and focus on walking and cycling throughout the Draft RLTP including:</p> <ul style="list-style-type: none"> <li>• The importance of funding the maintenance and operation of cycle trails</li> <li>• The use and extension of shared cycle/walking trails to provide high-quality cycle commuter routes</li> <li>• Improvement in connectivity between local road networks and improvement in safety to enable more walking and cycling</li> <li>• Enabling walking and cycling as alternative modes of transport – for commuting, for recreation and for tourism</li> <li>• Improvement of access to walking and cycling networks to increase use of active transport</li> <li>• Emphasis on ensuring safety for vulnerable road users, especially cyclists, especially in high-speed environments</li> <li>• The development of a new combined Walking and Cycling Strategy</li> <li>• Objectives and targets that will make walking and cycling safer and with better connectivity</li> <li>• The pursuit of the creation of a connected network of cycle rides, and cycling facilities, throughout and between the communities of the region</li> <li>• Advocating for safer active travel modes</li> <li>• The development and maintenance of walking and cycling networks that are safe and well-integrated with other modes of transport to connect West Coast communities and enhance the experience of visitors.</li> </ul>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		

Submission point: GS 7		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		
<p>We recommend the addition of a project to identify and prioritise severance issues – the division/separation of communities – with funding for both the project and to make a start on resolving key severance issues, thus improving resilience of communities. Severance issues may be easily resolved by the creation of short walking/cycling paths.</p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
<p>The Panel acknowledges the support for the Objectives, which would include Objective 4 and the priority investment and implementation areas for walking and cycling infrastructure improvements, and a strategy for walking and cycling (p44-45).</p>		

Submission point: GS 8		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		
<p>We recommend that an overarching priority be included such that pedestrians and cyclists are considered at every level and every stage of implementation or variation of the RLTP.</p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
<p>Objectives 3 and 4 of the draft Plan provide for the safety and the infrastructure improvements for pedestrians and cyclists. These are considered as Priority investment areas and already provide for the investment needed to obtain positive long-term results such as safe footpaths and cycleways. As the matter is considered to already be provided in the Draft Plan, no change is recommended.</p> <p>However, the Panel considers that the matter raised is relevant to the Regional Walking and Cycling Strategy which was developed in 2009. The Strategy is now out of date, and Staff agreed for it to be reviewed subject to funding being provided in the Council’s Long-Term Plan.</p>		

Submission point: GS 9		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
<p>We support continued investment in the Road Safety Committee as this allows a collaborative approach to addressing road safety across the West Coast. Some AWC members are current members of the West Coast Road Safety Committee. Our input to the Committee focuses on changing attitudes and behaviours and promoting the creation of social and physical environments where the healthy/ safer choice is the easy option.</p>		
<b>DECISION</b>		
Noted		
<b>REASON</b>		
<p>The support for the West Coast Road Safety Coordinating Committee is acknowledged. However, there is no specific reference in the Draft RLTP to funding for this Committee. Furthermore, the Committee has been dispended as it is no longer funded. Road safety functions will be continued through the District Councils, and any high-level matters will be referred to the Regional Transport Committee. No change is needed to the Plan.</p>		

Submission point: GS 10		
<i>Submitter</i>	7	BDC, GDC, WDC
<i>Submission</i>		1
<p>Advocate for ongoing collaboration between West Coast Regional Council and the local authorities on regional transport strategy and planning to foster a strong positive regional partnership, building on the existing partnership between the local authorities, and achieve improved transport outcomes for West Coast communities and business.</p>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
<p>The Panel agrees and highlights the key role of The Regional Transport Committee (RTC) to maintain collaboration between local authorities, but also with local government agencies. To achieve this role, the RTC is represented by 2 representatives of WCRC, one representative of each district Council as well as NZTA and Department of Conservation. The Panel encourages the presence of additional staff members, such as roading engineers or transport senior staff, to the Committee meetings to provide additional feedback of key transport local issues. No changes to the Plan are sought by the submitter here.</p>		

<b>Submission point: GS 11</b>		
<i>Submitter</i>	8	Marie Elder
<i>Submission</i>		
<p><i>"The aim is to agree a regional programme which contributes to the social and economic wellbeing of our communities who rely on the transport network for their very existence."</i> -RLTP, p9. I agree absolutely with this aim and endorse its acknowledgement of our community wellbeing and the importance of SH6 to our lives.</p>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		

<b>Submission point: GS 12</b>		
<i>Submitter</i>	8	Marie Elder
<i>Submission</i>		
<p><i>"Social and economic wellbeing"</i> includes:</p> <ul style="list-style-type: none"> <li>• the welfare of small, locally owned, nature-based businesses such as horse-wagon tours, knifemaking, beekeeping, organic horticulture, regenerative farming, Air B&amp;Bs</li> <li>• the ability of people to commute easily and safely to work</li> <li>• the ability of customers and clients to travel the road safely and easily</li> <li>• the ability of people to use the road safely and regularly for socialising, for meetings, for predator control, for health and recreational activities</li> </ul> <p>All these aspects of social and economic wellbeing would be compromised by the use of the Coast Road as a mine haulage route.</p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
<p>The Panel agrees in principle with the bullets points as the Plan has an Objective 3 for safety. However, the Panel does not accept the following comment "All these aspects of social and economic wellbeing would be compromised by the use of the Coast Road as a mine haulage route."</p> <p>It is not the purpose of the Plan to address roading issue related to a private commercial activity using the State Highway.</p>		

**OUR REGION**

<b>Submission point: OR 1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<p>The draft Plan has a role to play in future proofing the land transport network and should identify future economic activity to ensure investment is directed to support and enable emerging economic opportunities. Currently, the Our Region – Economy / Ohanga section (p.12-13) is heavily focused on the role the network has in the provision of supporting tourism. As the RLTP is a future-focused document, this section should identify growth areas and provide a summary of other potential upcoming projects that are likely to have a significant impact on the region.</p> <p><u>Decision sought:</u>          Include text in the Our Region – Economy / Ohanga section on new industries in operation and other opportunities that are being investigated, apart from tourism, which rely on the land transport network to provide a more holistic summary of the economy of the region:</p> <p><i>“Despite having a comparative advantage in mining, the West Coast has experienced a decline in this sector since 2010. Nevertheless, the extraction of gold has witnessed significant growth. <u>Mineral sands mining of products such as ilmenite, garnet and rare-earth elements, which are used in manufacturing technology around the world, is an emerging industry on the West Coast. Projects have commenced in the Buller District, are going through consenting processes in the Grey District and are being explored in the Westland District. There are also other mineral related exploration projects being progressed throughout the region.</u>”</i></p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
<p>The Panel agrees to add first sentence of the submitter’s suggested text into the Economy/Ohanga section. This reflects the role of mineral sands mining on the West Coast and the potential economic opportunities that it can bring to the Region.</p> <p>However, the Panel does not consider the references to individual projects are appropriate to add to the Plan as they refer to specific private industry activities, and there is uncertainty around the development of some of these activities. Additionally, it is unnecessary to add resource consents details of mining sites in this section of the Plan.</p>		
<b>REVISED TEXT FOR THE PLAN</b>		
<p>“The extraction of gold has witnessed significant growth on the West Coast. <u>Mineral sands mining of products such as ilmenite, garnet and rare-earth elements, which are used in manufacturing technology around the world, is also an emerging industry in the Region</u>”.</p>		

<b>Submission point: OR 2</b>		
<i>Submitter</i>	8	Marie Elder
<i>Submission</i>		
<p><i>"Approximately one quarter of all public conservation lands in New Zealand can be found on the West Coast making it a key asset of the region"</i> - RLTP p12. I agree absolutely that this conservation land is a key asset to our region. We need to continue to protect it, using the appropriate legislation.</p>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		

<b>Submission point: OR 3</b>		
<i>Submitter</i>	8	Marie Elder
<i>Submission</i>		
<p><i>"The West Coast tourism product is completely dependent on the transport network, primarily the State Highways (...) Visitors to the region ... require a safe and reliable transport network as they visit the scenic wonders of the West Coast."</i> – RLTP p13. <sup>1</sup></p> <p>I agree absolutely. And, with Christchurch as a major starting/finishing point, most of these visitors will travel the Coast Road at least once. It would be a big mistake to allow it to become a mining road, threatening this road-based tourism industry. <sup>5</sup></p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The support is acknowledged. The key role of the tourism industry in the Region is recognised.		

<b>Submission point: OR 4</b>		
<i>Submitter</i>	8	Marie Elder
<i>Submission</i>		
<p><i>"The improved relationship between mana whenua and West Coast local authorities ... illustrated by the signing of the Mana Whakahono ā Rohe Iwi Participation Agreement ... including how tangata whenua will be involved in resource management decisions."</i> - RLTP p14</p> <p>I applaud this co-operation between local authorities and mana whenua; it is something for the region to be proud of.</p>		
<b>DECISION</b>		
Accept		



<b>REASON</b>
The support is acknowledged. Council has made a commitment to implement the <i>Mana Whakahono ā Rohe Iwi Participation Agreement</i> .

## OUR TRANSPORT SYSTEM

<b>Submission point: TS 1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<p>The West Coast, more than any other region in New Zealand, is heavily reliant on the State Highway network, and in particular State Highway 6 which extends the length of the region. This heavy reliance on the one north-south route, which links the region from Otago through to Tasman provides the main arterial functions for the West Coast with many of the local networks extending from this road.</p> <p><u>Decision sought:</u> That more emphasis as to the importance of State Highway 6 as a strategic route for heavy vehicles as part of economic activity on the West Coast be included within the Road network section (p.16) of the draft RLTP. Refer suggested text:</p> <p><i>At a regional level, the roading network is heavily reliant on the one north-south route –State Highway 6, providing the main arterial road functions for the West Coast. <u>Not only does State Highway 6 provide and the linkages to the neighbouring regions of Tasman and Otago, it is a strategic route for heavy vehicles as part of the regional freight task.</u> The local road networks extend off this main arterial, and there are few <del>other</del> alternative options for making journeys up and down the Coast.</i></p>		
<b>DECISION</b>		
Reject		
<b>REASON</b>		
Paragraph 2 in the Road Network section already explains how primary sector industries require heavy vehicles to travel on strategic routes. The Panel does not consider any additional content as necessary.		

<b>Submission point: TS 2</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<p><b>Rail and Ports</b> As New Zealand moves towards a low carbon economy rail and coastal ports will play an increasingly important role in the reduction of emissions, particularly for the transport of bulk products. It is vital that port and rail infrastructure, and their connections, continue to be maintained, and enhanced if required, to facilitate the movement of such goods. While the West Coast ports have gone through a period of decline, revitalisation is occurring, driven primarily by bulk producing businesses such as mineral sands production.</p>		

<p><u>Decision sought:</u></p> <ol style="list-style-type: none"> <li>1. That the RLTP continues to support rail and port infrastructure so it is able to facilitate the transport of bulk products including mineral products.</li> <li>2. That the Committee notes TiGa’s support of the protection of the ports to secure their future and create commercial and climate resilience for the West Coast.</li> <li>3. That reference to mineral sands as a bulk product that could be railed is included under the Rail section (p.17) to provide a more holistic story of the current and future scenario of this transport mode. Refer suggested amendment to the first paragraph under 'Rail' at page 17:</li> </ol> <p><i>The rail network is an asset of national and regional importance. Across the West Coast, rail transportation primarily serves the bulk freight sector, particularly coal, forestry, and dairy products. The Hokitika branch line predominantly supports Westland Milk Products by transporting raw materials to the factory and distributing finished products to various markets. The coal transportation on lines to Rapahoe, Westport, and Ngakawau has decreased over the past decade. Loading points in Greymouth and Stillwater facilitate the transfer of goods from road to rail. <u>The growth of mineral sands extraction brings a potential new demand for rail loadout and lines across the West Coast.</u></i></p>
<p><b>DECISION</b></p> <p>Accept</p>
<p><b>REASON</b></p> <p>Support for the rail and shipping provisions in the Plan is acknowledged. Objective 4 of the Plan is for a “multimodal transport network that enables all users to meet their economic, social and cultural needs”. Support for the maintenance and ongoing operation of the ports is also acknowledged. The Panel agrees to add the submitter’s suggested new sentence as the potential new use of the rail network is recognised and should be mentioned.</p>
<p><b>REVISED TEXT FOR PLAN</b></p> <p><i>Add the following sentence to the end of Paragraph 1 of the Rail section: “...from road to rail. <u>The growth of mineral extraction brings a potential new demand for rail loadout and lines across the West Coast.</u>”</i></p>

<b>Submission point: TS 3</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
<p>In addition to active transport, public transport improves people’s transport options. We have previously submitted on the Regional Public Transport Plan and support actions to improve the availability of public transport in the region. We offer our support to the investigation into the need for some form of on-demand public transport for the region.</p>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
<p>The support is acknowledged, and the offer of support to investigate the feasibility of on-demand public transport is appreciated.</p>		

<b>Submission point: TS 4</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
We agree with the proposal to investigate the need for some form of on-demand public transport for the region. We recently submitted our support for this to be given high priority within the Public Transport Plan. Our members are keen to assist the committee with this investigation.		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The support is acknowledged and the offer of support to investigate the feasibility of on-demand public transport is welcomed.		

## FUTURE OPPORTUNITIES AND SCENARIOS

<b>Submission point: FOS 1</b>		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		
We note a mention of the term active transport in the section headed <i>Walking and Cycling</i> under <i>Future opportunities and scenarios</i> and in the Glossary. Active transport modes include walking, cycling, and their variants, such as skates and scooters, as well as horse riding. We recommend that the broader term 'active transport' be used more often, and in place of walking and cycling where possible.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The Panel recognises and will endeavour to use the updated terminology.		

<b>Submission point: FOS 2</b>		
<i>Submitter</i>	8	Marie Elder
<i>Submission</i>		
<i>"There is an opportunity to develop and improve access to walking and cycling networks ... as well as resulting in improved health and wellbeing outcomes for our communities." - RLTP p24</i>		

I agree absolutely with this positive endorsement of active transport as a *'competitive mode of transport'*. On SH6 however it could be undermined entirely by mining trucks. There is much evidence to show heavy trucks and bicycles are not a compatible mix.

<b>DECISION</b>
Accept in part
<b>REASON</b>
The Panel recognises the support for the development of a walking and cycling network. However, the Plan aims to provide for a safe multi-modal network of infrastructure for all users.

**POLICY CONTEXT**

<b>Submission point: PC 1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
That the draft Plan is reviewed against the draft Government Policy Statement for Land Transport to ensure the strategic priorities are given effect to.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The Panel agrees that the draft RLTP needs to be reviewed against the latest draft GPS 2024 as the new Government's direction is similar but different to the previous GPS.		

<b>Submission point: PC 2</b>		
<i>Submitter</i>	7	BDC, GDC, WDC
<i>Submission</i>		
Note that the draft RLTP was released prior to the draft Government Policy Statement on Land Transport (GPS) 2024 being released. Note that the draft RLTP is generally consistent with the strategic priorities of draft GPS2024, however GPS2024 proposed significant changes to funding and activity classes which is likely to impact the final approved NLTP programme of the Councils, including West Coast Regional Council, and NZTA State Highways. The significance of this impact is not yet clear, or if it will result in further consultation being required for RLTP 2024.		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		

There are minimal changes to NZTA's proposed West Coast State Highway Investment Proposal bid following a review of the draft GPS. Most changes reflect an update to cost information and some changes to cashflows/timing of project phases.

## STRATEGIC FRAMEWORK

<b>Submission point SF 1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<p>Additional context has arisen which should be included within the strategic front part of the draft Plan to provide a more holistic overview of the transport network on the West Coast, the economy and future of the region to more appropriately bid for funding from the National Land Transport Fund.</p> <p>TiGa believes that there are opportunities for additional infrastructure projects, particularly for resilience, to ensure that the West Coast can do its part and keep New Zealand moving.</p> <p><u>Decision sought:</u> That the Committee undertake further review of the strategic context of the draft Plan to reflect a more holistic view of the West Coast economy and future opportunities.</p>		
<b>DECISION</b>		
Reject		
<b>REASON</b>		
<p>The strategic framework for the RLTP needs to be consistent with the higher-level national direction in the Ministry of Transport outcomes framework. It reflects the articulation between central Government's outcomes and the RLTP strategic objectives chosen to deliver the regional vision. Therefore, the 5 objectives developed through the Plan are to be taken as a whole, with inter-connected regional targets. This means that the regional strategic objectives must reflect priority investments areas that are agreed to between NZTA and the West Coast Regional Transport Committee. The Objective 1 for Resilience in the Plan lists priority investment areas which do not include upgrading the section of State Highway which the submitter has a particular interest in. The Panel considers that the submitter has not provided sufficient explanation or example of how the strategic framework is not "holistic".</p>		

<b>Submission point: SF 2</b>		
<i>Submitter</i>	8	Marie Elder
<i>Submission</i>		
<p><u>Headline targets:</u></p> <p>These are excellent targets. A mining haulage route as our main transport link would undermine every one of them.</p> <p>Tasman West Coast MP Maureen Pugh, when interviewed about the TiGa proposal on TVNZ, spoke enthusiastically of the touted economic benefits. When asked whether she had misgivings about road safety, her reply acknowledged an issue: "I think it's a trade-off". Any 'trade off' between promised profits and road</p>		

safety needs interrogating. How many serious injuries and deaths are a reasonable ‘trade off’ when lined up against the money, assuming the promised profits materialise? If one more person is killed on the road, is that okay so long as the region’s GDP has gone up 0.5%? Two more people?		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The support for the content of the headline targets is acknowledged. However, the main purpose of the RLTP is to deliver the regional key objectives to all users, including safety, with no differentiation made between community members and or/economic factors. These specific issues have been addressed through a resource consent application process under the Resource Management Act.		

<b>Submission point: SF 3</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
We agree with the headline target of a reduction in deaths and serious injuries. We trust this target will remain even as the Road to Zero Strategy has been withdrawn, especially as the West Coast tracks above the national average for risk of fatal or serious casualties per million vehicle kms.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support for the safety headline target is acknowledged. Staff agree with the submitter that the Plan must focus on the reduction of deaths and injuries, and therefore retain the headline target. No change to the Plan is recommended here.		

**THE REGIONAL VISION**

<b>Submission point: V 1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
TiGa supports the Vision (A safe, resilient and connected multi-modal transport network which enables the West Coast to thrive) in the draft Plan but notes that for this to be achieved, adequate funding must be made available to make the safety improvements required and improve the resilience of the network from known hazards. Preventative maintenance is generally less expensive to undertake than the rebuilding or restoration required once an event has impacted the network. Network outages impose significant cost to the economy through loss of freight connections and reduced productivity, social disruption for local communities and potential reputational risk to tourism markets – all impacts that can take many years to recover from.		

<b>DECISION</b>	
Noted	
<b>REASON</b>	
The point made by the submitter is noted, but no specific change to the Plan is sought.	

<b>Submission point: V 2</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<p>Although this is a Vision statement, TiGa requests that it goes beyond “lip-service” and the outcomes sought can be realised in the future.</p> <p><u>Decision sought:</u></p> <p>That the Regional Transport Committee ensures that the funding required to move to the future state sought in the vision is programmed and included within the RLTP.</p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The Panel agrees that there needs to be adequate funding provided to achieve the regional Vision. However, the funding programme is covered in another section of the Plan (See <i>Programme and Funding</i> ). Furthermore, the Panel believes that the funding programme is consistent with achieving the Vision, for the priority investment areas identified in the Plan. The submitter has their own priorities which are not listed in the Plan.		

<b>Submission point: V 3</b>		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		
<p>We support the vision set by the Regional Transport Committee of “a safe, resilient and connected multi-modal transport network which enables the West Coast to thrive” and the recognition of the critical nature of a safe, resilient and well-functioning transport network to the economic and social wellbeing of West Coast communities.</p>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		

<b>Submission point: V 4</b>		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		
Under <i>The regional vision</i> , we recommend the inclusion of an additional key problem: “ <i>The risk of death or serious injury that prevents more people using cycles for transport.</i> ”		
<b>DECISION</b>		
Reject		
<b>REASON</b>		
All injuries related to cycling are considered by the Panel as a major issue and are being addressed in Objectives 3 and 4. The Regional Vision Section is an overview of the strategic direction adopted by the Region, and injuries are to be presented here as a critical issue for all users, which includes people using cycles. Safety improvements for cyclists and pedestrians in specific are promoted in <i>Objective 3 Policy 3 and in its Other priority implementation areas, and in Objective 4 Policy 2 and its Priority investment areas.</i>		

<b>Submission point: V 5</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
We support the RLTP including the 30-year vision of the draft plan of ‘ <i>a safe, resilient and connected multi-modal transport network which enables the West Coast to thrive</i> ’, and the objectives and headline targets in the RLTP.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged. No changes are sought by the submitter.		

<b>Submission point: V 6</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
We agree with the Committee’s vision to have a safe, resilient and connected multi-modal transport network that enables the West Coast to thrive. Route security is critical to the on-going economic and social well-being of the West Coast region. Everyone benefits from a transport system that is resilient, safe and reliable. A system that is also accessible and includes a range of transport choices further supports people to live independently and can assist in addressing climate change effects.		



<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged. No changes are sought by the submitter.		

<b>Submission point: V 7</b>		
<i>Submitter</i>		
7	BDC, GDC, WDC	
<i>Submission</i>		
Support the retention of RLTP 2021 vision “A safe, resilient and connected multi-modal transport network which enables the West Coast to thrive” and the four RLTP 2021 strategic objectives: resilience, asset condition, safety, and connectivity. a. Resilience – Given recent weather events that highlighted the West Coast’s vulnerabilities to climate change, we support the RLTP’s focus on enhancing network resilience. Infrastructure upgrades such as drainage and flood mitigation protection is critical for climate adaptation on the Coast. b. Asset condition – We acknowledge and support the RLTP’s objective to address aging infrastructure and maintenance backlogs. It is vital to ensure that funding allocations for addressing these issues are adequate and are prioritised to meet both the levels of service and growing demands of our transport network. c. Safety – The RLTP’s commitment to improving road safety is a shared priority. We propose that the baseline year for headline targets for DSI’s be aligned with the local authorities annual reporting measures (RLTP notes the baseline year will be 2023/24). d. Connectivity and Access – enhancing connectivity across our region is supported through public transport. We support the continuation of the subsidised Total Mobility Services as it promotes social benefits for vulnerable members of our community. e. Regional advocacy – support the inclusion of a fifth strategic objective, regional advocacy, highlighting the role of West Coast Regional Council alongside the district councils in taking a common approach to strategy and planning, as and when practical. Notes that the vision and strategic objectives are strongly aligned to the benefits and strategic responses sought from the Councils investment in land transport for the next 10-years, as identified above.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged		

<b>Submission point: V 8</b>		
<i>Submitter</i>		
8	Marie Elder	
<i>Submission</i>		
“... drivers with poor behaviours (such as travelling at inappropriate speeds, under the influence of alcohol or drugs, or by motorcycle) contribute to crashes” – RLTP p36 [my emphasis]. Surely the suggestion, that just to be on a motorcycle is to exhibit poor driving behaviour, is a typo.		

<b>DECISION</b>
Accept
<b>REASON</b>
This is a typo and needs to be corrected.
<b>REVISED TEXT FOR PLAN</b>
"...such as travelling at inappropriate speeds, <u>or</u> under the influence of alcohol or drugs, <del>or by motorcycle</del> )

**10-YEAR OBJECTIVES, POLICIES, AND PRIORITIES**

<b>Submission point: OGS 1</b>		
<i>Submitter</i>	8	Marie Elder
<i>Submission</i>		
I support the aims and objectives in this draft RTLP. It is their potential interpretation and implementation that is of concern to me.		
<b>DECISION</b>		
Reject in part		
<b>REASON</b>		
The support is acknowledged. However, the Panel cannot provide an adequate answer to a comment made on the future implementation of the Plan's objectives.		

