

**AGENDA AND SUPPORTING PAPERS
FOR COUNCIL'S JUNE MEETINGS**

**TO BE HELD IN THE OFFICES OF THE WEST COAST REGIONAL COUNCIL
388 MAIN SOUTH ROAD, GREYMOUTH**

TUESDAY, 9 JUNE 2009

The programme for the day is:

10.30 a.m: Resource Management Committee Meeting

On completion of RMC Meeting: Council Meeting

Councillor Workshop: Lake Brunner

RESOURCE MANAGEMENT COMMITTEE

THE WEST COAST REGIONAL COUNCIL

Notice is hereby given that a meeting of the **RESOURCE MANAGEMENT COMMITTEE** will be held in the Offices of the West Coast Regional Council, 388 Main South Road, Paroa, Greymouth on **Tuesday, 9 June 2009**

P. EWEN
CHAIRPERSON

S. MORAN
Planning and Environmental Manager
C. DALL
Consents and Compliance Manager

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THE WEST COAST REGIONAL COUNCIL

**MINUTES OF THE MEETING OF THE RESOURCE MANAGEMENT COMMITTEE
HELD ON 12 MAY 2009 AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,
388 MAIN SOUTH ROAD, GREYMOOUTH, COMMENCING AT 10.30 A.M.**

PRESENT:

P. Ewen (Chairman), R. Scarlett, D. Davidson, B. Chinn, A. Robb, A. Birchfield, T. Scott, R. Barber (arrived 10.38)

IN ATTENDANCE:

C. Ingle (Chief Executive Officer), R. Mallinson (Corporate Services Manager), S. Moran (Planning & Environmental Manager), C. Dall (Consents & Compliance Manager), T. Jellyman (Minutes Clerk),
The Media

1. APOLOGIES

Moved (Ewen / Scarlett) *that the apology from T. Archer be accepted.*

Carried

2. MINUTES

Moved (Davidson / Chinn) *that the minutes of the previous Resource Management Committee meeting dated 14 April 2009, be confirmed as correct.*

Carried

Matters Arising

There were no matters arising from the minutes.

3. CHAIRMAN'S REPORT

The Chairman reported that he dealt with various public enquiries including gravel extraction and 1080 issues. The Chairman reported that he attended a forum of the Healthy Inangahua Group. He stated that it was very informative and there was a good attendance. The Chairman reported that funding has been withdrawn for this group as of June 2010. He stated that this Council has a role to play in this area, as air quality, healthy homes, insulation and heating are important for the Reefton community. Cr Davidson spoke of the funding obtained in Canterbury for insulation and heating. The Chairman stated that he is hopeful that eventually funding may be secured for the Reefton community as they have been previously turned down by Development West Coast. The Chairman stated that it is important that the Healthy Inangahua Group manage to secure funding after June 2010.

Moved (Ewen / Robb) *that the Council receive this report.*

Carried

5. REPORTS

5.1. PLANNING AND ENVIRONMENTAL GROUP

5.1.1 PLANNING AND ENVIRONMENTAL MANAGER'S MONTHLY REPORT

S. Moran spoke to his report. He advised that he the attended the hearing on the RMA (Simplifying and Streamlining) Amendment Bill recently. S. Moran reported that the main points of our submission are matters relating to restricted coastal activities and the double consenting and additional costs of having extra commissioners and processes to go through. S. Moran reported that a strong focus is being placed on using the National Policy Statements and the National Environmental Standards. He advises that care needs to be taken drafting these as they are not always beneficial to every part of the country.

S. Moran reported that the hearing for the Regional Land Transport Programme was held yesterday. The decisions report is expected to be released by the end of the week. The RLTP will be adopted at next meeting of the Regional Land Transport Committee on the 21st of May.

S. Moran advised that our Council has made a submission on Canterbury's Draft Regional Land Transport Programme regarding Rough Creek to Mingha Bluff section of State Highway 73. S. Moran advised that we are seeking to keep this upgrade in their programme and to have the investigation and design work completed in this three year period. Cr Chinn stated that a transport firm advised him that their lorry has to cross 18 inches over the centre line to get around a corner in this area. He is concerned that if there is a fatality who would be to blame. S. Moran advised that he is aware of a bus has to cross the centre line to get around the corner safely without dropping a wheel over the edge of the bluff. S. Moran reported that he met recently with representatives from the Automobile Association. He asked them to consider lobbying on our behalf, for the upgrade State Highway 73 and the Gates of Haast. Cr Ewen stated that since November 1999 when the viaduct opened the amount and size of traffic has grown significantly. Cr Ewen stated that with hindsight it might have been a better option to upgrade the road first.

S. Moran stated that near misses are not reported but actual accidents are. C. Ingle reported that Geoff Dangerfield, Chief Executive of NZTA, spoke at a meeting he attended last week. Mr Dangerfield brought up the matter of Roads of National Significance. C. Ingle advised that all but one of these roads is in the North Island. C. Ingle reported that the impression from the meeting was that Auckland issues need to be sorted first then funding will become available for South Island roads. He suggested writing to the Transport Minister requesting that State Highway 73 be included in the list of Roads of National Significance as this is a major tourist route. Cr Scarlett stated that State Highway 73 is also a major economic route, it carries produce to and from the West Coast and roads such as SH 73 are the lifeblood of this country. Cr Davidson stated that SH 73 is a high priority and he feels a letter should be sent before a catastrophe occurs.

Moved (Davidson / Birchfield) *that a letter be sent to the Minister of Transport outlining the concerns of the West Coast Regional Council regarding the upgrade of State Highway 73.*

Carried

S. Moran reiterated that the upgrade of SH 73 needs to happen sooner rather than later and could easily be included in the Roads of National Significance. Cr Davidson spoke of the example of the Arahura Bridge upgrade and that the collaborative approach by West Coast companies ensured the upgrade was prioritised accordingly.

S. Moran reported that the recent heavy rain event triggered alarms on numerous rivers in the region. He stated that 67mm fell in two hours in the Greymouth area. This caused problems with stormwater drainage in the central business area.

S. Moran reported that lake sampling has been gathered from Lakes Brunner, Haupiri and Kaniere. Good baseline information was obtained to ascertain the current state of water quality in this area.

S. Moran reported that John Clayton from NIWA has undertaken a survey of aquatic plants in Lake Brunner. An Envirolink grant was used to fund this work. Preliminary results show that water quality in the lake has not changed significantly between 2002 and 2009.

Moved (Scarlett / Davidson) *that the report be received.*

Carried

5.1.2 FURTHER SUBMISSION – PROPOSED NPS FOR FRESHWATER MANAGEMENT

S. Moran spoke to this report. He advised that some submissions on this matter would result in the "one size fits all" approach, which is of concern to this Council. These types of submissions would not benefit us and would add to the costs faced to applicants and councils. S. Moran stated that we are looking for effective and efficient ways of doing things. Cr Ewen passed on his congratulations to staff involved with this submission. He stated that NPS's are one of the biggest issues to be faced in years to come. He stated that the implications on all water users whether it be mining or dairying are of concern. Cr Ewen is concerned that "lip service" is paid to small councils like ours and that if this NPS is not managed correctly it could be to the detriment of the West Coast. Cr Scarlett stated that this is a case that would be worthy of seeing the Minister to alert him of our concerns. Cr Scarlett feels that the water situation in Canterbury is foremost in the minds of politicians and that the West Coast could be seriously disadvantaged. Cr Davidson stated we have an abundance of water and perhaps we should send our rainfall levels to the Minister and inform him of the number of lakes in our region.

are a number of defendants in one of these cases. Cr Scarlett stated that the Council meeting is an open forum and the media are present to report it. He stated that once it is not sub judice then information can be released. Cr Scarlett stated at the end of the day we have a responsibility to the environment and it is the court that ultimately makes the decision on the level of fine imposed. Cr Birchfield stated that in this case he disputes this as the Judge was told that Mr Taft's discharge could affect the beach in Hokitika. Cr Ewen stated that if Mr Taft's counsel did not challenge that then it lies on the table as accepted. R. Barber stated that he supports council staff on this matter as the case has gone to court and a decision has been made. R. Barber stated that his people have been prosecuted for taking whitebait out of their own rivers out of season. He stated that when these things happen people need to face the consequences.

Moved (Birchfield / Scarlett) *That the May 2009 report of the Compliance Group be received.*

Carried

5.2. GENERAL BUSINESS

There was no general business.

The meeting closed at 11.10 am.

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: S. Moran - Planning & Environmental Manager
 Date: 28 May 2009

Subject: **PLANNING & ENVIROMENTAL MANAGER'S MONTHLY REPORT**

PLANNINGPlan Merge

Staff have been working on the details of the merging of the Land & Riverbed, Water, and Discharge to Land plans including drafting some plan changes that would form part of the merge. The proposal will be workshopped with Councilors after lunch today.

Wetlands Variation

Variation 1 will proceed to mediation shortly although the date is yet to be set by the Environment Court. Variation 2 is almost ready to proceed and Council will be briefed at a workshop after lunch on the details.

National Policy Statement on Freshwater Management

The Board of Inquiry have indicated they will begin hearing submissions in the next couple of months although the specific dates are yet to be set.

Resource Management Act reforms Phase 1

It is expected that the Local Government & Environment Select Committee will report back to Parliament by the 20th of June and that the reforms will be enacted by the end of August. There have been no indications as yet on what changes if any the Select Committee is considering.

TRANSPORTRegional Transport Committee

The Regional Transport Committee (RTC) met on 21 May. Agenda items included:

- Approval of the Regional Land Transport Programme (RLTP)
The RTC approved the RLTP and are presenting this to the Regional Council for adoption. A separate paper has been prepared on this.
- Government Policy Statement (GPS)
The Ministry of Transport has released the revised GPS. Funding for most activity classes will remain at relatively similar levels as proposed in the draft, but less than what was proposed by the previous Government. There is not expected to be too much effect on the West Coast funding programme, however, requested expenditure in the State Highway maintenance and improvement, and Local Road maintenance and improvements categories is at the higher end of the funding envelope and may require some consideration.
- Development of Road Safety 2020
The new national road safety strategy discussion document will be coming out in July for consultation. Motorcycles, speed and alcohol are key areas of concern.
- Glacier Walking and Cycling
Funding for the development of the Walking and Cycling pathways to the Glaciers has now been confirmed. The shortfall is to be made up from National funding, along with the \$500,000 contribution from R funds, and a component from the Department of Conservation.
- State Highway 6 Route Security Study
Work is continuing on this investigation. Ten sites have been identified and more work around the options for their improvement are being developed. A draft is expected in the third quarter of this year.

- **Canterbury RLTP Hearing**
The RTC made a submission on the Canterbury RLTP in regards to the design and constructions phases of the Mingha Bluff to Rough Creek upgrade projects. The Hearing is being held on the 2nd of June in Christchurch. Staff are presenting the submission to the Canterbury RTC on behalf of the West Coast RTC.
- **Submission on the Southland RLTP**
The RTC made a submission on the draft Southland RLTP seeking the removal of the reference to the Haast to Hollyford highway identified as a project of inter regional significance. This had been a project identified in the Regional Land Transport Strategy (adopted in 2005), however, no funding had been allocated to it when the West Coast RLTP was developed.

The next RTC meeting has been scheduled for the 6th of October.

CIVIL DEFENCE

The Coordinating Executive Group (CEG) met on 26 May. Agenda items included:

- **Red Cross Memorandum of Understanding (MOU)**
The Red Cross are developing MOU's with each of the Civil Defence Emergency Management (CDEM) Groups for the provision of resources within regions. For the West Coast region they are proposing the establishment of a Welfare Team in Hokitika, as well as Response and Light Rescue Teams based in Greymouth. Buller will be included once recruitment and training has been undertaken in Grey and Westland. The MOU will now be taken to the CDEM Group for signing.
- **Review of the Group Plan**
The Guidelines to assist with developing the 2nd Generation Plans will be available in mid June. Terms of Reference for the review (to include the Group Plan and the Local Arrangements) were adopted by the CEG and a working party appointed to include: Simon Chambers (MCDEM), Nichola Costley (WCRC), Stu Gray (BDC), Kevin Beams (GDC), Rob Daniel (WDC), Tom Firmin (NZ Police), Mark Boere (NZ Fire), Glenn Cockburn (St John), Mark Bowen (WCDHB).
- **Fuel Supply Prioritisation and Rationing Protocols**
Fuel has been identified as an important resource during an event. A set of protocols have been developed which identify the West Coast CDEM critical customers. This includes emergency services, health, welfare, lifeline utilities, contractors, and several others. The order of importance will be determined by the type of event and the response required. The type of event will also dictate the availability of fuel. However, consideration has been given as to how to control this.
- **Exercise Ru Whenua and West Coast Shakeout**
Planning is continuing for Exercise Ru Whenua, the 18 hour exercise planned for 18 September which will involve all of the agencies involved in CDEM, Welfare, and Lifelines on the West Coast.

Chris Manuel of Hokitika is this years' Royal Society of New Zealand Teaching Fellow and his interest is in community preparedness for natural disasters. He is in negotiation with the technical support team who developed the California Shakeout project in 2008 to provide the website and manage the registration for the West Coast version which will be run during the Exercise. This project will provide an opportunity for the local community to also get involved by participating in an earthquake response drill to drop, cover, and hold.

The next CEG meeting has been scheduled for 27 October.

Resource Science

Hydrology / Flood Warning

From the 15th-17th of May a large low pressure and subsequent frontal system stalled over the West Coast region bringing heavy rain to South Westland. Rainfall figures were upward of 250-400 mm in 24 hours in some parts of Westland.

Site	Time of peak	Peak level	Warning Issued
Grey Rv @ Dobson	16/5/09 16:00	3408mm	16:00*
Grey Rv @ Dobson	17/5/09 13:30	3558mm	16:45
Whataroa Rv @ Sh6	16/5/09 22:15	4984mm	n/a
Waiho Rv @ Sh6	16/5/09 15:45	7426mm	16:45
Waiho Rv @ Sh6	17/5/09 01:00	7500mm	22:30 (16/5/09)

* Alarm was at peak of event, but alarm was given as a heads up because more rain was forecast.

Air Quality

Cold stable winter conditions have produced exceedences of PM₁₀. So far there have been two exceedences of the National Environmental Standard for PM₁₀.

Date	24 hour PM ₁₀ average
12/05/2009	54 micrograms/m ³
26/05/2009	86 micrograms/m ³

Water Quality

Water quality monitoring for March to May is complete. The team is now gearing up for the chilly winter run.

The lakes monitoring project has been completed and staff are currently evaluating the results and compiling a report.

The groundwater State of the Environment report is complete and is reported separately.

ENVIRONMENTAL INFORMATION

Honda Treefund

Applications are currently open for 2009 funding round and will close on June 30th. Once again sales from Greymouth Honda during the past year mean we have nearly \$5000 to distribute.

Youth Environment Forum

This year two Year 13 girls, Sharon Haarsma and Alex Ray from Buller High School were selected to attend the annual Sir Peter Blake Youth Environment Forum in Wellington. They both thoroughly enjoyed the experience and thanked the Council for facilitating their participation.

RECOMMENDATION

That this report is received.

Simon Moran
Planning and Environmental Manger

WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
Prepared by: S. Moran, Planning and Environmental Manager & J. Horrox,
Resource Scientist
Date: 28 June 2009
Subject: **STATE OF THE ENVIRONMENT REPORT ON GROUNDWATER
QUALITY**

Purpose

To inform the Committee of the findings of the State of the Environment (SOE) Report on Groundwater Quality.

Background

In early 2009 the Council contracted Geological and Nuclear Science (GNS) to work on our Groundwater SOE report. This has now been completed. Results show that groundwater quality in the West Coast region is comparatively good at present, particularly in relation to other regions of New Zealand. The key points to note are set out below:

- Nitrate concentrations are relatively low at most sites (2 mg/L or less) in comparison with the Maximum Allowable Value of 11.3 mg/L for human drinking. However, at three sites in the West Coast region, the typical nitrate concentrations exceed 3 mg/L.
- At one site, during the period 2005-2008, the concentration of manganese constantly exceeded the aesthetic guideline value of 0.05 mg/L and occasionally exceeded the health-related Maximum Allowable Value of 0.5 mg/L. It is presently unclear what causes the elevated concentrations of manganese at this site although it could possibly be due to the deterioration of the well casing.
- At three sites, during the period 2005-2008, concentrations of iron occasionally exceeded the aesthetic guideline value of 0.2 mg/L. The elevated concentrations of iron at these sites result from naturally low levels of oxygen in the aquifers, and carry no associated health risks.
- For roughly one third of samples bacterial counts exceeded the health-related Maximum Allowable Value (1 cfu/100 ml). However, bacterial contamination of groundwater mostly only poses a health risk if the bores are used for human drinking water supply. The contamination typically results from localised leaching of bacteria down around poorly constructed wells, and it can generally be alleviated by deepening the bore and/or by improving well-head protection.

The Executive Summary of the report is attached for your information.

RECOMMENDATION

That the Groundwater Quality State of the Environment report is received.

Simon Moran
Planning and Environmental Manger

groundwater at the NGMP sites in the West Coast region ranged from 1.5 years to 45 years. Sites with young groundwater are expected to respond rapidly to land use changes, and the nitrate-nitrogen concentrations measured at these sites reflect the current level of land use intensity. At sites with long groundwater mean residence times, breakthrough of nitrate from past human/agricultural activities may not yet have occurred, meaning that an increase in measured nitrate concentration might take place in the future. In the West Coast region, three sites have groundwater with mean residence times of several decades (GR04, HK34 and GR02). At one of these sites (GR02), nitrate concentrations have significantly increased during recent years, and the comparatively long mean residence time suggests that nitrate concentrations may continue to rise for some time even if the level of human impact remains constant or is reduced.

- Typically shallow bores and highly permeable aquifers in the West Coast region mean that groundwater in the West Coast region is particularly vulnerable to contamination. Although the groundwater quality at the NGMP sites in the West Coast region is presently relatively good, there are indications that it is deteriorating with time. Since 1998, several NGMP monitoring sites have shown significant increasing trends in the concentrations of nitrate-nitrogen, chloride and/or sulphate. Together with frequently observed presence of bacterial indicator parameters, the increasing concentrations of these substances in groundwater are likely the result of increased leaching from manure, sewage effluent or fertiliser associated with intensification of land use. These indicator parameters should therefore be considered as evidence of a threat to the current quality of groundwater in the region and appropriate management strategies should be adopted as soon as possible to prevent continued degradation of groundwater quality.

WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
Prepared by: Nichola Costley, Regional Planner
Date: 28 May 2009

Subject: **WEST COAST REGIONAL LAND TRANSPORT PROGRAMME
2009-12**

Purpose

The purpose of this report is to ask the Regional Council to adopt the Regional Land Transport Programme 2009-12 (RLTP) so it can be submitted to the New Zealand Transport Agency.

Background

The Regional Transport Committee (RTC) is a sub-committee of Council. The attached RLTP has been prepared by the RTC to meet the statutory requirements of the Land Transport Management Amendment Act 2008.

Consultation and Hearings

The draft RLTP was put out for consultation as required under the Local Government Act 2002. The submission period ran from 12 March to 14 April. A total of twenty-two submissions were received on the draft. The Hearing Panel, made up of the funding members and several of the interest representatives, heard submissions on 11 May. Only three submitters presented verbal evidence. The Hearing Panel considered submissions and made decisions following the Hearing.

There may be some minor changes to make to the RLTP prior to its final submission as a result of any funding changes to the District Councils funding programmes following the consultation process on their LTCCP's.

Adoption of the RLTP

The RTC met on 21 May and have put forward the attached RLTP for adoption by the Regional Council. As per section 18B(3) (a) & (b) the Council can now either:

1. Approve the RLTP without modification; or,
2. Refer the RLTP back to the RTC with a request that the RTC reconsider 1 or more aspect of the Programme.

The Regional Council must adopt the RLTP before it can be submitted to the Agency. Submission is required by 30 June.

Recommendation

That the Regional Council adopt the Regional Land Transport Programme.

Simon Moran
Planning and Environmental Manger



West Coast
Regional Land Transport Programme
2009 – 2012

May 2009

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Overview

This is the Regional Land Transport Programme 2009/12 (RLTP) for the West Coast region. The Land Transport Management Amendment Act 2008 (LTMAA) requires Regional Transport Committees to develop a RLTP in consultation with their community and stakeholders every three years.