**OBJECTIVE 1**

<b>Submission point: O1.1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<p>TiGa supports Objective 1 and its focus on resilience. As noted previously, network outages disrupt productivity in a number of ways including preventing employees being able to travel to work and products being exported to market.</p> <p>Many investigations into network vulnerability arising from climate change and natural hazards have been undertaken over various West Coast Regional Land Transport Plans. The West Coast, particularly along State Highway 6, has extremely limited alternative routes. Mitigation and preventative works of potential at risk locations have been identified through previous investigations and should now be funded to protect the future resilience of the network and ensure that network outages are avoided or minimised to meet the set Headline Target.</p> <p><u>Decision sought:</u></p> <p>That hazard mitigation and preventative maintenance measures to address network vulnerabilities are clearly identified and funded in the RLTP.</p>		

<b>DECISION</b>	
Accept in part	
<b>REASON</b>	
The support for Objective 1 is acknowledged. However, the level of details requested by the submitter to go in the Plan is more appropriate at the works programme level, which is agreed to between NZTA and the local State Highway contractors. They will know and identify in their work programmes areas that need preventive maintenance. Furthermore, the National Resilience Programme Business Case identifies several areas of State Highway 6 for resilience improvements over the next 10 years.	

<b>Submission Point: O1.2</b>		
<i>Submitter</i>	3	WMS Group
<i>Submission</i>		
<p>The necessity for intermodal transport, including the road and rail networks, and connections to the Greymouth and Westport ports are highlighted throughout the Draft RLTP. WMS Group <b>agree</b> that these connections are critical to the West Coast, both for economic activity and resilience in the event of severe weather and natural disaster. It is noted that should the West Coast be completely cut off due to disruption of the roading network, the ports potentially have a significant role to play in providing connectivity during disaster response and recovery. The role industries such as Heavy Mineral Sands (HMC) can play in utilizing the ports is highlighted in the Draft RLTP.</p> <p>WMS Group therefore <b>supports</b> Objective 1: Resilience and notes the role of the ports and associated shipping activities through HMC industries in realizing this objective.</p>		
<b>DECISION</b>		
Accept.		
<b>REASON</b>		
The support is acknowledged. No change to the Plan is sought here by the submitter.		

<b>Submission Point: O1.3</b>		
<i>Submitter</i>	5	NPBS
<i>Submission</i>		
<p>We support the inclusion of the strategic objective of 'Resilience' and the priority investment areas under this objective that will address flooding risk and coastal erosion. Preparing for and adapting to climate change is important because the impacts of climate change are already being experienced on the West Coast with an increase in extreme weather events and flooding in recent years. These impacts are expected to amplify over time. The damage and disruption to transport networks caused by these events has consequences for health and wellbeing. Communities can become isolated and unable to access essential services, such as food and healthcare, especially when there is a lack of alternative routes. This disruption can have psychosocial, cultural and economic impacts. Improving the resilience of the transport network is important to reduce potential disruption and severance from supplies and services and to build community resilience and connectedness. The resilience of the transport network is also essential for response and recovery situations.</p>		

Diversifying freight may also improve the resilience of the transport network in extreme events by providing alternative means for accessing goods and resources.
<b>DECISION</b>
Accept
<b>REASON</b>
The support is acknowledged. No change to the Plan is sought here by the submitter.

<b>Submission Point: O1.4</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
We agree that breaks in the network can have substantial impacts on the economic, social and cultural wellbeing of communities on the West Coast. Many communities across the West Coast are beginning to appreciate how increasingly vulnerable we are to natural disasters and climate change impacts, and how the resilience of our transport network is critical to both response and recovery situations. We have previously submitted on the need to mitigate and adapt to the impact that climate change will have on our transport networks and communities. We therefore support the identified areas for investment with respect to addressing flooding risk and coastal erosion, and to improve resilience of both the roading and rail network.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged. No change to the Plan is sought here by the submitter.		

**OBJECTIVE 2**

<b>Submission Point: O2.1</b>		
<i>Submitter</i>	3	WMS Group
<i>Submission</i>		
WMS Group agree that it is vital that the roading network is fit for purpose for heavy vehicle use to support economic activity in the region and submit that State Highway 6 should be considered an important strategic route. We request that Objective 2: Policy 3 (p.40), relating to HPMV capability on strategic routes, is amended to specifically include State Highway 6 as well as State Highway 73 and key local roads.		
<b>DECISION</b>		
Reject		
<b>REASON</b>		
NZTA has not sought that State Highway 6 be added to Objective 2 Policy 3. Upgrading these sections of road to that level would be an immense expense and would require a high level of ongoing maintenance.		

<b>Submission Point: O2.2</b>		
<i>Submitter</i>	3	WMS Group
<i>Submission</i>		
<p>We also submit that it is crucial that the roading network connecting strategic routes to the ports is identified and maintained for heavy vehicles and other transport accessing the ports. It is <b>requested</b> that the policies under Objective 2: Asset Condition are broadened to include policies specifically relating to the roading networks connecting strategic routes to the ports, to identify them as used for port related traffic, including heavy vehicles, and to maintain them as such.</p>		
<b>DECISION</b>		
Reject		
<b>REASON</b>		
<p>The Draft RLTP is not the appropriate document to specify maintenance works on particular parts of the State Highway and local roads. The One Network Framework is the relevant document to determine levels of service and funding depending on what type of road it is classed as.</p>		

<b>Submission Point: O2.3</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
<p>We support the inclusion of 'Asset condition' as one of the strategic objectives in the draft plan, because maintaining the transport network can improve safety and resilience and reduce emissions.</p>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
<p>The support is acknowledged.</p>		

<b>Submission Point: O2.4</b>		
<i>Submitter</i>	8	Marie Elder
<i>Submission</i>		
<p>Evidence shows heavy trucks do more damage to roads than they pay for. For example, a 2020 Inside Science report indicates heavy vehicle can cause approximately 1000-2500 times the damage to the road of a sedan car. A 2022 Scoop article indicates approximately 80% of damage to NZ roads is caused by trucks, yet the trucking industry pays less than 23% of repair costs. Therefore other road users are already subsidising the trucking industry to a significant extent, and this would only be exacerbated by increased numbers of heavy vehicles.</p> <p>It is important the RLTP does not facilitate a major increase in heavy trucking, especially to profit overseas interests while damaging the local road our communities "rely on... for [our] very existence".</p>		

Our West Coast climate, and the proximity of the sea to sections of the road, affect Coast Road durability: “High amounts of water under bituminous layers can cause high hydraulic pressures in the bottom of the bound layer when it is subjected to heavy traffic wheel loads. These effects act like pressure washes and break the bond between the bitumen and aggregate surfaces.”

This process is illustrated in the animation below:

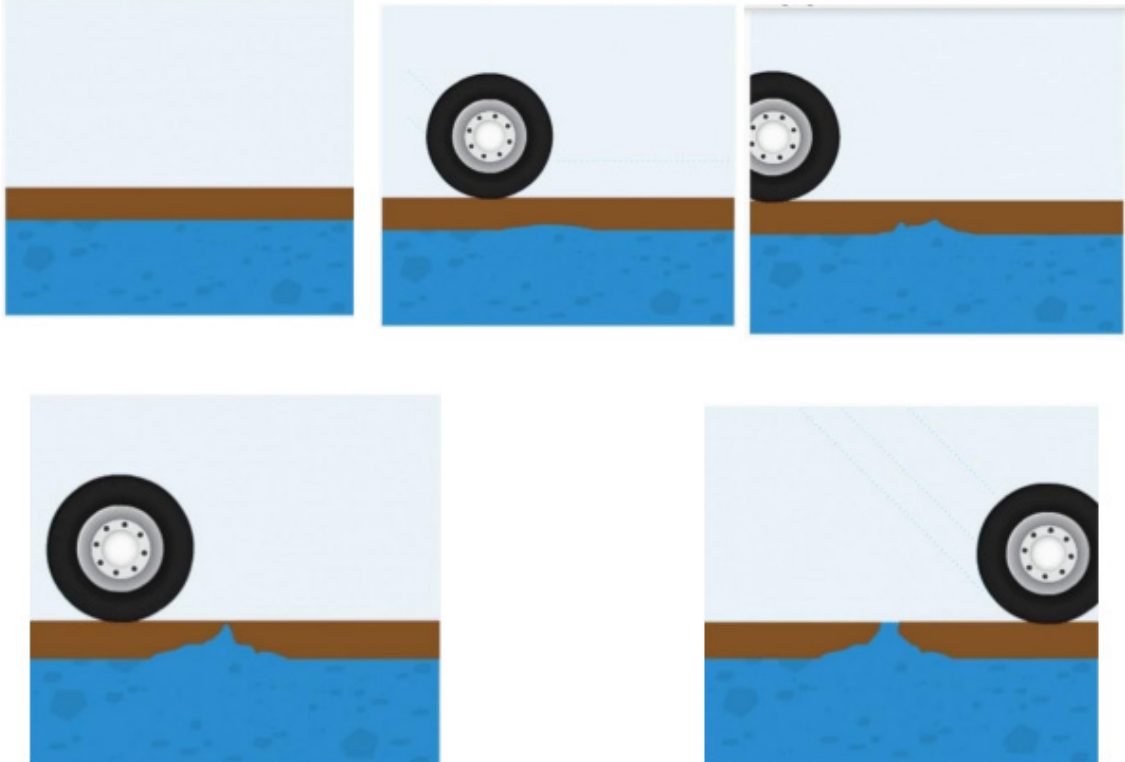


Figure 2. A series of still shots from the Roadex.org animation shows the process of stripping of water saturated road surface

**DECISION**

Accept in part

**REASON**

The purpose of the Plan, articulated around the Vision, is to provide for a safe, resilient and connected multi-modal transport network which enables the West Coast to thrive. Some economic activities are therefore important for the Region, but safety and resilience also need to be considered. The Panel notes the evidence provided by the submitter regarding road wear. The Plan also recognises the role of rail and sea transport, which would benefit road users without impacting the local economic activity.

## OBJECTIVE 3

<b>Submission Point: O3.1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<p>Over the past few decades, cycle tourism has grown in prominence as well as becoming an alternative form of transport throughout New Zealand and on the West Coast. However, a number of roads throughout this region are simply not fit for purpose for cyclists as road users as they navigate these routes alongside a growing tourism market involving international drivers and campervans, mixed with local road users and freight traffic. At the same time, tourism has been pushed as a key economic driver for New Zealand, and the West Coast. West Coast tourists travel in predominantly self-drive vehicles and are in many cases critically inexperienced to drive on the narrow and winding roads of the region. Their interaction with cyclists, residential traffic and freight vehicles poses a very real risk to all road users. As the tourism task increases there is likely to be a corresponding increase in the rate of serious incidents.</p> <p>TiGa is familiar with these concerns as it has progressed the Barrytown Project resource consent application. Some submitters have raised concerns about the asset condition and safety of State Highway 6 – which the Barrytown Project will use to transport freight.</p> <p>In exploring these concerns, an independent transport expert from Abley peer reviewed the proposal and recommended that State Highway 6 is not safe for cycling. The peer reviewer identified inherent risks from walking and cycling on State Highway 6 as arising from limited forward visibility (due to road geometry and vegetation), limited or no hard shoulders to enable safe passing and noise from coastal surf limiting cyclists' and pedestrians' ability to hear approaching traffic. The Abley peer reviewer recommended active and static signage and road markings at eight locations on State Highway 6 that would mitigate effects on any cyclists using the State Highway.</p> <p>Road controlling authorities, and particularly in the case of the State Highway, Waka Kotahi NZ Transport Agency, have a responsibility to provide for the safety of all road users ... We recognise that securing funding for West Coast Road improvements is challenging, however many of these improvements can be implemented through maintenance and renewal programmes, signage or discouraging certain activities in inappropriate locations – a “right mode right road” approach.</p> <p>Investment to maintain key roads to a high level of safety and efficiency for all road users must be a priority.</p> <p><u>Decision sought:</u></p> <ol style="list-style-type: none"> <li>1. That investment to maintain key roads to a high level of safety and efficiency is undertaken through the RLTP.</li> <li>2. That the Committee notes TiGa’s support of Objective 3 Policy 3 for the advocacy of safer active transport modes such as on road / off-road paths and trails for cycling, and as a priority implementation area recognising that there are safety improvements to be made on key tourist routes where cyclists are present. To give effect to this policy, appropriate funding from the respective approved organisation must be committed.</li> <li>3. Amend the Objective 3 'Priority investment areas' as follows: <i>Road safety promotion of <u>risks to cyclists, pedestrians and tourist drivers.</u></i></li> <li>4. Amend the Objective 3 'Other priority implementation areas' as follows: <i>Safety improvements on key tourist routes, and rural roads where cyclists and pedestrians are present, <u>primarily through separate paths and trails for walking and cycling.</u></i></li> <li>5. That West Coast Road Controlling Authorities identify areas that are not fit for purpose for the full range of road users and invest in the network to bring these up to standard. For example, where roads provide no shoulder for cyclists to safely bike on, provide off-road cycling options. Should the investment not be available to address the areas of the network that are not fit for purpose for cyclists, alternative safety mitigation measures (such as signage warning of cyclists on narrow corridors) or recognition that there are sections of roads across the network that are not fit</li> </ol>		

for purpose for cyclists and proactively discourage cyclists from using these sections to be implemented by the respective road controlling authorities.
<b>DECISION</b>
<ul style="list-style-type: none"> <li>1- Accept</li> <li>2- Accept</li> <li>3- Reject</li> <li>4- Reject</li> <li>5- Reject</li> </ul>
<b>REASON</b>
<ul style="list-style-type: none"> <li>1. The support is acknowledged</li> <li>2. The support is acknowledged</li> <li>3. The Panel does not support adding the suggested text as it is already covered under the “Other Priority Implementation Area” and the road safety promotion is intended to be for all users.</li> <li>4. The Panel does not agree with the suggested text as in some places along the Coastal State Highway 6, there is simply not enough room to provide for separate walking and cycling trails. For example, around rocky bluffs. The only option between Rapahoe and the Barrytown flats would be an inland track, but would need DOC approval and the costs means it is unlikely to happen in the next three years, to justify making the change sought by the submitter.</li> <li>5. This matter is relevant to the three District Councils, as they hold the function of road controlling authorities. It is also not appropriate for RCAs to discourage different road types of road uses from exercising their legal rights to travel on public roads.</li> </ul>

<b>Submission point: O3.2</b>		
<i>Submitter</i>	3	WMS group
<i>Submission</i>		
WMS Group <b>agree</b> that safety of all road users is important and submit that a stronger focus on the development of cycleways/walkways off road should be included in the plan, particularly in relation to State Highways.		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The support is acknowledged. However, the Panel does not support adding the suggested text as it is already covered under the “Other Priority Implementation Area” and the road safety promotion is intended to be for all users.		



<b>Submission point: O3.3</b>		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		
<p>Safety is a critical component to making active transport, and cycling in particular, safe enough to be an attractive option. At present, there are many pinch points on SH6 where there is barely room for two vehicles to pass each other let alone including a bicycle or pedestrian. We recommend that a project be included in the RLTP to identify and prioritise such pinch points, with funding for both the project and to make a start on those pinch points of most concern.</p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
<p>The Panel agrees with the submitter about the need for safety improvements for cyclists across the Region, especially with the presence of multiple pinch points along the road. However, the Panel believes the identification of specific pinch points could be addressed through a review of the West Coast Walking and Cycling Strategy rather than in the RLTP.</p> <p>Furthermore, NZTA completed in 2023 an investigation into potential cycle improvements along SH6 between Ross and Haast, on sections with no alternative cycle route. This also identified some possible pedestrian improvements, particularly in Franz Josef. As a result of this investigation, we are currently implementing improved signage (to advise road users of the presence of cyclists), and we intend to continue targeted improvements to gradually improve this route over the longer term, subject to funding availability.</p> <p>There are opportunities through the <i>Value For Money</i> safety improvement activity to identify future SH6 safety improvements on the West Coast for delivery, as well as Low-Cost Low Risk programmes for small scale ongoing safety improvements as part of maintenance and renewal programmes.</p>		

<b>Submission point: O3.4</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
<p>We support the inclusion of ‘Safety’ as one of the strategic objectives in the draft plan. Improving the safety of the transport system can reduce deaths and injuries and increase the uptake of walking and cycling by improving public perceptions of safety.</p> <p>We encourage the Council to consider how to improve safety on urban roads in addition to tourist routes and rural areas to encourage walking and cycling. Encouraging people to walk, cycle and scoot for short trips can promote physical activity, reduce reliance on vehicles and cut transport emissions.</p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
<p>Support for the Objective 3 is acknowledged. However, the Panel believes that the identification of improvements to cycling and walking options could be addressed through a review of the West Coast Walking and Cycling Strategy rather than in the RLTP. Objective 4 of the Plan refers to a regional walking and cycling strategy and action plan under “Other priority investment areas”.</p>		

<b>Submission point: O3.5</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
We encourage the Council to consider how freight on the road can affect public perceptions of safety and therefore peoples' decisions to walk and cycle.		
<b>DECISION</b>		
Noted		
<b>REASON</b>		
The submitter has not specifically requested a change to the Plan. Considerations of how freight can affect perceptions and real risk to safety for pedestrians and cyclists is addressed under Objectives 3 and 4. It is unclear what particular matters the submitter wants the Committee to consider.		

<b>Submission point: O3.6</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
Speed of vehicles is a key influencer of whether people perceive a trip is safe to make by active transport, therefore reducing speeds may promote more walking, cycling and scooting by improving the actual or perceived safety of these modes. When implemented with meaningful community consultation, reducing speeds can create safer and more liveable and accessible environments.		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The Panel agrees with that reducing speed limits on both highways and local roads will reduce the road toll and move towards the regional vision of a safe transport network. However, this approach is not in line with central government priorities and legislative proposals. The new draft speed limit legislation looks to remove the ability for RCAs to easily reduce speeds on local roads, regardless of safety record or public support.		

<b>Submission point: O3.7</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
We note the safety objective is for a transport system that is safe for <u>all</u> users. The pinch points referred to in the preamble to this section could be mitigated by limits on the size of freight vehicles using our roading network. This would improve safety and the experience of the 'increasing numbers of cyclists' and others in smaller vehicles using our roading network. This would also assist with a modal shift to more active transport options and contribute to achieving a reduction in carbon emissions.		

<b>DECISION</b>		
Reject		
<b>REASON</b>		
The purpose of the Plan, articulated around the Vision, is to provide for a safe, resilient and connected multi-modal transport network which enables the West Coast to thrive. The Panel agrees that the safety objective, but also the other 3 key objectives, are a for all users. For this reason, reducing the size of freight vehicles would be highly impracticable.		

<b>Submission point: O3.8</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
We note priority for safety improvements for walking and cycling is targeted for key tourist routes and rural roads. However, there are several areas within more urban communities where walking and cycling facilities require safety improvement. We anticipate that the review of the Walking and Cycling Strategy will significantly engage with local communities to identify these areas and action to improve safety will follow. <b>Our members are keen to be involved with the Walking and Cycling Strategy review and offer our assistance to the Committee.</b>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The submitter's offer for support is acknowledged and appreciated. No change is recommended to the Plan.		

**OBJECTIVE 4**

<b>Submission point: O4.1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<ol style="list-style-type: none"> <li>1- That the Regional Transport Committee notes TiGa's support of the priority investment areas for investment in planning / infrastructure to improve road, rail and coastal shipping freight connections and for walking and cycling infrastructure improvements for shorter trips to deliver safer and connected active travel networks.</li> <li>2- Amend Objective 4, Policy 3 as follows: <i>Investigate <u>and support</u> opportunities to facilitate more efficient multi-modal freight movements, including <del>potential for</del> <u>development of</u> coastal shipping and rail connections.</i></li> </ol>		
<b>DECISION</b>		
<ol style="list-style-type: none"> <li>1- Accept</li> <li>2- Accept in part</li> </ol>		

<b>REASON</b>	
1-	The support is acknowledged.
2-	The Panel agrees with the submitter’s suggested content to add “and rail connections” to Policy 3. However, the Panel does not support the other changes sought by the submitter. There is some remaining uncertainty about whether there will be central government funding to commit in the Plan to do these actions. The Draft Government Policy Statement (GPS) for Land Transport 2024 indicates that the Government does not support multi-modal transport.
<b>REVISED TEXT FOR THE PLAN:</b>	
“Investigate opportunities to facilitate more efficient multi-modal freight movements, including potential for coastal shipping <u>and rail connections.</u> ”	

<b>Submission point: O4.2</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
<p>Transport is a major contributor to emissions in New Zealand. There is currently no reference in the Priority investment areas to support national emission targets (including reducing freight transport emissions by 35% by 2035) and implementation of infrastructure to support an electric vehicle fleet. EV infrastructure could be used by light vehicles and freight trucks. Investment in non-road transport infrastructure such as rail and ports could also contribute to these emissions reductions.</p> <p><u>Decision sought:</u> Add a new priority investment area under Objective 4 as follows: <u>Investment in EV infrastructure that can be used by light vehicles and freight trucks.</u></p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The Government has highlighted the importance of Emissions Trading Scheme, enabling additional sustainable energy generation and more provision of EV charging infrastructure. However, it is still unclear how the project will be funded.		

<b>Submission point: O4.3</b>		
<i>Submitter</i>	3	WMS Group
<i>Submission</i>		
<p>WMS Group <b>agree</b> that safety of all road users is important and submit that a stronger focus on the development of cycleways/walkways off road should be included in the plan, particularly in relation to State Highways.</p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		

The Panel agrees with the point that safety of all road users is important, but believe that the identification of improvements to cycling and walking options could be better addressed through a review of the West Coast Walking and Cycling Strategy rather than in the RLTP. Objective 4 of the Plan refers to a regional walking and cycling strategy and action plan under “Other priority investment areas”.

<b>Submission point: O4.4</b>		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		
<p>Wherever possible, we encourage the creation of cycleways that move cyclists off and away from roads.... we recommend an extension of the focus on cycleways from urban to rural communities for both residents and visitors.</p>		
<b>DECISION</b>		
Reject		
<b>REASON</b>		
<p>The Plan has some provisions that already provide for what the submitter is seeking:</p> <ul style="list-style-type: none"> <li>- Objective 4 Policy 2 “Develop, and maintain, walking and cycling networks that are safe and well-integrated with other modes of transport to connect our communities and enhance visitor experience.</li> <li>- The 3 Priority Investment and implementation areas of Objective 4 are: “Walking and cycling infrastructure improvements to deliver safer and connected active travel network”, Regional walking and cycling strategy and action plan (local roads)”, and above all: “Seek opportunities for additional funding sources for new off-road walking/cycling trail projects.</li> </ul> <p>While two of the priority areas are urban-focused, the other one could be urban or rural. The Panel therefore does not believe that additional content is needed to the Plan here.</p>		

<b>Submission point: O4.5</b>		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		
<p>To encourage more walking and cycling, active transport must be an attractive option. We recommend the inclusion of an objective and or policy to provide safe active transport connections between cycling and walking networks and within and between communities/new subdivisions. This will encourage more use of active transport modes to reach schools, workplaces, shops and other services.</p>		
<b>DECISION</b>		
Reject		
<b>REASON</b>		
<p>The Plan has some provisions that already provide for what the submitter is seeking:</p>		

- Objective 4 Policy 2 “Develop, and maintain, walking and cycling networks that are safe and well-integrated with other modes of transport to connect our communities and enhance visitor experience.
- The 3 Priority Investment and implementation areas of Objective 4 are: “Walking and cycling infrastructure improvements to deliver safer and connected active travel network”, Regional walking and cycling strategy and action plan (load roads)”, and above all: “Seek opportunities for additional funding sources for new off-road walking/cycling trail projects.

While two of the priority areas are urban-focused, one could be urban or rural. The Panel therefore does not believe that additional content is needed to the Plan here.

<b>Submission point: O4.6</b>		
<i>Submitter</i>	4	Herenga ā Nuku
<i>Submission</i>		
A new walking and cycling strategy for the region is long overdue. We recommend investment in the creation of such a strategy in this RLTP.		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The Regional Walking and Cycling Strategy was developed in 2009. The Strategy is now old, and the Panel agrees that it could be reviewed subject to funding being provided in the Council’s Long-Term Plan. The Panel considers that no change is needed to the Plan as the matter is listed in the “Other priority implementation areas” of Objective 4.		

<b>Submission point: O4.7</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
While we acknowledge the need to improve asset condition to support freight by road, we encourage the Council to prioritise transporting freight by rail and sea because of the potential to improve road safety, enhance resilience and reduce emissions. As stated in the plan, rail produces at least 70 per cent less carbon emissions (per tonne of freight carried compared with heavy road freight) and the cost externalities for freight by road are six times higher than freight by rail and twelve times higher than freight by sea. Increasing freight by rail and sea may mitigate damage caused by heavy vehicles to the roading network and alleviate the need to increase carrying capacity and install passing lanes on State Highways.		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
The Panel agrees with the submitter on the capacity of rail and coastal shipping to reduce carbon emissions, road wear and other externalities. This is covered by Objective 4 Policy 3 and by its Priority investment area		

“Investment in planning/infrastructure to improve road, rail, and coastal shipping freight connections”. However, adopting a precautionary approach based on research and planning is fundamental for these projects as it is uncertain whether the Government will provide some funding to support the Region towards these changes. The Draft Government Policy Statement (GPS) for Land Transport 2024 indicates that the Government will not be supporting multi-modal transport.

<b>Submission point: O4.8</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
<p>We support the inclusion of ‘Connectivity’ as a strategic objective in the draft plan and the headline target to increase active transport modes.</p> <p>Lack of physical activity in New Zealand is a primary causal factor of morbidity and mortality. Active transport can increase physical activity and contribute to decreased likelihood of diabetes, improved mental health and reduced risk of diseases, such as cardiovascular disease and cancer. When more people walk and cycle, transport emissions and noise are reduced, air quality is improved, and environmental sustainability is supported.</p>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		

<b>Submission point: O4.9</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
<p>Improving connectivity through a multi-modal network can increase transport choices, and enable communities to meet their social, cultural and economic needs. Some people have a lack of transport options meaning that their opportunities to participate in everyday activities are limited, this is referred to as ‘transport disadvantage’. People can overcome a lack of choices by paying more than they can reasonably afford for transport (typically by buying and operating a car), and this is referred to as ‘transport poverty’. Some groups are more likely to face transport disadvantage including older people, Māori, children and young people and rural communities.</p>		
<b>DECISION</b>		
Noted		
<b>REASON</b>		
No change is sought by the submitter here.		

<b>Submission point: O4.10</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
<p>While we support the intention to improve the network to make it fit for purpose, we remain concerned that the need to upgrade many bridges and parts of the roading network is driven by the demand from the freight industry to enable increased size and capacity of their freight vehicles .....</p> <p>It is likely that improving capacity to increase freight by road will both discourage and delay the transition to rail and/ or sea freight. It is inconsistent with the intent expressed within the Plan for increased rail movements over the next 10 years. As acknowledged in the Plan, rail produces at least 70 percent less carbon emission ..... and therefore has potential to play a significant role in reducing greenhouse gas emissions and enhancing resilience and safety on the inter-regional routes to Canterbury.</p> <p>Moving more freight by rail would alleviate the need to increase carrying capacity and install passing lanes to address pinch points on the State Highway network.</p> <p>Moreover, in order to achieve New Zealand's climate change targets, there is a need to transition away from high emission transport and decarbonise heavy transport and freight. While it is true that urban and more populated areas will largely help achieve this target, the West Coast can, and should, play its part.</p> <p><b>AWC would like to see more consideration given to the promotion of rail as a viable, if not preferred, option for both outgoing and inbound freight movements to Canterbury.</b></p>		
<b>DECISION</b>		
Accept in part		
<b>REASON</b>		
<p>The Panel agrees with the submitter on the capacity of rail and coastal shipping to reduce carbon emissions. This is covered by Objective 4 Policy 3 and by its Priority investment area "Investment in planning/infrastructure to improve road, rail, and coastal shipping freight connections". However, adopting a precautionary approach based on research and planning is fundamental for these projects as it is uncertain whether the Government will provide some funding to support the Region towards these changes. The Draft Government Policy Statement (GPS) for Land Transport 2024 indicates that the Government is will not be supporting multi-modal transport.</p>		

<b>Submission point: O4.11</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
<p>We support the policy to enable multi-modal travel and movement of freight. (See our comments under Objective 2 above.) However, while the Plan discussed significant recent investment in our ports, we note the funding budget for coastal shipping across the Plan is limited to \$200,000 to undertake an investigation of sea freight operations (pg 54). We trust this investigation will lead to further funding availability, and that the next iteration of the Plan will include activities to implement an increase in capacity for sea freight.</p> <p>The anticipated increase of 2.7m tonnes of freight equivalent to an additional 89 000 (44 tonne) truck trips per year on the West Coast by 2042, along with the forecast of a minimal .11 tonnes increase in freight by rail highlights the need for rail to be incentivised across timeframe of the Plan. This would help reduce congestion, conflict and greenhouse gas emissions which will protect individuals and communities across the West Coast. We are aware that the recent draft Government Policy Statement on Land Transport indicates a lack of growth in tonnage hauled by rail, even within a six-year period of significant investment in the network, however this does not mean rail cannot be a viable option for freight.</p>		



<b>DECISION</b>	
Accept in part	
<b>REASON</b>	
The support for Policies 1 and 3 of Objective 4 is acknowledged. While the Region would benefit from an increase use of multi-modal transport, the funding options are still limited. As a small Region in terms of rate payers, the West Coast does rely largely on financial support from Central Government. However, it does not appear in the Draft Government Policy Statement (GPS) for Land Transport 2024 that the Government will be supporting multi-modal transport. No changes to the Policies 1 and 3 are sought by the submitter.	

<b>Submission point: O4.12</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
We strongly support the policy to develop, and maintain, walking and cycling networks that are safe and well-integrated. This investment will enable active transport to be a safe and accessible choice and therefore support community and environmental wellbeing. It will also demonstrate the Committee’s commitment to respond to community demand for improved walking and cycling facilities within the urban area. While cycle and walking trails are fast becoming integral to the identity and economic wellbeing of the West Coast, good active transport connectivity within our communities encourages more walking and cycling, and less reliance on vehicles for short trips for residents ... Regular physical activity works wonders for long-term physical and mental health and has a positive effect on productivity and economic wellbeing. Moreover, communities that are healthier and better connected, cope better in times of emergency, so investment in improved active transport is also an investment in emergency preparedness.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged. No change to the Plan is sought by the submitter here.		

**HEADLINE TARGETS**

<b>Decision Requested: HT 1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
TiGa generally supports the headline targets (page 46) as drafted, but notes the Connectivity target is not consistent with the draft objectives and policies. Increasing travel by active transport modes such as walking and cycling is supported, but this should be done where appropriate (as set out in the Draft Plan). It would be a perverse and inconsistent outcome that cycling was increased in dangerous areas. <u>Decision sought:</u>		

Consistent with the Draft Plan objectives and policies, the 'Connectivity' headline target should be: *Increasing travel in the West Coast by active (walking and cycling) transport modes in urban centres and on dedicated trails and paths.*

**DECISION**

Accept in part

**REASON**

The Panel agrees that the Connectivity headline target should be amended to be consistent with the objectives and policies of the draft Plan, but rejects the submitter’s suggested content. While active transport modes have a role in the vision of a multi-modal transport network, the headline target should also include other transport modes covered by the objectives and policies of the draft Plan. The Panel suggests adding some reference to coastal shipping, rail freight connections and emissions reductions to the headline target.

**REVISED TEXT FOR THE PLAN:**

Replace the headline target for Connectivity with the following:

“Increase use of active transport modes, and reduce emissions from transport.”

<b>Decision Requested: HT 2</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
We recommend that specific numbers are allocated to the headline targets so that progress against these targets can be measured. For example, “40% reduction in deaths and serious injuries on West Coast roads”.		
<b>DECISION</b>		
Reject		
<b>REASON</b>		
There is an explanation under each of the four Headline Targets about what measures will be used to monitor achievement of the targets. The Chapter on Monitoring Indicator Framework also has measures to monitor implementation of the RLTP. Percentages are not always the most appropriate measure.		

**REGIONAL TRANSPORT PROGRAMME AND FUNDING**

<b>Decision Requested: PF 1</b>		
<i>Submitter</i>	5	NPHS
<i>Submission</i>		
We support the implementation of speed reductions identified particularly near kura/schools, marae and key urban and rural areas, as outlined on page 49 of the draft plan. Reducing vehicle speeds can reduce deaths and serious injuries and also have other health and environmental benefits.		

<b>DECISION</b>
Accept
<b>REASON</b>
The support is acknowledged.

<b>Decision Requested: PF 2</b>		
<i>Submitter</i>	6	AWC
<i>Submission</i>		
<p>With respect to the table on page 49, we agree with the implementation of speed reductions identified particularly near kura/ schools, marae and key urban and rural areas. Reducing speed is a primary way to achieve road safety and promote more walking and cycling. Done correctly, and with sufficient community engagement, it also promotes a 'share the road culture' and assists in a shift towards roads being viewed as living spaces for a wide variety of users.</p>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		

<b>Decision Requested: PF 3</b>		
<i>Submitter</i>	7	BDC, GDC, WDC
<i>Submission</i>		
<p>Support the focus on maintaining and operating the system and increasing resilience across the 10-year programmes of all Approved Organisations as included in the draft RLTP.</p>		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		

<b>Decision Requested: PF 4</b>		
<i>Submitter</i>	7	BDC, GDC, WDC
<i>Submission</i>		
Support the following regionally significant projects which are included in the RLTP, and support the assessment of regional prioritisation by the Regional Transport Committee (RTC):		
a. SH6 Franz Josef Masterplan – NZTA (1)		
b. SH6 WTCT Haast to Hawea Resilience Improvements – NZTA (1)		
c. SH7 Stoney Creek Bridge Replacement – NZTA (3)		
d. Karamea Highway Resilience Improvements – Buller DC (4)		
e. Karamea Highway Geometry Improvements – Buller DC (4)		
f. SH67 Granity Seawall – NZTA (4)		
g. Safety Infrastructure Improvements Programme 2024-27 – NZTA (7)		
h. East of Jackson Bay Resilience Improvements – Westland DC (8)		
i. SH6 Kumara Junction Commercial Vehicle Regional Safety Centre (9)		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		

<b>Decision Requested: PF 5</b>		
<i>Submitter</i>	7	BDC, GDC, WDC
<i>Submission</i>		
Support the proposed increase to Department of Conservation local road improvements and maintenance to enhance safety, asset condition, and accessibility for users at key regional tourist destinations.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		

<b>Decision Requested: PF 6</b>		
<i>Submitter</i>	7	BDC, GDC, WDC
<i>Submission</i>		
Support the re-inclusion of co-funding for road safety promotion by West Coast Regional Council alongside the three district councils.		

<b>DECISION</b>	
Accept	
<b>REASON</b>	
The support is acknowledged.	

<b>Decision Requested: PF 7</b>		
<i>Submitter</i>	7	BDC, GDC, WDC
<i>Submission</i>		
<p>Note the draft RLTP's focus on funding and affordability constraints, the potential risk of under-investment (e.g. levels of service, asset condition, safety, resilience, economic productivity, and long-term costs), and the need for alternate sources of funding beyond ratepayers and the National Land Transport Fund. The Councils note that draft GPS2024 raises similar issues and promotes potential for a regional approach via city and regional deals, also identified as a potential opportunity in the draft RLTP.</p>		
<b>DECISION</b>		
Noted		
<b>REASON</b>		
The submitter does not seek a specific change to the draft Plan. Once the draft GPS 2024 is finalised, the Plan may need to be amended to make it consistent with the GPS.		

<b>Decision Requested: PF 8</b>		
<i>Submitter</i>	9	NZTA
<i>Submission</i>		
<p>The State Highway Investment Proposal is NZTA's bid for funding improvement activities on the State Highway network in response to the GPS 2024. These activities primarily relate to the State Highway network. The State Highway Investment Proposal included in your Regional Land Transport Plan was developed in August 2023. The State Highway Investment Proposal is currently being revised in response to new Government direction and the Board is expected to sign out an updated State Highway Investment Proposal 2024 by early April.</p> <p>We request the opportunity to address any changes in the updated State Highway Investment Proposal 2024 at the upcoming hearings. This will be an opportunity for NZTA staff to speak to any changes in the State Highway Investment Proposal 2024 for your Region. We will also seek inclusion, in the Regional Land Transport Plan, of any new activities identified in the updated State Highway Investment Proposal 2024.</p> <p>We recommend that a NZTA representative be provided the opportunity to speak to the updated State Highway Investment Proposal 2024 as it better reflects the NZTA response to the 2024 Government Policy Statement on Land Transport (GPS 2024).</p>		
<b>DECISION</b>		
Accept		

<b>REASON</b>
The submitter's presentation at the draft RLTP hearings has been scheduled in accordance with its wish to speak in favour of their submission. In pre-hearing communications, NZTA provided some changes to the figures in this Chapter of the draft Plan. These are recommended to be accepted.

<b>Decision Requested: PF 9</b>		
<i>Submitter</i>	9	NZTA
<i>Submission</i>		
We also request that the Regional Transport Committee resolve to delegate to staff the ability to make changes to the final Regional Land Transport Plan to reflect the updated State Highway Investment Proposal up until the date the Regional Land Transport Plan is approved by the Regional Council, subject to these changes being circulated to all Regional Transport Committee members and agreed to by the Chair.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The draft RLTP may include some changes following the Committee's deliberations.		

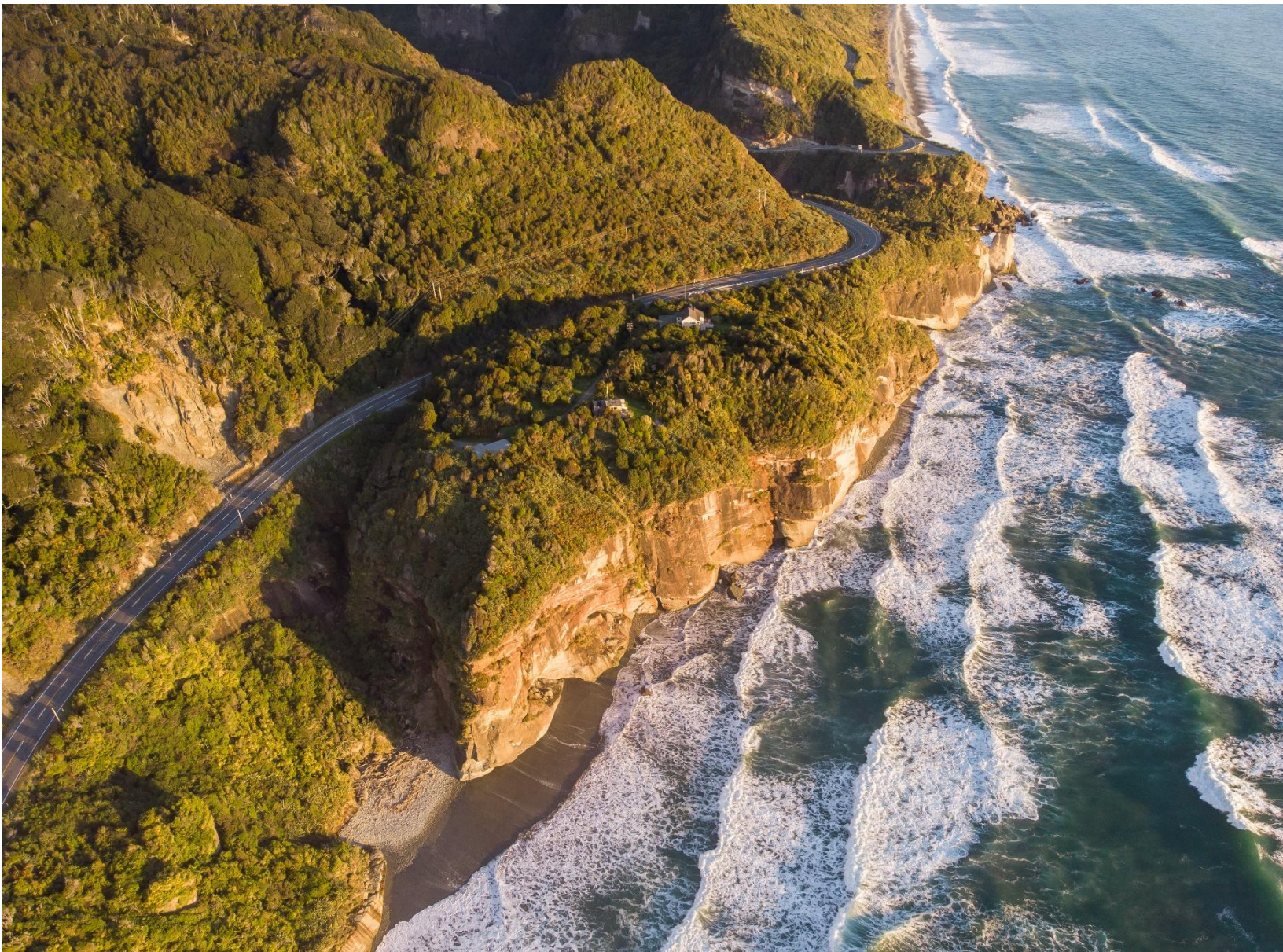
**MONITORING INDICATOR FRAMEWORK**

<b>Decision Requested: MIF 1</b>		
<i>Submitter</i>	1	TiGa
<i>Submission</i>		
TiGa supports the outcomes listed for economic prosperity (page 63) and considers that increased freight shipping as well as increased rail movements would be positive outcomes.		
<b>DECISION</b>		
Accept		
<b>REASON</b>		
The support is acknowledged.		



**DRAFT**

# **West Coast Regional Land Transport Plan 2024 - 2034**







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## Foreword

As Chair of the West Coast Regional Transport Committee, we are pleased to present the 2024-2034 West Coast Regional Land Transport Plan.

This is a three-yearly interim review of the Plan and we have continued to take a strong collaborative focus with territorial authorities, NZ Transport Agency and Department of Conservation in developing the Plan for the region.

Mandated under the Land Transport Management Act 2003, this 10-year Plan is not just a statutory requirement but a blueprint for our region's transportation future. It sets out our strategic direction, priorities, and the activities proposed to achieve these priorities, guiding investment in our land transport network. The activities that are focused on are aligned with the region's needs and aspirations and will inform the National Land Transport Programme (NLTP), paving the way for funding and delivery of these critical workstreams.

The West Coast faces unique challenges and opportunities, given our geography, economic landscape, and the pressing need for resilience against climate change impacts. This Plan addresses these by focusing on:

- Enhancing the resilience of our transport infrastructure to support our communities, especially in light of increasingly frequent and impactful weather events and natural hazard risks.
- A transport network that is fit for purpose, supporting connectivity and efficiency to enhance the economic, social, and cultural needs of our communities.
- A safer transport network and system.

This Plan builds on the previous 2021-31 RLTP and is informed by key documents such as the Government Policy Statement (GPS) on Land Transport, key West Coast regional strategic documents, and importantly, the input we receive from our communities and iwi through the consultation process.

Thanks to everyone who has contributed to shaping of this Plan. Your insights, expertise, and commitment have been invaluable. As we move forward, we are confident that the 2024-2034 West Coast Regional Land Transport Plan will guide us towards a more connected, productive, and resilient future for all who call the West Coast home.

Collectively, let us together embark on this journey to transform our land transport landscape, ensuring it meets our shared aspirations and challenges head-on, for the benefit of our current and future generations.



Peter Ewen  
Chair

## South Island Regional Transport Committee Chairs Group

The transport system provides the arteries and veins that bring life to our communities, support regional prosperity and improve the overall wellbeing of the South Island. The transport system connects our communities, allowing people to travel safely and efficiently across our diverse landscapes, and enables the safe and efficient movement of freight. It is imperative to ensure the transport network is working as effectively as possible.

The South Island Regional Transport Committee Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes in the South Island through better interregional collaboration and integration.

The Group is focused on ensuring the South Island stays at the forefront of Government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than seven regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by the Government. We want to be seen by Government as a group of 1 million people with a common aspiration for our transport system. Notwithstanding, each region in the South Island has unique characteristics, but at the same time, will share similar transport priorities and challenges.

These shared priorities form the priorities of this Group and are listed below.

### Priority areas

1. Advocacy for transportation in the South Island, including tracking how central government investment, including the National Land Transport Fund and Provincial Growth Fund, is being allocated across the country
2. Resilience of the transport network
3. Freight journeys across the South Island
4. Tourism journey improvements across the South Island
5. An enabling funding approach for innovative multi-modal (road, rail, air, sea) solutions
6. Explore opportunities for inter-regional public transport.

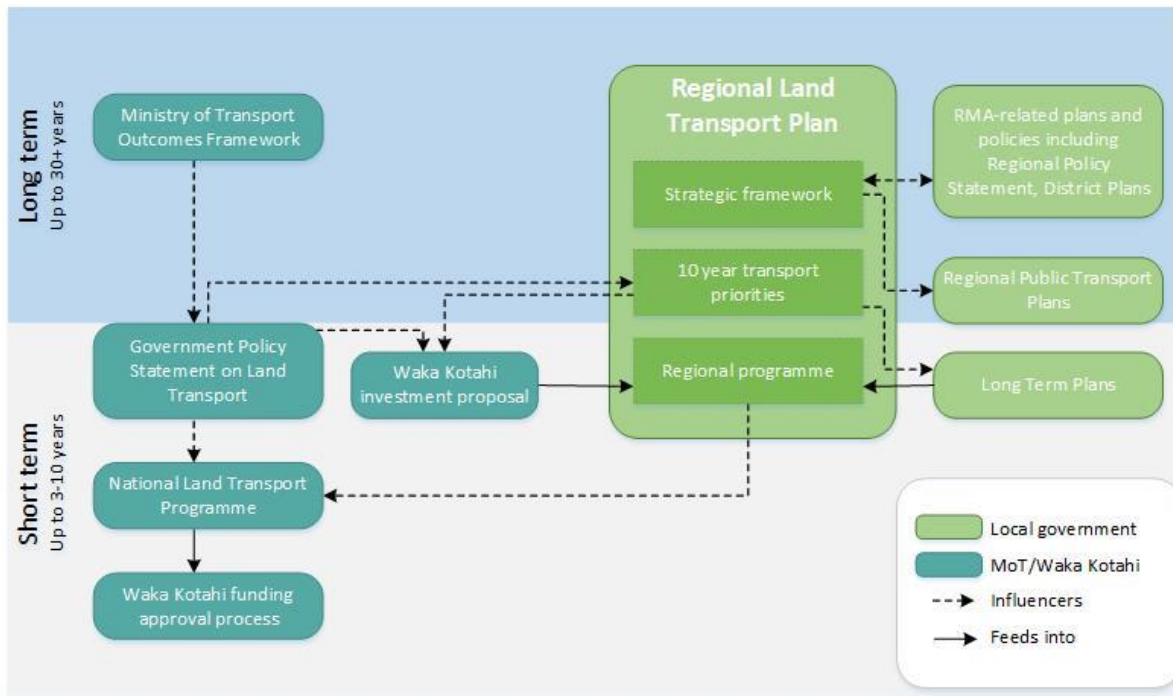
## Introduction

The West Coast Regional Land Transport Plan (RLTP) sets out the current state of our transport system, the challenges we face, and the priorities for land transport in the region over the next ten years, to achieve an effective, resilient and safe land transport system. The Plan outlines the proposed programme for 2024-34 that will deliver on the strategic direction for getting there.

The Plan sets out:

- The context in which the transport system operates
- The vision and strategic objectives for the transport system
- The priorities for investment – key areas where further investment is required in order to achieve the vision and objectives
- A prioritised regional programme of transport activities.

The RLTP incorporates the regional programmes of six approved organisations: West Coast Regional Council; Buller, Grey, and Westland District Councils; NZ Transport Agency state highways; and Department of Conservation. The aim is to agree a regional programme which contributes to the social and economic wellbeing of our communities who rely on the transport network for their very existence. With limited funds to pay for everything, addressing the key problems and opportunities in this RLTP is the focus for the next 10-years. There are a number of strategic documents that guide and inform the wider transport network. The diagram below shows the relationship between the Regional Land Transport Plan and other wider transport, land use planning and funding documents:



In developing the RLTP, the West Coast Regional Transport Committee has considered the strategic direction provided by the Government through the Ministry of Transport’s Outcomes Framework and the draft Government Policy Statement on Land Transport. In addition, other key strategic local, regional, and national documents have been considered in the development of this Plan.

The previous Plan was developed during the Covid-19 pandemic, and while the pandemic is behind us this current Plan has been developed in a period of economic challenges, particularly rising costs of service delivery, and political change which creates uncertainty.

Despite these challenges, the region’s vision and objectives for the land transport system are unchanged. The Regional Transport Committee will continue to advocate strongly at a national level for the region’s transport network to be acknowledged and any required improvements progressed.



## Our region

### Environment / Taiao

The West Coast, a remote region with limited alternative transportation options, plays a pivotal role in safeguarding the social and economic well-being of its residents. Situated in the southern reaches of New Zealand, this sparsely populated area extends approximately 600 kilometres from north to south, situated between the Tasman Sea and the Southern Alps. Its unique natural environment and challenging topography significantly shape both its economy and transportation infrastructure.