The RLTP provides a statement of transport priorities for 2009 – 2012 and indicative priorities for 2012 – 2015.

This RLTP contains the bids for activities from the following approved organisations. Each organisation is responsible for delivering parts of the transport system on the West Coast:

- Buller District Council
- Department of Conservation (South Westland Area Office)
- Grey District Council
- The New Zealand Transport Agency
- Westland District Council
- West Coast Regional Council

Consultation

The RLTP was prepared by the Regional Transport Advisory Group (made up of the agencies identified above) and reviewed by the Regional Transport Committee.

The process of consultation provided the main way for the community and stakeholders to comment on the activities proposed for inclusion in the RLTP and how they are prioritised for implementation.

Consultation on the RLTP was undertaken from the 12th of March to the 14th of April 2009. Copies of the document were made available at each of the Councils and main libraries on the West Coast as well as being available on Council websites. Copies of the Draft were sent to each of the neighbouring Regional Councils, and letters advising the call for submissions were sent to all parties identified under section 18 (a)-(m) of the LTMAA. A public notice was also advertised in the papers of the region.

A total of 22 submissions were received on the draft RLTP and 3 submitters were heard at a Hearing on the 11th of May 2009.

1. Introduction

This is the first Regional Land Transport Programme (RLTP) for the West Coast which has been prepared in accordance with the Land Transport Management Amendment Act 2008. The RLTP:

- Identifies key transport issues in the region and how the transport activities proposed in this programme address these;
- Lists proposed transport activities that will be undertaken during 2009 – 2012; and,
- Provides a ten year forecast of anticipated revenue and expenditure on transport activities.

Responsibility for preparing this RLTP lies with the West Coast Regional Transport Committee (RTC) for the purpose of seeking funding for the listed activities from the National Land Transport Fund (NLTF). The NLTF is administered by the New Zealand Transport Agency on behalf of the New Zealand Government. The Agency can only allocate funds to activities listed in a RLTP or to national activities.

The lists of activities in this programme were either identified by the Councils (and other agencies with transport interests) in the region, or proposed by the NZ Transport Agency. There are two categories of activities:

- The routine maintenance and minor capital improvement activities of local councils (and other agencies) and any continuing passenger transport services are automatically included in this programme.
- Other activities, including State Highway maintenance and development projects and large local Council projects, are individually identified and prioritised within this programme. These priorities are used to identify what activities can be implemented within the funding available and when they are to be implemented.

Unless a significant variation occurs, this RLTP will be reconsidered and reprioritised every three years (refer Section 13 on Significance Policy for a definition of changes that would trigger a variation before this time).

2. Strategic Context and Transport Priorities

National context

The Land Transport Management Amendment Act took effect on 1 August 2008. Under this Act Regional Transport Committees have greater functions and responsibilities. The RTC needs to propose which projects are to be prioritised for funding from national funds on the West Coast.

The Government has set out, in the Government Policy Statement (GPS), its priorities, funding forecasts, and the short to medium-term outcomes it wishes to achieve through the allocation of land transport funding. The NZ Transport Agency must use this framework when allocating funding from the NLTF.

Regional context

The West Coast Regional Land Transport Strategy 2006 – 2009 (RLTS) provides the strategic context for this RLTP. While the RLTS was due to be reviewed in 2009 this has been deferred until August 2010 in order to undertake the development of the RLTP and gain a better appreciation of the requirements of the new legislation and related national strategies. However, the transport issues identified in the current RLTS remain valid and are expected to remain the same into the future at a high level of importance.

3. Development of RLTP

3.1 Assessment of how the programme meets core legislative requirements

The Land Transport Management Amendment Act 2008 includes a set of core requirements for the RLTP that the Regional Transport Committee must be satisfied are met. These are as follows:

An RLTP must contribute to the purpose of the Act which is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.

An RLTP must also contribute to each of the following:

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability.

An RLTP must be consistent with:

- The relevant GPS; and,
- Any relevant Regional Land Transport Strategy for the West Coast.

The RLTP must take into account any:

- National Land Transport Strategy
- National Energy Efficiency and Conservation Strategy;
- Relevant National Policy Statement and any relevant Regional Policy Statement or Plans that are for the time in force under the Resource Management Act 1991; and,
- Likely funding from any source.

The activities in this RLTP were evaluated against the regional transport priorities. Those priorities are consistent with the goals of the RLTS and the New Zealand Transport Strategy. The RTC is satisfied that the activities included in this RLTP meet the requirements of section 14 of the Land Transport Management Amendment Act 2008.

This RLTP was prepared within the context of the Government Policy Statement on land transport funding 2009/10 – 2018/19 (GPS). The GPS was revised while the draft RLTP was out for submissions. However, apart from the removal of the activity classes relating to port projects, no other major effects on the funding programme are expected for the West Coast.

During the development of the RLTS, all relevant National and Regional policy were taken into account, and where they have since been amended, the new policies have been applied in developing this programme. A list of those documents is identified in Appendix 3 of the RLTS.

4. Assessment of the RLTP

4.1 Statement of regional transport issues, problems, and opportunities

Links to other regions are crucial for the West Coast from both an economic and lifelines perspective. The importance of the State Highway links east via State Highway 73 and Arthur's Pass, and via State Highway 7 and Lewis Pass, to the north via State Highway 6 and Hope Saddle, and to the south via State Highway 6 and the Haast Pass cannot be underestimated as the loss of any one of these routes can result in significant time delays for locals, tourists, and freight traffic if required to travel via an alternative route. Reliability, capacity, safety, and security of critical routes on which the Coast remains dependant on the State Highway network and will continue to be a key area for investment effort.

5. Overview of 3 year programme

A summary of the total expenditure on activities is presented in Table 1. This shows total anticipated expenditure for each organisation on the West Coast for the period 2009 – 2012.

Note: Some Activity Classes have zero or limited expenditure proposed. Where funding is apportioned indicates the transport priorities of the region. In addition each Council is required to contribute a Local Share component made up from the rate take in order to fund an activity. Therefore, even though there appears to be funding available in various activity classes, this does not automatically ensure projects are undertaken due to the reluctance of increasing local rates, and transport activities of a higher priority requiring funding.

Table 1: Total anticipated expenditure 2009/2012

Activity Class	Buller District Council	DOC (South Westland)	Grey District	New Zealand Transport Agency	West Coast Regional Council	Westland District Council	West Coast Region Total
Demand management & community programmes	\$113,395	\$30,000	\$173,898	\$67,000	\$84,000	\$112,500	\$580,793
Maintenance and operation of local roads	\$7,328,923	\$980,225	\$7,209,301	\$0	\$0	\$6,328,500	\$21,846,949
Maintenance and operation of state highways	\$0	\$0	\$0	\$45,000,000	\$0	\$0	\$45,000,000
New & improved infrastructure for local roads	\$2,924,400	\$835,500	\$5,481,147	\$0	\$0	\$1,932,000	\$11,173,047
New & improved infrastructure for state highways	\$0	\$0	\$0	\$24,999,999	\$0	\$0	\$24,999,999
Public transport infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public transport services	\$109,000	\$0	\$35,435	\$0	\$291,750	\$94,500	\$530,685
Renewal of local roads	\$4,470,400	\$243,000	\$7,163,698	\$0	\$0	\$6,196,000	\$18,073,098
Renewal of state highways	\$0	\$0	\$0	\$24,999,999	\$0	\$0	\$24,999,999
Transport planning	\$0	\$0	\$33,867	\$100,000	\$169,000	\$70,000	\$372,867
Walking and cycling facilities	\$494,100	\$400,000	\$0	\$773,000	\$0	\$93,000	\$1,760,100
All Activities	\$15,440,218	\$2,488,725	\$20,097,346	\$95,939,998	\$544,750	\$14,826,500	\$149,337,53

Notes:

1. Maintenance and operation of state highways and New and improved state highways are both listed at the top end of the funding envelopes of the first GPS.
2. Maintenance and operation of local roads and Renewal of local roads are outside their funding envelopes of the first GPS funding figures.

5.1 Activities included in programme

The RLTP comprises the activities proposed by the approved organisations and the NZ Transport Agency within the West Coast region. The activities proposed are shown in full in Appendix A. The activities listed in Appendix A comprise the total bid for funding support from the National Land Transport Fund from the West Coast region.

5.2 Prioritised activities

The Regional Transport Committee is required to determine the order of priority for those activities proposed that it decides to include in the RLTP. This includes:

- Activities or combinations of activities proposed by approved organisations in the region, other than local road maintenance, local road renewals, and local road minor capital works, and existing public transport services; and,
- Activities or combinations of activities relating to State Highways in the region that are proposed by the NZ Transport Agency; and,
- Activities or combinations of 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 RLTP.
- Table 2 includes some projects that may not proceed until after the 2009/12 Programme.

The process by which these activities have been prioritised is described in Appendix B and are determined by the Regional Transport Committee with the advice of the Regional Transport Advisory Group. The result of the evaluation has led to the activities being listed in the following regional priority order:

Table 2: Regional priority order of activities

	Activity	Description/Comments	Organisation
1	Regional transport administration	Administration of RLTS, RLTP, and monitoring requirements. Fundamental planning platform for the regions activities.	WCRC
1	Maintenance, Operations and Renewals Programme 2009/12	Top priority for State Highway spending.	NZTA
1	West Coast Safe, Sustainable and Efficient Routes Study	Transport planning to develop corridor management plans for safe and efficient use of the State Highway.	NZTA
1	Minor safety works 2009/12	Currently allocated at 8% of the total value of the Maintenance budget to carry out small roading improvements such as guardrails, junctions improvement, lighting.	NZTA
1	Transport Planning	Detailed planning for current and future projects that meet required national and community outcomes.	GDC
1	Public Transport Feasibility Study	Investigation into potential provision of public transport services in the Grey District – inter-district links.	GDC
2	Community Advertising 9/12 - West Coast	Road safety programmes and marketing.	NZTA
2	Property Acquisitions 9/12	Property purchase for State Highways project development.	NZTA
2	McKendries Corner Curve Improvements	Realignment of curve for safety and stabilisation of slumping terrain.	NZTA
2	Goat Creek Bridge Replacement	Constructing a 2 lane bridge 35m downstream of the existing bridge and realigning 530m of the highway approaching the new bridge.	NZTA
2	Kokatahi Track Creek Bridge Replacement (link to Woolhouse)	Replace existing short single span bridge on existing alignment. Safety improvements on approach and to clear zone. Connection with Woolhouse Creek Bridge	NZTA

	Activity	Description/Comments	Organisation
		Replacement project.	
2	Woolhouse Creek Bridge Replacement (link to Kokatahi)	Replace existing short single span bridge existing alignment. Clear zone achieved on west, guardrail installed on east. Connection with Kokatahi Bridge Replacement project.	NZTA
2	Safety Retrofit 9/12	Systematic route treatment of hazards (removal or protection) on the state highway network to reduce the severity of crashes. Very effective in moving towards the 2010 (and 2020) safety targets. Targeted areas based on focussed crash data, and not necessarily the same level of activity in all regions. Typically we are achieving 12-15km of side protection (guardrails, etc) and treating some 200 sites/year nationally	NZTA
2	Scour Investigation 9/12	Current projects include the national screening of bridges on the state highway network to identify those bridges at risk from scour in flood situations. In addition, for those bridges with obvious scour now, there is a modest programme of treating the problems with measures such as rock rip rap, groynes, river training, etc. Not necessarily the same level of activity in all regions. A component of our "readiness" to CDEM legal responsibilities.	NZTA
2	Seismic Retrofit 9/12	Systematic treatment of bridges and other structures which have known deficiencies in seismic performance. Another major component of our "readiness" response to CDEM legal requirements. Typical activities include around 20 bridges retrofitted nationally at low cost (mostly span linkages), 5-10 bridges of high risk/high importance analysed in more detail to design appropriate seismic retrofitting measures and some 5 bridges of high importance actually retrofitted to avoid collapse and/or serious damage in an earthquake. Level of activity at a regional level dependant on targeted bridges on a specific national programme.	NZTA
2	Jacksons Stock Truck Effluent Disposal	Investigation into potential site, possibly to include Weigh Station. Combination most likely to occur this financial year if no land requirements, i.e. if can be built within existing road reserve.	NZTA
2	West Coast walk/cycle improvements	Minor improvements for walk/cycle access and safety identified through Regional Walking and Cycling Strategy	NZTA
2	West Coast Passing Opportunity Improvements (Investigation and Design)	Initiatives to improve passing opportunities, shoulder widening, slow vehicle bays or visibility improvements.	NZTA
2	Strategic Plan Initiatives 9/12	<p>A batch of activities primarily targeted at furthering the NZTS/GPS initiatives on the state highway network. The list of projects typically includes:</p> <ul style="list-style-type: none"> ▪ treating extreme noise levels adjacent to the highway; ▪ measuring and improving air quality at confined sites; ▪ improved stormwater run-off treatment in sensitive areas; ▪ facilitating the use of waste products in road maintenance and construction; ▪ improving the landscaping adjacent to the network; ▪ providing improved facilities on the shoulders of the highway for cyclists and/or pedestrians; ▪ treating more length of highway with audio-tactile (profiled) edge lines; ▪ improving the quality of road side stopping places. 	NZTA

	Activity	Description/Comments	Organisation
		due to the Pike River coal mine.	
2	Atarau Road Strengthening and Widening	Strengthening and widening for coal trucks to assist with moving coal from road to rail.	GDC
2	Taylorville - Blackball Road Strengthen and Widen	Taylorville - Blackball Road strengthen and widen to assist with moving coal from road to rail.	GDC
2	Blair Road - Seal Extension	Extend seal on road where there have been dairy conversions.	GDC
2	Deep Crk Rd Seal Extension	Extend seal on rural road where area has undergone significant dairy conversions.	GDC
2	Rum Creek - Bell Hill Road	Bridge has reached end of economic life.	GDC
3	Seal Extensions 2009-12	Sealing unsealed roads where there has been growth in dairy traffic.	BDC
3	Rough & Tumble Bridge Renewal - Bell Hill Road	Replace bridge that has reached end of its economic life.	GDC
3	Moana Railway Overbridge - Lake Brunner Area	Replace or significant upgrade substructure of bridge to meet earthquake design standards.	GDC
3	Deep Crk NO.1 Bridge Renewal Bell Hill Road	Replace bridge that has reached the end of its economic life.	GDC
3	Keogans Road seal extension	Seal extension to cater for new housing developments	WDC
3	Fourth Street, Kumara seal extension	Extend seal to cater for housing developments	WDC
3	Old Chch Road seal extension	Extend seal on road where to provide for dairy industry.	WDC
3	Hokitika Gorge seal extension	Extend seal on road to provide for tourist traffic.	WDC
4	Taylorville Blackball and Atarau Road Slow Vehicle lanes	Construction of two slow vehicle lanes to enable other vehicles to pass coal trucks.	GDC
5	Stillwater Bridge 2 Laning	Existing single lane bridge is adjacent to Rail Head for off loading coal from truck to rail. Congestion issues and expected increase in general traffic.	GDC
5	Port of Greymouth Sustainability Project	Sustaining and future proofing the Port of Greymouth as part of the New Zealand coastal shipping system, enabling the transfer of up to 325,000 tonnes per year of freight from road to sea transport in accordance with Sea Change Strategy, and providing a life line utility in the event of a major earthquake disrupting road and rail access to the West Coast.	GDC
5	Port of Westport	Project to provide an alternative facility to integrate regional and inter-island transport between the West Coast of the South Island and the North Island.	BDC

6. Forecast of anticipated revenue and expenditure on activities for the 10 financial years 2009 to 2019

6.1 Expenditure profiles

The approved organisations within the region have each prepared a ten year forecast of expenditure. This has been collated by activity class and is presented in Appendix C. The local authorities have included escalation figures based on the BERL local government figures of around 3% per year.

6.2 Description of funding sources identified

The following funding sources are identified in the 10-year forecast of anticipated revenue for the West Coast region:

National Land Transport Fund (NLTF)

The NLTF is the funding source which the region is bidding for through this RLTP. The NLTF is distributed as a nationally contestable fund across the country (referred to as N funding and Regionally distributed funding as R funding). It is not possible to predict the level of N funding that the region is likely to receive as the activities on the West Coast have yet to be assessed against all the activities in the other region's RLTPs. The only guidance available in this regard was a set of indicative funding ranges supplied by the NZ Transport Agency in October 2008 (these changed due to the GPS being revised) .

A proportion of N funding is distributed as Regional Funding.

Regional Funding (R)

R funding is derived from a targeted government tax related to fuel volumes and vehicle road user charges. It is possible to forecast with reasonable certainty the likely R funding available to each region.

Local Funding (L)

Local funding is sourced by the Regional or District Council. These organisations are required to part fund all activities. The proportion of L funding required for an activity is based on a Financial Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding and the type of activity that is being proposed.

6.3 Ten year forecast of anticipated revenue

The forecast expenditure outlined in Appendix C has been used to form the basis of the 10-year forecast of anticipated revenue presented in Table 3. The funding source analysis has been guided by the indicative regional funding ranges as proposed by the original GPS. These indicative funding ranges provided guidance on the likely level of funding available from the NLTF. This is the only guidance the RTC has had to assess the affordability of the proposed forecast.

The indicative funding ranges have been used to guide the distribution of R funding in order to ensure the RLTP is, as far as possible, within the indicative funding ranges supplied. This is the only government funding source the RTC can influence to ensure affordability of the overall programme is maximised.

Table 3: 10-year forecast of anticipated expenditure and funding sources

Activity Class	Forecast expenditure	Funding Sources			
	09/19 Total	N	R	L	Other
Transport Planning	\$1,097,937	\$924,551		\$117,485	
Demand Management & Community Programmes	\$2,183,074	\$1,643,041		\$566,646	
Walking & Cycling facilities	\$5,137,390	\$4,222,026		\$1,008,971	
Public Transport Services	\$1,869,160	\$944,543		\$924,616	
Public Transport Infrastructure	\$0	\$0		\$0	
Local Road Maintenance	\$62,690,218	\$38,908,856		\$26,126,440	
Local Road Renewals	\$37,212,607	\$27,411,327		\$7,048,894	
Local Road Improvements	\$184,999,999	\$184,999,999	\$3,356,074	0	
State Highway Maintenance	\$94,999,999	\$94,999,999		0	
State Highway Renewals	\$84,999,999	\$84,999,999		0	
State Highway Improvements	\$1,097,937	\$924,551	\$7,535,000	\$117,485	
Unallocated R Funding			\$4,165,926		
Totals	\$555,471,305	\$489,895,031	\$15,057,000	\$65,576,274	

NOTES

- 1) Amounts are taken from 10 year forecasts of activity class plus TLA administration costs at 2.25%
- 2) N funding is calculated from sum of NLTA share as on tables on worksheets in Appendix C for each activity class.
- 3) R funding currently based on RTC extract summary worksheet from Approved Organisation submitted activities.
- 4) R funding figures are yet to be fully allocated to transport projects. Refer Table 9 as to expected allocations to organisations/activity classes.

6.4 Affordability of the 10 year forecast expenditure

Through consultation on the RLTP, and subject to confirmation of the Long Term Community Council Plans, the approved organisations will confirm that their programmes are affordable. NZTA will advise, in the National Land Transport programme published in August 2009, the funding of the national share in conjunction with the other submitted RLTPs.

7. Significant expenditure on land transport activities to be funded from other sources

The activities identified in Table 4 are expected to be funded in part or without assistance from the National Land Transport Fund.

Table 4: Land transport activities to be funded from other sources

Activity	Funding source
Glacier Walk and Cycle Paths	Part funded with contributions from R funding and the Department of Conservation.
Millerton Track road widening and sealing	Solid Energy

8. Approved activities not yet completed

In the West Coast region, the following activities have been approved under Section 20 of the Land Transport Management Act 2003, but will not be fully completed prior to the commencement of this RLTP on 1st July 2009:

Table 5: Approved activities not yet completed

Activity	Delivery Agency
Arahura Bridge	NZ Transport Agency
Fox Glacier North Access Road Seal Extension	Department of Conservation
Glacier Walking and Cycling Paths	Department of Conservation

9. Activities of inter-regional significance

As part of the preparatory work for this RLTP, the West Coast RTC must take into account:

- Which, if any activities included in the West Coast RLTP for 2009 – 2012 are considered to have significance to another region; and,
- Which, if any activities in the RLTP of a neighbouring region may be considered as being of significance to the West Coast.