The West Coast is known for its rugged coastline, high mountains, forests, lakes, rivers, lagoons and karst systems. The ‘untamed natural wilderness’ of the region makes it a preferred destination for visitors. Approximately one quarter of all public conservation lands in New Zealand can be found on the West Coast, making it a key asset of the region.

In addition to its geographic isolation, the West Coast is exposed to a range of natural hazards including extreme weather events, flood-prone river systems, proximity to the Alpine Fault, landslips, and exposed coastal areas. With yearly rainfall totals averaging between 2,000mm and 11,000mm, the West Coast is the wettest region in New Zealand. These hazards frequently disrupt the transportation network, which serves as a lifeline for remote communities and the multitude of New Zealanders and international visitors who flock to the region.

Approximately half of the West Coast population reside in the three main towns of Westport, Greymouth and Hokitika. The remaining population are dispersed in small towns throughout the region, connected in the majority by the State Highway. Maintaining a resilient road network remains a key priority.

### Economy / Ohanga

The West Coast is the country’s fifth largest region, but the smallest population by size with just 1.4 people per square kilometre, compared to 15 in wider New Zealand. This has created a reliance on a small number of industries- largely dependent on the region’s natural resources. The concentrated economic activity within a few sectors has meant the region is more vulnerable to adverse effects, including climate change and commodity price fluctuations.

The West Coast has seen reasonable growth in GDP over the past few years. GDP increased by 6.9% between March 2021 and March 2022, higher than the national average increase of 5.3% over the same period. GDP has continued to grow a further 2.4% to June 2023, reaching a total of \$2,430M. Tourism is now the fastest growing economy for the region and relies on safe, reliable access.

Nevertheless, the extraction of gold has witnessed significant growth. Mineral sands mining of products such as ilmenite, garnet and rare-earth elements, which are used in manufacturing technology around the world, is also an emerging industry on the West Coast. Electricity, Gas, Water and Wastewater Services made up the largest contribution to overall growth in the West Coast, the industry grew 35.1% between 2021 and 2022 and contributed 3.1 percentage points to the three districts 6.9% growth. Other growth industries include Health Care and Social Assistance and Professional, Scientific and Technical Services. Coal from the West Coast is still used for the manufacturing of steel.

The West Coast has a relatively high share of GDP from exports, with a significant contribution coming from goods-producing and primary industries. Primary industries, in particular, account for a substantial 21.2% of the region’s GDP, which is considerably high compared to the national GDP of 27.2%. Exported goods are primarily transported by road and rail to neighbouring regions for further distribution nationally and overseas. The local road network is critical to connect businesses and freight hubs, rail links and the state highway network. These links feed into the ports for export, highlighting the importance of an intermodal transport network for the extractive industry. When our roading network is disrupted by emergency events, our economy is equally disrupted.

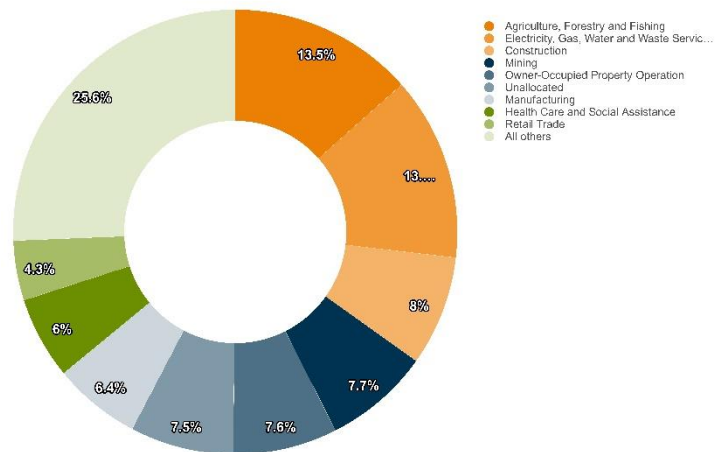


Figure 1 Proportion of West Coast GDP by industries, 2022

Over the past 15 years, the West Coast has experienced significant growth in domestic and international tourism markets, and in some areas has become particularly reliant on tourism. Guest nights per capita are five times the national average and 50% of tourism spend comes from international visitors. Overall tourism card spending data is up around 32% per annum and is now sitting 16% above pre-pandemic (2019) levels. However, this trend does not account for the higher inflation present in recent years and spending activity appears to be plateauing at these levels. Tourism is also a major contributor to employment in the region, supporting 22.5% of filled jobs. Tourism was, before Covid-19, the largest contributor to employment in the region. The region's reliance on tourism, makes it particularly vulnerable to economic shocks, as was seen with Covid-19.

The rich and diverse natural environment comprising the mountains, lakes, rivers, lagoons, coastal beaches and outlooks dotted with historic settlements are major attractions to the region. The Lonely Planet describes the drive down the West Coast from Punakaiki to Greymouth as one of the 'top ten coastal drives in the world'. Travel along the West Coast often forms part of a larger tourist journey that includes Christchurch, Arthur's Pass and Queenstown and/or Nelson, Buller Gorge, Reefton and Lewis Pass. The glaciers in Westland are the third most common reason overseas visitors give for coming to New Zealand. Along with Lake Matheson, the Glaciers host approximately 1 million visitors per annum with international visitors making up 76% of visitors. The majority of visitors to the northern West Coast visit Punakaiki, Cape Foulwind, Denniston and the Oparara Arches. Of these, the Dolomite Point walk at Punakaiki is the most popular destination with approximately 450,000 visitors per annum.

The West Coast tourism product is completely dependent on the transport network, primarily the State Highways, but also the local and Department of Conservation roads to travel the 'final mile' to access the destination. Visitors to the region travel predominantly via self-drive vehicles as opposed to buses, as they seek the 'off the beaten track' experiences and require a safe and reliable transport network as they visit the scenic wonders of the West Coast.





## Our people

The West Coast is the country's fifth largest region by land area, but the smallest by population size. According to the 2018 census data, the West Coast region had a population of 31,575. Using the Statistics New Zealand Estimated Resident Population, the region is forecast to have reached a population of 32,700 in 2022, this is down 0.6% from the 2021 forecast. West Coast is one of the few regions in New Zealand projected to have a decline in population over the next two decades with an estimated (medium scenario) 6% decline from 2018-43 to a population of 30,600.

Demographically, the West Coast's population is not dissimilar to the rest of New Zealand, although it does have a slightly smaller proportion of school age and younger children, and a slightly higher proportion of the population of retirement age.

While official projections indicate a population decline, this may be incorrect. With house prices increasing and a housing shortage throughout New Zealand, more people may consider purchasing in regions where prices are more affordable. The average current house value in the West Coast Region was \$369,005 in 2023, which was lower than the New Zealand median of \$939,146. There has been recent government and local stakeholder investment into Upskill West Coast, a plan for supporting qualifications and employment opportunities to retain people and businesses on the West Coast. Work is also underway to encourage more people to relocate to West Coast.

## Mana whenua

The West Coast lies within the takiwa (tribal area) of Ngāi Tahu, the South Islands largest iwi. Ngāi Tahu extends from White Bluffs/Te Parinui o Whiti (southeast of Blenheim), Mount Mahanga, and Kahurangi Point in the North to Stewart Island and the Subantarctic Islands in the south. Te Rūnanga o Ngāi Tahu is the mandated iwi authority for Ngāi Tahu whānui and was established by the Te Rūnanga o Ngāi Tahu Act 1996.

Ngāi Tahu comprises 18 rūnanga (governance areas) corresponding to traditional settlements. Te Rūnanga o Ngāi Tahu recognises the hapū who hold mana whenua in the West Coast, Ngāti Mahaki o Makaawhio and Ngāti Waewae.

- **Te Rūnanga o Ngāti Waewae** is the mandated representative body of Ngāti Waewae, a hapū of Ngāi Tahu. Their takiwā is centred on Arahura and Hokitika and extends from the north bank of the Pouerua River to Kahurangi and inland to the main divide. Ngāti Waewae shares the area between the Hokitika and Pouerua Rivers with Ngāti Māhaki. Te Rūnanga o Ngāti Waewae is based at Arahura Marae, where the whare tipuna (meeting house) is Tūhuru, named after a great fighting chief of Poutini Ngāi Tahu.
- **Te Rūnanga o Makaawhio** is the mandated representative body of Ngāti Māhaki ki Makaawhio, a hapū of Ngāi Tahu. Their takiwā is centred at Makaawhio (Jacobs River) and Mahitahi (Bruce Bay) and extends from the south bank of the Hokitika River to Piopiotahi and inland to the main divide. Ngāti Māhaki share the area between the Pouerua and Hokitika Rivers with Ngāti Waewae. Te Rūnanga o Makaawhio is based at Te Tauraka Waka a Māui Marae, where the whare tipuna is Kaipo, named after an ancestor of all Poutini Ngāi Tahu.

Prior to the 2010's these two hapū of the West Coast had little to no involvement in the decision-making process for local government. In 2018 the West Coast was selected as a focus region for the government's Provincial Growth Fund with \$140 million dedicated to growth projects in the area. Eligibility to this funding depended, in part, on having Treaty partnerships in place. In response to this, the Ministry of Māori Development, Te Puni Kōkiri (TPK), focused on improving relationships between Ngāti Waewae, Ngāti Māhaki ki Makaawhio, and the Council and public sector agencies in the region. The improved relationship between mana whenua and West Coast local authorities is now seen as a success story for Treaty partnerships in New Zealand.

The success of this relationship is illustrated by the signing of the Mana Whakahono ā Rohe Iwi Participation Agreement, New Zealand's first Iwi Participation Agreement. Iwi Participation Agreements are tools under the Resource Management Act, designed to assist tangata whenua and local authorities to discuss, agree and record how they work together, including how tangata whenua will be involved in resource management decisions. This relationship is relevant when planning for regional land transport because transport network investment can shape land patterns within a region. Likewise, Land use planning can have a significant influence on travel choice and transport network demand.

Ngāi Tahu are heavily involved in the development of Te Tai o Poutini Plan – the West Coast combined District Plan (TTPP). This is the combined District Plan for Buller, Grey and Westland District Councils and it replaces the Councils current individual Plans. The Proposed TTPP includes seven values, principles and practice that guide the approach to planning for the region, These are:

- **Kaitiakitanga** – Kaitiaki were the non-human guardians of the environment which, in effect, communicate the health and vitality of their respective environments. Accordingly, Section 7(a) of the RMA requires the Council to have particular regard to kaitiakitanga. The outcomes of kaitiakitanga are likely to include the management of natural resources in a way that ensures that all taonga (which includes all natural resources) are available for future generations.
- **Tino Rangatiratanga** - Tino rangatiratanga involves having the mana or authority to exercise the relationship of Poutini Ngāi Tahu and their culture and traditions with the natural world. This is expressed through the relationship between Ngāi Tahu and WCRC and Ngāi Tahu’s active involvement in TTPP.
- **Mauri** - Mauri is the life force in the physical world. In the environment, mauri can be used to describe the intrinsic values of all resources and of the total ecosystem.
- **Mahinga kai** - Mahinga kai refers to Ngāi Tahu cultural values in association with food and other natural resources and includes such resources as those used for weaving, carving, and rongoā Māori or Māori medicine. It also includes the places where such resources are gathered such as rivers and coastal waters.
- **Ki Uta Ki Tai** - reflects the holistic nature of traditional resource management, particularly the interdependent nature and function of the various elements of the environment within a catchment. This principle requires an integrated management approach across the land and water boundary, which is significant to the development of the transport network.
- **Wāhi tapu** - places of particular significance that have been imbued with an element of sacredness or restriction (tapu) following a certain event or circumstance.
- **Taonga** - Taonga include sites and resources such as wāhi tapu, tauranga waka, and mahinga mātaītai, other sites for gathering food and cultural resources, tribally significant landforms, and features.

## Our transport system

Our transport network provides the connections communities need to live day to day. This connectivity is essential for the economic, social and cultural wellbeing of the West Coast. Transport links create a vibrancy and vitality to our communities, towns, and region.

### Road network

Despite the West Coast having less than 1 percent of New Zealand’s population, state highways within the region account for 8% of the total length of the national state highway network, almost three times as high as the national average. The performance of the state highway is therefore particularly important for the West Coast.

The network of state highways and local roads, as well as a freight rail connection linking Hokitika, Greymouth and Westport to Lyttleton, is critical for the rural-based economy, moving goods to production centres and on to domestic and international markets. The geographically dispersed nature of primary sector industry (mining, agriculture and forestry) requires heavy vehicles to drive on low volume roads that are narrow, winding and often not designed with these vehicles in mind. Intermodal connections are essential to the future of the efficient movement of freight for the region. Logs are now coming into Greymouth to be transferred from road to rail. The inland port at Stillwater provides for the transfer of coal from truck to rail. River ports in Greymouth and Westport currently provide little in the way of freight transport.

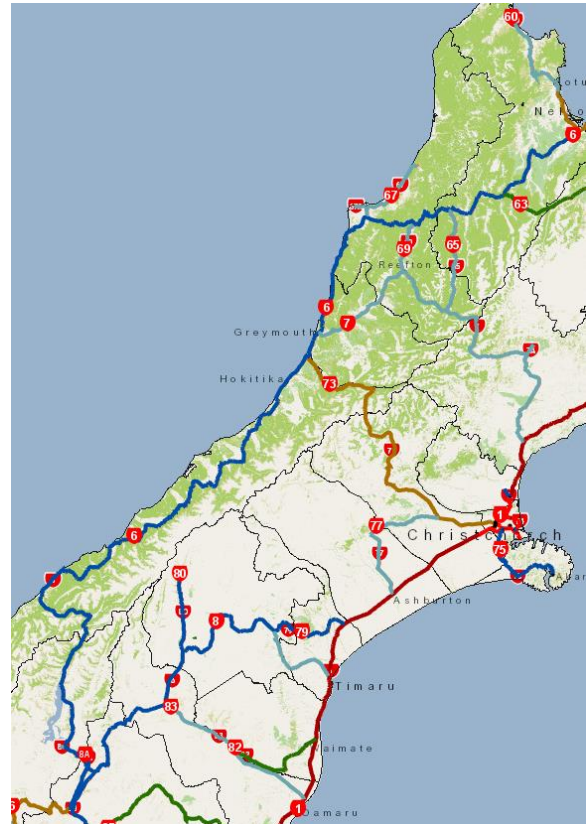
At a regional level, the roading network is heavily reliant on the one north-south route – State Highway 6, providing the main arterial road functions for the West Coast and the linkages to neighbouring regions of Tasman and Otago. The local road networks extend off this main arterial, and there are few other options for making journeys up and down the coast. State Highways 7 and 73 provide important links to Canterbury and the ports in Christchurch.

Together the three councils own and operate approximately 1,945 km of roads. In addition, Waka Kotahi operates approximately 870 km of state highway across the West Coast region.<sup>1</sup> The Department of Conservation also administer a relatively short length of roads to provide access to public conservation land; some of these connect to the local road network.

There are two Special Purpose Roads (SPR) on the West Coast:

1. Karamea Highway (including Karamea-Kohaihai Road) in the Buller District
2. Haast to Jacksons Bay Road in the Westland District

Both roads are part of the national transition of SPR roads to local road status, and subsequent change in funding from the current 100% funding assistance rate (FAR) to the normal rate of each local authority. An agreement was reached between NZ Transport Agency and Buller District Council and Westland District Council in September 2023 for the SPRs to remain for the duration of this triennium.



<sup>1</sup> <https://www.nzta.govt.nz/planning-and-investment/learning-and-resources/transport-data/data-and-tools/>

The Department of Conservation has 179 kilometres of roading within the West Coast Region, 68% of which is eligible for NZ Transport Agency funding. The roads predominantly provide access to public conservation land destinations, while approximately 80kms are restricted access roads.

Continual weather-related emergencies are affecting the resilience of Glacier-access roads, contributing to the accelerated retreat of The Franz Josef Glacier and Fox Glacier caused by climate change. This evolution in the glaciers is reshaping the visitor experience. To ensure resilience and diversity in the West Coast offerings, it will be vital to shift focus away from the heavily reliant glacier-centric experiences and introduce opportunities for visitors in more resilient lowland front country areas.

## Rail

The rail network is an asset of national and regional importance. Across the West Coast, rail transportation primarily serves the freight sector, particularly coal, forestry, and dairy. The Hokitika branch line predominantly supports Westland Milk Products by transporting raw materials to the factory and distributing finished products to various markets. The coal transportation on lines to Rapahoe, Westport, and Ngakawau has seen a decrease over the past decade. Loading points in Greymouth and Stillwater facilitate the transfer of goods from road to rail. The growth of mineral extraction brings a potential new demand for rail loadout and lines across the West Coast.

The TranzAlpine passenger rail service, running between Christchurch and Greymouth, is renowned as one of the world's top 10 rail journeys according to the Lonely Planet. Currently, there are no commuter rail services available on the West Coast.

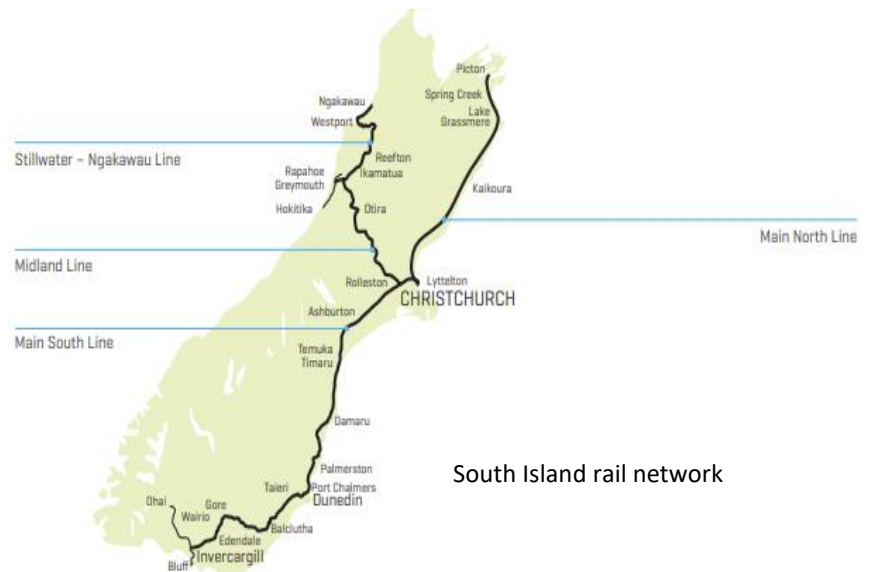
To assist with New Zealand's move towards a low-carbon economy, rail services is expected to grow across the country. Recognising that rail produces at least 70 percent less carbon emissions per tonne of freight carried compared with heavy road freight, rail network holds the potential to play a significant role in reducing greenhouse gas emissions and enhancing resilience and safety on interregional routes to Canterbury. Ensuring the ongoing physical and economic security of the rail link is crucial for the future of the West Coast. In the event of a further reduction or cessation of coal exports via rail, increasing capacity for other exports is provided an opportunity.

## Public transport

The West Coast has a limited public transport network, mainly due to its small and scattered population. However, some private operators offer services in response to specific demands, such as tourism and school buses. Additionally, the Councils receive subsidies for taxi services in Westport, Greymouth, and Hokitika, as well as for a regional total mobility scheme that includes wheelchair hoists.

The Council's current Regional Public Transport Plan (RPTP) from 2015 has been reviewed, and the new Draft West Coast RPTP 2023 has been out for consultation. The statutory document, developed under the Land Transport Management Act (LTMA) outlines the Council's intentions and policies regarding public transport throughout the West Coast. The plan focused on services that are funded and subsidised by the West Coast Regional Council to continue to service eligible people with impairments to access appropriate transport. This provides a level of independence, enhances community participation and enables access to services for those who are transport-disadvantaged.

While the updated RPTP continues to focus on subsidised services, key updates between the Draft RPTP 2023 and the current plan is the proposal to investigate the need for some form of on-demand transport for the region through the next Long Term Plan process.



South Island rail network

## Walking and cycling

A West Coast Cycle Trail Review conducted by Beca in 2020 outlines the opportunity to develop a strategy to link the cycle trails together and address ongoing maintenance and operational costs. Currently, there has been significant public sector investment in tourism, in particular cycle trail establishment. Initial investment by private and public sectors has generated strong cycle tourism visitation across the region, particularly for New Zealanders, which generates wider economic benefits. However, funding the maintenance and operation of the established trails is vital to safeguarding the forecasted economic benefits for local businesses and the community, which the review estimates to be \$15.2 million to \$25.4 million of tourism spend in 20 years.

High quality cycle commuter routes and shared trails continue to be developed around urban centres, with the ambition for these tracks to form a regional network. A trail highlight, The West Coast Wilderness Trail, is divided up into four roughly equal sections between Greymouth and small old gold town of Ross. Running 120km from Kumara to Ross, the trail is popular among both families and individuals, trailing through rainforests, tumbling rivers, unspoiled lakes and beaches, backdropped by the Southern Alps.

A recently constructed trail spanning from Westport to Charleston, the Kawatiri Coastal Trail, is expected to be fully completed in early 2024. Currently, the Pūwaha, Kawau, Omau, Tauranga and Waitakere sections are fully open and being enjoyed by locals and visitors alike.

The West Coast is well known for its day and multi-day walking tracks, and more recently mountain bike tracks including Heaphy Track, Old Ghost Road and the Paparoa Track. Walking facilities were a focus of the 2022 community survey, with themes emerging around a need for improved footpath condition, and provision of better walking and cycling infrastructure in urban areas.

Buller’s recently completed Walking Action Plan is focused on encouraging ‘more walking, more cycling, more often’. This document provides an action plan that identifies a wide range of infrastructure, supporting policies and delivery actions for the next 10 years. Buller has recently received significant funding to invest in walking and cycling connections between the town centre and river in Westport, this anchor project will provide a connection between existing trails in the area and act as a catalyst for future investment in active modes in the town centre.



Figure 2: The West Coast Wilderness Trail



Figure 3: West Coast Cycle Trail Review by Beca

## Airports

Commercial flight services are available at Westport and Hokitika airports through providers like Sounds Air and Air New Zealand. Sounds Air operates daily return services between Westport and Wellington. Air New Zealand provides services between Hokitika and Christchurch. The airport at Greymouth caters to private planes and the hospital

transfer service. Located at the Greymouth aerodrome site is the helicopter search and rescue base, land search and rescue base and St Johns Ambulance – all adjacent to Grey Base Hospital.

## Ports

While independent of the local road network, the ports at Greymouth and Westport are identified as lifeline assets and important contributors to future economic growth in the region. The 2020 Ports strategy applied a Protect, Optimise and Grow framework recognising that while the ports are currently underutilised, industries such as Heavy Mineral Sands (HMS) can generate substantial economic value through shipping exports, with potential for additional sectors including Fishing. However, the strategy first and foremost recognises the importance of protecting the ports to secure their future and create commercial and climate resilience for the West Coast.

Subsequently the 2022 West Coast Transport and Logistics Strategy made recommendations for improving the performance and benefits achieved for the region from each port. This strategy considers all transport modes; shipping, rail and road, and seeks to develop a logistics model that meets the needs of industry, transport operators, ports and stakeholders. Opportunities were identified for shipping to increase the resilience and commercial opportunities for the West Coast. Key recommendations are:

- Development West Coast, West Coast Regional Council, the three local authorities, and West Coast Resilience Committee align to develop and implement a shipping strategy.
- The alliance work to articulate broader objectives for government funding application into NZ Transport Agency for the new coastal shipping activity class.
- A submission for funding has been made by Grey District Council for inclusion in the 2024-27 NLTP.

## Transport and land use integration

Population growth and land use change are two significant drivers of demand for land transport. The West Coast has a relatively stable population and is not expected to face the same level of growth experienced in other regions. Furthermore, there is limited ability to change land use on a large scale in the region due to land administered by the Department of Conservation being the primary land use.

Land use change is not purely assessed on the immediate roads or connections involved. The effects on the wider transport network are considered to identify where potential future infrastructure may be required to service any additional load. Territorial authorities are responsible for the land use through their district plans. The District Plans will soon be replaced with a combined District Plan – Te Tai o Poutini Plan. Te Tai o Poutini Plan will look at spatial planning across the region as well as considering issues such as climate change mitigation and adaption.