Table 6 outlines the activities in the 2009 – 2012 RLTP's of the West Coast and Canterbury that were identified as having inter-regional significance. Of particular importance to the West Coast is the route security and safety of State Highway 73 between Rough Creek and Mingha Bluff. Significant work on this project will not be included in Canterbury's first RLTP. This work is not anticipated to occur until 2012 – 2015 but has been noted in the below table for completeness.

Table 6: Activities of inter-regional significance

Region	Activity	Reasons for inter-regional significance
West Coast	SH 73 Jacksons – stock effluent	Complements existing Canterbury stock effluent disposal site network
Canterbury	SH 73 improvements from Mingha Bluff to Rough Creek large upgrade (Klondyke - Arthurs Pass)	Key link between the West Coast and Canterbury regions

10. Nationally or regionally significant activities likely to be recommended for inclusion in the next programme

Table 7 outlines the regionally significant activities that are expected to commence in the 3 years following this RLTP i.e. 2012 – 2015. The list is based on the forward planning of the R funding priorities.

Table 7: Regionally significant activities expected to commence in years 2012/15

Activity	Delivery Agency
SH 73 improvements from Mingha Bluff to Rough Creek large upgrade (Klondyke - Arthurs Pass)	NZ Transport Agency as part of the Canterbury RLTP.
Gates of Haast – Construction in 2015 - 18 RLTP	NZ Transport Agency
Passing Opportunities – Construction	NZ Transport Agency

11. Assessment of the relationship of police activities to the programme

On the West Coast the Police are a core member of the Road Safety Coordinating Committee which meets quarterly. The Committee oversees the annual development of the Road Safety Action Plans, as well as the West Coast Road Safety Plan 2006 – 2009 (three yearly). The

Plans consider the types of accidents and the engineering, enforcement, and education actions required to be undertaken to reduce accident numbers as well as targeting the 'at-risk' user groups. These actions are then incorporated in the relevant Council or NZ Transport Agency programme which is reflected in the RLTP.

The New Zealand Police receive annual government funding of around \$275 million for road safety work. In particular Police undertake:

- Speed-limit enforcement;
- Enforcement of alcohol limits;
- Enforcement of driving laws; and,
- Commercial vehicle investigation and highway patrols.

The West Coast Police follow the New Zealand Police Strategic Plan to 2010 that recognises road trauma as a challenge faced by the police. The Government's Road Safety to 2010 Strategy includes reducing annual road deaths to no more than 300 nationally. The West Coast Police are also bound by the New Zealand Police Statement of Intent 2007/2008 (updated annually). The Statement of Intent establishes that the police will work to achieve the shared transport sector outcome of a transport system that is safer and more secure.

The provision of the Community Road Safety Programme will continue throughout this RLTP. The continuation of quarterly Road Safety Coordinating Committee meetings will ensure that collaboration between the Police, Councils, the West Coast Road Safety Coordinator, and other agencies as required, in developing and implementing safety and sustainability-focused activities will ensue.

12. Monitoring implementation of the programme

This RLTP sets out how the transportation priorities of the region will be delivered over the next three years. The RLTP essentially outlines "how much" of certain activities will be undertaken and "when" this will be undertaken. A key reason underpinning the shift to a three yearly planning cycle was to allow a greater degree of flexibility in the delivery of a programme of works within a region.

It is therefore proposed that monitoring is designed to ensure that the overall programme of activities contained in the RLTP is delivered in the manner envisaged, but not focus in detail on individual projects within it.

The West Coast Regional Transport Advisory Group will perform this monitoring function annually during the duration of the RLTP at the end of each financial year with particular emphasis on the progress of R funded projects. This information will be presented to the Regional Transport Committee.

13. Policy relating to significance

The Regional Transport Committee has adopted the following policy to determine significance in respect of variations made to the Regional Land Transport Programme.

*"The following amendments or variations to the regional land transport programme are considered to be **not significant** for the purposes of consultation:*

- *Activities that are in the urgent interests of public safety; or*
- *A scope change that does not significantly alter the original objectives of a project (to be determined by the RTC), worth more than \$5 million; or,*
- *Replacement of a local authority project within a group of generic projects by another project and is less than or equal to \$1.5 million.*

-
- *Replacement of a State Highways project within a group of generic projects by another project and is less than or equal to \$4.5 million.*
 - *New preventive maintenance and emergency reinstatement activities.*
 - *Addition of an activity or activities that have previously been consulted and which the RTC considers complies with the provisions for funding approval in accordance with section 2 of the Land Transport Management Act."*

Appendix A: Activities included in the West Coast Regional Land Transport Programme

Table 8: Activities included in the West Coast RLTP

Activity or combination of activities	Objectives to be achieved	Total cost estimate	2009/10 cost estimate	2010/11 cost estimate	2011/12 cost estimate	Expected duration (months)
Buller District Council						
Administration support - Roading 2009/12		\$272,400	\$88,000	\$90,900	\$93,500	36
Sealed pavement maintenance SPR		\$233,600	\$75,600	\$78,000	\$80,000	36
Unsealed pavement maintenance SPR		\$65,000	\$21,000	\$21,700	\$22,300	36
Routine drainage maintenance SPR		\$178,800	\$57,800	\$59,600	\$61,400	36
Structures maintenance SPR		\$81,200	\$26,200	\$27,100	\$27,900	36
Environmental maintenance SPR		\$299,300	\$96,600	\$100,000	\$102,700	36
Traffic services maintenance SPR		\$48,700	\$15,800	\$16,200	\$16,700	36
Operational traffic management SPR		\$3,200	\$1,000	\$1,100	\$1,100	36
Network and asset management SPR		\$113,700	\$36,700	\$38,000	\$39,000	36
Unsealed road metalling SPR		\$29,200	\$9,500	\$9,700	\$10,000	36
Sealed road resurfacing SPR		\$476,100	\$154,000	\$158,600	\$163,500	36
Drainage renewals SPR		\$152,900	\$49,400	\$51,000	\$52,500	36
Structures component replacements SPR		\$29,000	\$9,400	\$9,600	\$10,000	36
Traffic services renewals SPR		\$113,800	\$36,800	\$38,000	\$39,000	36
Sealed pavement maintenance		\$1,407,600	\$454,600	\$469,700	\$483,300	36
Unsealed pavement maintenance		\$932,900	\$301,300	\$311,300	\$320,300	36
Routine drainage maintenance		\$942,500	\$304,500	\$314,500	\$323,500	36
Structures maintenance		\$406,400	\$131,300	\$135,600	\$139,500	36
Environmental maintenance		\$1,092,300	\$352,800	\$364,500	\$375,000	36
Traffic services maintenance		\$689,100	\$222,600	\$230,000	\$236,500	36
Operational traffic management		\$3,300	\$1,100	\$1,100	\$1,100	36
Level crossing warning devices		\$9,000	\$3,000	\$3,000	\$3,000	36
Network and asset management		\$822,500	\$265,500	\$274,500	\$282,500	36
Unsealed road metalling		\$283,000	\$91,500	\$94,500	\$97,000	36
Sealed road resurfacing		\$1,499,000	\$484,000	\$500,000	\$515,000	36
Drainage renewals		\$427,000	\$138,000	\$142,500	\$146,500	36
Sealed road pavement rehabilitation		\$494,800	\$160,000	\$164,800	\$170,000	36
Structures component replacements		\$74,000	\$24,000	\$24,600	\$25,400	36
Traffic services renewals		\$396,600	\$128,000	\$132,500	\$136,100	36
Associated improvements		\$495,000	\$160,000	\$165,000	\$170,000	36
Bus services		\$108,901	\$35,175	\$36,336	\$37,390	36
2009/12 programme	Safety and security	\$113,395	\$36,723	\$37,788	\$38,884	36
Minor improvements LR		\$487,600	\$157,500	\$162,700	\$167,400	36
Minor improvements SPR		\$154,700	\$50,000	\$51,600	\$53,100	36
Property purchase (local roads)	Access and mobility	\$65,000	\$0	\$65,000	\$0	na
Replacement of bridges and other structures	Access and mobility	\$1,390,000	\$0	\$0	\$1,390,000	3
Replacement of bridges and other structures	Access and mobility	\$250,000	\$0	\$250,000	\$0	3
Road reconstruction	Sustainability	\$252,000	\$90,000	\$80,000	\$82,000	36
Seal extension	Public health	\$325,100	\$105,000	\$108,500	\$111,600	36
DOC (South Westland)						
Administration support - Roading 2009/12		\$30,000	\$10,000	\$10,000	\$10,000	36
Sealed pavement maintenance		\$17,900	\$5,800	\$6,000	\$6,100	36
Unsealed pavement maintenance		\$495,000	\$160,000	\$165,000	\$170,000	36
Environmental maintenance		\$39,000	\$12,500	\$13,000	\$13,500	36
Traffic services maintenance		\$12,000	\$4,000	\$4,000	\$4,000	36
Cycle path maintenance		\$3,000	\$1,000	\$1,000	\$1,000	36
Network and asset management		\$413,355	\$137,785	\$137,785	\$137,785	36
Structures component replacements		\$100,000	\$50,000	\$50,000	\$0	36
Traffic services renewals		\$3,000	\$1,000	\$1,000	\$1,000	36
Promotion of the Walking/Cycling paths and other walking/cycling opportunities to relieve vehicle pressures on the networks.	Sustainability	\$30,000	\$10,000	\$10,000	\$10,000	36
Minor improvements 2009/12 – SPR		\$85,500	\$29,500	\$30,000	\$26,000	36

Activity or combination of activities	Objectives to be achieved	Total cost estimate	2009/10 cost estimate	2010/11 cost estimate	2011/12 cost estimate	Expected duration (months)
Preventive maintenance	Safety & security	\$200,000	\$100,000	\$100,000	\$0	24
Fox Glacier Splash Ford		\$190,000	\$171,000	\$21,000		24
Grey District Council						
Administration support - Roading 2009/12		\$461,481	\$144,779	\$158,669	\$158,033	36
Activity management plans	Integration	\$23,907	\$10,551	\$6,565	\$6,791	36
Sealed pavement maintenance		\$2,181,931	\$701,641	\$727,643	\$752,647	36
Unsealed pavement maintenance		\$299,222	\$96,221	\$99,786	\$103,215	36
Routine drainage maintenance		\$692,654	\$222,736	\$230,990	\$238,928	36
Structures maintenance		\$513,959	\$165,273	\$171,398	\$177,288	36
Environmental maintenance		\$1,306,761	\$420,230	\$435,786	\$450,745	36
Traffic services maintenance		\$1,143,732	\$367,789	\$381,418	\$394,525	36
Operational traffic management		\$47,405	\$15,244	\$15,809	\$16,352	36
Level crossing warning devices		\$128,471	\$41,312	\$42,843	\$44,316	36
Network and asset management		\$895,163	\$288,046	\$298,525	\$308,592	36
Unsealed road metalling		\$459,354	\$147,714	\$153,188	\$158,452	36
Sealed road resurfacing		\$3,224,564	\$1,036,920	\$1,075,346	\$1,112,298	36
Drainage renewals		\$302,744	\$97,353	\$100,961	\$104,430	36
Sealed road pavement rehabilitation		\$887,066	\$285,253	\$295,824	\$305,989	36
Structures component replacements		\$888,106	\$285,266	\$296,837	\$306,003	36
Traffic services renewals		\$608,421	\$195,649	\$202,900	\$209,872	36
Associated improvements		\$794,442	\$255,468	\$264,935	\$274,039	36
Community programmes	Safety and security	\$173,897	\$55,920	\$57,992	\$59,985	36
Minor improvements		\$1,027,040	\$330,264	\$342,503	\$354,273	36
Rum Creek - Bell Hill Road	Economic development	\$110,534	\$0	\$0	\$110,534	4
Deep Crk NO.1 Bridge Renewal Bell Hill Road	Economic development	\$381,568	\$0	\$381,568	\$0	6
Blackball Creek Bridge Strengthening	Economic development	\$163,344	\$0	\$0	\$163,344	6
Big River Bridge Strengthening	Economic development	\$310,722	\$0	\$0	\$310,722	6
Stock Effluent Station SH73 Jacksons	Economic development	\$90,000	\$0	\$90,000	\$0	6
Moana Railway Overbridge - Lake Brunner Area	Integration	\$200,000	\$0	\$200,000	\$0	6
Moonlight Bridge Strengthening		\$564,005	\$0	\$564,005	\$0	6
Atarau Road Strengthening and Widening	Economic development	\$577,500	\$577,500	\$0	\$0	6
Taylorville - Blackball Road Strengthen and Widen		\$609,345	\$0	\$298,100	\$311,245	36
Taylorville Blackball and Atarau Road Slow Vehicle lanes		\$114,000	\$0	\$0	\$114,000	3
Deep Crk Rd Seal Extension	Economic development	\$736,890	\$0	\$0	\$736,890	6
Blair Road - Seal Extension	Economic development	\$596,200	\$0	\$596,200	\$0	6
NZTA Highway & Network Operations						
Administration support - Roading 2009/12		\$3,222,696	\$1,042,640	\$1,073,919	\$1,106,137	36
Jacksons Stock Truck Effluent Disposal	Responsiveness	\$721,000	\$0	\$721,000	\$0	36
New traffic management facilities	Public Health	\$584,220	\$189,013	\$194,683	\$200,524	36
Improved Driver Information 9/12	safety and security	\$8,554,726	\$2,146,180	\$4,194,796	\$2,213,750	36
Goat Creek Bridge Replacement	safety and security	\$2,161,200	\$2,161,200	\$0	\$0	36
Kokatahi Track Creek Bridge Replacement	safety and security	\$417,000	\$417,000	\$0	\$0	36
West Coast Passing Opportunity Improvements	safety and security	\$106,000	\$0	\$106,000	\$0	36
West Coast Passing Opportunity Improvements	safety and security	\$109,000	\$0	\$0	\$109,000	36

Activity or combination of activities	Objectives to be achieved	Total cost estimate	2009/10 cost estimate	2010/11 cost estimate	2011/12 cost estimate	Expected duration (months)
Strategic Plan Initiatives 9/12	safety and security	\$1,752,661	\$567,039	\$584,050	\$601,572	36
Safety Retrofit 9/12	safety and security	\$2,190,827	\$708,799	\$730,063	\$751,965	36
Property Acquisitions 9/12	safety and security	\$653,238	\$211,342	\$217,683	\$224,213	36
Scour Investigation 9/12	safety and security	\$748,000	\$242,000	\$249,000	\$257,000	36
Seismic Retrofit 9/12	safety and security	\$350,000	\$0	\$80,000	\$270,000	36
McKendries Corner Curve Improvements	safety and security	\$1,070,000	\$1,070,000	\$0	\$0	36
Woolhouse Creek Bridge Replacement	safety and security	\$420,000	\$420,000	\$0	\$0	36
Rehabilitation Seal Widening 9/12	Access and Mobility	\$730,275	\$236,266	\$243,354	\$250,655	36
Sealed pavement maintenance		\$12,231,132	\$3,954,390	\$4,058,543	\$4,218,199	36
Routine drainage maintenance		\$3,000,349	\$971,000	\$994,779	\$1,034,570	36
Structures maintenance		\$5,873,908	\$1,870,000	\$1,962,700	\$2,041,208	36
Environmental maintenance		\$10,170,258	\$3,273,000	\$3,381,009	\$3,516,249	36
Traffic services maintenance		\$4,232,170	\$1,362,000	\$1,406,946	\$1,463,224	36
Operational traffic management		\$1,066,376	\$337,140	\$358,596	\$370,640	36
Network and asset management		\$10,009,380	\$3,235,620	\$3,338,687	\$3,435,073	36
Property management (State highways)		\$60,000	\$15,000	\$20,000	\$25,000	36
Sealed road resurfacing		\$14,443,587	\$4,975,000	\$4,642,150	\$4,826,437	36
Drainage renewals		\$550,366	\$195,000	\$176,650	\$178,716	36
Sealed road pavement rehabilitation		\$7,167,776	\$2,795,000	\$2,185,045	\$2,187,731	36
Structures component replacements		\$2,749,442	\$895,000	\$909,040	\$945,402	36
Traffic services renewals		\$885,586	\$285,000	\$294,405	\$306,181	36
Associated improvements		\$1,093,283	\$690,000	\$258,250	\$145,033	36
Community programmes	Safety and security	\$67,000	\$20,000	\$22,000	\$25,000	36
Community programmes	Safety and security	\$67,000	\$20,000	\$22,000	\$25,000	36
Cycle facilities		\$772,725	\$250,000	\$257,500	\$265,225	36
Minor improvements		\$5,535,090	\$1,837,050	\$1,820,360	\$1,877,680	36
West Coast Safe, Sustainable and Efficient Routes Study	Safety and security	\$100,000	\$34,000	\$33,000	\$33,000	36
Gates of Haast design	Safety and Security	\$50,000	\$0	\$0	\$50,000	12
West Coast Regional Council						
Total mobility operations		\$206,937	\$66,950	\$68,959	\$71,028	36
Super gold card administration		\$12,000	\$4,000	\$4,000	\$4,000	12
Community programmes	Safety and security	\$84,000	\$28,000	\$28,000	\$28,000	12
Regional land transport planning management		\$169,000	\$65,000	\$52,000	\$52,000	36
Passenger transport administration		\$24,000	\$8,000	\$8,000	\$8,000	36
Total mobility administration		\$27,000	\$9,000	\$9,000	\$9,000	36
Westland District Council						
Administration support - Roading 2009/12		\$290,000	\$96,000	\$95,000	\$99,000	36
Walking and cycling facilities 2009/12	Public health	\$93,000	\$30,000	\$31,000	\$32,000	6
Sealed pavement maintenance		\$1,539,000	\$497,000	\$513,500	\$528,500	36
Unsealed pavement maintenance		\$1,223,000	\$395,000	\$408,000	\$420,000	36
Routine drainage maintenance		\$412,000	\$133,000	\$137,500	\$141,500	36
Structures maintenance		\$235,500	\$76,000	\$78,500	\$81,000	36
Environmental maintenance		\$626,000	\$202,000	\$209,000	\$215,000	36
Traffic services maintenance		\$344,500	\$111,000	\$115,000	\$118,500	36
Level crossing warning devices		\$19,500	\$6,000	\$6,500	\$7,000	36
Network and asset management		\$1,001,000	\$323,000	\$334,000	\$344,000	36
Unsealed road metalling		\$728,000	\$235,000	\$243,000	\$250,000	36

Activity or combination of activities	Objectives to be achieved	Total cost estimate	2009/10 cost estimate	2010/11 cost estimate	2011/12 cost estimate	Expected duration (months)
Sealed road resurfacing		\$1,942,000	\$627,000	\$648,000	\$667,000	36
Drainage renewals		\$341,500	\$110,000	\$114,000	\$117,500	36
Structures component replacements		\$542,000	\$175,000	\$181,000	\$186,000	36
Traffic services renewals		\$341,500	\$110,000	\$114,000	\$117,500	36
Associated improvements		\$1,650,000	\$650,000	\$500,000	\$500,000	36
Sealed pavement maintenance SPR		\$384,000	\$124,000	\$128,000	\$132,000	36
Routine drainage maintenance SPR		\$58,500	\$19,000	\$19,500	\$20,000	36
Structures maintenance SPR		\$90,000	\$29,000	\$30,000	\$31,000	36
Environmental maintenance SPR		\$190,000	\$61,000	\$63,500	\$65,500	36
Traffic services maintenance SPR		\$49,500	\$16,000	\$16,500	\$17,000	36
Network and asset management SPR		\$156,000	\$50,000	\$52,000	\$54,000	36
Sealed road resurfacing SPR		\$427,000	\$138,000	\$142,500	\$146,500	36
Drainage renewals SPR		\$69,000	\$22,000	\$23,000	\$24,000	36
Structures component replacements SPR		\$139,500	\$45,000	\$46,500	\$48,000	36
Traffic services renewals SPR		\$15,500	\$5,000	\$5,000	\$5,500	36
Bus services		\$94,272	\$30,450	\$31,455	\$32,367	36
Road safety and walking and cycling programmes in Westland District	Safety and security	\$205,500	\$66,000	\$68,500	\$71,000	36
Minor improvements 2009/12 - SPR		\$127,000	\$41,000	\$42,000	\$44,000	36
Minor improvements 2009/12 - Local Roads		\$876,000	\$292,000	\$288,000	\$296,000	36
Westland Seal Extensions - Keoghans Road - Fourth Street, Kumara - Old Christchurch Road - Hokitika Gorge	Economic Development	\$929,000	\$300,000	\$310,000	\$319,000	36

Appendix B: Process for prioritisation of activities

The evaluation process used to determine the priority of activities within the RLTP is based on the process used to develop the R funding priorities. The following section outlines the activities requiring prioritisation and the process used in developing this RLTP.

Identification of activities requiring prioritisation

The Land Transport Management Amendment Act 2008 determines the activities that must be prioritised in the RLTP. The prioritisation process is to include:

- Activities or combinations of activities proposed by approved organisations in the region, other than local road maintenance, local road renewals, and local road minor capital works, and existing public transport services; and,
- Activities or combinations of activities relating to State Highways in the region that are proposed by the NZ Transport Agency; and,
- Activities or combinations of 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 RLTP.

Definition of local road minor capital works

The RTC has adopted the following definition of activities that shall be deemed to be minor capital works within the 'new and improved infrastructure for local roads' activity class.

"For the purpose of the West Coast Regional Land Transport Programme, the definition of Local Road Minor Capital Works is to be taken to mean capital projects associated with local roads, including associated property purchase, that meet all of the following criteria:

- *Are wholly within a single territorial authority area.*
- *Have a capital cost of less than or equal to \$4.5 million (the limit for individual improvement projects within a block allocation).*
- *Do not use R funds."*

Definition of existing public transport services

Existing passenger transport services are defined in the NZ Transport Agency's Planning, Programming, and Funding Manual as follows:

"Existing services means the level of services in place in the financial year prior to the period to which the RLTP applies, but may include minor changes to those services. Minor services include:

- *Changes to routes, service frequency or other aspects of service quality with a total cost of:*
 - *Up to 5 percent of the current passenger transport block allocation, or*
 - *\$250,000, which ever is greater*
- *Minor, improved or replaced facilities associated with maintaining existing services up to the levels allowed in the above work categories."*

Distribution of R Funding

R funds are those raised by the extra 5c/litre introduced in April 2005 and are distributed on a regional basis. The collection and allocation of R funds was limited to the 10-year period ending 2014/15. R funds are allocated to activities that are not of sufficient national priority to be funded from N but have sufficient regional priority. (National (N) funds are the main source of funding for the National Land Transport Programme and are allocated to the highest priority activities on a national basis.) This ensures that projects considered on the West Coast to be important can still be progressed when they would otherwise take many years to be funded nationally.

As at 17 September 2008, estimated total 10 year R funds was \$15.057 million. This amount fluctuates relative to the projected amount of fuel being purchased.

The RTC has ratified the distribution of R funding in the following manner (refer Table 9):

- District Councils have each been allocated a fixed amount of \$1 million to ensure certainty in their forward planning. The Councils identify within that cap how their allocation of R funds are to be spent and the RTC then accords these a high priority. The Council must ensure that the projects identified still meet the criteria required by the NZ Transport Agency
- Due to the importance the State Highways have forming the backbone of the West Coast roading network, the RTC has allocated approximately \$7 million of the remaining R funds. This funding is to assist with undertaking State Highway projects that are not eligible for N funding.
- Other Strategic Project funding is allocated through a contestable fund whereby any District Council or State Highway projects that are considered important but do not fit within the current funding envelopes already allocated compete for the remaining available funding. This category also allows the Department of Conservation who is a Road Controlling Authority for the Glacier Roads to be eligible to apply for R funding. The RTC prioritises these projects based on their contribution to achieving the 5 objectives of the New Zealand Transport Strategy.

Table 9: Proposed Amended R Funding Distribution Model

Organisation/Projects	% (where req)	\$ Million (approx)
Local Projects	Fixed allocation amount	
- Buller		1
- Grey		1
- Westland		1
Amount left for allocation		12.057
NZTA – State Highways	62.5%	7.535
Other Strategic Projects*	37.5%	4.021
- Glacier Walking and Cycling		0.5
Total		15.057

* Other Strategic Projects are those that may contribute to primary production, tourism, or dairy development.

The RTC can review priorities for R funding 3 yearly as part of the Regional Land Transport Programme, or sooner, if any changes are required as part of the Significance Policy.

Prioritisation of activities for the RLTP

A number of activities that require prioritisation in the RLTP are automatically given a priority rating of 1 due to their importance in the continued provision of transport activities on the West Coast. These activities are described below.

Regional Transport Administration

This is the funding to service the work of the Regional Transport Committee to meet the statutory requirements of developing a Regional Land Transport Strategy and Regional Land Transport Programme. As these are the high level statutory documents that set direction for the transport sector within the West Coast, this activity has been given top priority.

State Highway Maintenance, Operations, and Renewals Programme

The maintenance of the network can not be evaluated appropriately in the prioritisation process. However it is essential that the State Highway infrastructure already in place is maintained and therefore this activity has been given a priority rating of 1.

Transport Studies

Transport studies, and planning, have been proposed throughout the region. These studies are the planning tools that support the programme and inform the level of investment required in future years. This work is important as it supports the signal in the Government Policy Statement that there should be a particular emphasis on new strategies and packages with an increased focus on integrated planning as part of the funding evaluation process. The importance of this work is recognised by giving them a priority rating of 1. These studies need to be assessed by the Agency for funding on their individual merit and the RTC hopes to see them all funded in order to enable the development of increasingly robust and evidence based RLTPs in the future.

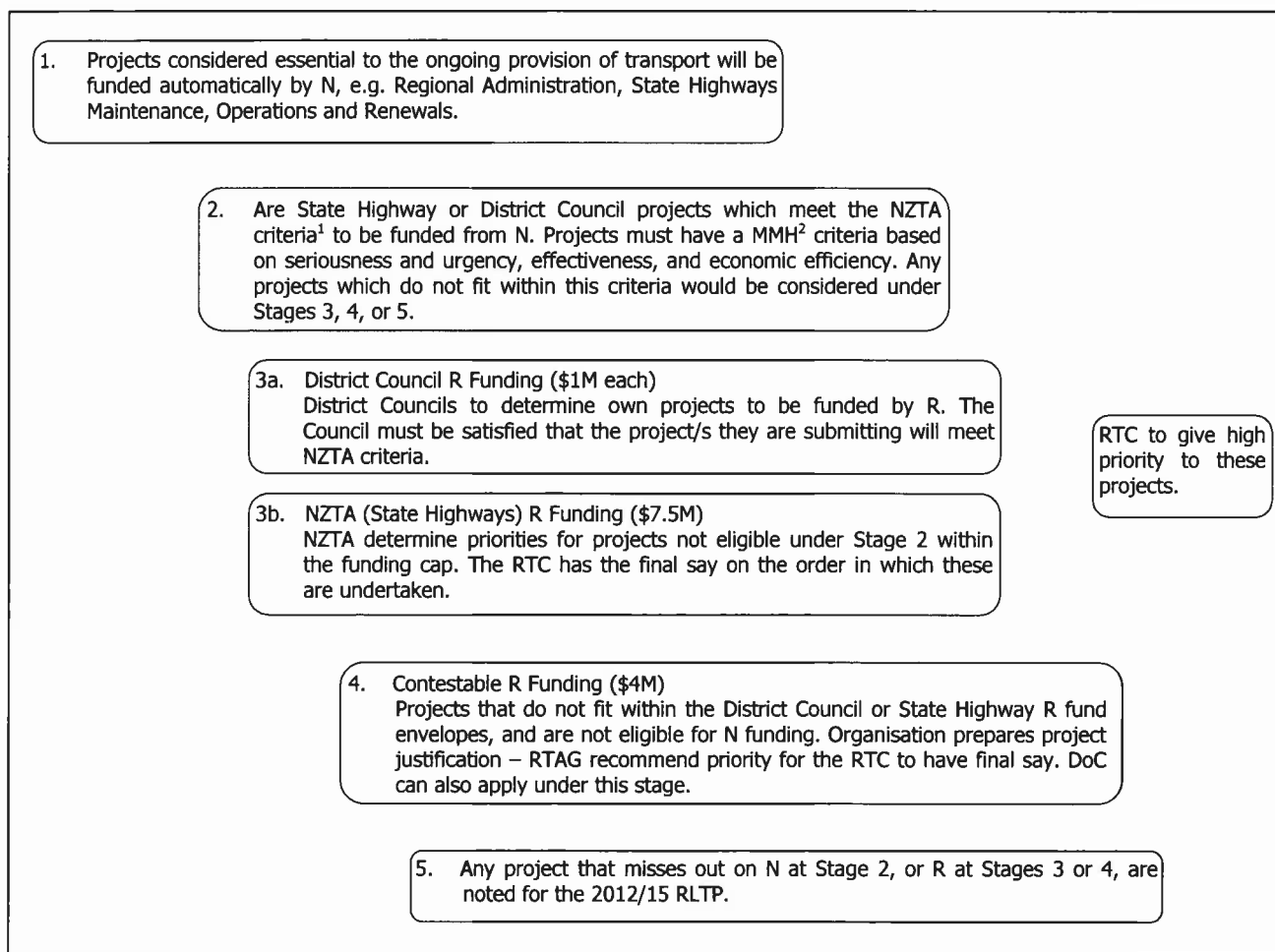
The Prioritisation Process and R Funding Distribution

Due to the rigid timeframes of developing this first RLTP, the prioritisation process has run alongside the distribution of R funding process. The prioritisation process has categorised transport activities into 5 categories. The 5 stage prioritisation process illustrates the levels of importance accorded to the projects, and the clusters of projects highlights the fact that projects cannot easily be given a 1 to 100 priority rating as many projects have similar levels of importance.

This 1 to 5 prioritisation process also allows a first draft to be developed while funding for the national land transport fund is finalised. If projects that are expected to attain N funding in Stage 2 are rejected, then the projects in this category will be reprioritised in order of importance with the projects anticipated to achieve least in contributing to the transport priorities of the region dropped into either Stage 3 to be funded through R, to Stage 4 as a contestable R funded project, or to Stage 5 to be put forward as an N project in the 2012/15 RLTP. Flowchart 1 illustrates the prioritisation process applied in further detail.

Note: The RTC is responsible for prioritising activities or combinations of activities relating to State Highways that are proposed by the Agency, and in the order they should be prioritised in, whether these are to be funded by N or R. However, the RTC is able to amend this depending on the transport priorities they consider are important to the West Coast.

Flowchart 1: RLTP and R Funding Prioritisation Process



1. In general, the NZ Transport Agency's methods for assessment of activities and combinations of activities are that they are assigned against the following three factors:
 - The **seriousness and urgency** of the transport issue, problem or opportunity addressed, taking account of relevant strategies and regional priorities
 - The **effectiveness** of the proposed activity or combination of activities in dealing with the issue, problem, or opportunity.
 - The **economic efficiency** of the proposed activity or combination of activities.

In addition, in exceptional circumstances, the NZ Transport Agency may consider additional factors.

2. Current advice from the NZ Transport Agency indicates a MMH cut off limit for projects to be funded from N. Any projects with a rating beneath this will require funding from other sources such as R. This cut off point may change depending on the N funding available.

Appendix C: 10-year forecast expenditure profiles

Tables of forecast expenditure:

Table 10 - Transport Planning

Table 11 - Demand Management and Community Programmes

Table 12 - Walking and Cycling Facilities

Table 13 – Public Transport Services

Table 14 – Maintenance and Operation of Local Roads

Table 15 – Renewal of Local Roads

Table 16 – New and Improved Infrastructure for Local Roads

Table 17 – State Highway Activities

Table 10 – Transport Planning

Table 10a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Grey District Council	\$10,511	\$16,565	\$6,791	\$7,012	\$7,238	\$7,472	\$7,711	\$7,957	\$8,210	\$8,470	75%	
National Office Highway & Network Operations	\$34,000	\$33,000	\$33,000	\$36,000	\$38,000	\$39,000	\$40,000	\$42,000	\$45,000	\$48,000	100%	
West Coast Regional Council	\$65,000	\$52,000	\$52,000	\$30,000	\$52,000	\$52,000	\$30,000	\$52,000	\$52,000	\$30,000	75%	
Westland District Council	\$30,000	\$0	\$40,000	\$0	\$0	\$40,000	\$0	\$0	\$45,000	\$0	75%	
Total	\$139,511	\$101,565	\$131,791	\$73,012	\$97,238	\$138,472	\$77,711	\$101,957	\$150,210	\$86,470		

Table 10b - Call on NLTA funds										
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Grey District Council	\$8,061	\$12,703	\$5,208	\$5,377	\$5,551	\$5,730	\$5,913	\$6,102	\$6,296	\$6,495
National Office Highway & Network Operations	\$34,000	\$33,000	\$33,000	\$36,000	\$38,000	\$39,000	\$40,000	\$42,000	\$45,000	\$48,000
West Coast Regional Council	\$48,750	\$39,000	\$39,000	\$22,500	\$39,000	\$39,000	\$22,500	\$39,000	\$39,000	\$22,500
Westland District Council	\$23,006	\$0	\$30,675	\$0	\$0	\$30,675	\$0	\$0	\$34,509	\$0
Total	\$113,817	\$84,703	\$107,883	\$63,877	\$82,551	\$114,405	\$68,413	\$87,102	\$124,805	\$76,995

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 11 – Demand Management and Community Programmes

Table 11a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$36,723	\$37,788	\$38,884	\$39,817	\$40,733	\$41,629	\$42,586	\$43,608	\$44,655	\$45,637	75%	
DoC (South Westland)	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	75%	
Grey District Council	\$55,920	\$57,993	\$59,985	\$61,936	\$63,939	\$66,001	\$68,116	\$70,289	\$72,520	\$74,815	75%	
National Office Highway and Network Operations	\$20,000	\$22,000	\$25,000	\$28,000	\$31,000	\$34,000	\$37,000	\$40,000	\$43,000	\$46,000	100%	
West Coast Regional Council	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	75%	
Westland District Council	\$36,000	\$37,500	\$39,000	\$40,000	\$41,000	\$42,000	\$43,000	\$44,000	\$45,000	\$46,000	75%	
Total	\$186,643	\$193,281	\$200,869	\$207,753	\$214,672	\$221,630	\$228,702	\$235,897	\$243,175	\$250,452		

Table 11b - Call on NLTA funds												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		
Buller District Council	\$28,162	\$28,979	\$29,819	\$30,535	\$31,237	\$31,924	\$32,658	\$33,442	\$34,245	\$34,998		
DoC (South Westland)	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669		
Grey District Council	\$42,884	\$44,473	\$46,001	\$47,497	\$49,033	\$50,615	\$52,236	\$53,903	\$55,614	\$57,374		
National Office Highway and Network Operations	\$20,000	\$22,000	\$25,000	\$28,000	\$31,000	\$34,000	\$37,000	\$40,000	\$43,000	\$46,000		
West Coast Regional Council	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000		
Westland District Council	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473		
Total	\$141,187	\$145,593	\$150,961	\$156,173	\$161,412	\$166,680	\$172,036	\$177,486	\$183,000	\$188,513		

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 12 – Walking and Cycling Facilities

Table 12a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$160,000	\$164,600	\$169,500	\$174,300	\$179,300	\$184,500	\$189,900	\$195,500	\$201,100	\$207,000	70%	
DoC (South Westland)	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	100%	
Grey District Council	\$0	\$0	\$0	\$372,600	\$383,778	\$395,312	\$0	\$0	\$0	\$0	72%	
NZTA	\$250,000	\$258,000	\$265,000	\$0	\$99,000	\$102,000	\$105,000	\$109,000	\$112,000	\$115,000	100%	
Westland District Council	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	\$35,000	\$36,000	\$37,000	\$38,000	\$39,000	69%	
Total	\$840,000	\$453,600	\$466,500	\$579,900	\$696,078	\$716,812	\$330,900	\$341,500	\$351,100	\$361,000		

Table 12b - Call on NLTA funds												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		
Buller District Council	\$114,520	\$117,812	\$121,320	\$124,755	\$128,334	\$132,056	\$135,921	\$139,929	\$143,937	\$148,160		
DoC (South Westland)	\$409,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Grey District Council	\$0	\$0	\$0	\$274,308	\$282,537	\$291,029	\$0	\$0	\$0	\$0		
NZTA	\$250,000	\$258,000	\$265,000	\$0	\$99,000	\$102,000	\$105,000	\$109,000	\$112,000	\$115,000		
Westland District Council	\$21,166	\$21,871	\$22,577	\$23,282	\$23,988	\$24,693	\$25,399	\$26,104	\$26,810	\$27,515		
Total	\$794,686	\$397,684	\$408,896	\$422,346	\$533,859	\$549,778	\$266,320	\$275,034	\$282,747	\$290,676		

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
 Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 13 -- Public Transport Services

Table 13a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$35,200	\$36,400	\$37,400	\$38,500	\$39,600	\$40,700	\$41,900	\$43,100	\$44,400	\$45,700	50%	
Grey District Council	\$11,395	\$11,817	\$12,223	\$12,621	\$13,029	\$13,449	\$13,880	\$14,323	\$14,778	\$15,245	50%	
West Coast Regional Council	\$97,250	\$97,250	\$97,250	\$97,250	\$97,250	\$97,250	\$99,250	\$100,250	\$100,250	\$100,250	50%	
Westland District Council	\$30,500	\$31,500	\$32,500	\$33,500	\$34,500	\$35,500	\$36,500	\$37,500	\$38,500	\$39,500	50%	
Total	\$174,345	\$176,967	\$179,373	\$181,871	\$184,379	\$186,899	\$191,530	\$195,173	\$197,928	\$200,695		

Table 13b - Call on NLTA funds												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		
Buller District Council	\$17,996	\$18,610	\$19,121	\$19,683	\$20,246	\$20,808	\$21,421	\$22,035	\$22,700	\$23,364		
Grey District Council	\$5,826	\$6,041	\$6,249	\$6,452	\$6,661	\$6,876	\$7,096	\$7,323	\$7,555	\$7,794		
West Coast Regional Council	\$48,625	\$48,625	\$48,625	\$48,625	\$48,625	\$48,625	\$49,625	\$50,125	\$50,125	\$50,125		
Westland District Council	\$15,593	\$16,104	\$16,616	\$17,127	\$17,638	\$18,149	\$18,661	\$19,172	\$19,683	\$20,194		
Total	\$88,040	\$89,380	\$90,610	\$91,887	\$93,170	\$94,458	\$96,803	\$98,654	\$100,063	\$101,478		

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share

Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 14 – Maintenance and Operation of Local Roads

Table 14a - Total escalated forecast expenditure													
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR		
Buller District Council	\$2,367,400	\$2,445,828	\$2,515,695	\$2,588,650	\$2,650,777	\$2,711,745	\$2,771,404	\$2,835,146	\$2,903,189	\$2,972,866	60%		
DOC (South Westland)	\$321,085	\$326,785	\$332,385	\$301,157	\$310,200	\$319,500	\$329,100	\$339,000	\$349,120	\$359,600	100%		
Grey District Council	\$2,318,493	\$2,404,199	\$2,486,609	\$2,573,649	\$2,663,295	\$2,749,060	\$2,837,033	\$2,927,436	\$3,020,267	\$3,115,749	62%		
Westland District Council	\$2,042,000	\$2,111,500	\$2,175,000	\$2,238,000	\$2,292,000	\$2,345,000	\$2,397,000	\$2,452,000	\$2,511,000	\$2,571,000	59%		
Total	\$7,048,978	\$7,288,312	\$7,509,689	\$7,701,456	\$7,916,272	\$8,125,305	\$8,334,537	\$8,553,582	\$8,783,576	\$9,019,215			