## Inter-regional connections

The West Coast is heavily reliant on the transport network of the entire South Island, as well as the Cook Strait ferry which provides the vital road and rail link for people and freight to the North Island. The road network currently underpins the regional economy and provides for essential goods and services. Manufactured and retail goods are typically delivered from distribution centres in Christchurch on a daily basis. A reliable and resilient road network is critical to maintaining these links.

The ‘tourist loop’ refers to; State Highway 73 from Christchurch to the West Coast, down State Highway 6 through South Westland to Southland and Central Otago, and then State Highway 1 back to Christchurch. This loop highlights the cross-boundary activity and illustrates the inter-regional connectedness when planning for tourism.

There is ongoing concern around the movement of vulnerable road users, particularly cyclists and motorcyclists, along inter-regional State Highways, particularly as they travel within a high-speed environment. For example, due to a lack of alternative routes, some State Highways have been classified as NZ Cycle Trail ‘Heartland Rides’ (State Highway 6 between Hokitika and Hawea) despite not meeting the prerequisite of being ‘quiet, back-country roads’. There are sections of these routes that are not fit for purpose for cyclists.

## Future opportunities and scenarios

There are a number of strategies that have been developed or are under development that will impact the transport network across the region.

## Securing the future of the West Coast Ports

In recent years the West Coast ports of Westport, Greymouth and Jackson Bay have been making a loss, following a decline in export cargoes. Assets of all three ports are, or have been, in declining condition reflecting their financial performance and low cargo volumes.

Development West Coast commissioned a feasibility study to determine the best way forward for the three ports. The study identified several executable strategies categorised into three components; protect, optimise, grow.

Subsequently the Provincial Growth Fund has provided funding of \$8M for new fishing jetties and berths for Westport and Greymouth including a new dredge, slipway and floating pontoons for Greymouth, and an additional \$3.1M for Westport for port infrastructure.

Furthermore, the National Land Transport Programme (NLTP) managed by NZ Transport Agency has allocated \$30 million towards coastal shipping activity to support capital investments. As a result, the Aotearoa Shipping Alliance, which is an alliance between Ngati Waewae (mana whenua of the West Coast, Te Rimu Trust, Tainui Kawhia Incorporated and Westland Mineral Sands) has received \$7 million split between to West Coast and East Cape to upgrade barge services. The funding includes procuring and upgrading vessels, upgrading ports and training crews.

Currently minerals and large exports for coastal shipping are transported out of the West Coast to Nelson Port via the Buller Gorge. However, is expected that with the barge upgrades funded by the NLTP future loads will potentially be barged out to seagoing vessels directly from Westport and Greymouth.

The future of the West Coast ports is closely linked to what happens with projects that create bulk product that requires transportation, for example mineral sand and either the export of the raw product to Christchurch for processing or processing this on the West Coast and exporting it through a West Coast port.

## South Island Freight Plan

The 2015 South Island Freight Plan describes the importance of primary production, particularly mining and agriculture including dairy, to the West Coast economy, and the role of road and rail primarily to move goods into and out of the region. All of the West Coast's freight is exported domestically, with the bulk moving east to Canterbury. The 2015 Plan forecast an increase in freight task for the West Coast of 2.7m tonnes between 2012-42, from 5.5 million to 8.2 million. This increase is equivalent to an additional 89,000 (44 tonne) truck trips per year across the West Coast by 2042. Over the same time rail freight is forecast to have a minimal increase of 0.11 tonnes, which will not impact on the West Coast's rail infrastructure.

Currently the South Island Regional Transport Committee Chairs Group has approved an update to the 2015 South Island Freight Plan as a priority project, focusing on integrated road, coastal, and rail freight. The first phase of this project is expected to provide an understanding of inter- and intra-regional freight movements and demand, existing and planned infrastructure, and opportunities and challenges.

## Franz Josef Master Plan & Waiho River Franz Josef Flood Protection Work

A formal risk assessment was undertaken in October 2023 for all key flood protection infrastructure on or near the Waiho River, in the vicinity of the Franz Josef township and State Highway. All areas were identified as having a risk rating of High or Critical for failure over the next 10 years.

Over the short-term, the avulsion into the Tatare Stream north of the Waiho River and township seriously increases risk to Havill's stop-bank and the town oxidation ponds, and moderately increases risk to the 55kph State Highway Corner and Link stop-bank.

The risk can be partially reduced by relaxing the river to the south downstream to occupy more of its floodplain (which is currently private farmland). However, substantial risk reduction is only realised once all stop-banks on the south side of the river are removed, including the NZ Transport Agency stop-banks from the SH6 Bridge to Canavan's Knob. If the river is not released to the south, the risk of a north stop-bank failure impacting the town and State Highway will increase with time.

Westland District Council will be budgeting for this development in the 2024-34 Long Term Plan and NZ Transport Agency has allocated funding to support investigations and business case development in 2024/25.

## West Coast Cycle Trails

The West Coast cycle trails present the opportunity for a better connected, integrated, and funded network of trails in the region. There is an existing network of trails which are all at various stages of maturity with projects in the planning, funding application or construction phases. The intent is to create distinct clusters of cycle trails within each of the districts to provide opportunities for streamlining current trail operations. Clustered cycling developments are attractive for tourists and present opportunities for additional bed nights and increased spending.

The local authorities have included funding for walking and cycling activities to improve connectivity and safety between local road networks and the network of off-road cycle trails. The Councils are also seeking to support ongoing maintenance of these trails, in many cases the trusts who operate them have been funded for capital works only and struggle to fully fund necessary maintenance and renewals.

## Pounamu Pathway

The Provincial Growth Fund has invested \$18 million into the Te Ara Pounamu Pathway project to support the rollout of state-of-the-art innovative digital technology to tell the West Coast's unique cultural and historical stories, for the first time, to Aotearoa New Zealand and the world. Pounamu (greenstone) is unique to the West Coast. Tourists will be able to follow the linked pathway, visiting the four new visitor experience centers in separate locations across the region, as they learn more about the history of Māori across the West Coast. This project is of significant importance to Ngāti Waewae and Ngāti Māhaki ki Makaawhio. The first tourism hub is expected to open in Greymouth in December 2023, providing an important connection between those travelling via the TranzAlpine and the township.

## Tohu Whenua

Tohu Whenua is a visitor programme that connects New Zealanders with their heritage and enhances their sense of national identity by promoting significant historical and cultural sites. The programme is in partnership with the Ministry of Culture and Heritage, Heritage New Zealand Pouhere Taonga and has the goal to establish a credible and connected network of heritage sites suitable for visitors. There are six Tohu Whenua sites on the West Coast representing Māori culture, early settlement and mining history; Waitua, Reefton, Denniston Mine, Brunner Mine Hokitika Point and Te kopikopoki o te Waka.

## Walking and Cycling

Enabling walking and cycling as alternative modes of transport, and for recreation and tourism purposes is a focus for each of the District Councils, and while Buller have developed their own walking and cycling strategy, there is a strong desire to develop a combined regional Walking and Cycling Strategy. Given the landscape of the region, there is an opportunity to build on existing work underway, increasing the reputation of the West Coast as a cycle destination, and identifying all existing and proposed cycle routes in the region.

There is an opportunity to develop and improve access to walking and cycling networks through a combined regional strategy. Developing safe and accessible walking and cycling networks within urban centres will open opportunities to increase use of active transport as a competitive mode of transport, rather than just for recreation. Increasing the share of people using active transport will aid in reducing carbon emissions (thereby meeting key objectives of this Plan) as well as resulting in improved health and wellbeing outcomes for our communities.



## Policy context

A number of statutes and policy and planning documents provide the legislative and policy context for land transport planning and investment at the national, regional and local level. These have informed the development of this Regional Land Transport Plan.

### Core statutes

#### **Land Transport Management Act 2003**

The Land Transport Management Act (LTMA) 2003 is the principal statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

#### **Resource Management Act 1991 and reformed system**

The Resource Management Act (RMA) aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans. Land use planning can have a significant influence on travel choice and transport network demand. Likewise, transport network investment can shape land patterns within a region.

The RMA is currently undergoing changes that may change how infrastructure is planned, consented and delivered. New legislation will require a more integrated approach to land use and infrastructure planning. It emphasises agile and future focused infrastructure that responds to environmental change, demographic and change and economic growth. Land use planning can have a significant influence on travel choice and transport network demand. Likewise, transport network investment can shape land use patterns within a region.

#### **Local Government Act 2002**

The Local Government Act (LGA) 2002 guides local government planning and the way councils carry out their functions. It includes provisions guiding the development of council long-term plans and infrastructure strategies, where the local funding share for the transport network investment is identified alongside other local investment priorities. The LGA also sets out consultation principles that are relevant for development of regional land transport plans.

#### **Climate Change Response (Zero Carbon) Amendment Act 2019**

The Climate Change Response Act 2002, amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019, provides a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the Paris Agreement to limit the global average temperature increase to 1.5 degrees Celsius above pre-industrial levels. This Act led to the development of the Emissions Reduction Plan 2022 (ERP) and National Adaptation Plan 2022 (NAP).

Transport is a major source of emissions in New Zealand and internationally, and therefore will have a key role in contributing to achieving this target. And the direction set at a national level has informed the development of this RLTP, key actions recommended by these Plans include:

- Reduce reliance on cars and support people to walk, cycle and use public transport.
- Adopt low emissions vehicles.
- Decarbonise heavy transport and freight.
- Consider risks to the land transport system from climate hazards, including sea-level rise, flooding, and landslides.
- Adapt to climate change through design, delivery, operation and use of the land transport system.

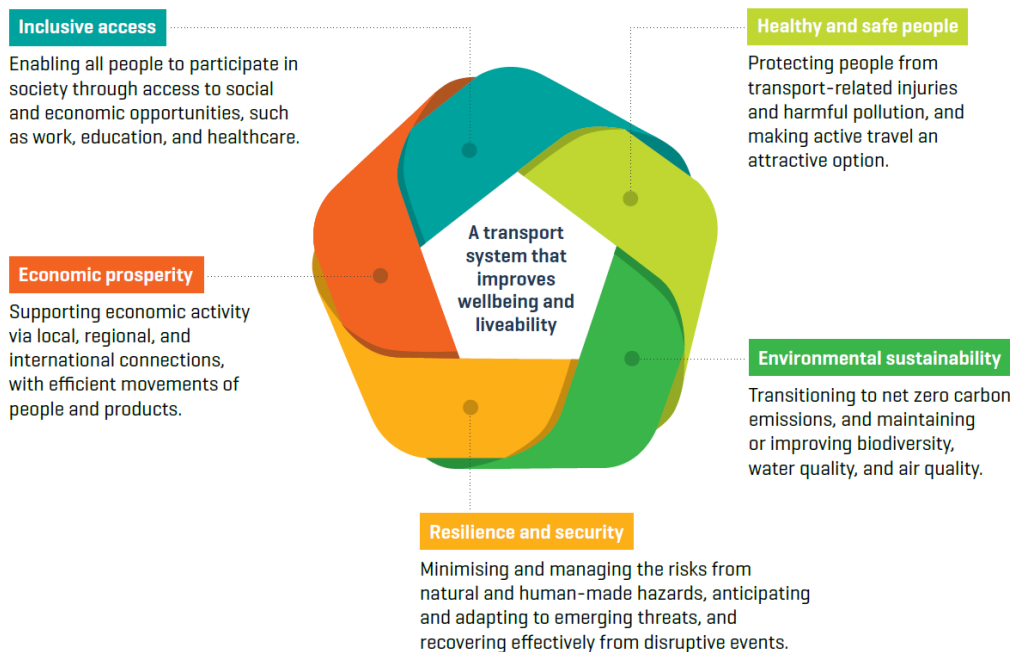
## National policy context

### Transport Outcomes Framework 2018

In 2018, the Ministry of Transport worked with other government agencies to develop a Transport Outcomes Framework for the transport system. This framework takes a strategic, long-term and integrated approach to transport and makes clear what government is aiming to achieve through the transport system in the long term. It is an enduring document meant to last beyond government of the day change. The five outcomes are:

- Inclusive access – enabling all people to participate in society through access to social and economic opportunities, such as work, education and healthcare.
- Healthy and safe people – protecting people from transport-related injuries and harmful pollution and making active travel an attractive option.
- Environmental sustainability – transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality.
- Resilience and security – minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.
- Economic prosperity – encouraging economic activity via local, regional and international connections, with efficient movements of people and products.

All of these outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development and regional development strategies. In March 2020 a set of indicators for the five outcomes were developed to track the performance of each outcome.



### Government Policy Statement (GPS) on Land Transport (draft)

The GPS sets out the government’s priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional Land Transport plans must be consistent with the GPS, and NZ Transport Agency must give effect to it with regards to land transport planning and funding.

In March 2024, central government released the draft GPS 2024, replacing the GPS that the former government consulted on in August 2023. Following a public consultation period, the final GPS is expected to come into effect by July 2024. As a result, GPS 2021 remains the most recent version adopted into legislation at the time of writing. The draft GPS 2024 is different to GPS 2021, prioritising economic growth and productivity, increased maintenance and resilience, safety, and value for money from transport expenditure and less explicit prioritisation of climate change, multi-modal transport options and freight connections. It also reintroduces the Roads of National Significance programme that was started under the previous National Government in 2009.

Broadly, the West Coast transport programme is well aligned with both GPS 2021 and 2024, with emphasis on increased maintenance and resilience, safety and value for money.

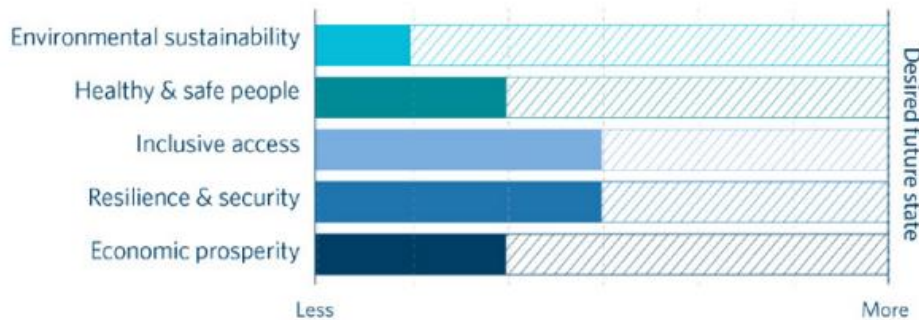
2021 GPS Strategic Priorities	2024 GPS Strategic Priorities (draft)
<ul style="list-style-type: none"> <li>○ Safety.</li> <li>○ Better transport options.</li> <li>○ Improving freight connections.</li> <li>○ Climate change.</li> </ul>	<ul style="list-style-type: none"> <li>● Economic Growth and Productivity</li> <li>● Increased Maintenance and Resilience</li> <li>● Safety</li> <li>● Value for Money.</li> </ul>

**Arataki**

Arataki is NZ Transport Agency’s 30-year view of what is needed to deliver on the government’s current priorities and long-term objectives for the land transport system. Arataki outlines the context for change, the step changes in existing responses that it believes are needed, and the levers the Transport Agency will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries. Arataki version v1.1 was released in September 2023 to include updates to reflect the severe weather events of 2023. It includes a new climate adaption lens as well as updates to the Strategic Context and five regional directions. Key insights were identified for the West Coast and these have informed the development of this RLTP. Areas of high focus for the West Coast include:

- Ensuring the state highway network is well maintained, resilient and safe
- Addressing the regions relatively poor safety record
- Ensuring key tourism and freight routes are safe and resilient.

**Scale of effort to deliver outcomes in Te Tai o Poutini – West Coast**



**Road to Zero: NZ Road Safety Strategy 2020 – 2030**

Road safety is a critical outcome sought for local residents and visitors to the West Coast. Road to Zero, released in December 2019, sets the vision for New Zealand’s transport system where ‘no one is killed or seriously injured on our roads’. The Speed Management framework supports the delivery of the Road to Zero Action plan.

The Speed management framework sets out a new approach to speed management planning which significantly changes the way speed limits are set and ensures decisions about speed limit changes are made in the context of safety-related infrastructure improvements. The Land Transport Rule: Setting of Speed Limits 2021 outlines requirements for all road controlling authorities to develop speed management plans which outline a 10-year vision and 3-year implementation plan for a whole-of-network approach to speed management. And the direction set at a national level has informed the development of this RLTP.



### New Zealand Infrastructure Strategy 2022-2052

In 2019, New Zealand’s Infrastructure Commission, Te Waihangā, was established as a Crown entity. In 2022, it released the New Zealand Infrastructure Strategy 2022-2052, seeking to revamp infrastructure planning and address issues including population growth, economic development, underinvestment, and climate change. While the Strategy does not make specific recommendations to the West Coast, it outlines key goals that have strong alignment to the objectives of this Plan: achieving net-zero emissions, supporting communities, enhancing cities, boosting resilience, and transitioning to a circular economy. This strategy aligns with ongoing Local Government reforms, emphasising a holistic infrastructure management approach.

### National Adaptation Plan

New Zealand’s first National Adaptation Plan, released by the Ministry for the Environment in 2022, aims to address climate change impacts and enhance resilience, particularly in the Transport sector. It focuses on three key objectives: reducing asset vulnerability to climate change, ensuring new infrastructure is climate-ready, and improving adaptive capacity through renewal programs.

Critical actions to support resilient infrastructure include developing risk assessment guidance, exploring resilience standards for infrastructure, integrating adaptation into Treasury decisions, and implementing the NZ Transport Agency Climate Change Adaptation Plan. To reduce inequality in outcomes, it’s essential to create system-level guidance and tools. This is especially crucial for regions like the West Coast with low populations facing increased climate change risks, emphasising the need for support in building adaptive capacity.

### Tiro Rangi – NZ Transport Agency’s Climate Adaptation Plan 2022-26

Published in December 2022, Tiro Rangi is NZ Transport Agency’s long-term plan for adapting the land transport system to climate change. The plan begins the step-change in climate adaptation, to change the way we plan, invest in, design, deliver, operate and use the land transport system. It lays a strong foundation for adaptation over two years to 2024, with actions building on existing initiatives and prioritise those that will unlock future action:

- Better understand and manage climate risks to NZ Transport Agency.
- Ensure that our strategic system planning and investment direction is enabling climate adaptation.
- Embed climate adaptation in our investment decision-making processes and delivery.
- Ensure that robust evidence underpins our work on climate adaptation.
- Embed te ao Māori worldview and build a partnership approach to climate adaptation for transport.

- Get ready to work together on climate adaptation.

### **National Resilience Programme Business Case**

NZ Transport Agency released the National Resilience Programme Business Case in June 2020 to create an evidence base of risks posed to New Zealand's transport network on a local and national level. This is used to inform decision making to support a more resilient network.

The Programme Business Case identified 21 major risks to the West Coast region, majority of which were environmental and weather concerns along the state highways. The risks were identified through the National Climate Change Risk Assessment Framework and are expected to be exacerbated by increasing climate change effects.

### **New Zealand Rail Plan**

The Ministry of Transport's draft New Zealand Rail Plan outlines the Government's long-term vision and priorities for New Zealand's national rail network, for both freight and passenger networks. The Land Transport (Rail) Legislation Bill will amend the LTMA to bring about the proposed rail policy framework for rail.

### **One Network Framework**

The One Network Framework (ONF) is a tool to establish road network function, performance measures, operating gaps and potential interventions for each road and street type. This approach builds on the previous One Network Road Classification (ONRC) and recognises that streets not only keep people and goods moving, but are also places for people to live, work, and enjoy. The ONF organises transport links by their place and movement roles into road and street types. The ONF is designed to contribute to improving road safety and build more vibrant and liveable communities.

## Local and regional policy context

### West Coast Regional Policy Statement

The West Coast Regional Policy Statement (RPS) sets the regional direction for future management of natural and physical resources, providing the foundation for the development of regional and district plans. The RPS guiding principles are People, Economy & Environment, Effectiveness, Adaptive Management and Affordability. The RPS includes policies relating to managing natural hazards and climate change.

### West Coast Combined Transport Programme Business Case & Activity Management Plan 2024-27

The Transport Programme Business Case is the third iteration of a combined approach to support the West Coast Councils initial continuous programme (maintenance, operation, and renewals) submission to NZ Transport Agency for the 2024-27 National Land Transport Programme. The joint approach recognises the degree to which many issues and opportunities are common to all three Councils and their communities, and supports a regional approach to providing a safe, productive, resilient, and cost-effective transport system.

It is a recommendation based on best available data, evidence, and knowledge to deliver the programme of work that addresses identified issues and opportunities, and maximised whole-of-life value and outcomes for the assets and Council's transport service delivery.

### Te Tai o Poutini Plan (West Coast combined District Plan)

Every district in New Zealand is required to provide a district plan that identifies community values and how to achieve them by managing where and how services are delivered, and how resources are used. Te Tai o Poutini Plan (TTPP) is the combined District Plan for the Buller, Grey and Westland District Councils. TTPP will be the first combined district plan and will replace the current individual district plans.

TTPP will include a specific section to address transport matters, as well as broader infrastructure provisions. The provisions, including rules, will cover roading, rail, airports, heliports and ports. Nationally significant infrastructure, such as the state highway and rail network, will be recognised, as well as other transport infrastructure. Designations will also be updated through this plan process. Given the critical nature of transport networks to everyday life, this Plan will have a significant influence on addressing matters associated with hazards and risks, subdivision, zones and development areas.

The plan being undertaken over a five-year period (beginning in March 2019) and is expected to be completed and operative 2024.

### West Coast Economic Development Strategy 2018-2025

The West Coast Economic Development Strategy aims to make the region a thriving place to live and work. Key strategies include attracting new businesses, adding value to existing ones, investing in tourism and infrastructure, maximising land use, improving education and training, and supporting the Māori economy while meeting the needs of an aging population. These strategies build upon previous work like the Tai Poutini West Coast Growth Study and the West Coast Economic Development Action Plan 2017, which highlighted the importance of transport links for economic growth, road resilience, visitor experiences, and regional trails for tourism. Ensuring the West Coast has resilient transport infrastructure, including routes that can cater to HPMV and 50MAX vehicles, is one of the identified building blocks to executional success.

### West Coast Regional Public Transport Plan

West Coast Regional Council develops the Regional Public Transport Plan for the West Coast, it sets out the Council's intentions and policies regarding public transport over the coming years. Currently the region does not have a comprehensive public transport network, due to its small and dispersed population base.

As there are no subsidised public transport bus services in the region, the draft 2023 Plan instead focuses on those services that are funded and subsidised by the Regional or District Councils of the West Coast, primarily the taxi services and the Total Mobility Scheme. It signals the need for investigation of potential opportunities to incorporate shared services or on-demand transport where appropriate to improve access to essential services and social and economic opportunities.

These initiatives will be led by the Regional Council, though there may be some partnership / supporting arrangements delivered by the District Councils as needed.

**West Coast Regional Walking and Cycling Strategy**

The West Coast Regional Walking and Cycling Strategy 2009 promotes the uptake of walking and cycling activities through the region. There has been a number of new walking and cycling initiatives since the development of this strategy, which has prompted the investment of an updated plan, which has been included for within this RLTP.



Ahaura Bridge replacement – State Highway 7



# Strategic framework

The Land Transport Management Act 2003 seeks an effective, efficient and safe land transport system.

## Ministry of Transport’s Outcomes Framework

THE PURPOSE OF THE TRANSPORT SYSTEM IS TO IMPROVE PEOPLE’S WELLBEING, AND THE LIVABILITY OF PLACES

### OUTCOME 1

Inclusive access

### OUTCOME 2

Healthy and safe people

### OUTCOME 3

Environmental sustainability

### OUTCOME 4

Resilience and security

### OUTCOME 5

Economic prosperity

*Regional Land Transport Plan – 30-year vision*

## A SAFE, RESILIENT AND CONNECTED MULTI-MODAL TRANSPORT NETWORK WHICH ENABLES THE WEST COAST TO THRIVE

Strategic objectives – we will deliver our vision and targets through...

### Objective 1

#### RESILIENCE

A transport network that can better cope with unknown stresses, natural disasters, and the impact of climate change.

### Objective 2

#### ASSET CONDITION

A transport network that is fit for purpose.

### Objective 3

#### SAFETY

A transport system that is safe for all users.

### Objective 4

#### CONNECTIVITY

A multi-modal transport network that enables all users to meet their economic, social, and cultural needs.

### Objective 5

#### REGIONAL ADVOCACY

Improved advocacy for regional transport needs.

### Headline Targets

#### Resilience

Reduced number of closures on the strategic road network.