Table 14b - Call on NLTA funds													
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19			
Buller District Council	\$1,452,400	\$1,500,515	\$1,543,379	\$1,588,137	\$1,626,252	\$1,663,656	\$1,700,256	\$1,739,362	\$1,781,106	\$1,823,853			
DOC (South Westland)	\$321,085	\$326,785	\$332,385	\$301,157	\$310,200	\$319,500	\$329,100	\$339,000	\$349,120	\$359,600			
Grey District Council	\$1,469,809	\$1,524,142	\$1,576,386	\$1,631,565	\$1,688,396	\$1,742,767	\$1,798,537	\$1,855,848	\$1,914,698	\$1,975,229			
Westland District Council	\$1,231,888	\$1,273,815	\$1,312,123	\$1,350,129	\$1,382,706	\$1,414,680	\$1,446,050	\$1,479,230	\$1,514,824	\$1,551,020			
Total	\$4,475,181	\$4,625,258	\$4,764,273	\$4,870,988	\$5,007,554	\$5,140,602	\$5,273,944	\$5,413,440	\$5,559,748	\$5,709,702			

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share

Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 15 – Renewal of Local Roads

Table 15a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$1,444,600	\$1,490,800	\$1,535,000	\$1,579,515	\$1,617,423	\$1,654,623	\$1,691,025	\$1,729,919	\$1,771,437	\$1,813,951	60%	
DOC (South Westland)	\$171,000	\$21,000	\$51,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	100%	
Grey District Council	\$2,303,623	\$2,388,991	\$2,471,084	\$2,551,430	\$2,633,960	\$2,718,891	\$2,806,006	\$2,895,522	\$2,987,440	\$3,081,978	62%	
Westland District Council	\$2,117,000	\$2,017,000	\$2,062,000	\$2,108,000	\$2,147,000	\$1,685,000	\$1,724,000	\$1,762,000	\$1,804,000	\$1,847,000	59%	
Total	\$6,036,223	\$5,917,791	\$6,119,084	\$6,239,945	\$6,399,383	\$6,059,514	\$6,222,031	\$6,388,441	\$6,563,877	\$6,743,929		

Table 15b - Call on NLTA funds

Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Buller District Council	\$886,262	\$914,606	\$941,723	\$969,023	\$992,289	\$1,015,111	\$1,037,444	\$1,061,305	\$1,086,777	\$1,112,859
DOC (South Westland)	\$171,000	\$21,000	\$51,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Grey District Council	\$1,460,382	\$1,514,501	\$1,566,544	\$1,617,479	\$1,669,799	\$1,723,641	\$1,778,868	\$1,835,616	\$1,893,888	\$1,953,820
Westland District Council	\$1,277,133	\$1,216,806	\$1,243,953	\$1,271,704	\$1,295,231	\$1,016,518	\$1,040,046	\$1,062,971	\$1,088,308	\$1,114,249
Total	\$3,794,777	\$3,666,913	\$3,803,220	\$3,859,206	\$3,958,319	\$3,756,270	\$3,857,358	\$3,960,892	\$4,069,973	\$4,181,928

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share

Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 16 – New and Improved Infrastructure for Local Roads

Table 16a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$402,500	\$717,800	\$1,804,100	\$1,846,800	\$212,600	\$250,300	\$225,100	\$102,000	\$104,000	\$107,000	70%	
DOC (South Westland)	\$779,500	\$30,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	100%	
Grey District Council	\$907,764	\$2,472,376	\$2,101,007	\$3,180,738	\$2,866,404	\$2,696,905	\$2,785,267	\$2,861,045	\$3,114,723	\$3,036,678	72%	
Westland District Council	\$633,000	\$640,000	\$659,000	\$329,000	\$336,000	\$344,000	\$352,000	\$360,000	\$369,000	\$378,000	69%	
Total	\$3,860,176	\$4,590,107	\$5,382,538	\$3,441,004	\$3,317,205	\$3,388,367	\$3,349,045	\$3,613,723	\$3,547,678	\$2,722,764		

Table 16b - Call on NLTA funds												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		
Buller District Council	\$288,089	\$513,765	\$1,291,285	\$1,321,847	\$152,168	\$179,152	\$161,115	\$73,007	\$74,438	\$76,585		
DOC (South Westland)	\$779,500	\$30,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000		
Grey District Council	\$734,554	\$1,753,905	\$1,546,761	\$2,341,659	\$2,110,247	\$1,985,461	\$2,050,514	\$2,106,301	\$2,293,059	\$2,235,602		
Westland District Council	\$446,597	\$451,536	\$464,941	\$232,118	\$237,056	\$242,701	\$248,345	\$253,989	\$260,339	\$266,688		
Total	\$2,248,741	\$2,749,207	\$3,328,987	\$3,921,624	\$2,525,471	\$2,433,314	\$2,485,974	\$2,459,297	\$2,653,836	\$2,604,876		

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share

Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

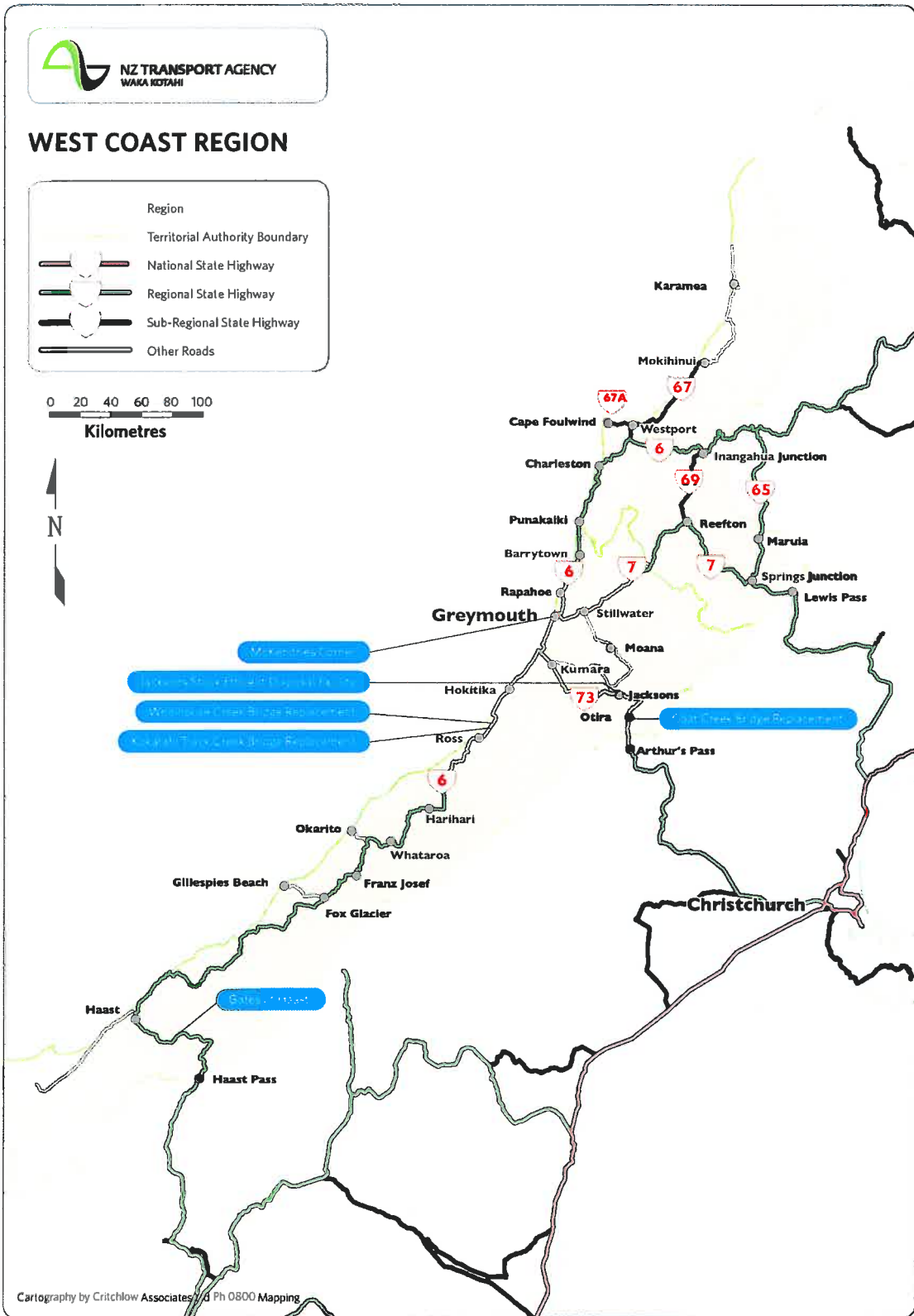
Table 17 – State Highway Activities

Table 17a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Maintenance and operation of State highways	\$15,000,000	\$15,000,000	\$15,000,000	\$18,333,333	\$18,333,333	\$18,333,333	\$21,250,000	\$21,250,000	\$21,250,000	\$21,250,000	100%	
New & improved infrastructure for State highways	\$8,333,333	\$8,333,333	\$8,333,333	\$5,000,000	\$5,000,000	\$5,000,000	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	100%	
Renewal of State highways	\$8,333,333	\$8,333,333	\$8,333,333	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	100%	

Notes:

This sheet excludes State highway Transport Planning and Demand Management and Community Programmes which are include in other tables for these activities. Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class.

Appendix D: Map showing West Coast State Highway Activities



THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: Colin Dall - Consents & Compliance Manager
 Date: 28 May 2009

Subject: CONSENTS MONTHLY REPORT**CONSENTS***Consents Site Visits from 1 May – 26 May 2009*

DATE	ACTIVITY, NAME & LOCATION	PURPOSE
11/05/09	RC09047 - Alluvial gold mining, AY Mining Ltd, Cronadun	To investigate the site to gain a better understanding of the proposed mining operation.
11/05/09	Mahitahi Roopu Meeting, Franz Josef	To discuss matters of interest between DoC, WDC, Iwi and WCRC.
11/05/09	RC09059 – Alluvial gold mining, P & R Mining Ltd, Blackwater	To investigate the site to gain a better understanding of the proposed mining operation.
13/05/09	Various Applications – Gravel extraction, Grey River at Kiwi Point and St Kilda	To investigate the sites to assess the availability of the gravel resources and gain a better understanding of the proposed gravel extraction operations.
13/05/09	Various Applications – Gravel extraction, Mawheraiti River	To investigate the site to assess the availability of the gravel resources and gain a better understanding of the proposed gravel extraction operations.
13/05/09	Various Applications – Gravel extraction, Big Grey River	To investigate the site to assess the availability of the gravel resources and gain a better understanding of the proposed gravel extraction operations.
13/05/09	Various Applications – Gravel extraction, Ahaura River	To investigate the site to assess the availability of the gravel resources and gain a better understanding of the proposed gravel extraction operations.
14/05/09	RC08149 – Hydro power scheme, Hydro Developments Ltd, Stockton Plateau	Meeting between planners and applicant to discuss S92 information, draft consent conditions and hearing issues.
14/05/09	RC06162 – Dairy effluent discharge, H Little, Kowhitirangi	To investigate the site to gain a better understanding of the dairy effluent discharge system.
14/05/09	RC09055 - Gravel extraction, John Dimmick Contracting Ltd, Kokatahi River	To investigate the site to assess the availability of the gravel resources and gain a better understanding of the proposed gravel extraction operations.
21/05/09	RC08025 – Solid waste disposal, West Stone, Omoto	To investigate the site and discuss further information requirements.

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
RC06111 R Becker	To discharge dairy effluent to land and water (Orwell Creek) near DS468, Ahaura.
RC06124 MB & L Baird	To discharge dairy effluent to land and water (a farm drain) near DS272, Kokatahi.
RC06271 Merrett et al	To disturb the Coastal Marine Area to erect a rock protection structure and plant vegetation at Ngakawau for the purpose of protecting property from erosion and inundation. To occupy the Coastal Marine Area for the purpose of erecting a rock protection structure at Ngakawau.
RC07094 Fulton Hogan	To disturb the dry bed of the Grey River at St Kilda for the purpose of extracting gravel.
RC07101 T Croft Ltd	To disturb the dry bed of the Grey River at St Kilda for the purpose of extracting gravel.
RC07133 Ferguson Brothers Ltd	To disturb the dry bed of the Grey River at St Kilda for the purpose of extracting gravel. To disturb the dry bed of the Grey River at Kiwi Point for the purpose of extracting gravel.
RC07234 Inchbonnie Farms Ltd	To discharge dairy effluent from a standoff pad to land where it may enter water (unnamed tributary of Bruce Creek).
RC08014 A & R Linton	To discharge dairy effluent to land and water (Duck Creek) near DS285, Kokatahi.
RC08130 Landcorp Farming	To disturb the bed and banks of a tributary of the Little Grey River for the purpose of creating a creek diversion. To permanently divert water from a tributary of the Little Grey River.
RC08138 Barry Foster Contracting	To undertake earthworks associated with alluvial gold mining activities at Kapitea. To discharge mine pond water to surface water and groundwater via seepage at Kapitea. To discharge water containing sediment to land where it may enter water associated with alluvial gold mining activities at Kapitea.
RC08194 K Ferguson	To disturb the bed of the Waipuna Creek Left Branch associated with channel clearance (moving gravel).
RC09009 Brent Hampton	To undertake earthworks associated with alluvial gold mining activities at Victoria Forest, Cariboo. To take and use surface water within MP50497 alluvial gold mining activities at Victoria Forest, Cariboo. To discharge sediment-laden water to land in circumstances where it may enter water at Victoria Forest, Cariboo. To discharge sediment-laden water from alluvial gold mining settling ponds to water within MP50497 at Victoria Forest, Cariboo.
RC09042 FRS Farming Ltd	To discharge dairy effluent to land and water (Murray Creek) near DS254, Kowhitirangi.
RC09052 Ontrack	To disturb the bed and banks of the Taramakau River for the purpose of rebuilding Rail Bridge 65, including works in the

riparian margins and vegetation removal, Jacksons.

To discharge dewatering water to land associated with the rebuilding of Rail Bridge 65, Jacksons.

To undertake the temporary diversion of and discharge of sediment to the Taramakau River during the rebuilding of Rail Bridge 65, Jacksons.

To take water from the Taramakau River for the purpose of pile dewatering associated with the rebuilding of Rail Bridge 65, Jacksons.

RC09055 John Dimmick Contracting Ltd	To disturb the dry bed of the Kokatahi River for the purpose of extracting gravel.
RC09056 Fulton Hogan	To disturb the dry bed of the Crooked River for the purpose of extracting gravel.
RC09063 NJ Gray	To disturb the dry bed of the Turnbull River for the purpose of extracting gravel.

Changes to Resource Consents Granted During the Reporting Period

CONSENT NO. & HOLDER	CHANGE TO CONSENT CONDITION(S)
RC04052 Northcroft Farming (Waitangitoana River)	To extend the existing river protection works further downstream.

Transfers of Resource Consent New Sites Granted During the Reporting Period

CONSENT NO. & HOLDER	CHANGE TO CONSENT CONDITION(S)
RC07219 Barry Foster Contracting	To transfer the Water Permit for the groundwater take for a gold mining operation to a new mining area within the same catchment (Kapitea Creek).

No limited notified or notified consents were granted during the reporting period.

Notified Consents Updates & Other Matters

The Environment Court has been arranging dates for three mediation meetings for the appeals against the consents granted to TrustPower Limited for its proposed Arnold Valley Hydroelectricity Power Scheme. At the time of writing this report, the proposed meeting dates were in the third and fourth weeks of June. The meetings will be attended by the Consents & Compliance Manager and a representative of the Grey District Council. It is considered that our lawyer will not need to attend at least two of the meetings.

RECOMMENDATION

That the June 2009 report of the Consents Group be received.

Colin Dall
Consents & Compliance Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: Colin Dall – Consents & Compliance Manager and Michael Meehan – Compliance Team Leader
 Date: 29 May 2009
 Subject: **COMPLIANCE & ENFORCEMENT MONTHLY REPORT**

Site Visits

A total of 43 site visits were undertaken during the reporting period, which consisted of:

Activity	Number of Visits	Fully Compliant (%)
Resource consent monitoring	8	38
Dairy shed inspections	27	74
Complaint response	4	25
Mining compliance & bond release	4	50

Specific Issues

Dairy Effluent Discharges: Inspections by compliance staff have found most farms are drying off now due to the recent wet weather.

Compliance staff will be shifting their focus from management of effluent treatment systems to the management of stand-off pads, crop paddocks and sacrificial paddocks over the winter months.

The effluent management field day held at Cranley Farms was a success with good farmer turnout and some positive ideas and presentations focusing on effluent as a resource.

Westroads Beach Gravel Mining Licence – Blaketown: As at 23 May 2009 Westroads had taken a nett of 2,873m³ of gravel from the mining licence site so far this year.

Globe Progress Mine – Oceana Gold: Compliance staff accepted the "Year 5 Annual Work Plan" for the mine provided by the Company during the last reporting period.

Oceana Gold advised Council of a non-compliance in Devils Creek on 19 May 2009. The difference between the upstream site and the downstream site was 31 g/m³ of suspended solids, compared with the compliance limit is 25g/m³.

The Company attributed this result to heavy rainfall (106.4mm) experienced in the week prior to the sample being taken. It also believes a slip outside of the mining area may have had some impact on Devils Creek and will be providing more information to Council.

Compliance staff also sampled Devils Creek on the 19 May 2009, the results of this sampling showed the difference between the upstream site and downstream site to be 91 g/m³.

This is the first non-compliance in some 21 to 22 weeks.

Pike River Underground Coal Mine – Pike River Coal: On 19 May 2009, Council was notified of a sulphuric acid spill at the Pike River Coal site. There was between 400 and 500 litres spilt after a suction hose detached from a pump causing the acid to siphon out of the tank.

Pike River Coal believes that the majority of the acid was contained in a tank underneath the storage area, however, an unknown amount must have entered the settling pond adjacent to the storage area. The pH in this settling pond is usually around pH 7, but when measured after the spill this had decreased to pH 4.7. The compliance limit for pH on this pond is between pH 6 – 9.

The pond was discharging at the time and Pike River Coal will be providing the Council with the results from the water quality monitoring in the receiving water when they become available.

Compliance staff will be visiting the site in early June to discuss this incident and the spill response plans that the Company has in place for events of this nature.

Solid Energy Consent and Licence Monitoring: Compliance staff carried out two visits to the Stockton Opencast Mine site during the reporting period.

Water quality results for the site for April and May were not available at the time of writing this report.

SENZ notified the Council of 5 incidents relating to water quality problems during the last reporting period.

Incidents on 3 and 4 May 2009:

The mine experienced a heavy rainfall event on the morning of 29 April 2009. This rainfall event lasted between 1 and 2 hours and resulted in:

- Washout of the Millerton Road downhill of the mine.
- Various incidences of flood damage around the mine.
- Loss or damage to a number of environmental monitoring stations across the mine.

The event also resulted in discharges from a number of drainage channels above the Mangatini Sump construction area and ultimately caused the Mangatini Stream to breach into the western end of the unfinished Mangatini Sump. It was estimated that between 120,000 and 150,000 m³ of floodwater entered the sump.

During the flooding of the sump a large "777" dump truck, a loader, a generator and two fuel storage tanks were submerged.

SENZ developed a plan and monitoring strategy for dewatering the sump. During the process a number of potential risks were identified, which included hydrocarbons and sediment being released into the Mangatini Stream during the dewatering process. The dewatering of the sump and associated monitoring was to be managed and conducted by Doug Hood Mining Ltd (DHML).

Dewatering of the sump began on the 1 May 2009 and continued through to 4 May 2009. The operation was partially ceased at 12.30 am on 4 May after the sample taken from the dewatering pump system and visual inspection of the Mangatini Stream showed degraded water quality. The pump drawing water from 1.5 m below the water surface was switched off, but the pump drawing from 0.4 m below the water surface was left operating, but eventually switched off at 7 am on 4 May.

Samples taken by SGS on 4 May showed extremely elevated levels of sediment in the Mangatini Stream. SENZ and DHML undertook a detailed investigation relating to these elevated results.

The investigation concluded that while it was highly unlikely that the dewatering of the sump and subsequent problems in regard to sampling and pump management had been the main cause of the elevated sediment levels in the Mangatini Stream, this could have contributed to the extremely elevated levels of sediment measured in the Mangatini Stream.

It is possible that the extreme rainfall event and subsequent increased flow in the Mangatini Stream has caused the stream to flush out a plug of historically deposited sediment and reintroduce it to the stream system. SENZ has subsequently identified a site that had the potential to hold the amount of sediment required to cause the results seen.

Compliance staff are still considering what follow-up action to take in regard to this incident, but it is likely that DHML will be issued with a formal warning in relation to failures in following the dewatering and monitoring procedures outlined to it by SENZ.

Incident on 15 May 2009:

SENZ notified the Council of an exceedance of the "trigger limit" at S14c in the Mangatini Stream. This has been attributed to 36 mm of rain falling in a 6 hour period, with 26 mm falling in 3 hours.

A containment bund had breached at Ford Creek #3 Pond, which is thought to have coincided with the water quality sampling being carried out at the time. After the initial flush of sediment occurred the rest of the water was captured by the Ford Creek #4 Dam.

Incidents of 19 and 20 May 2009:

The "trigger limit" was again exceeded at S14c on both of these days.

SENZ attributed these exceedances to be the culmination of events during the past month which had left water management systems at the site vulnerable during rain events. The settling pond system in the Webb East (WE) mining block was found to be the cause of these latest exceedances. However, the resources SENZ had put in to rectifying the problems with the various systems had been stretched and work on other water management had been given higher priority. This work has now been re-prioritised and the settling pond system will be completely cleaned out.

SENZ is aiming to complete the Mangatini Sump in the next month or so, which is likely to improve sediment control on site markedly.

Compliance staff are still considering what follow-up action to take in regard to these incidents.

Complaints/Incidents between 26 April to 28 May 2009

There were 17 complaints/incidents received during the reporting period.

Activity	Description	Location	Action/Outcome
Earthworks	Complaint regarding neighbour digging drain close to property boundary	Seddonville	Referred to BDC
Diesel spill	100 litres of diesel spilt during refueling of truck	Stockton Coal Mine	Spill contained and mitigated with the on site spill response equipment
Dairy effluent	Effluent overflow from saucer to land and water	Taipo	Under investigation
Discharge to land	Dumping of green waste on island by Totara River Bridge	Ross	No issue found
Discharge to water	Trigger limit exceeded in the Mangatini Stream at sample site S14c	Stockton	Under investigation
Discharge to land	Sulphuric acid spill	Pike River	Under investigation
Discharge to water	Landfill leachate noticed in drain	Hokitika	Under investigation and referred to WDC
Discharge to water	Human waste noticed in waterway	Westport	Under investigation
Discharge from gold mine	Non-compliant discharge from mine to creek	Reefton	Under investigation
Discharge to water	Trigger limit exceeded in the Mangatini Stream at sample site S14c	Stockton Coal Mine	Under investigation
Discharge to water	Trigger limit exceeded in the Mangatini Stream at sample site S16	Stockton	Under investigation
Discharge to water	Trigger limit exceeded in the Mangatini Stream at sample site S14c	Stockton	Under investigation

Discharge to water	Trigger limit exceeded in the Mangatini Stream at sample site S14c	Stockton	Under investigation
Gold mining operation	Miner working outside of consent area and inside conservation estate	Fox Creek	Formal warning issued in consultation with DoC
Discharge to water	Complaint about water quality	Ngakawau River	Under investigation
Diesel spill	Two 44 gallon drums of diesel found dumped at Paroa Beach	Paroa	Drums and diesel removed to McLeans Pit hazardous substances container

Enforcement

Two abatement notices were issued during the last reporting period in relation to discharges of dairy effluent to land where it may enter water.

The sentencing hearing for the Council's successful prosecution against Michael Bock and Ryan Brown, the former sharemilkers of a dairy farm at Whatora, for illegal discharges of dairy shed effluent was held at the Christchurch District Court on 18 May. Environment Court Judge Borthwick sentenced Mr Bock and Mr Brown a total of 200 hours of community service each for the discharges.

MINING

Work Programmes

The Council received the following four mining work programmes over the reporting period, 3 of which were accepted (shown in italics):

Date	Mining Authorisation	Holder	Location
15/5/09	MP50322, RC07208	Barry Foster Contracting	Fox Creek
<i>19/5/09</i>	<i>MP41318, RC94096</i>	<i>Colin Thompson Contracting</i>	<i>Cockabulla Creek</i>
<i>20/5/09</i>	<i>MP50497, RC09009</i>	<i>Brent Hampton</i>	<i>Cariboo Creek</i>
<i>25/5/09</i>	<i>MP41716, RC02260</i>	<i>Phoenix Gold Limited</i>	<i>Notown</i>

Bonds Received

The following two bonds were received in the reporting period:

Mining Authorisation	Holder	Location	Amount
RC09009	Brent Hampton	Cariboo Creek	\$6,000
RC02260	Phoenix Gold Limited	Notown	\$5,000

Bond Releases

No bonds are recommended for release from this period.

OIL SPILL RESPONSE

There was one terrestrial fuel spill (see Complaints/Incidents), but no maritime oil spills, during the reporting period.

RECOMMENDATION

That the June 2009 report of the Compliance Group be received.

Colin Dall
Consents & Compliance Manager

COUNCIL MEETING

THE WEST COAST REGIONAL COUNCIL

Notice is hereby given that an **ORDINARY MEETING** of the West Coast Regional Council will be held in the Offices of the West Coast Regional Council, 388 Main South Road, Greymouth on **Tuesday, 9 June 2009** commencing on completion of the Resource Management Committee Meeting.

A.R. SCARLETT
CHAIRPERSON

C. INGLE
CHIEF EXECUTIVE OFFICER

<u>AGENDA NUMBERS</u>	<u>PAGE NUMBERS</u>	<u>BUSINESS</u>
1.		APOLOGIES
2.		PUBLIC FORUM
3.		MINUTES
	1 – 4	3.1 Minutes of Council Meeting 12 May 2009
4.		REPORTS
	5 – 6	4.1 Planning and Environmental Manager's Report on Engineering Operations
	7 – 38	4.1.2 Draft Community Outcomes Report
	39	4.1.3 Greymouth Floodwall Survey
	40 – 42	4.2 Corporate Services Manager's Report
	43	4.2.3 Decisions on Submissions to the Draft 2009 / 19 LTCCP
5.		CHAIRMAN'S REPORT (VERBAL)
6.	44 – 52	CHIEF EXECUTIVE'S REPORT
7.		GENERAL BUSINESS

THE WEST COAST REGIONAL COUNCIL**MINUTES OF THE MEETING OF THE COUNCIL HELD ON 12 MAY 2009,
AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD,
GREYMOUTH, COMMENCING AT 11.10 A.M.****PRESENT:**

R. Scarlett (Chairman), P. Ewen, A. Robb, D. Davidson, B. Chinn, A. Birchfield

IN ATTENDANCE:

C. Ingle (Chief Executive Officer), R. Mallinson (Corporate Services Manager), C. Dall (Consents and Compliance Manager), S. Moran (Planning and Environmental Manager), T. Jellyman (Minutes Clerk), The Media

1. APOLOGIES:

Moved (Birchfield / Davidson) *that the apology from T. Archer be accepted.*

Carried

2. PUBLIC FORUM

There was no presentation.

3. CONFIRMATION OF MINUTES

Moved (Robb / Chinn) *that the minutes of the Council Meeting 14 April 2009, be confirmed as correct.*

Carried

Moved (Davidson / Birchfield) *that the minutes of the Special Council Meeting 22 April 2009, be confirmed as correct.*

Carried

Matters arising

There were no matters arising.

REPORTS:**4.1 PLANNING AND ENVIRONMENTAL MANAGER'S REPORT ON ENGINEERING OPERATIONS**

S. Moran spoke to his report. He stated that there is a significant amount of contract work to be done in the Wanganui Rating District. This contract has grown, as the amount of land that had been eroded was larger than what was initially indicated when the contract was urgently put together.

S. Moran reported that he and R. Mallinson recently attended a LAPP (Local Authority Protection Programme) meeting. Risk managers from Civic Assurance were also in attendance. S. Moran stated this was a very good meeting, with more claims able to be accepted now that they are no longer trying to build the fund. He stated that this would be more useful to our Council.

S. Moran reported that the opinion survey for the Greymouth Flood Protection Scheme closes next Friday. Once the results of the survey are to hand a meeting of the Joint Floodwall Committee will be held.

C. Ingle advised that Cr Ewen would be overseas for this meeting. He requested that Cr Scarlett be appointed to this committee in Cr Ewen's absence.

Cr Scarlett asked S. Moran if the rock used for a contract in the Karamea Rating District had come from the Miedema Quarry. S. Moran confirmed this and advised that it would have appeared in the previous month's report.

1. *That the report be received.*
2. *That Cr Scarlett is appointed to the Greymouth Joint Floodwall Committee in the absence of Cr Ewen for the next meeting of this committee.*

Carried

4.2 CORPORATE SERVICE MANAGER'S REPORT

R. Mallinson spoke to this report advising that this is the nine month financial report to Council. He reported that total operating expenditure was just under \$6.5M with total revenues amounting to \$6.3M. R. Mallinson reported that the investment portfolio is continuing to generate at a loss. He reminded Councillors that there is an opportunity for them to speak to representatives from Forsyth Barr when they make their annual presentation at the conclusion of today's Council meeting.

R. Mallinson stated that there are positive budget variances in a number of areas. He advised that the consent application by Meridian Energy Ltd has cost \$800,000 to date but almost all of this is fully recoverable from the applicant. R. Mallinson reported that \$500,000 has been spent and recovered from the applicant to date for this financial year. He stated that this is an example of the impact that one consent application can have on our accounts.

Moved (Davidson / Robb) *that this report be received.*

Carried

4.2.1 NINE MONTH REVIEW 1 JULY 2008 – 31 MARCH 2009

R. Mallinson spoke to this report advising that it is a progress report and relates to the Annual Plan. Cr Ewen asked if bonds held by Solid Energy are still reviewed by Golders. C. Dall responded that the OceanaGold bond is still reviewed by Golders. Golders have amalgamated with Kingett Mitchell and Kingett Mitchell does a lot of work for Solid Energy. Malcolm Lane now does the bond review work in order to avoid any conflicts of interest.

Moved (Birchfield / Robb) *that this report be received.*

Carried

5.0 CHIEF EXECUTIVES REPORT

C. Ingle spoke to his report. He spoke of various meetings he attended during the month and stated that it has been a busy month.

C. Ingle spoke of the imminent changes with the new Auckland Unitary Authority that Government is currently in the process of making. He stated that the reasons for this are not relevant to the West Coast. This is the largest merger in New Zealand history with 6000 jobs and \$23B in assets involved. C. Ingle stated that this is a huge experiment for Government and he hopes that they get it right as there are huge implications if they get it wrong. C. Ingle stated that amalgamations in other regions are unlikely at this time.

C. Ingle reported that he and Al Morrison Director General of DoC are now working together on DoC concessions and RMA consenting requirements in order to increase efficiency in this area.

C. Ingle reported that the development of the Environmental Protection Agency (EPA) seems to be simply re-branding the Ministry for the Environment, who already process large consent applications for matters of national significance. He stated that the intention is not to get rid of regional councils and replace them with EPA's. C. Ingle stated that MfE have indicated that they want to borrow key staff from regional councils so that they then have a network of environmental experts to call on. He stated this would be a very efficient model.

C. Ingle raised the matter of energy supply and demand planning. He is seeking support to undertake an assessment of energy needs for the long term future for our community. C. Ingle indicated that he wishes to engage an independent person to gather information to see if we are heading in the right direction, he stated this could be done within the budget. Cr Scarlett asked Councillors for their thoughts on this matter. Cr Ewen stated he feels an assessment would be an educational opportunity for the public. Cr Scarlett stated that decisions on large projects need to have a subjective approach and that decisions need to be made collectively by Council. Discussion took place on the process of hearing committees and the role that staff planners and Councillors

5.0 GENERAL BUSINESS

There was no general business.

The meeting closed at 11.50 a.m.

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting – 9 June 2009
 Prepared by: S. Moran – Planning & Environmental Manager
 Date: 25 May 2009
 Subject: **PLANNING & ENVIRONMENTAL MANAGER'S REPORT ON ENGINEERING OPERATIONS**

1. RIVER AND DRAINAGE INSPECTIONS

- Nelson Creek Rating District – Works
- Inchbonnie Rating District – Works
- Greymouth Rating District – Cobden Island Clearance
- Wanganui RD – Emergency Works

2. WORKS

- a) Nelson Creek Rating District – Contract R2008 / 13
 This work involving the placing of 1,030 tonnes of rock was completed by MBD Contracting Ltd. at a cost of \$28,164.00 (G.S.T. Exclusive).
- b) Wanganui Rating District – Contract R 2009 /6 – Emergency Flood Repairs
 This work, involving the placing of 10,000 cubic metres of compacted hardfill and 3,464 tonnes of rock riprap, was completed by Henry Adams Contracting Ltd at a cost of \$141,292.50 (G.S.T. Exclusive)
- c) Karamea Rating District – Contract R 2009 / 4
 This work involving the placing of 2,560 tonnes of rock was completed by S.M. Lowe Contracting Ltd. at a cost of \$47,566.00 (G.S.T. Exclusive).

3. FUTURE WORKS

Vine Creek Rating District – Maintenance
 Inchbonnie Rating District – Flood Damage
 Inchbonnie Rating District – Upgrade
 Greymouth Flood protection Scheme - Upgrade

4. QUARRIES**ROCK MOVEMENTS FOR THE PERIOD 1 APRIL TO 30 APRIL 2009**

QUARRY	ROCK IN QUARRY @ 31/03/09	ROCK USED	ROCK QUARRIED	ROCK IN QUARRY @ 30/04/09
Blackball	1,000	0	0	1,000
Camelback	0	0	0	0
Inchbonnie	9,340	0	0	9,340
Kiwi	2500	1030	0	1470
Miedema	0	2560	2560	0
Okuru	1,840*	0	0	1,840*
Taramakau	0	0	0	0
Wanganui	600	0	0	600
Wanganui Stockpile	3,648	0	0	3,648
Whataroa	400	144	0	256
TOTALS	19,328	3734	2560	18,154

WORK PERMITTED SINCE 30 APRIL 2009

QUARRY	CONTRACTOR	TONNAGE REQUESTED	PERMIT START	PERMIT FINISH
Wanganui	Henry Adams	T.B.A.	14 May 09	29 May 09
Wanganui	MBD	Drill & Blast	16 May 09	23 May 09

RECOMMENDATION

That this report is received.

Simon Moran
Planning and Environmental Manger

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 9 June 2009
 Prepared by: L Sadler, Policy Analyst
 Date: 29 May 2009

Subject: **DRAFT COMMUNITY OUTCOMES REPORT 2006-2009**

Purpose

To update Council on the "Draft Progress Report on Community Outcomes 2006-2009", and ask the Committee to delegate authority to the Chief Executive Officer (CEO) to approve completion of the report by 30 June.

Background

The Local Government Act 2002 requires councils to monitor and, every three years, report on the progress made by the community in achieving the community outcomes for the district or region.

The four West Coast Councils have jointly prepared the attached draft report on progress towards achieving the six overarching Community Outcomes, to avoid duplication by each Council.

Summary of the report

The report gives a brief summary of the information available for each outcome, and a general comment on any observable trends over the last 3-6 years, which is the approximate timeframe of the first Long Term Council Community Plan's. The main trends to note are:

- For most periods since 2003/04 the West Coast economy has experienced year on year growth at a greater rate than the national economy.
- Between 1996-2008 West Coast rivers, streams, and bathing beaches have generally shown good to excellent quality on most measures and comparisons.
- Between 2006 and 2007 there was a 29% increase in the number of school leavers with NCEA Level 2 qualifications, compared with the national average of a 10% increase.
- Between 2002-2008 the West Coast had a higher crime resolution rate than the national average.
- In 2003, the West Coast had fewer active GP's per population than the national ratio.
- Adult participation in sport or active recreation activities on the West Coast is on par with national figures, and the percentage of West Coasters doing voluntary work for an organisation or group was higher between 2001-2006 than the national average.

The report is at a final draft stage and needs some minor editing and formatting to be completed. It is unlikely to change substantially from its present form, but must be finished by 30 June 2009, which is after this Council meeting but before the July meeting. It is therefore suggested that the Council delegates authority to the CEO to approve completion of the report. The report will also go to the three District Councils' June meetings either as a draft or completed report.

RECOMMENDATIONS

1. That the "Draft Progress Report on Community Outcomes 2006-2009" be received.
2. That the Council delegate authority to the Chief Executive Officer to approve completion of the report, in conjunction with the three District Councils.

Chris Ingle
Chief Executive Officer

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EXECUTIVE SUMMARY

This report uses a set of indicators to monitor trends and progress towards the achievement of the six community outcomes identified for the West Coast region.

In October 2005 and March 2008 the four West Coast Councils agreed to the same 'high level' Community Outcomes in their Long Term Council Community Plan's (LTCCP's). The four West Coast Councils also agreed to jointly prepare this monitoring report to avoid duplication by each Council.

A set of indicators was selected in 2008 to monitor trends for the Outcomes. Four-six indicators were selected for each Outcome. Below is a summary of the main findings from the data available:

- In 2003, the West Coast had fewer active GP's per population than the national ratio.
- Between 2002-2008, the average life expectancy of West Coast women was on par with the national average, while West Coast men's life expectancy was just below the national average.
- For most periods since 2003/04 the West Coast economy has experienced year on year growth at a greater rate than the national economy.
-

- The West Coast has similar levels of employment to national figures, although average incomes are still below the national average.
- Visitor satisfaction surveys done in 2007 and 2008 at iconic West Coast national features indicated a 90-93% level of visitor satisfaction.
- Between 1996-2008 West Coast rivers, streams, and bathing beaches have generally shown good to excellent quality on most measures and comparisons.
- Between 2006 and 2007 there was a 29% increase in the number of school leavers with NCEA Level 2 qualifications, compared with the national average of a 10% increase.
- The percentage of enrolments at Early Childhood Centres is similar to the national average.
- Between 2002-2008 the West Coast had a higher crime resolution rate than the national average.
- Buller is on par with the average number of motor vehicle crashes for small rural areas, Grey is below it, and Westland is above the average.
- Adult participation in sport or active recreation activities on the West Coast is on par with national figures.
- The percentage of West Coasters doing voluntary work for an organisation or group was higher between 2001-2006 than the national average.

SUMMARY OF THE INDICATORS

Table 1: Community Outcomes and associated indicators

Health Outcome	Economy Outcome	Environment Outcome
<p>Healthy community with access to quality facilities and services</p> <p>Indicators</p> <ol style="list-style-type: none"> 1. GP ratio to population 2. Number of West Coasters requiring surgical treatment compared with number receiving surgical treatment on the West Coast 3. Access to health programmes 4. Average life expectancy at birth 5. Drinking water supplies 	<p>A thriving, resilient and innovative economy creating opportunities for growth and employment</p> <p>Indicators</p> <ol style="list-style-type: none"> 1. Overall state of regional economy 2. Overall state of district economies 3. Building consents issued 4. Employment 5. Income 	<p>The distinctive character of the environment is appreciated and retained</p> <p>Indicators</p> <ol style="list-style-type: none"> 1. Visitor level of appreciation 2. Access to natural features 3. Water quality – fresh water and coastal 4. Reduction in waste on roadsides 5. Level of visitor waste minimisation activity
<p>Education Outcome</p> <p>A region that values and supports learning with accessible, relevant education and training opportunities</p> <p>Indicators</p> <ol style="list-style-type: none"> 1. Level of qualification 2. Number of educational institutions 3. Participation in Early Childhood Education (ECE) 4. Apprenticeships 	<p>Safety Outcome</p> <p>A region that is a safe place to live</p> <p>Indicators</p> <ol style="list-style-type: none"> 1. Recorded crime and resolution rates 2. Youth offending rates 3. Number of motor vehicle accidents 4. Improvements in preparedness for natural hazard events 5. Progress towards identifying hazard areas where greater management is required 6. Improved safety in public places 	<p>Identity Outcome</p> <p>A "happening" region with a strong community spirit and distinctive lifestyle</p> <p>Indicators</p> <ol style="list-style-type: none"> 1. Community events and activities 2. Community amenity facilities 3. Number of people involved in cultural, artistic, recreational, sporting and volunteer activities 4. Voter turnout at local body and general elections

INTRODUCTION

This report uses a set of indicators to monitor trends and progress towards the achievement of the six community outcomes identified for the West Coast region.