#### Asset Condition

Reduced assets not fit for purpose.

#### Safety

Reduction in deaths and serious injuries on West Coast roads.

#### Connectivity

Increase in active modes, more walking and cycling activity.



## The regional vision

Having a *safe, resilient and connected multi-modal transport network which enables the West Coast to thrive* is the vision set by the Regional Transport Committee, recognising the critical nature of a safe, resilient and well-functioning transport network to the economic and social wellbeing of our communities.

The key problems we need to address within the next ten years are:

- A transportation network that is increasingly vulnerable to adverse events, resulting in economic and social disruption.
- Aging and insufficient infrastructure (such as HPMV restricted bridges, unsealed roads, constrained pavement widths), combined with the changing needs of transport users over time (e.g. changes in the freight task), means there are pockets of infrastructure across the region that are no longer fit for purpose.
- The natural topography and dispersed settlement pattern contribute toward some challenging driving conditions. This combined with high proportion of visiting drivers who are unfamiliar with the local environment, drivers with poor behaviours (such as travelling at inappropriate speeds or under the influence of alcohol or drugs) contribute to crashes that cause death or serious injury.
- The main benefits of addressing these problems are:
  - Improved network reliability to better respond to the effects of natural hazards and climate change.
  - A transport network that is fit for purpose efficiently connecting users to their destinations.
  - A safer transport network and system.

To achieve this vision, the Regional Transport Committee has established long term strategic objectives, short term (10 year) investment priorities, and agreed a policy framework that will help guide and deliver this Regional Land Transport Plan.

In response to these problems and investment benefits, the West Coast's ten-year transport investment priorities are:

- Adapting our transport network to reduce the impact of adverse events.
- Investing in our transport network so it is fit for purpose.
- Implementing safer systems.
- Connecting our networks and users.

In addition to addressing these problems, four additional opportunities the Regional Transport Committee will be pursuing are:

1. Taking a South Island wide approach to transport in conjunction with the South Island Regional Transport Committee Chairs Group.
  2. Advocating for better mode integration and mode shift when opportunities present themselves.
  3. Supporting tourism and the regional dispersal of tourism benefits.
  4. Encouraging the creation of a connected network of cycle rides, and cycling facilities, throughout and between the communities of the region.
- The benefits of realising these opportunities include:
    - Improved performance and capability of the transport network and network resilience.
    - Regional economic development, productivity and connectivity.
    - Greater value for money.

## 10-Year Objectives, policies, and priorities

Describes what the region will do to deliver the 30-year vision, and the short-to-medium term focus for investment.

Improved advocacy is not achieved through investment in transport infrastructure, but rather is a key to unlocking future benefits. So, it is not included as a separate Objective here, but is integrated into the other four recognising Council's function across all activities.

### Objective 1: Resilience – a transport network that can better cope with unknown stresses, natural disasters, and the impact of climate change

<b>A transport network that can better cope with unknown stresses, natural disasters and the impact of climate change.</b>	
<b>Primary problem</b>	<b>Primary benefits</b>
Our transportation network is increasingly vulnerable to adverse events, resulting in economic and social disruption.	Improved network resilience and travel time reliability Increased productivity and reduced economic losses Maintain community wellbeing
<b>The case for investment</b>	
<p>The West Coast, known for high rainfall, faces transport network vulnerabilities during major storms. Many towns sit by rivers, often protected from flooding. Still, severe storms cause road and rail issues, including flooding, erosion, landslides, and bridge damage. The West Coast relies on state highways and faces challenges with network closures due to limited alternative routes.</p> <p>Network disruptions impact economic, social, and cultural well-being, worsened by climate change and rising sea levels. The West Coast requires a transport network that can better cope with unknown stresses, natural disasters and the impacts of climate change.</p>	
<b>Summary of evidence</b>	
<p>In December 2022 an estimated \$3.2m of damage was caused to roading infrastructure in Westland by two significant storm events (February 2022, November 2022) where a total of 150 damaged sites were recorded through Buller's local road network.<sup>2</sup> In 2019, another storm causing high located flooding and damage to pavements and bridges had costed \$1.7m of damage to the same district.</p> <p>In 2019 the Waiho River bridge south of Franz Josef township was destroyed during a severe rain event, closing the route and causing major disruption to the entire region and economic loss, primarily related to freight and tourism.</p> <p>With the region being relatively isolated relying heavily on SH6, SH73, and the Midland Rail Line to connect communities, move freight and people, these corridors are all at high risk of damage or disruption from the effects of climate change or other natural hazards. Road closures have a significant impact on impact on the freight and tourist sectors which are critical economic drivers for the region.<sup>3</sup></p>	
<b>Policies</b>	
<p>Policy 1: Ensure the transport network is designed and maintained to a level where impacts from natural hazards (e.g. climate change and severe weather events) are minimised.</p> <p>Policy 2: Enhance the resilience of critical assets and corridors to maintain essential lifelines during disruptions.</p> <p>Policy 3: Foster collaboration with West Coast councils, network providers, and neighbouring regions to enhance route security, with a particular focus on vital lifeline routes and interregional strategic corridors.</p> <p>Policy 4: Advocate for a sustained commitment to resilience projects for the West Coast transport network.</p>	
<b>Fit with strategic context</b>	

<sup>2</sup> [https://bullerdc.govt.nz/your-council/key-projects/roadmap-to-recovery-for-buller-s-roads/?fbclid=IwAR1FUhtuv9VWLbEyObvuUPdc95ssQ1j6NcqWBDa50jPm21ZBy\\_tilkDVuao](https://bullerdc.govt.nz/your-council/key-projects/roadmap-to-recovery-for-buller-s-roads/?fbclid=IwAR1FUhtuv9VWLbEyObvuUPdc95ssQ1j6NcqWBDa50jPm21ZBy_tilkDVuao)

<sup>3</sup> <https://westcoastemergency.govt.nz/wp-content/uploads/2018/06/6-Transportation.pdf>

Aligns with the GPS, Transport Outcomes Framework and other national initiatives by investing to increase network resilience to natural hazards and climate change.			
Contributes to the Transport Outcomes Framework for economic prosperity.			
<b>Priority investment areas</b>		<b>Other priority implementation areas</b>	
<p>The West Coast Regional Council, Westland DC, NZ Transport Agency and Department of Conservation will be developing a preferred approach at Franz Josef township to flood protection, State Highway 6 alignment and Waiho River bridge, and access to the Franz Josef Glacier.</p> <p>State Highway resilience improvements recommended by the National Resilience Programme Business Case. Haast to Hawea and Granity seawall have been included in the 10-year State Highway programme.</p> <p>Karamea Highway (landslip and erosion) and Jackson Bay Special Purpose Road (coastal erosion and flooding) resilience improvements.</p> <p>Department of Conservation will be developing a preferred approach for providing continued access to the Franz Josef Glacier.</p>		<p>Regional understanding of network vulnerabilities arising from climate change and natural hazards, and development of adaptation / mitigation plans for critical assets and routes.</p> <p>Investigation of additional items in the NZ Transport Agency National Resilience Programme Business Case that of major or extreme risk that require further investigation to identify a suitable response.</p>	
<b>Key investment partners</b>	<b>Measure</b>	<b>Long-term results</b>	<b>Data sources</b>
<ul style="list-style-type: none"> <li>Local Councils</li> <li>NZ Transport Agency</li> <li>Department of Conservation</li> <li>KiwiRail</li> </ul>	Duration and frequency of road closures on key routes	Maintain or improve current levels of service (as determined by relevant AO)	Transport Insights

## Objective 2: Asset condition – a transport network that is fit for purpose

<b>Primary problem</b>	<b>Primary benefits</b>
Aging and insufficient infrastructure (such as HPMV restricted bridges, unsealed roads, constrained pavement widths), combined with the changing needs of transport users over time (changes in the freight task), means there are pockets of infrastructure across the region that are no longer fit for purpose.	<p>Wider economic benefit (productivity and regional economic benefit)</p> <p>Improved freight task optimisation</p> <p>Improvement in levels of service</p> <p>Reduction in asset failure risk</p>
<b>The case for investment</b>	
<p>The West Coast economy is heavily reliant on the export of primary products, and tourism sector, through the transport network. However, the region's roading infrastructure is aging and is inadequate for the types of vehicles using it. The Road Structures Lifecycle Management Plan has identified concerns, including deferred maintenance, poor bridge condition, and the need for replacements.</p> <p>In particular, weight restrictions on bridges are a significant network constraint resulting in transporters being unable to travel on the most direct or preferred route. In many circumstances the network is unable to adequately cater to changes in network users. Inadequate infrastructure presents an increasingly unacceptable risk to the economic and social wellbeing of our communities. Investment in our aging and insufficient infrastructure will lead to an increase in reliable travel times, gains in productivity and reduction in emissions (reduction in total freight journeys and improved travel time).</p> <p>State Highway 73 is vital for upgrading to High Productivity Motor Vehicle (HPMV) standards, but the project will take several years. Visitors are using local roads to explore new attractions, increasing traffic. Some attractions are at the end of less maintained roads, posing safety risks. Pinch points where trucks cross the centerline can lead to conflicts with tourist vehicles.</p>	

<p>Across the local road network, a number of transport assets are reaching, or have reached, the end of their economic life. Bridges pose a particular problem, and with high rainfall and an extensive network of streams and rivers, communities are particularly reliant on these assets.</p>			
<p><b>Summary of evidence</b></p>			
<p>Heavier vehicles on the network are placing increasing demands on infrastructure. Many bridges are weight restricted, limiting access for HPMV and 50MAX trucks. On the local network:</p> <ul style="list-style-type: none"> <li>• Approximately 59 bridges are restricted for 50MAX and HPMV.</li> <li>• A total of 30 bridges have been identified needing improvement or replacement over the next 10-years (11 in Buller, 14 in Grey, and 5 in Westland).</li> <li>• A total of 4 bridges have been identified for improvement due to level of service deficiencies (1 in Buller, 2 in Grey and 1 in Westland).</li> </ul> <p>State Highway 7 is the dedicated HPMV route between the West Coast and Canterbury. However, HPMV vehicles are travelling with reduced capacity via State Highway 73 to reduce travel distance and time, particularly from the Grey and Westland Districts.</p> <p>Growth in visitors into new parts of the region has seen higher numbers of vehicles (including campervans) on low volume rural roads that were not designed with these users in mind. Constrained pavement widths and unsealed roads pose safety issues.</p>			
<p><b>Policies</b></p>			
<p>Policy 1: Prioritise investment in maintenance, renewals, and the replacement of key assets.</p> <p>Policy 2: Ensure transport infrastructure and services meet agreed community and technical levels of service.</p> <p>Policy 3: Provide for High Productivity Motor Vehicle capability on strategic routes, including State Highway 73 and key local roads.</p>			
<p><b>Fit with strategic context</b></p>			
<p>Aligns with the GPS by investing to maintain and operate the system to improve economic growth and productivity.</p> <p>Contributes to the GPS and other national initiatives to improve resilience and reduce emissions.</p> <p>Consistent with the Transport Outcomes Framework for economic prosperity.</p>			
<p><b>Priority investment areas</b></p>		<p><b>Other priority implementation areas</b></p>	
<p>End-of-life replacement of bridges and structures to modern freight and seismic standards.</p> <p>Sealed and unsealed road network maintenance and renewals meet agreed levels of service.</p>		<p>Bridge improvements to meet HPMV standard.</p> <p>Drainage improvements in response to severe weather events and climate change impacts.</p>	
<p><b>Key investment partners</b></p>	<p><b>Measure</b></p>	<p><b>Long-term results</b></p>	<p><b>Data sources</b></p>
<ul style="list-style-type: none"> <li>• Local Councils</li> <li>• Department of Conservation</li> <li>• NZ Transport Agency</li> <li>• KiwiRail</li> </ul>	<p>Reduction in HPMV / 50MAX restricted bridges</p>	<p>Improve asset condition</p>	<p>NZ Transport Agency/Council asset database</p>
	<p>Duration and frequency of road closures on key freight and tourism routes</p>	<p>Maintain or improve current levels of service (as determined by relevant AO)</p>	<p>Transport Insights</p>

### Objective 3: Safety – a transport system that is safe for all users

Primary problem	Primary benefits
<p>The natural topography and dispersed communities create demanding driving conditions. This combined with high visitor numbers unfamiliar with the local roads and those engaging in risky driving behaviours, such as speeding, or driving under the influence, results in accidents that lead to fatalities or severe injuries.</p>	<p>Reduced deaths and serious injuries</p> <p>Enhanced community wellbeing and reduction in the social cost of crashes</p> <p>Reduced risky behaviour by drivers</p>
<p><b>The case for investment</b></p>	
<p>Many West Coast visitors consider travelling on local roads a part of the iconic West Coast experience. Safety is a concern, especially for tourists navigating unfamiliar, winding, and sometimes narrow roads. High visitor traffic, local residents, freight vehicles, and cyclists create additional safety issues. Pinch points, where vehicles cross the centerline, add to the risks.</p> <p>The Road to Zero Strategy is ambitious, posing challenges for the West Coast, as crash statistics are low but underreporting is high. Despite low total deaths and serious injuries, the region has the highest per capita rate in the country. Issues include vehicle run-off, head-on collisions, driver behavior (alcohol, drugs, seatbelts, and speeding), inexperienced road users, and high numbers of visiting drivers. The region’s dispersed settlements and long journeys contribute to the problem, with many motorcycle accidents.</p> <p>The Communities at Risk Register assesses personal risk, a measure of crash likelihood based on road network usage, not affected by population size. The social and economic consequences of serious injuries or deaths are significant, even though West Coast figures are relatively low compared to other regions. The national goal is zero road-related incidents.</p>	
<p><b>Summary of evidence</b></p>	
<p>The Te Ringa Maimoa Transports insights crash data on Safety reports the number of crashes with reported fatal and severe injuries over the past 10 years. The data reveals that the West Coast Region tracks above the national average for personal risk (risk to the individual of fatal or serious casualties per million vehicle kilometres travelled).</p> <p>Although there has been a declining trend in total number of reported crashes over the past two decades, more can be done to reduce the number of fatalities and crashes the roads in the West Coast. Further, NZ Transport Agency’s Communities at Risk register 2022 shows that Buller District is of concern, ranking 17 out of 67 Territorial authorities in the personal risk category for all deaths and serious casualties.<sup>4</sup></p>	
<p><b>Policies</b></p>	
<p>Policy 1: Prioritise investment to align with the Road to Zero Road Safety Strategy.</p> <p>Policy 2: Ensure continuous improvement in regional road safety through road safety programmes and interventions that are targeted to the highest risk users and locations.</p> <p>Policy 3: Advocate for safer active travel modes such as on-road / off-road paths and trails for walking and cycling.</p>	
<p><b>Fit with strategic context</b></p>	
<p>Aligns with the GPS by investing in road safety improvements and promotion to address and influence network risk, community attitudes, and driver behaviour.</p> <p>Consistent with the Transport Outcomes Framework for health and safe communities.</p>	
<p><b>Priority investment areas</b></p>	<p><b>Other priority implementation areas</b></p>
<p>Prioritise safety improvement through maintenance and renewals.</p> <p>Road safety promotion.</p>	<p>Safety improvements on key tourist routes, and rural roads where cyclists and pedestrians are present.</p>

<sup>4</sup> <https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2022.pdf>

Key investment partners	Measure	Long-term results	Data sources
Local Councils Department of Conservation NZ Transport Agency	Deaths and serious injuries	Reduction in the number of crashes that result in death or serious injuries	NZ Transport Agency Crash Analysis System
New Zealand Police ACC Community Public Health	Injury crashes involving motorcyclists	Reduction in the number of crashes that results in motorcyclist deaths or serious injuries	NZ Transport Agency Crash Analysis System
	Drivers at fault, or part fault, in injury crashes with and overseas licence	Reduction in the number of crashes that involve drivers holding an overseas license that result in death or serious injury	NZ Transport Agency Crash Analysis System

#### Objective 4: Connectivity – multi-modal transport network that enables all users to meet their economic, social, and cultural needs

Opportunity	Primary benefits
Investing in a multi-modal network will enhance the economic, social and cultural needs of our communities, as well as contributing to the Governments priority of a low emission New Zealand.	<p>Increase use of active modes, such as walking and cycling, for shorter trips</p> <p>Increase in the numbers and use of electric and hydrogen powered vehicles</p> <p>Contribution to a reduction in transport emissions</p> <p>Revitalisation of communities and towns</p>
<b>The case for investment</b>	
<p>In the West Coast, where the risk of being isolated by road is realized, alternative transport routes become critical for evacuations and transport of emergency supplies. Beyond increasing resilience and security, a multi-modal suite of transport options also opens up opportunities for economic development while improving environmental sustainability in the region.</p> <p>Transitioning to a low-emission New Zealand requires addressing land transport’s substantial greenhouse gas emissions. While this transition can be a costly and time intensive exercise, promoting alternative transport options for communities and large-scale sectors can lessen the environmental footprint, while increasing economic and social well-being. This includes:</p> <ul style="list-style-type: none"> <li>• Increasing investment in footpaths and cycleways to promote walking and cycling for local commuters and tourists.</li> <li>• Enhancing bridges to accommodate high-capacity vehicles on more direct routes.</li> <li>• Investing in the future of freight transport that considers multi-modal transport including rail and ports.</li> <li>• Developing infrastructure for electric and hydrogen vehicles (cross-agency effort).</li> </ul>	
<b>Summary of evidence</b>	
<p>A 2009 Coastal Shipping and Freight Mode Choice report undertaken for NZ Transport Agency considered the externalities arising from freight movement via different modes. It revealed that on a tonne-km basis, the costs associated with externalities are significantly higher for road transport compared to rail (6 times as high) and costal shipping (12 times as high).</p> <p>Ports play a vital role as economic hubs, connecting New Zealand to international markets and facilitating substantial trade volumes, both domestically and globally. In 2020, the region received funding of \$125,000 from the Provincial Growth Fund (PGF) to conduct a feasibility study for the upgrade of the Westport and Greymouth ports. Currently, over \$17m has been invested in port projects in the region, reinforcing the government’s recognition of the critical role played by ports in enhancing the resilience, efficiency, and carbon reduction measures within freight networks.</p> <p>Personal, and light vehicle travel use is pertinent in the region as well, with 84% of work commutes being made by private vehicles. The potential for expanding public transportation is currently limited due to the dispersed nature of the relatively small</p>	

population centres. However, improving and investing in a network of cycle trails would increase the uptake of commuters cycling shorter distances.

In addition to cycling, walking facilities were a focus of the 2022 community survey, with themes emerging around a need for more dedicated pedestrian crossings, improved footpath condition, and provision of a connected walking and cycling network in urban areas.

### Policies

Policy 1: Support effective connections between different transport modes to enable multi-modal travel and movement of freight.

Policy 2: Develop, and maintain, walking and cycling networks that are safe and well-integrated with other modes of transport to connect our communities and enhance visitor experience.

Policy 3: Investigate opportunities to facilitate more efficient multi-modal freight movements, including potential for coastal shipping and rail connections.

### Fit with strategic context

Aligns with the GPS by promoting safe transport networks.

Supports wider government initiatives and consistent with the Transport Outcomes Framework for healthy and safe communities.

### Priority investment areas

Walking and cycling infrastructure improvements to deliver safer and connected active travel networks.

Investment in planning / infrastructure to improve road, rail, and coastal shipping freight connections.

### Other priority implementation areas

Regional walking and cycling strategy and action plan (load roads).

Seek opportunities for additional funding sources for new off-road walking/cycle trail projects.

Key investment partners	Measure	Long-term results	Data sources
Local Councils NZ Transport Agency Department of Conservation KiwiRail	Increase use of cycle in town centres	Number of cycle trips counted in town centres	Cycle counts
	Increase in provision of dedicated cycleways / trails	Lengths (kms) of dedicated cycleways / trails provided	Council asset database
	Increase in footpath connectivity and level of service	Lengths (kms) of footpath provided	Council asset database
		Average condition of paving on footpaths	
Number of electric vehicle charging points	Increase in electric vehicle charging points	NZ Transport Agency	



## Headline targets

Objective	Target	Description
Resilience	Reduction in road closures, and number of vehicles impacted by road closures, associated with natural hazards or unplanned events.	This target is measured using data collected by the local authorities and NZ Transport Agency, and reporting in the Te Ringa Maimoa Transport Insights portal.  The baseline year will be 2023/24.
Asset condition	Reduction in assets that do not meet agreed level of service or technical standards for freight loading, safety, and resilience (e.g. seismic).	This target will be measured using data collected by the local authorities and NZ Transport Agency and reported the Activity Management Plans and in the Te Ringa Maimoa Transport Insights portal.  The baseline year will be 2023/24.
Safety	Reduction in deaths and serious injuries on West Coast roads.	This target aligns with the local authorities mandatory annual reporting measure and target for deaths and serious injuries. Measurement will be based on annual crash data collected via the NZ Transport Agency Crash Analysis System (CAS).  The baseline year will be 2023/24.
Connectivity	Increase use of active transport modes, and reduce emissions from transport.	This target will be measured using data from the Census as well as any supporting traffic count, cycle count, public transport patronage data sourced through local authorities and West Coast Regional Council.  The baseline year will be figures from the 2023 Census.

## Fit with strategic context

The table below outlines how each investment objective aligns with the outcomes in the Ministry of Transport Outcomes framework, the priorities identified in the Government Policy Statement on Land Transport, and the strategic objectives of this Regional Land Transport Plan. Collectively, the priorities align with all the outcomes, priorities and objectives in these documents.

	MOT Outcomes					GPS Priorities				RLTP Objectives				Regional Advocacy*	
	Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity	Economic Growth and Productivity	Increased maintenance and r resilience	Value for money	Safety	Resilience	Asset condition	Safety	Connectivity		Regional Advocacy*
Adapting our transport network to reduce the impact of adverse events	X			X	X	X	X		X	X	X	X	X		
Investing in our transport network so it is fit for purpose	X		X	X	X	X	X	X	X	X	X	X	X		
Safer systems implemented	X	X							X			X			
Connecting our network and users	X	X	X	X	X	X	X		X			X	X		

*\*Regional advocacy is not achieved through investment in transport infrastructure, but rather is a key objective to unlock further investments.*

## Regional transport programme and funding

### Introduction

This section of the RLTP forms the regional programme of land transport activities for the West Coast region for which funding is sought from the National Land Transport Fund (NLTF) and subsequent inclusion in the NLTP.

The local authority projects and budget forecasts included here are draft for RLTP consultation purposes only, this RLTP consultation does not supersede the separate consultation via each organisation's Long-Term Plan process which will be used to approve the final 10-year programmes and budgets.

The minimum requirements for inclusion are set out in Section 16(3) of the LTMA, which requires RLTPs to contain details of programmes and projects being submitted for funding from the NLTF for the first six years of the RLTP. The front end, or strategy section, of an RLTP provides evidence of the problems, the long-term direction (objectives, policies, measures) and priorities that activities in the programme will need to contribute and respond to.



### Key outtakes from Activity Management Plans

Since 2015 the Buller, Grey, and Westland District Councils have taken a collaborative approach to development of the regional Transport Programme Business Case (PBC) and Activity Management Plans (AMP) to provide details of their proposed investment programme. In 2023 the Councils prepared the third iteration of these plans to support each Council's 2024-34 Long-Term Plans and submission to NZ Transport Agency for the 2024-27 National Land Transport Programme.

It recommends a prioritised programme of investment that has been developed in collaboration with the Council's transport teams and subject matter experts. It seeks to balance affordability with a programme of work driven by data, evidence, and knowledge that addresses identified issues and opportunities, and maximised whole-of-life value and outcomes for the assets and Council's transport service delivery. Key outtakes of the recommended investment programme are:

- An enhanced road maintenance programme that prioritises issues that have been identified through detailed investigations and are supported by an improved evidence base developed over the last three years.
- Supports a reduction, but does not fully address, a large backlog of maintenance and renewals on bridges across the region. An enhanced baseline maintenance and component replacement programme seeks to avoid further increases to this backlog and provides for condition-based renewal of end-of-life bridges.
- While there is a focus on road maintenance and addressing condition-issues, there are flow on benefits for:
  - Freight levels of service through targeted investment in bridges.
  - Road safety through traffic services, intersection design, and bridge safety improvements.

- Resilience outcomes as the risk of asset failure is reduced and structures are adequately maintained and renewed ensuring access to remote communities.
- Uplift in internal roading team asset management capability and capacity, enhanced transport collaboration between the three councils, and procurement of specialist services to continue improvement in data and evidence for asset management and strategic planning.