Community Outcomes

The Local Government Act 2002 (LGA) requires councils to identify community outcomes through a process of consulting with the local community. The community outcomes are intended to reflect what is important to members of the community in terms of social, economic, environmental, and cultural issues.

The four West Coast Councils undertook individual and joint consultation with their respective communities between 2003 and 2005 to identify a set of community outcomes. In October 2005 the Buller and Westland District Councils and the West Coast Regional Council agreed to the same 'high level' Community Outcomes in their Long Term Council Community Plan's (LTCCP's), to offer ratepayers consistency throughout the region. In March 2008 the Grey District Council also adopted the same six Outcomes. They are:

Economy: A thriving, resilient and innovative economy creating opportunities for growth and employment.

Environment: The distinctive character of the environment is appreciated and retained.

Health: Healthy communities with access to quality facilities and services.

Education: A region that values and supports learning with accessible, relevant education and training opportunities.

Identity: A "happening" region with a strong community spirit and distinctive lifestyle.

Safety: A region that is a safe place to live.

These Outcomes are incorporated into each Council's LTCCP.

Monitoring and Reporting

In addition to identifying community outcomes, the Act also requires councils to:

"monitor and, not less than once every 3 years, report on the progress made by the community of its district or region in achieving the community outcomes for the district or region."

The four West Coast Councils have agreed to jointly prepare this report on progress towards achieving the Community Outcomes. This is an efficient way of monitoring and reporting, and avoids duplication by each Council.

A set of indicators was selected in 2008 to monitor trends for the Outcomes. The indicators were chosen according to the following factors:

- The data is currently available and accessible, and the agency collecting the data is likely to build a long-term data set so that a meaningful picture of trends can be seen over time.
- They are measures commonly being used by other councils around the country;
- They meet the SMART criteria, that is, they are specific, measurable, achievable, relevant, and timebound.
- They relate to issues raised in community outcomes consultation.

This is the first report of this type for the West Coast region under the LGA requirements. The report gives a brief summary of the main data or information for each indicator, and a general comment on any observable trends over the last 3-6 years, which is the approximate timeframe of the first LTCCP's.

In some cases it has not been possible to identify trends or compare the data as there is no previous data to compare it with. When we next monitor the Outcomes in three years, we will be able to compare what has happened since with this report.

Information sources are listed at the start of each Community Outcome section. Further detail can be obtained from the relevant agency or Statistics New Zealand.

The following sections outline the region's progress towards achieving the community outcomes as measured by the indicators.

INDICATORS FOR HEALTH OUTCOME

Healthy community with access to quality facilities and services

Indicators

Five indicators are used in this section. These indicators are intended to provide an insight into key aspects of health in the West Coast region.

Data Sources

Statistics New Zealand, Ministry of Social Development Social Report 2008, New Zealand Health Information Service, West Coast District Health Board, Buller, Grey and Westland District Councils.

Indicator 1: GP ratio to population

General Practitioners (GPs) are one of our first points of contact in the health system. They play an important role in both the treatment and prevention of poor health.

The ratio of GPs per head of population is an indication of our access to health care. The higher the ratio, the greater our level of access. A lower ratio can result in difficulty accessing primary health care.

Current levels and trends

In 2003, the West Coast region had 55.3 active general practitioners per 100,000 population.

The national ratio of active general practitioners per 100,000 population for the same period was 75.

This is the most recent data available on the ratio of GPs to population.

Indicator 2: Number of West Coasters requiring surgical treatment compared with number receiving surgical treatment on the West Coast

Looking at the number of West Coast residents who require surgical treatment and comparing this with the number of surgical treatments provided in the region will give an indication of the capacity of the community to meet the health needs of its people.

Current levels and trends

The following table shows the number of residents in the West Coast District Health Board (WCDHB) area who received publicly funded surgical treatment in the 2006/2007 and 2007/2008 years, across a range of surgical services. It also shows the number of people who received publicly funded surgical treatment from the WCDHB.

Measuring the number of residents within the WCDHB area who receive services over time will show if our community is requiring more or less surgical service, giving an indication of our overall health.

Measuring the number of services provided by the WCDHB over time will show whether the level of service delivered by our DHB is increasing or decreasing.

Comparing the number of residents in our region who required such surgical treatment with the number of people who received surgical treatment from the WCDHB gives an indication of the proportion of people who receive treatment locally versus the proportion who travel out of the area to receive treatment.

Table 2: Residents of WCDHB area requiring surgical treatment and number of patients treated in the WCDHB area, 2006-2008

Surgical service	Annual totals			
	Patient numbers 2006/2007		Patient numbers 2007/2008	
	Residents of WCDHB area	Treated in WCDHB area	Residents of WCDHB area	Treated in WCDHB area
Cardiothoracic	31	0	26	0
Ear, nose and throat	150	0	153	0
General surgery	1075	1015	1007	905
Gynaecology	306	248	321	285
Neurosurgery	41	0	36	0
Ophthalmology	143	102	198	151
Orthopaedics	615	572	587	556
Paediatric surgical	68	48	44	20
Plastic and burns	94	37	149	87
Urology	131	83	128	79
Vascular surgery	0	0	0	0
Total	2654	2105	2649	2083

Source: Surgical Activity Data tables, New Zealand Health Information Service, <http://www.nzhis.govt.nz/moh.nsf/pagesns/49> accessed 16/04/2009

The number of people who received treatment in the WCDHB area as a percentage of those resident in the WCDHB area who required treatment decreased slightly from 79.3% in 2006/2007 to 78.6% in 2007/2008.

This suggests that we have the capacity on the West Coast to provide around 80% of the surgical services required by our residents.

Limitations of the data

It should be noted that this data only includes those who required and received publicly funded surgical treatment. It does not include those who received private surgical treatment.

The data on those treated in the WCDHB area does not distinguish between those who were residents of the area at the time they were treated and those who were not. This data may include patients who do not live in the WCDHB area but who were treated by the WCDHB, for example, tourists. Care must be taken when drawing conclusions from the data.

The data was drawn from a dynamic database which is subject to change as it is updated by District Health Boards (DHBs). This data was accessed on 16 April 2009 and was the most current information available at the time of writing.

Interpretation of this data should not be made without reference to the notes provided by the New Zealand Health Information Service at <http://www.nzhis.govt.nz/moh.nsf/pagesns/49>.

Indicator 3: Access to health programmes

Health programmes contribute to keeping our community healthy.

Access to information and services can help promote and support healthy lifestyles for members of our community, which contribute to our overall health and wellbeing.

Monitoring the number and types of these programmes available will indicate how well the community is performing at proactively trying to improve its health. If we can at least maintain the health programmes currently offered, or better still increase the number and types of programmes and their availability, we will be making progress on providing for our own health.

Current levels and trends

The West Coast District Health Board (WCDHB) currently provides programmes and services in a number of health areas including:

- Healthy Eating, Healthy Action (HEHA)
HEHA is the Ministry of Health's strategic approach to improving nutrition, increasing physical activity and achieving healthy weight for all New Zealanders.

Having begun in 2007, the West Coast HEHA was greatly expanded in 2008.

The priorities for the West Coast HEHA Programme include breastfeeding, schools and early childhood centres, workforce capacity and capability, children, youth and whanau, lower socio economic groups. A primary focus for 2009 is implementing the Māori Obesity Action Project.

- Community funding
WCDHB administers community funding for the following projects:
 - Breastfeeding Grant Fund
 - Community Action Projects Grant Fund
 - Feeding our Futures Community Partnerships - aims to increase the proportion of parents and caregivers adopting strategies to achieve a healthy diet for children aged 8 - 12 years
 - Māori Community Action Projects Fund
 - Nutrition Fund –aims to help schools and early childhood centres establish healthy eating environments
- Baby's Health
Provides support and information through the Buller Breastfeeding Support Group, based in Westport and 'Babes in Arms' - Babies and Breastfeeding Education and Support in Greymouth and Hokitika.
- Become Smokefree for a better life
Provides support and information for people wanting to quit smoking.

Source: West Coast District Health Board website, <http://www.westcoastdhb.org.nz> accessed 23/04/2009

Indicator 4: Average life expectancy at birth

Life expectancy is an indication of the general health of the community.

Life expectancy at birth is defined by the Ministry of Social Development Social Report 2008 as the "total number of years a person could expect to live, based on the mortality rates of the population at each age in a given year or period".

Improvements in overall life expectancy reflect improvements in social and economic conditions, lifestyle, access to health services, and medical advances.

Current levels and trends

Life expectancy at birth in the West Coast region for the period 2000-2002 was 81.4 years for females and 74.2 years for males.

Nationally, life expectancy for the same period was 81.4 years for females and 76.5 years for males.

For the period 2005-2007, national life expectancy at birth was 82.2 years for females and 78.0 years for males. Regional data is not currently available for this period.

Indicator 5: Drinking water supplies

Availability of water is important for the health of our communities. If a reliable water supply is not available, many in our communities will not have water for drinking, washing and cooking. Water supply is also essential for fire fighting.

Buller

For the 2007/2008 financial year there were no total shutdowns of Buller's water supply and water was available to consumers 100% of the time.

There were no water restrictions imposed and no unplanned shutdowns of the water supply.

Grey

For the 2007/2008 financial year Grey's water supply was available X% of the time.

Westland

One pump failure occurred during the year. This was remedied with no loss of water to residents.

There were 18 disruptions to water supplies in Westland during the 2007/2008 financial year, all of which were restored within 12 hours.

No water restrictions were imposed.

INDICATORS FOR ECONOMIC OUTCOME

A thriving, resilient and innovative economy creating opportunities for growth and employment

Indicators

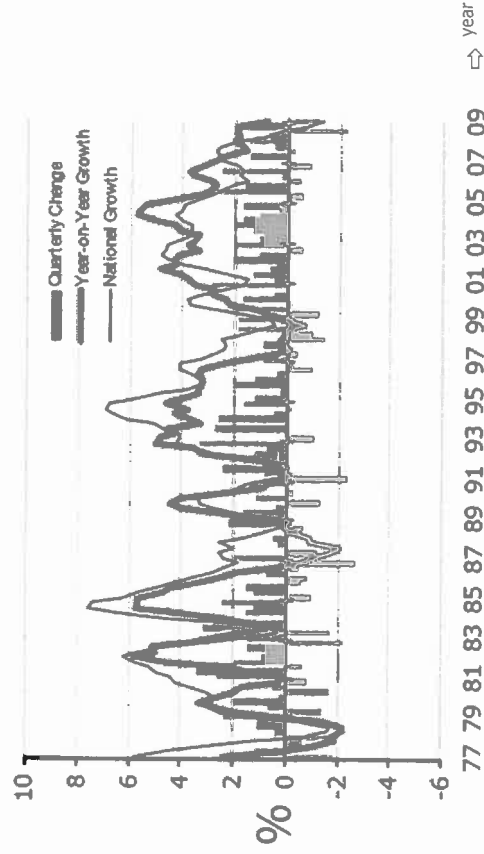
Five indicators are used in this section. These indicators are intended to provide an insight into key aspects of the economy of the West Coast region and districts therein.

Data Sources

National Bank: Regional Trends, BERL Regional Performance Indicators, Statistics New Zealand.

Indicator 1: Overall state of regional economy

This indicator measures overall economic activity as a combination of employment, business growth and business confidence. This provides a comparative measure of how the West Coast economy is performing compared to the national economy.



- The green bar is the result for the respective quarter for the West Coast
- The green line is the annual result, compared to the same quarter in the previous year for the West Coast
- The black line is the annual result, compared to the same quarter in the previous year for the Entire Country

The graph indicates that for most periods since 2003/2004 The West Coast economy has experienced year on year growth at a greater rate than the national economy

Source: *National Bank Regional Trend Report, May 2009*

Indicator 2: Overall state of district economies

The BERL Regional Performance Indicators rank the performance of 72 New Zealand territorial local authority (TLA) economies. The following are the 2008 results for the West Coast territorial authorities for a number of measures, compared against the national result. This measures the performance for the relevant indicators over the preceding 12 months.

Terminology

Year

Numbers are for the twelve months to March of the stated year

TLA

Territorial Local Authority (i.e. District Council)

Value Added (or the TLA GDP)

Value added measures the total value contributed by the activities of all businesses and organisations in the region. In theory it is equal to the value of the output of business (ie sales or turnover) less its purchases from other businesses of goods and services used in production (that latter are sometimes termed intermediate inputs).

In practice value added is akin to the sum of wages, salaries, profits and operating surplus arising from all economic activity in the industry and/or region. The total

value added for a region is equivalent to its contribution to national GDP (Gross Domestic Product).

Employment (FTEs)

Measured as the number of employed persons - but in terms of full-time equivalents (FTEs), such that two part-time employed persons is counted as one full-time person.

Productivity

Measured as the value added (or GDP) of the TLA divided by the number of FTEs.

Business units and size

This provides the number of business operating units within the TLA. Business size is defined as the average number of FTEs for each operating unit and indicates whether businesses in the TLA are on average growing or shrinking.

Key

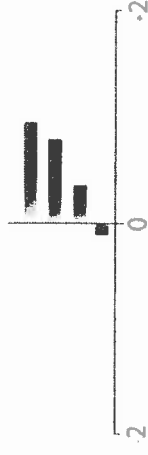
The key for the graphs is as follows:

- New Zealand
- Buller District
- Grey District
- Westland District

The following graphs are the results for a 12 month period only (year ending March 2008). They do not reflect a medium to long term result, however it is planned to use these results as the baseline data for further monitoring reports.

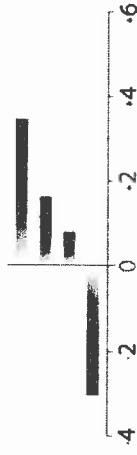
population growth 2008

% change on previous year



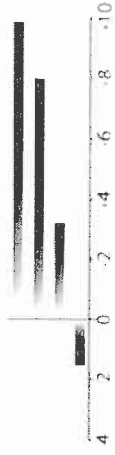
employment FTE growth 2008

% change on previous year



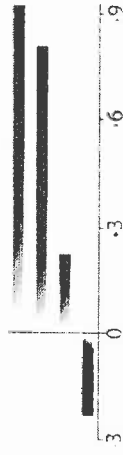
real value added (GDP) growth 2008

% change on previous year



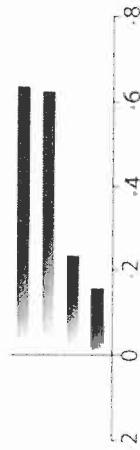
real GDP per capita growth 2008

% change on previous year



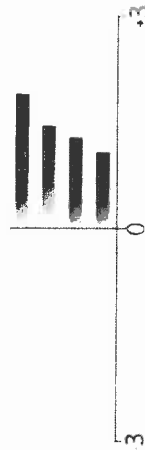
productivity growth 2008

labour productivity (GDP per FTE)
% change on previous year



business units growth 2008

% change on previous year



business size growth 2008

FTEs per business unit
% change on previous year

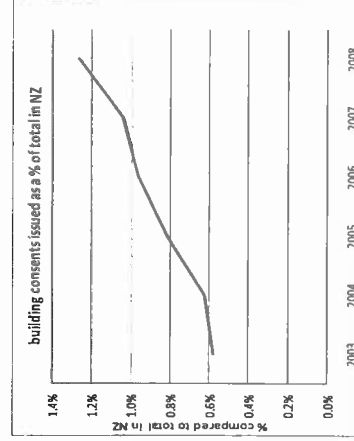
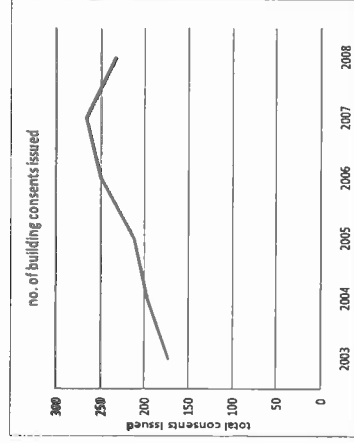


Source: BERL Regional Performance Indicators 2008

Indicator 3: Building consents issued

The number of building consents issued reflects money being invested in the region.

The first graph tracks the total number of building consents issued on the West Coast for the respective year. The second graph shows the total number of consents issued on the West Coast as a proportion of the total consents issued in New Zealand. Whilst the gross number of consents issued on the West Coast has had a recent decline, this decline has not been as marked as the national decline.

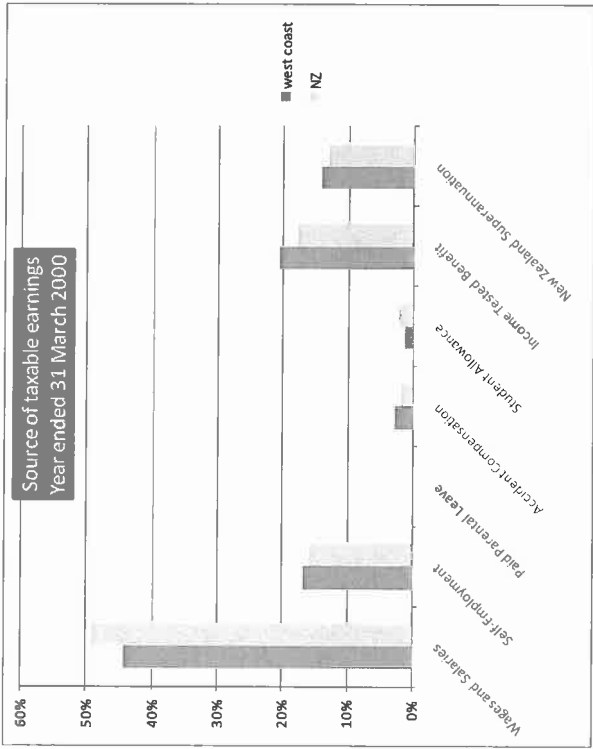
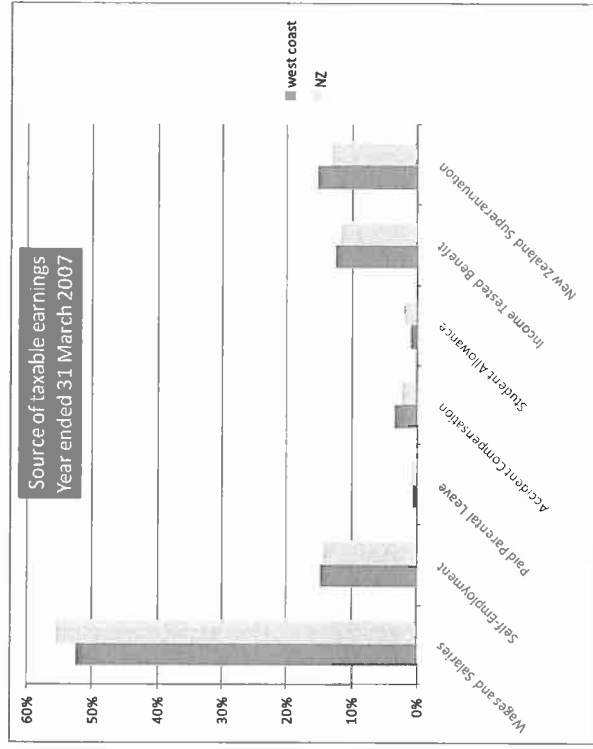


Indicator 4: Employment

Paid employment is a major factor determining personal income, which in turn determines the ability to purchase goods and services. Up to date employment data is difficult to obtain for the West Coast region in isolation, as the West Coast region is included with Nelson/Tasman/Marlborough area for the relevant central government agencies. For example employment/unemployment rates are unavailable for only the West Coast.

The following graphs do however give an indication of the number of West Coast residents in paid employment vs. other sources of taxable income. This gives an overview of how it has changed since 2000, and also a comparison to the national data.