Key aspects of the programme include:

- Road surface, pavement and drainage renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works.
- Safety through the renewal of barriers, safety markings, and digital safety devices.
- Resilience improvements including bridge replacements, retaining structures, seawall and rockfall protection.
- Franz Josef masterplan and flood protection resilience business case.
- Resilience corridor business case for SH6 Haast to Hawea.

## Funding the programme

The regional programme of activities outlines maintenance, operation, renewal and improvement activities for which funding is sought through the NLTP and from the NLTF. Approved activities receive funding from the NLTF at a set Funding Assistance Rate (FAR) as co-funding to each Council's local share. For 2024-27 the current normal FAR for each organisation is:

- West Coast Regional Council 66%
- Buller District Council 75%
- Grey District Council 64%
- Westland District Council 64%
- Department of Conservation 51%

State Highways and the Special Purpose Roads (Karamea Highway and Jackson Bay Road) receive 100% NLTF funding for approved activities.

The NLTF is not limitless and will not be able to fund all activities identified in the plan, similarly the three local authorities have identified significant affordability issues to fully fund their local share via general rates. This risks under-investment in essential activities, particularly where maintenance and renewal programmes are reduced, and has potential to create poor outcomes in the medium to long term:

- Reduced levels of service.
- Deteriorating asset condition leading asset failure risk.
- Potential safety and resilience risks.
- Growing backlog of works and higher future costs.
- Loss of economic productivity.

So, other sources of funding outside the NLTF are needed to give effect to the objectives and priorities in this Plan. In recent years the local authorities have been successful in securing funding from alternate Crown sources for land transport projects, these include:

- Provincial Growth Fund (PGF) – Kānoa Regional Economic Development & Investment Unit
- Shovel Ready – Crown Infrastructure Partners
- Infrastructure Acceleration Fund (IAF) – Kainga Ora
- Better Off support funding – Department of Internal Affairs
- Roadmap to Recovery for Buller's Roads –NZ Transport Agency funding for the reinstatement of roads in the Buller District following significant weather events.

Examples for the upcoming 2024-27 period may include:

- Regional Infrastructure Fund – \$1.2B announced as part the central government coalition agreement.
- Government Resilience Fund – \$20m annually for resilience projects on local roads.
- City and Regional Deals – long-term (10-20 year) deals between local and central government to make joint funding commitments and provide a basis for local authorities to deliver a range of urban and regional initiatives.

With the NLTP taking a national view, it is the Regional Transport Committee's role to ensure we establish and advocate for a well-planned and supported programme of works. Given the similar challenges being faced across the region, extending beyond just

transportation, an integrated and collaborative approach between the four West Coast Council organisations is warranted, particularly to realise opportunities such as a Regional Deal.

## Committed Activities

Approved Organisation	Activity	Phase	Total cost 24-27	Status
<b>State Highways</b>				
<b>NZTA (West Coast)</b>	Crown Resilience Programme LCLR WTCT	Implementation	\$8,171,532	Funding approved
<b>NZTA (West Coast)</b>	SH6 SH69 to Charleston	Pre-Implementation	\$88,715	Funding approved
<b>NZTA (West Coast)</b>	SH6 Gates of Haast River Erosion	Implementation	\$9,052,500	Funding approved --
<b>NZTA (West Coast)</b>	SH6 WTCT Haast to Hawea RESIL IMPR	Single Stage Business Case	\$510,665	Funding approved

## Regionally Significant Activities

## RLTP Objective – Key

1. Resilience 2. Asset condition 3. Safety 4. Connectivity

Activity	A/C	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Future Cost 2027-34	Total cost over ten-years	Funding source	RLTP Obj.	Key Priority	Regional Priority
<b>NZ Transport Agency (West Coast)</b>												
SH6 Franz Josef Resilience Masterplan	IM	PBC	Supporting transport component of town development and realignment of SH6.	\$1,199,000	-	-	-	\$1,199,000	NLTF	1	Resilience	1
SH6 WTCT Haast to Hawea RESIL IMPR	SHI	Pre-imp	Range of potential interventions.		\$599,500	-	-	\$ 19,275,000	NLTF	1	Resilience	1
		Prop			-	\$636,000	-		NLTF			
		Imp		-		\$9,156,000	\$8,883,500		NLTF			
SH7 Stoney Creek Bridge	SHI	Prop	Bridge replacement with two-lanes	\$530,000	-	-	-	\$ 16,117,000	NLTF	4	Levels of service	3
		Pre-imp		\$1,199,000	-	-	-		NLTF			
		Imp		-	\$ 7,085,000	\$7,303,000	-		NLTF			
WEST Share VFM Safety Improvement Programme	SHI	Imp	Safety Infrastructure improvements and speed management	\$1,516,699	\$1,156,699	\$367,098	8,096,893	\$11,566,990	NLTF	3	Safety	7
SH67 Granity seawall	SHI	Imp	Seawall protection against storm surges.	\$5,777,000	\$5,886,000	-	-	\$ 11,663,000	NLTF	1	Resilience	4
SH6 EOL Coal Creek Bridge	SHI	Imp	EOL bridge replacement	\$7,630,000	\$11,445,000	\$3,815,000	-	\$22,890,000	NLTF	2	Levels of service	
WC Share Pre-imp 2027-30 Bridge rep	SHI	Pre-imp	Planning for future bridge replacement	\$120,868	\$161,157	\$120,868	-	\$402,893	NLTF	2	Levels of service	
SH6 Kumara Junction Commercial Vehicle Regional Safety Centre	SHI	Imp	Kumara Junction	\$ 109,000	\$ 218,000	\$2,725,000	\$3,706,000	\$7,023,000	NLTF	4	Safety	9
		Prop		\$21,200	\$ 243,800	-	-		NLTF			
		Pre-imp		-					NLTF			
		Imp		-	-				NLTF			
<b>Buller District Council</b>												

<b>Karamea Highway Resilience Improvements</b>	LRI	Imp	Address drainage and asset resilience deficiencies: drainage, culverts, swales, rock/geotextile armouring, retaining, realignment.	\$1,866,000	\$1,933,000	\$1,733,000	-	\$5,532,000	NLTF (SPR)	1	Resilience	4
<b>Karamea Highway Geometry Improvements</b>	LRI	Imp	Geometry improvements at corners to improve road safety.	-	\$900,000	\$900,000	-	\$1,800,000	NLTF (SPR)	3	Safety	4
<b>Local road end-of-life bridge replacements</b>	LRI	Imp	End-of-life / condition-based replacement of bridges and structures: - Chasm Creek Bridge #3 - Brown Grey	\$500,000	\$1,145,000	\$1,175,000		\$2,500,000	NLTP	1	Resilience	
<b>SPR end-of-life bridge replacements</b>	LRI	Imp	End-of-life / condition-based replacement of bridges and structures: - Tobins Creek Culvert		\$800,000			\$800,000	NLTF (SPR)	1	Resilience	
<b>Grey District Council</b>												
<b>Local road end-of-life bridge replacements</b>	LRI	Imp	End-of-life / condition-based replacement of bridges and structures: - Brandy Jacks Bridge - Black Creek Bridge - Ryan Creek Bridge	\$400,000	\$640,000	\$400,000		\$1,440,000	NLTP	1	Resilience	
<b>Westland District Council</b>												
<b>Jackson Bay Road Resilience Improvements</b>	LRI	Imp	Range of potential interventions to address coastal erosion and flood risk.	\$2,000,000	\$2,000,000	\$2,000,000	-	\$6,000,000	NLTF (SPR)	3	Resilience	8
<b>Local road end-of-life bridge replacements</b>	LRI	Imp	End-of-life / condition-based replacement of bridges and structures: - La Fontaine 2025/26		\$800,000			\$800,000	NLTP	1	Resilience	



## Other proposed activities

Activity Class: Investment Management									
Activity	Phase	Description	Cost 24/25	Cost 25/26	Cost 26/27	Future NLTP Cost 27-30	Total Cost	Funding Source	RLTP Objective
<b>West Coast Regional Council</b>									
Investment management planning	Implementation	Regional Land Transport Plan and Regional Public Transport Plan planning and management.	\$111,869	\$80,008	\$104,971	\$238,923	\$535,771	NLTP	All
<b>Buller District Council</b>									
Investment management planning	Implementation	Asset/activity management improvement and regional strategy development.	\$183,333	\$108,333	\$18,333	\$309,999		NLTP	All
Programme business case development	Implementation	Regional programme business case and activity management plan development.	\$5,000	\$40,000	\$5,000	\$60,000	\$90,000	NLTP	All
<b>Grey District Council</b>									
Investment management planning	Implementation	Asset/activity management improvement and regional strategy development.	\$183,333	\$108,333	\$18,333	\$309,999		NLTP	All
Programme business case development	Implementation	Regional programme business case and activity management plan development.	\$5,000	\$40,000	\$5,000	\$60,000	\$90,000	NLTP	All
<b>Westland District Council</b>									
Investment management planning	Implementation	Asset/activity management improvement and regional strategy development.	\$170,833	\$107,083	\$18,333			NLTP	All
Programme business case development	Implementation	Regional programme business case and activity management plan development.	\$5,000	\$40,000	\$5,000	\$60,000	\$90,000	NLTP	All
<b>NZ Transport Agency</b>									
Investment management planning (West Coast Environmental PBC; West Coast Share Digital Engineering/BIM)	Implementation	Investigating and implementing improved activity management, including digital solutions and developing a common approach to environmental matters	\$344,722	\$332,773	\$224,938	\$600,309	\$6,434,3291,502,742	NLTP	All
Programme business case development (West Coast System Plan)	Implementation	Refresh of forward activity plan to reflect regional and national priorities.	\$109,000-	\$218,000		-	\$327,000	NLTP	All

<b>Activity Class: Local Road and State Highway Low-Cost Low-Risk Improvements</b>									
<b>Activity</b>	<b>Phase</b>	<b>Description</b>	<b>Cost 24/25</b>	<b>Cost 25/26</b>	<b>Cost 26/27</b>	<b>Future NLTP Cost 27-30</b>	<b>Total Cost</b>	<b>Funding Source</b>	<b>RLTP Objective</b>
<b>Buller District Council</b>									
Local road low-cost low-risk improvements	Implementation	Range of resilience, safety, walking and cycling improvement projects	\$1,745,000	\$290,000	\$290,000	\$3,000,000	\$5,325,000	NLTP	All
Karamea Highway SPR low-cost low-risk improvements	Implementation	See Regionally Significant Activities.							
<b>Grey District Council</b>									
Local road low-cost low-risk improvements	Implementation	Range of resilience, safety, walking and cycling improvement projects	\$420,000	\$1,070,000	\$750,000	\$3,600,000	\$5,840,000	NLTP	All
<b>Westland District Council</b>									
Local road low-cost low-risk improvements	Implementation	Range of resilience, safety, walking and cycling improvement projects	\$1,300,000	\$1,330,000	\$900,000	\$3,600,000	\$7,130,000	NLTP	All
Jackson Bay Road SPR low-cost low-risk improvements	Implementation	See Regionally Significant Activities.							
<b>NZTA (West Coast)</b>									
State highway road improvements	Implementation	Range of resilience, safety, efficiency and environmental improvement projects	\$2,021,667	\$2,021,667	2,021,667		\$6,065,001	NLTP	All
State Highway walking and cycling improvements	Implementation	Range of walking and cycling improvements	\$283,334	\$283,334	\$283,334		\$850,002	NLTP	All
<b>Department of Conservation West Coast</b>									
Local road low-cost low-risk improvements	Implementation	Range of resilience and safety projects.	\$1,320,000	\$605,000	-	\$3,322,000	\$5,247,000	NLTP	All

<b>Activity Class: Road Safety</b>									
<b>Activity</b>	<b>Phase</b>	<b>Description</b>	<b>Cost 24/25</b>	<b>Cost 25/26</b>	<b>Cost 26/27</b>	<b>Future NLTP Cost 27-30</b>	<b>Total Cost</b>	<b>Funding Source</b>	<b>RLTP Objective</b>
<b>Buller District Council</b>									
Promotion and advertising	Implementation	Road safety promotion	\$53,333	\$53,333	\$53,333	\$160,000	\$320,000	NLTP	Safety
<b>Grey District Council</b>									
Promotion and advertising	Implementation	Road safety promotion	\$53,333	\$53,333	\$53,333	\$160,000	\$320,000	NLTP	Safety
<b>Westland District Council</b>									
Promotion and advertising	Implementation	Road safety promotion	\$53,333	\$53,333	\$53,333	\$160,000	\$320,000	NLTP	Safety
<b>NZTA (West Coast)</b>									
Promotion and advertising	Implementation	Road safety promotion	\$53,575	\$53,575	\$53,575		\$160,725	NLTF	Safety

<b>Activity Class: Public Transport Services</b>									
<b>Activity</b>	<b>Phase</b>	<b>Description</b>	<b>Cost 24/25</b>	<b>Cost 25/26</b>	<b>Cost 26/27</b>	<b>Future NLTP Cost 27-30</b>	<b>Total Cost</b>	<b>Funding Source</b>	<b>RLTP Objective</b>
<b>West Coast Regional Council</b>									
Total Mobility services	Implementation	Total mobility / subsidised taxi services.	\$412,833	\$393,070	\$377,904	\$1,228,230	\$2,412,036	NLTP	Connectivity
<b>Buller District Council</b>									
Bus services	Implementation	Total mobility / subsidised taxi services.	\$56,605	\$56,605	\$56,605	\$169,815	\$339,630	NLTP	Connectivity
<b>Westland District Council</b>									
Bus services	Implementation	Total mobility / subsidised taxi services.	\$30,000	\$30,000	\$30,000	\$90,000	\$180,000	NLTP	Connectivity

<b>Local road and state highway maintenance (Continuous Programmes) – Activity Classes Pothole Prevention &amp; Operations</b>									
<b>Activity</b>	<b>Phase</b>	<b>Description</b>	<b>Cost 24/25</b>	<b>Cost 25/26</b>	<b>Cost 26/27</b>	<b>Future NLTP Cost 27-30</b>	<b>Total Cost</b>	<b>Funding Source</b>	<b>RLTP Objective</b>
<b>Buller District Council</b>									
Local road MOR	Implementation	Maintenance, operation, and renewal of local roads.	6,401,969	7,579,801	7,483,175	\$23,258,944	\$44,723,889	NLTP	All
Karamea Highway SPR MOR	Implementation	Maintenance, operation, and renewal of Karamea Highway Special Purpose Road.	2,635,100	2,640,309	2,616,862	\$8,422,786	\$16,315,057	NLTP	All
<b>Grey District Council</b>									
Local road MOR	Implementation	Maintenance, operation, and renewal of local roads.	10,836,247	10,903,612	10,372,469	\$32,233,461	\$64,345,789	NLTP	All
<b>Westland District Council</b>									
Local road MOR	Implementation	Maintenance, operation, and renewal of local roads.	8,317,482	8,109,445	9,227,518	\$27,509,901	\$53,164,346	NLTP	All
Jackson Bay Road SPR MOR	Implementation	Maintenance, operation, and renewal of Jackson Bay Road Special Purpose Road.	3,271,942	3,230,204	2,331,143	\$6,046,548	\$14,879,836	NLTP	All
<b>NZTA (West Coast)</b>									
State highway MOR	Implementation	Maintenance, operation, and renewal of state highways.	39,799,363	\$42,965,022	\$38,484,997	\$141,467,787	\$262,717,169	NLTP	All
<b>Department of Conservation West Coast</b>									
Local road MOR	Implementation	Maintenance, operation, and renewal of local roads.	\$3,312,567	\$1,143,927	\$1,157,983	\$2,306,361	\$7,920,838	NLTP	All

## West Coast region ten-year financial forecast

## Buller District Council

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Subsidised Activities – Local Roads</b>										
<b>Expenditure (by GPS Activity Class)</b>										
Local Road Maintenance	9,037,069	10,220,110	10,100,037	10,361,655	10,562,302	10,757,773	10,947,845	11,141,719	11,339,471	11,531,404
Local Road Improvements	4,944,333	5,101,333	4,931,333	4,697,533	5,011,068	5,043,405	5,120,877	5,264,484	5,349,878	5,450,771
Walking & Cycling Improvements	590,000	750,000	760,000	747,222	763,661	779,697	795,291	811,197	827,421	843,142
Public Transport Services	56,605	56,605	56,605	60,424	61,753	63,050	64,311	65,597	66,909	68,180
Road Safety	31,212	31,212	31,212	33,318	34,051	34,766	35,461	36,170	36,894	37,595
Investment Management	166,667	106,667	18,333	103,781	106,064	108,291	110,457	112,666	114,920	117,103
<b>Total Expenditure</b>	<b>14,825,886</b>	<b>16,265,927</b>	<b>15,897,520</b>	<b>16,003,932</b>	<b>16,538,897</b>	<b>16,786,982</b>	<b>17,074,242</b>	<b>17,431,834</b>	<b>17,735,492</b>	<b>18,048,194</b>
<b>Revenue for Subsidised Activities</b>										
Approved Organisation Revenue	2,362,446	2,483,155	2,452,435	2,429,352	2,479,687	2,528,791	2,576,539	2,625,241	2,674,918	2,723,055
National Land Transport Fund Revenue	12,463,440	13,782,773	13,445,085	13,574,580	14,059,211	14,258,191	14,497,704	14,806,592	15,060,574	15,325,139
<b>Total Revenue</b>	<b>14,825,886</b>	<b>16,265,927</b>	<b>15,897,520</b>	<b>16,003,932</b>	<b>16,538,897</b>	<b>16,786,982</b>	<b>17,074,242</b>	<b>17,431,834</b>	<b>17,735,492</b>	<b>18,048,194</b>

## Grey District Council

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Subsidised Activities – Local Roads</b>										
<b>Expenditure (by GPS Activity Class)</b>										
Local Road Maintenance	11,336,247	11,403,612	10,872,469	11,302,105	11,224,359	11,206,997	10,884,856	11,337,883	11,043,892	11,308,339
Local Road Improvements	820,000	1,710,000	1,150,000	1,680,000	1,680,000	1,600,000	1,680,000	1,200,000	1,200,000	1,200,000
Walking & Cycling Improvements	620,000	658,440	680,169	697,853	713,904	728,895	743,473	758,343	773,510	788,980
Public Transport Services	53,333	53,333	53,333	53,333	53,333	53,333	53,333	53,333	53,333	53,333
Road Safety	183,333	108,333	18,333	103,333	103,333	103,333	103,333	103,333	103,333	103,333
<b>Total Expenditure</b>	<b>13,112,914</b>	<b>14,033,719</b>	<b>12,774,304</b>	<b>13,836,625</b>	<b>13,774,929</b>	<b>13,692,559</b>	<b>13,464,996</b>	<b>13,452,893</b>	<b>13,174,068</b>	<b>13,453,986</b>
<b>Revenue for Subsidised Activities</b>										
Approved Organisation Revenue	5,040,649	5,372,139	4,918,749	5,301,185	5,278,974	5,249,321	5,167,399	5,163,041	5,062,665	5,163,435
National Land Transport Fund Revenue	8,072,265	8,661,580	7,855,555	8,535,440	8,495,954	8,443,238	8,297,598	8,289,851	8,111,404	8,290,551
<b>Total Revenue</b>	<b>13,112,914</b>	<b>14,033,719</b>	<b>12,774,304</b>	<b>13,836,625</b>	<b>13,774,929</b>	<b>13,692,559</b>	<b>13,464,996</b>	<b>13,452,893</b>	<b>13,174,068</b>	<b>13,453,986</b>
<b>Unsubsidised Activities</b>										
<b>Expenditure</b>										
Unsubsidised Operational Expenditure	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200
<b>Total Unsubsidised Expenditure</b>										
<b>Total Revenue</b>	<b>\$322,200</b>	<b>\$322,200</b>	<b>\$322,200</b>	<b>\$322,200</b>	<b>\$322,200</b>	<b>\$322,200</b>	<b>\$322,200</b>	<b>\$322,200</b>	<b>\$322,200</b>	<b>\$322,200</b>

## Westland District Council

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Subsidised Activities – Local Roads</b>										
<b>Expenditure (by GPS Activity Class)</b>										
Local Road Maintenance	11,589,424	11,339,649	11,558,661	10,871,265	11,718,672	10,966,511	11,411,679	11,951,335	11,493,142	11,758,915
Local Road Improvements	3,300,000	4,130,000	2,900,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Walking & Cycling Improvements	230,000	212,400	219,409	225,114	230,291	235,128	239,830	244,627	249,519	254,510
Public Transport Services	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Road Safety	53,333	53,333	53,333	53,333	53,333	53,333	53,333	53,333	53,333	53,333
Investment Management	183,333	108,333	18,333	103,333	103,333	103,333	103,333	103,333	103,333	103,333
<b>Total Expenditure</b>	<b>15,386,090</b>	<b>15,873,716</b>	<b>14,779,737</b>	<b>12,483,045</b>	<b>13,335,630</b>	<b>12,588,305</b>	<b>13,038,176</b>	<b>13,582,628</b>	<b>13,129,328</b>	<b>13,400,091</b>
<b>Revenue for Subsidised Activities</b>										
Approved Organisation Revenue	3,613,793	3,821,914	3,759,844	3,773,704	4,065,625	3,782,527	3,930,761	3,451,308	3,935,204	3,939,947
National Land Transport Fund Revenue	11,772,297	12,051,802	11,019,893	8,709,341	9,270,005	8,805,778	9,107,415	10,131,320	9,194,124	9,460,145
<b>Total Revenue</b>	<b>15,386,090</b>	<b>15,873,716</b>	<b>14,779,737</b>	<b>12,483,045</b>	<b>13,335,630</b>	<b>12,588,305</b>	<b>13,038,176</b>	<b>13,582,628</b>	<b>13,129,328</b>	<b>13,400,091</b>

## West Coast Regional Council

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Subsidised Activities</b>										
<b>Expenditure (by GPS Activity Class)</b>										
Road safety promotion	37,069	36,269	33,338	28,135	8,135	32,538	8,935	28,135	32,538	8,935
Total Mobility Services	412,833	393,070	377,904	376,337	400,724	451,169	454,576	483,809	539,403	548,279
Investment Management	111,869	80,008	104,971	66,771	66,874	105,278	67,085	67,190	105,597	67,408
<b>Total Expenditure</b>	<b>561,771</b>	<b>509,347</b>	<b>516,214</b>	<b>471,243</b>	<b>475,732</b>	<b>588,985</b>	<b>530,596</b>	<b>579,134</b>	<b>677,539</b>	<b>624,622</b>
<b>Revenue for Subsidised Activities</b>										
Approved Organisation Revenue	171,174	149,112	146,345	128,988	128,303	164,444	142,063	155,901	186,511	165,477
National Land Transport Fund Revenue	390,597	360,235	369,869	342,255	347,429	424,541	388,533	423,233	491,028	459,145
<b>Total Revenue</b>	<b>561,771</b>	<b>509,347</b>	<b>516,214</b>	<b>471,243</b>	<b>475,732</b>	<b>588,985</b>	<b>530,596</b>	<b>579,134</b>	<b>677,539</b>	<b>624,622</b>

## Department of Conservation West Coast

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Subsidised Activities – Local Roads</b>										
<b>Expenditure (by GPS Activity Class)</b>										
Local Road Improvements	\$1,320,000	\$605,000	-	-	\$1,540,000	\$1,782,000	-	-	-	-
Local Road Maintenance	\$3,312,567	\$1,143,927	\$1,157,983	\$734,953	\$778,246	\$793,162	\$808,376	\$823,894	\$839,723	\$932,046
<b>Total Expenditure</b>	<b>\$4,632,567</b>	<b>\$1,748,927</b>	<b>\$1,157,983</b>	<b>\$734,953</b>	<b>\$2,318,246</b>	<b>\$2,575,162</b>	<b>\$808,376</b>	<b>\$823,894</b>	<b>\$839,723</b>	<b>\$932,046</b>
<b>Revenue for Subsidised Activities</b>										
Approved Organisation Revenue	\$2,269,958	\$856,974	\$567,411	\$360,127	\$1,135,940	\$1,261,829	\$396,104	\$403,708	\$411,464	\$456,703
National Land Transport Fund Revenue	\$2,362,609	\$891,953	\$590,571	\$374,826	\$1,182,305	\$1,313,332	\$412,272	\$420,186	\$428,259	\$475,343
<b>Total Revenue</b>	<b>\$4,632,567</b>	<b>\$1,748,927</b>	<b>\$1,157,983</b>	<b>\$734,953</b>	<b>\$2,318,246</b>	<b>\$2,575,162</b>	<b>\$808,376</b>	<b>\$823,894</b>	<b>\$839,723</b>	<b>\$932,046</b>
<b>Unsubsidised Activities</b>										
<b>Expenditure</b>										
Unsubsidised Operational Expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333
<b>Total Unsubsidised Expenditure</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>
<b>Total Revenue</b>										



**NZTA (West Coast)**

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Subsidised Activities</b>										
<b>Expenditure (by GPS Activity Class)</b>										
Walking and Cycling Improvements	\$566,667	\$566,667	\$566,667	\$623,334	\$623,334	\$623,334	\$685,667	\$685,667	\$685,667	\$685,667
State Highway Improvements	\$13,233,247	\$27,451,866	\$21,572,765	\$7,033,060	\$3,225,464	\$2,231,399	\$11,857,354	\$29,246,965	\$2,821,545	\$2,478,925
State Highway Maintenance	\$39,799,363	\$42,965,022	\$38,484,997	\$45,933,119	\$46,375,373	\$49,159,295	\$49,750,232	\$50,592,090	\$51,339,224	\$52,091,679
Investment Management	\$1,452,154	\$360,035	\$879,037	\$507,644	\$4,738,010					
<b>Total Expenditure</b>	<b>\$55,074,431</b>	<b>\$71,343,590</b>	<b>\$61,503,466</b>	<b>\$54,097,156</b>	<b>\$54,962,181</b>	<b>\$52,014,027</b>	<b>\$62,296,344</b>	<b>\$80,524,722</b>	<b>\$54,486,436</b>	<b>\$55,256,271</b>

## Inter-regional significant Activities

There are initiatives undertaken across regional boundaries, or on the connections that link us to other regions, that will result in significant benefit to our communities and businesses.

### Improving freight flow to Canterbury and Otago

In 2022, \$783 million of freight was exported out of the West Coast.

Unequal incoming and outgoing freight flows on the road network reduce the efficiency of freight to the West Coast. Much of the bulk goods, such as coal, dairy product and logs, are exported from the region by rail, while many commodities come in via road. Many of these have unused capacity.

There is an opportunity to improve the efficiency of freight by upgrading bridges on State Highway 73 to cater to HPMV and 50Max trucks reducing the overall number of trips and travel time. State Highway 73 has been identified as a key route for upgrading over the next five to ten years.

### Extreme events require resilient connections out of the West Coast

SH6 is a significant arterial route, serving as the lifeline for the West Coast. It is the main route connecting West Coast to Otago in the south, and Canterbury in the North via SH73. Network closures have a significant impact on the communities involved as there are no alternative routes and detours are extremely lengthy.

NZ Transport Agency's focus will remain on improving the resilience of the network through our maintenance and renewals programme, and investment in low-cost low risk projects along the network.

Key projects NZ Transport Agency are looking to deliver over the next three years include retaining structures, rockfall protection and a remote monitoring system located at:

- SH7 Stoney Creek Bridge replacement
- SH73 Candy's Bend
- SH6 Meybille Bay
- SH6 Epitaph Slip
- River erosion at SH6 Gates of Haast to Hawea

### Activities to be varied, suspended or abandoned

There are no known activities to be varied, suspended or abandoned.

## Monitoring indicator framework

This section describes how monitoring will be undertaken to assess implementation of the Regional Land Transport Plan.

### Outcome: Inclusive access

Measure	Desired trend	Data source	Alignment with NZ Transport Agency Benefits Framework
% of footpaths that fall within the level of service or a service standards for the condition of footpaths set out in the territorial authority's relevant document	Annual improvement / stable trend.	Local Authority Annual Reports	Benefit 10.1 (Impact on user experience of the transport system)
The average quality of ride on a sealed road network, measured by smooth travel exposure (STE)	Annual improvement / stable trend.	Local Authority Annual Reports	Benefit 10.1 (Impact on user experience of the transport system)

### Outcome: Healthy and safe people

Measure	Desired trend	Data Source	Alignment with NZ Transport Agency Benefits Framework
The number of deaths and serious injury crashes on the local road network.	No annual change or a reduction from the previous year.	NZTA Crash Analysis System (CAS) Local Authority Annual Reports	NZ Transport Agency Benefit 1.1 (Impact on social cost and incidents of crashes)
Collective risk: the number of reported crashes per kilometre each year on the network.	No annual change or a reduction from the previous year.	NZTA Crash Analysis System (CAS) Communities at risk register (CARR)	NZ Transport Agency Benefit 1.1 (Impact on social cost and incidents of crashes)
Personal risk: the number of reported crashes by traffic volume each year on the network.	No annual change or a reduction from the previous year.	NZTA Crash Analysis System (CAS) Communities at risk register (CARR)	Benefit 1.1 (Impact on social cost and incidents of crashes)
Vulnerable users: the number of reported deaths and serious injuries involving vulnerable users on the network.	Annual reduction	NZTA Crash Analysis System (CAS) Te Ringa Maimoa Transport Insights	Benefit 1.1 (Impact on social cost and incidents of crashes)

## Outcome: Environmental Sustainability

Measure	Desired trend	Data source	Alignment with NZ Transport Agency Benefits Framework
Greenhouse gas emissions (all vehicles) Tonnes of C2 equivalent emitted.	No annual change, or a reduction.	Vehicle emissions data collected by NZ Transport Agency and calculated using their vehicle emissions mapping tool available on MapHub.	Benefit 8.1 (Benefit on greenhouse gas emissions)

## Outcome: Resilience and security

Measure	Target	Data source	Alignment with NZ Transport Agency Benefits Framework
Unplanned closures: the number of road closures with a detour provided and the number of vehicles affected by closures annually.	No annual change, or a reduction.	Te Ringa Maimoa Transport Insights	Benefit 4.1 (Impact on system vulnerabilities and redundancies)
Loss of road access: the number of unplanned closures with no detour provided and the number of vehicles affected by these closures annually.	No annual change, or a reduction.	Te Ringa Maimoa Transport Insights	Benefit 4.1 (Impact on system vulnerabilities and redundancies)

## Outcome: Economic prosperity

Measure	Desired trend	Data source	Alignment with NZ Transport Agency Benefits Framework
Number of vehicles* average load per vehicle in tonnes	Increase.	MoT Freight Information Gathering System	Benefit 5.2 (Impact on network productivity and utilisation)
Heavy vehicles: proportion of the network not accessible to Class 1 Heavy Vehicles and 50MAX vehicles.	No annual change or a reduction from the previous year.	Te Ringa Maimoa Transport Insights	Benefit 5.2 (Impact on network productivity and utilisation)
Rail movements to, from and the West Coast Region	Increase	MoT Freight Information Gathering System	No direct alignment, but similar to Benefit 5.2 (Impact on network productivity and utilisation)

## Appendix 1 - Significance policy

Section 106(2) of the Land Transport Management Act 2003 (the Act) requires the Regional Transport Committee to adopt a policy that determines significance in respect of:

- The activities that are included in the regional land transport plan under section 16 of the Act; and
- Variations made to regional land transport plans under section 18D of the Act.
- 
- The policy will be used in the following ways:
  - To determine which activities are significant for the purpose of prioritisation in the plan (section 16(3)(d) of the Act requires the Regional Transport Committee to determine the order of priority of significant activities that it includes in the plan)
  - To determine inter-regional significance (section 16(2)(d) requires the Regional Transport Committee to identify any activities that have interregional significance)
  - To identify regionally significant expenditure from other sources (section 16(2)(c) requires the plan to include all regionally significant expenditure on land transport activities to be funded from other sources)
  - To determine whether a variation to the plan is significant and therefore must be consulted on.

Section 18D requires that significant variations to the regional land transport plan undergo a public consultation process.

The land transport activities that are considered to be significant for the purposes of sections 16 and 106 of the Act are as follows:

Significant activities		
Section 16(3)(d)	Significant activities – to be presented in order of priority	<p>All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan, excluding:</p> <ul style="list-style-type: none"> <li>• Maintenance, operations and renewal activities for state highways and local roads</li> <li>• Public transport continuous programme (existing services)</li> <li>• Low-cost low-risk activities</li> <li>• Road safety promotion activities</li> <li>• Investment management activities, including transport planning and modelling</li> <li>• Programme business case</li> </ul>
Significant inter-regional activities		
Section 16(2)(d)	Activities that have inter-regional significance	<p>Any significant activity (see above):</p> <ul style="list-style-type: none"> <li>• That has implications for connectivity with other regions; and/or</li> <li>• For which cooperation with other regions is required; or</li> <li>• Any nationally significant activity identified in the Government Policy Statement on Land Transport</li> </ul>
Significant expenditure funded from other sources		
Section 16(2)(c)	Significant expenditure on land transport activities to be funded from sources other than the National Land Transport Fund	<p>Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not, from:</p> <ul style="list-style-type: none"> <li>• Approved organisations (where there is no National Land Transport Fund share)</li> <li>• Crown appropriations</li> <li>• Other funds administered by the Crown</li> </ul>

## Appendix 2 - Variations to the Regional Land Transport Plan

Under section 18D(1) of the Act, the Regional Transport Committee can vary the RLTP at any time during the six years to which the programme applies. As per section 18D of the Act, consultation will be required on a variation if the variation is deemed significant.

Certain activities do not require a variation to a RLTP. These include:

- Local road maintenance;
- Local road renewals;
- Local road capital works; and
- Existing public transport services

The Regional Transport Committee has adopted the following definition to determine when a variation to the Regional Land Transport Plan is significant and must therefore undergo consultation.

All variations to the Regional Land Transport Plan, other than the following, are considered to be significant for the purposes of consultation:

- Activities that are in the urgent interest of public safety; or
- New preventative maintenance and emergency reinstatement activities; or
- The new activity has been previously consulted on and meets funding approval provisions in accordance with sections 18 and 20 of the Act; or
- A scope change that does not significantly alter the original objectives of the project – to be determined by the Regional Transport Committee; or
- Variations to timing, cash flow or total cost for improvement projects; or
- Replacement of activities within an approved programme or group with activities of the same type and duration (e.g. maintenance programme); or
- A change to the duration and/or order of priority of the activity that does not substantially change the balance of the programme.

## Appendix 3 - Assessment of the relationship of Police activities to the Regional Land Transport Plan

There are programmes that fall outside of the scope of the RLTP yet play a key role in the regional road safety effort; the most significant of which is the road-policing programme. Section 16(6) of the LTMA requires the inclusion of an assessment of the relationship of Police activities to the RLTP. Police enforcement is central to the delivery of a regional safe system response to road safety.

The Police's strategic direction is outlined in their Statement of Intent 2023- 2027. *Safe Roads* remains a strategic outcome, and states:

We want our roads to be safe for all road users. This includes drivers and passengers, commercial fleet operators, pedestrians, and those on two wheels. Our goal remains to reduce deaths and serious injuries on our roads.

We are committed to the cross-government Road to Zero strategy. We will contribute to the outcomes of the strategy by increasing Police presence and visibility on our roads to reduce excess speed on our roads, prevent crashes from impairment or distraction, reduce injuries due to lack of restraints and reduce unsafe and unlicensed driving practices; and to use education and enforcement to reduce harm to non-motorised road users.

A decrease in fatal and serious injury crashes will be the outcome measure for the safe roads strategic outcome.

Police are involved in regional road safety strategy and planning; road safety promotion and the delivery of roadside education and work collaboratively with West Coast Road Safety to address the top priority road safety issues on the West Coast. These have been identified as:

- Run-off road and head on crashes involving vulnerable road users and speeding on high-risk urban and rural roads
- Driver behaviour, especially with alcohol and drug impairment, people not wearing seatbelts and speeding
- Increasing numbers of buses, campervans and tourist drivers means more vehicles travel at slower speeds leading to frustration when they cannot be passed.

However, speed management has been identified as the highest priority for the West Coast.

## Appendix 4 - Assessment of compliance with LTMA section 1

Section (16) of the LTMA requires inclusion of an assessment of how the Plan complies with section 14 of the Act. The following outlines how this requirement has been met. An RLTP must contribute to the purpose of the LTMA which is “to contribute to an effective, efficient, and safe land transport system in the public interest” (section 3, LTMA). This purpose is reflected in the objectives of this Plan and the programme of activities that have been identified. NZ Transport Agency and approved organisations provide assessments of effectiveness and efficiency when submitting projects for funding. Safety is the core focus of Objective 3 in this Plan.

An RLTP must be consistent with the GPS which has been incorporated in the development of this Plan. There is also alignment between the Objectives in the GPS and this Plan. In developing the Plan, the Regional Transport Committee must consider alternative regional land transport objectives that would contribute to the purpose of the LTMA and the feasibility and affordability of those alternative objectives. Initial drafting provided several alternative objectives but on review these did adequately address the issues facing the region. The public notification and submission process provides further opportunity for consideration of alternative objectives.

The RLTP must take into account:

- The National Energy Efficiency and Conservation Strategy
- Relevant National Policy Statements and any relevant Regional Policy Statements or plans that are, for the time being, in force under the RMA
- Likely funding from any source.

This Plan supports the National Energy Efficiency and Conservation Strategy, and its priority of efficient and low emissions transport. Activities in this Plan align with this priority by supporting a resilient and fit for purpose network. Similarly, the relevant sections of the West Coast Regional Policy Statement and District Plan are reflected in the objectives set.

All likely substantive funding sources have been identified within this Plan.



## Appendix 5 - Legislative requirements

The following extracts from the LTMA outline the key requirements with respect to the regional land transport plans.

### Section 14 – core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council, the regional transport committee must-

- a) be satisfied that the regional land transport plan-
  - i. Contributes to the purposes of this Act; and
  - ii. Is consistent with the GPS on land transport; and
  - iii. is consistent with the regional spatial strategy that is in force for the region under the Spatial Planning Act 2023 to the extent that—
    - (A) the regional spatial strategy is relevant to the content of the regional land transport plan; and
    - (B) consistency with the regional spatial strategy does not prevent compliance with subparagraph (i) or (ii); and
- b) have considered—
  - i. Alternative regional land transport objectives that would contribute to the purpose of this Act
  - ii. The feasibility and affordability of those alternative objectives
- c) have taken into account any-
  - i. National energy efficiency and conservation strategy; and
  - ii. relevant national planning framework or plans in force under the Natural and Built Environment Act 2023; and
  - iii. Likely funding from any source.

### Section 16 – form and content of regional land transport plans

- (1) A regional land transport plan must set out the region’s land transport objectives, policies, and measures for at least ten financial years from the start of the regional land transport plan.
- (2) A regional land transport plan must include-
  - a. a statement of transport priorities for the region for the ten financial years from the start of the regional land transport plan
  - b. a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from the start of the regional land transport plan
  - c. all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the six financial years from the start of the regional land transport plan
  - d. an identification of those activities (if any) that have inter-regional significance.
- (3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain for the first six financial years to which the plan relates,-
  - a. activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services
  - b. (not relevant for the West Coast)
  - c. the following activities that the regional transport committee decides to include in the regional land transport plan:
    - i. Activities proposed by approved organisations in the region... other than those activities specified in paragraphs (a) and (b)
    - ii. Activities relating to state highways in the region that are proposed by the agency
    - iii. Activities, other than those relating to state highways, that the agency may propose for the region and that the agency wishes to see included in the regional land transport plan, and

- d. The order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b) and (c)
  - e. An assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes:
    - i. The objective or policy to which the activity will contribute
    - ii. An estimate of the total cost and the cost for each year
    - iii. The expected duration of the activity
    - iv. Any proposed sources of funding other than the NLTF (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties)
    - v. Any other relevant information; and
  - f. The measures that will be used to monitor the performance of the activities
- (4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity
- (5) For the purpose of the inclusion of activities in a national land transport programme:
- a. A regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional transport committees
  - b. The assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a)
- (6) A regional land transport plan must also include—
- c. an assessment of how the plan complies with section 14; and
  - d. an assessment of the relationship of Police activities to the regional land transport plan; and
  - e. a list of activities that have been approved under section 20 but are not yet completed; and
  - f. an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
  - g. a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and
  - h. a summary of the consultation carried out in the preparation of the regional land transport plan; and
  - i. a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
- ga. in the case of the plan for Auckland, a list of any significant rail activities or combinations of rail activities proposed by KiwiRail for Auckland; and
  - gb. in the case of the plan for the Wellington region, any significant rail activities or combinations of rail activities proposed by KiwiRail for the Wellington region; and
  - gc. in the case of the plan for any other region that has a regional transport committee within the meaning of section 105A(1)(c), any significant rail activities or combinations of rail activities proposed by KiwiRail for that region; and
  - j. any other relevant matters.
- (6A) Any matter included in a regional land transport plan under subsection (6)(ga), (gb), or (gc) is for the purposes of co-ordinated planning and does not limit or affect the process by which any rail activities or combinations of rail activities may be included or excluded, as the case may be, from a rail network investment programme and its funding processes.

- (6) For the purposes of this section, **existing public transport services** means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.

**Section 18 – consultation requirements**

- (1) When preparing a regional land transport plan, a regional transport committee:
- a. Must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002
  - b. May use the special consultative procedure specified in section 83 of the Local Government Act 2002.

**Section 106 – functions of regional transport committees**

- (1) The functions of each regional transport committee are:
- a. To prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council
  - b. To provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities
- (2) Each regional transport committee must adopt a policy that determines significance in respect of-
- a. variations made to regional land transport plans under section 18D; and
  - b. the activities that are included in the regional land transport plan under section 16.
- (3) A joint regional transport committee established under section 105(9) must—
- a. prepare the joint regional land transport plan in accordance with sections 14 and 16; and
  - b. consult in accordance with sections 18 and 18A; and
  - c. lodge the joint regional land transport plan with the relevant regional councils or Auckland Transport (as the case may be) in accordance with section 18B.
- (4) Each regional transport committee (including the regional transport committee for Auckland) must also carry out any functions conferred on a regional transport committee under any other provision of this Act (including functions conferred by regulations made under section 109(c)).

## Appendix 5 - Summary of consultation

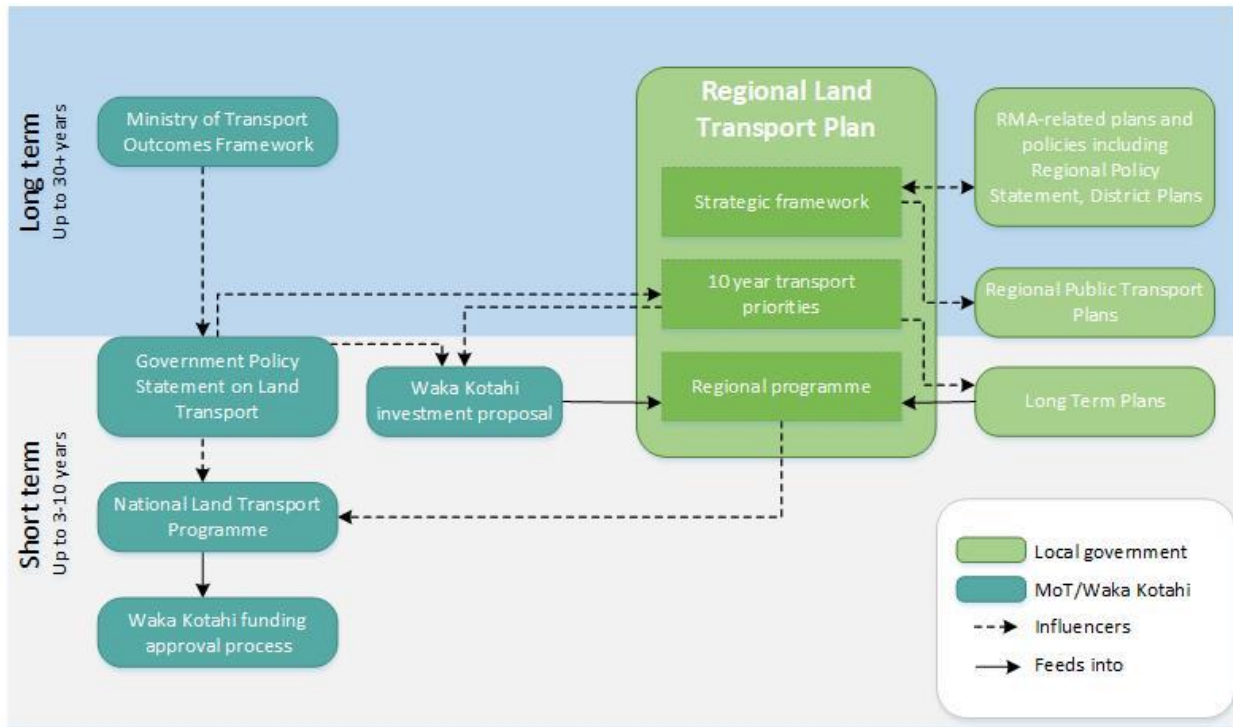
The draft Regional Land Transport Plan has been produced with input from the following:

- NZ Transport Agency
- West Coast Regional Council
- Buller, Grey and Westland District Councils
- Department of Conservation

The draft RLTP was made available for public consultation from February to March 2024. Following consultation, the Regional Transport Committee will endorse the RLTP and submit the Plan to the West Coast Regional Council for adoption.

## Appendix 6 - Regional Land Transport Plan policy relationships

Regional land transport plans are an important part of New Zealand’s system for planning and investing in transport infrastructure and services. This is shown in the diagram below:



## Glossary

Active transport	Transport modes that rely on human power, primarily walking and cycling.
Financial Assistance Rate (FAR)	A percentage of costs funded by NZ Transport Agency recognising that there are national and local benefits from investment in the network.
Government Policy Statement for Land Transport (GPS)	A high-level statement of intent from the Government regarding land transport in New Zealand.
Infrastructure	All fixed components of a transportation system, including roadways and bridges, railways, ports, cycle trails and other physical elements.
Investment Logic Mapping	A technique to test and confirm the rationale for a proposed development.
Land transport	Means: (a) transport on land by any means, (b) the infrastructure, goods and services facilitating that transport. The definition also includes coastal shipping.
Land transport system	All infrastructure, services, mechanisms and institutions that contribute to providing for land transport.
Level of service	A qualitative measure that describes the operational conditions of a road or intersection.
Local roads	Roads operated by territorial local authorities.
LTMA	Land Transport Management Act 2003.
Multi-modal	Used to describe travel or transport of goods involving more than one transport mode.
Mode	A categorisation of transport methods, e.g. private motor vehicles, walking, cycling, rail.
National Energy Efficiency and Conservation Strategy (NEECS)	A Government Strategy prepared under the Energy Efficiency and Conservation Act 2000.
National Land Transport Fund	The dedicated part of the Crown Bank Account into which land transport revenue, as defined in section 6 of the Land Transport Management Act 2003, is paid.
NPS	National Policy Statement issued under the Resource Management Act (RMA). National policy statements (NPS's) enable central government to prescribe objectives and policies for matters of national significance which are relevant to achieving the sustainable management purpose of the RMA.
Network	Infrastructure or services that are connected to enable the transition of people and goods from one piece of infrastructure or service to another.
New Zealand Upgrade Programme	A fund established by the Government to support the upgrade of essential roads in New Zealand.
One Network Road Classification (ONRC)	A road classification system jointly developed by NZ Transport Agency and local government to provide a nationally consistent framework for determining road function, future levels of service, the appropriate maintenance levels, and improvement projects.
Provincial Growth Fund	A fund established by the Government aimed at lifting productivity in the provinces.
RLTP	Regional Land Transport Plan
Regional Transport Committee	A committee of the West Coast Regional Council required by the Land Transport Management Act 2003. The Committee is responsible for the preparation and approval of this Plan.

Road Controlling Authority	District Councils, NZ Transport Agency, Department of Conservation.
Road to Zero	A strategy to reduce the road toll to zero.
RPS	Regional Policy Statement prepared under the RMA.
Special Purpose Road (SPR)	A local road that receives a far higher funding assistance rate from NZ Transport Agency than the other local roads managed by the same territorial authority.
State Highway	A road managed by NZ Transport Agency and gazetted as state highway,
Territorial local authorities	District Councils
Total Mobility	A subsidised transport service to increase the mobility of people with serious mobility constraints.
NZ Transport Agency	New Zealand Transport Agency Waka Kotahi - a Government transport agency created under section 93 of the Land Transport Management Act 2003.