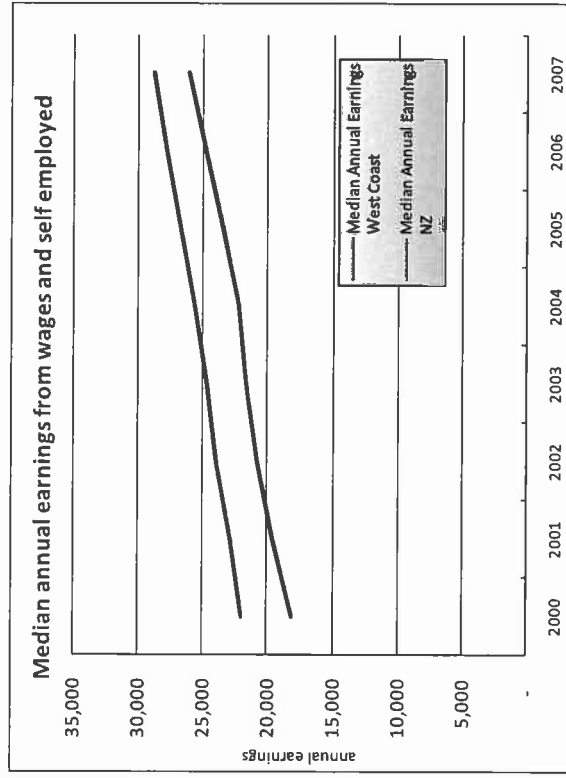
The West Coast generally mirrors national trends for income sources.



Indicator 5: Income

Income is a key indicator of individual, family and community wellbeing. Income levels indicate the ability of people to purchase essential and nonessential goods and services including food, housing, health, education, leisure and transport.

The following graph indicates the median annual earnings on the West Coast, compared with the median for the whole of New Zealand. Average incomes on the West Coast remain below the national average. These figures are not available for each District.



INDICATORS FOR ENVIRONMENTAL OUTCOME

The distinctive character of the environment is appreciated and retained

Indicators

Five indicators are used in this section. These indicators are intended to provide an insight into key aspects of the environmental character of the West Coast region.

Data sources:

Department of Conservation; West Coast Regional Council "State of the Environment Report, June 2008; Opus Consultants; West Coast Waste Management Working Group; NZ Freedom Camping Forum.

Indicator 1: Visitor level of appreciation

This indicator is a useful measure of the extent that visitors value and enjoy iconic West Coast features which are a part of the regions distinctive character.

The Department of Conservation have carried out a number of surveys on the quality of the visitor experience in the Franz Josef Glacier Valley, Fox Glacier Valley and Cape Foulwind, in the past two years. These surveys measure, amongst other things, visitor responses to overall satisfaction. The levels of satisfaction were: Franz Josef Glacier 2007: (90%), Fox Glacier 2008 (91%), Cape Foulwind 2008 (93%). These figures exceed the Department's performance measure, and indicate that visitors are very happy with the quality of the experience and the standard of facilities provided at these sites. A visitor satisfaction survey is being considered for the Punakaiki area.

Indicator 2: Access to natural features

Being able to physically get to key natural features, the beach, rivers, lakes, or the bush is an important part of enjoying the natural West Coast environment. No specific records or assessment has been done about physical accessways to

rivers, lakes, and the coast. Resource consents for activities near fresh or coastal water usually require that public access be maintained. This is consistent with the Resource Management Act 1991 and policies in regional plans. The Regional Council received six complaints about problems with public access to beaches, lakes, or rivers, which is a relatively small number. District Councils have also received only a small number of complaints. This indicates that there is generally few problems with access to these features.

The Department of Conservation is a key provider of access tracks to native bush on the West Coast. As at 30 June 2007 the Department maintained 1029 km of tracks, and at 30 June 2008 this figure increased to 1115 km of tracks. The increase was in the number of kilometres of back country tramping tracks and routes, that is, new routes were re-opened in this twelve month period.

Indicator 3: Water quality – fresh water and coastal

The West Coast region receives plenty of rain, and the large number of waterways and length of coastline are a core part of the Coast's identity.

The Regional Council's State of the Environment Surface Water Quality Report 2008 concluded that the West Coast's rivers, streams, and bathing beaches generally show good to excellent quality on most measures and comparisons.

Fresh water

The Regional Council monitors fresh water quality at 41 sites on a quarterly basis. Data from the last three years is too short a timeframe to show trends. However, surface water quality monitoring information since 1996-2008 shows water quality improvement in levels of ammoniacal nitrogen, clarity, turbidity, and faecal coliforms – consistent with national patterns. Improvements in these parameters benefit aquatic ecosystems, and value for commercial and recreational use. While ammoniacal nitrogen has decreased, other forms of nitrogen – total nitrogen (TN) and nitrate - have increased, which is also consistent across New Zealand. It appears that while point source pollution has decreased, diffuse source pollution has increased.

Bathing beaches

Contact recreation monitoring at 22 sites showed that lake sites had good water quality, as did to a lesser extent those situated in open coastal locations. Improvements for some river and lagoon sites were apparent, although levels of faecal indicator bacteria at some were still consistently above their respective contact recreation guidelines. Figure 1 on the right shows suitability of bathing sites for contact recreation between 1996-2008.

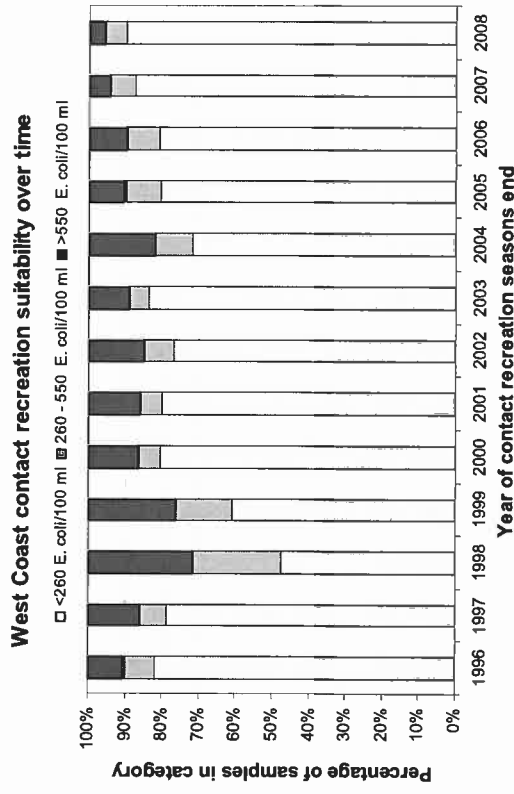


Figure 1: Proportional suitability for contact recreation at monitored contact recreation sites: All sites and samples collected within the contact recreation period (November – March) at contact recreation monitoring sites have been pooled for each season e.g. 1996 includes the summer of 1995-1996. The three categories are based on MfE (2003) E. coli single sample criteria for bathing suitability.

Lake Brunner

Trend analysis accounting for seasonality was conducted on data collected at the central lake monitoring site. From 1992-2007, a statistically significant trend was observed for increasing Total Nitrogen, phytoplankton (as inferred from chlorophyll a), Total Phosphate, and decreasing clarity. Analysing a shorter data record of 2001-2007, nitrate decreased but phytoplankton remained on an upward trend.

The West Coast Regional Council's Water Management Plan contains policies, methods, and rules to maintain and enhance water quality.

Indicator 4: Reduction in waste on roadsides

This indicator is useful in measuring approximate volumes of waste disposed of at random sample sites along main tourist routes in the region. Rubbish dumped along roadsides and in rest areas detracts from the 'clean, green' image of the West Coast.

In the last three years there appears to be an increase in rubbish volumes collected from the sections of State Highway shown in Table 3. Although it is unclear whether this reflects an increase in the amount of litter, anecdotal information from those in the field suggests there is a trend of increasing litter.

Table 3: Number of bags collected at sections of State Highway roadside

State Highway	2005/06	2006/07	2007/08
SH73 between Arthurs Pass and Kumara Junction	129	164	155
SH7 between Ikamatua and Greymouth	244	243	291
SH6 between Punakaiki and Greymouth (Cobden Bridge)	204	343	225
SH6 between Greymouth (South Beach) and Hokitika	289	435	518
SH6 between Hokitika and Wanganui River	63	113	125

(Ref: *Central West Coast Traffic Services TNZ61647, Fulton Hogan for Opus Consultants*)

Indicator 5: Level of visitor waste minimisation activity

The adverse environmental and health effects of visitor waste such as toileting in the bush at rest areas, and solid waste dumping has been an issue on the West Coast in recent years, with increasing numbers of tourists generating increased volumes of waste.

The "West Coast Visitor Waste Management Strategy" was prepared in 2006 to minimise effects of waste generated by visitors to the West Coast, through infrastructure, information and education, and enforcement. The main action from the Strategy implemented so far is that roadside stopping places have been rationalised in terms of which ones need closing (for example, those close to existing public toilets and rubbish bins, etc), which ones need signage (for example, distance to nearest public toilet, camping/no camping allowed, etc), and which ones need services such as toilets, rubbish bins, water taps. Infrastructure work will begin when costs of capital and maintenance, and agreements between Transit and the District Councils, are finalised.

In addition to the West Coast Visitor Waste Management Strategy, an independent national Freedom Camping Forum (FCF) comprising members from central and local government, the tourism industry, and recreational motor home organisations, was established in 2008 to progress dealing with freedom camping waste. To date actions taken under the Forum umbrella include:

- Stickers on campervans promoting asking locals where suitable camping sites are;
- "Waste contained on board" stickers for campervans and rental vehicles which are self-contained;
- Website information and publicity at information centres on good camping practices, for example, "Don't toilet in the bush";
- Freedom camping principles for councils to adopt;
- "No Camping" signage;

Ministry for the Environment are funding Love NZ bins in Buller and Westland, which are bins for recyclables.

Some of the FCF work has implemented the education and information actions in the West Coast Visitor Waste Management Strategy, so these don't need to be duplicated.

INDICATORS FOR EDUCATION OUTCOME

A region that values and supports learning with accessible, relevant education and training opportunities

Indicators

Four indicators are used in this section. These indicators are intended to convey a general overview of educational trends and participation in the West Coast region, as compared to National Averages wherever possible.

Data Sources:

Ministry of Social Development – Social Report 2008 Regional Indicators; West Coast Apprenticeship Research Report – Prepared for Development West Coast; Statistics NZ for national averages; Tai Poutini Polytechnic; Open Polytechnic; NCEA National Averages: www.educationcounts.govt.nz; Massey University.

Indicator 1: Level of Qualification

The educational attainment of the adult population is an indicator of the skills and knowledge available to the West Coast economy from the adult population. Upper secondary school qualifications serve as the foundation for higher learning and training opportunities as well as the preparation for direct entry in to the labour market.

School leavers with Qualifications NCEA Level 2 or Higher (%)			
	2006	2007	% change
West Coast	35	45	29%
National Average	60	66	10%

The next table reports the number of qualifications awarded to students of the Tai Poutini Polytechnic from 2006 to 2008. Students often graduate with more than one qualification so it is necessary to understand one enrolment may equal two or more qualifications from the same program. There are also students who study part time, so they may enroll in one year but not graduate until the following year or

even longer. The majority of Tai Poutini Polytechnic students are enrolled in Level 1 to Level 3 certificates, accounting for 61% of the total. A further fifth are enrolled in each of Level 4 certificates and level 5 to level 7 diplomas. The vast majority of students are New Zealand residents, with around 3.2 percent from overseas.

Statistics - Tai Poutini Polytechnic		
2006*	Students Enrolled	Qualifications Awarded
Level 2	23	21
Level 3	40	22
Level 4	28	63
Level 5	26	20
Level 6	6	4
2007*	Students Enrolled	Qualifications Awarded
Level 2	51	46
Level 3	103	163
Level 4	55	62
Level 5	276	309
Level 6	6	20
2008*	Students Enrolled	Qualifications Awarded
Level 2	54	48
Level 3	111	65
Level 4	207	115
Level 5	114	26
Level 6	8	25

*Figures based on West Coast mainstream enrolments

Indicator 2: Number of Educational Institutions

The number of educational institutions was reviewed nearly four years ago and now is only driven by the community or by the Educational Review Office. The purpose of this review was to ascertain whether a local population would benefit from an

amalgamation of its smaller schools. The resulting larger facilities would need to provide an equal or improved level of academic achievement and opportunity, and be on a par with the nationwide recorded averages. This is monitored by the NCEA results for an institution as compared to others of the same size and decile nationwide.

Number of West Coast Educational Institutions			
2008	Buller	Grey	Westland
Primary Schools	8	13	11
Area Schools	2		1
Secondary Schools	1	2	1
Tertiary Institutes		2	1
Tertiary Campus	1 Westport 1 Reefton		1 Hokitika
Open Polytechnic Coastwide	213 students		
Massey University Extramural	58 students		

Indicator 3: Participation in Early Childhood Education (ECE)

This indicator measures the number of 3 and 4 year olds enrolled in early childhood centres or home-based education programmes as proportion of all 3 and 4 year olds.

Evidence from New Zealand and international research shows that the early years of childhood education are vital to a child's development and future ability to learn. Childhood programmes prepare young children socially, physically and academically for entry into primary school education and can help narrow the achievement gap between children from low income families and those from high-income families.

As shown below, the early childhood participation rates for the West Coast are quite similar to the national averages.

"Apparent" Participation Rate (%)			
	2007	2006	% change
West Coast	101	100	1%
National Average	104	102	2%

Note: These figures overestimate the true participation rate. Rates in excess of 100 percent are possible because children can be enrolled in more than one service.

Enrolment in ECE by Territorial Authority (%) 2007						
Territorial Local Authority	Under 1	1	2	3	4	5
Buller District	20.5	47.0	92.7	115.5	96.6	0.9
Grey District	20.0	43.2	68.8	95.7	107.4	10.6
Westland District	19.0	34.0	62.4	87.5	95.8	3.0
National Average	17.1	44.8	67.6	97.1	101.6	3.1

Indicator 4: Apprenticeships

Various Industry Training Organisations (ITOs) on the West Coast have been operating for some years – with 2003 standing out as a period of significant growth.

Night classes or weekend courses/block courses outside of the workplace are not always needed for those in apprenticeships – those that do are Engineering, Electrical, Plumbing, Carpentry and Automotive Engineering.

Low apprentice wages and the cost of study are considered a deterrent to some potential apprentices, especially those not within large companies, and funding their own studies.

A number of scholarships are offered by West Coast companies; five were identified within the research project entitled 'West Coast Apprenticeship Research' prepared for Development West Coast.

Five year break down by Local Authority and Industry of Modern Apprenticeships on the West Coast					
	2002	2003	2004	2005	2006
Buller	13	39	33	32	26
Grey	24	41	44	55	66
Westland	18	23	33	27	24

Table 4: People involved in Industry Training on the West Coast

Age at 31/12/06	Trainee Count
15 to 19	172
20 to 29	464
30 to 39	374
40 to 49	422
50+	241
Total	1673

People aged between 16-21 undertaking apprenticeships are classified as Modern Apprentices. They receive a 60% government subsidy on training and are funded for quarterly visits from Modern Apprenticeship Coordinators. People over 21 years undertaking apprenticeships or over 40 credits per year are classed as Industry Trainees.

As at 31 December 2006, there were 117 Modern Apprentices on the West Coast and a total of 1673 trainees.

INDICATORS FOR SAFETY OUTCOME

National and West Coast recorded crime and resolution rates 2002-08

A region that is a safe place to live

Indicators

Six indicators are used in this section. These indicators are intended to provide an insight into key aspects of personal and property safety in the West Coast region.

Data Sources

West Coast Police; Buller, Grey, Westland Road Safety Reports 2003-2007, Land Transport New Zealand; West Coast Regional Council.

Indicator 1: Recorded crime and resolution rates

The level of recorded crime and resolution rates provides a broad measure of personal safety for the West Coast community. Being safe and secure within our homes, communities and towns is a desire most people share, and a key determinant of wellbeing and quality of life.

Caution is required when interpreting crime data – fluctuations in crime rates may be affected by changes in reporting by the public and recording by the police, as well as changes in the actual level recorded.

Current levels and trends

As illustrated in the tables below, recorded crime on the West Coast generally reflects the level of crime per population nationally. The West Coast has a high resolution rate compared with the rest of the country. Last year we had a 59% resolution rate compared with 47% for all of New Zealand. This may be attributed to the West Coast having less serious crime compared to other areas, as we deal with more minor offences such as breach of liquor ban.

Table x Crime Rates Per Population

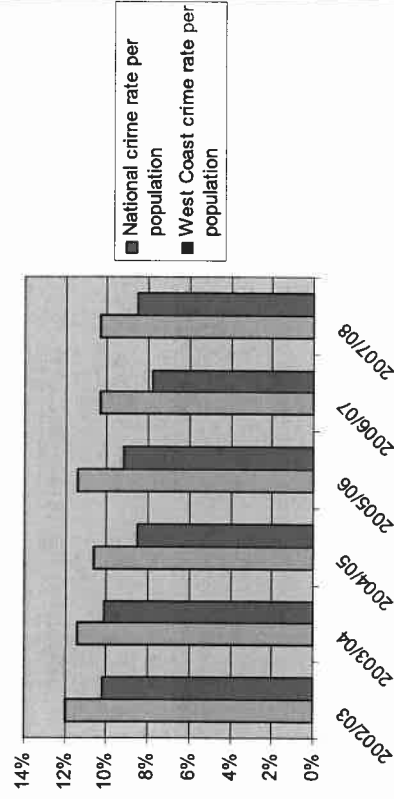
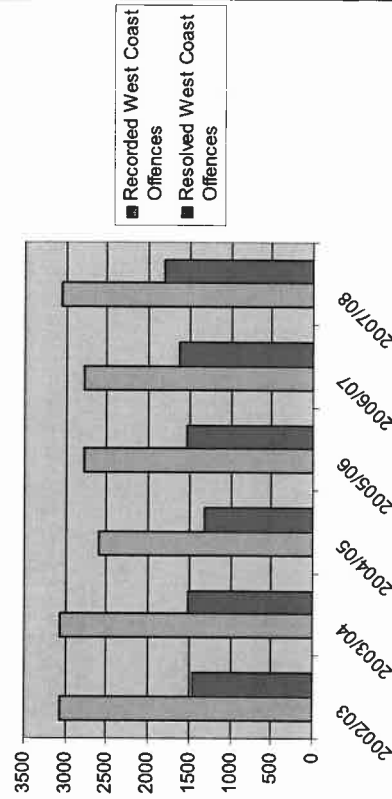
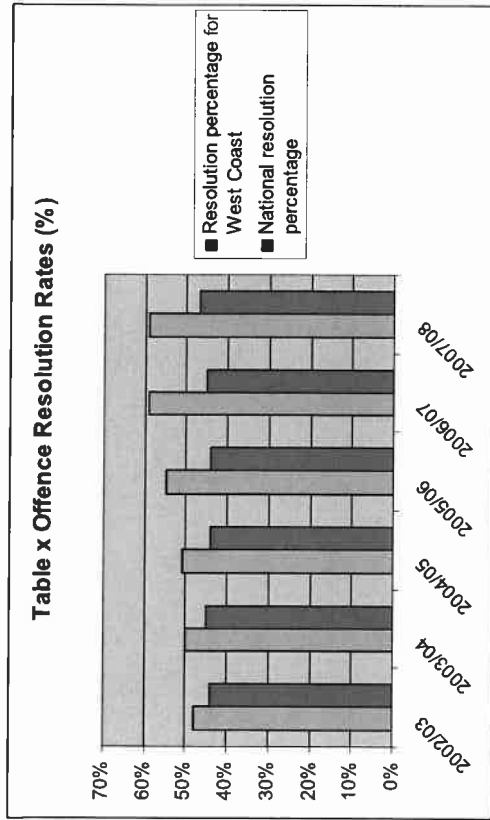


Table x Recorded and Resolved Offence Rates





NB: Crime rates per population for 2002-2006 are based on 2001 Census population figures, and 2006 Census figures for 2006-2008.

Indicator 2: Youth offending rates

The youth offending rate gives a reasonable indication of youth problems in the region. Several responses to the draft Community Outcomes in 2005 raised concerns about West Coast youth. It is desirable to prevent patterns of offending at an early age.

Current levels and trends

Youth offending accounts for around 20% of the total offending on the West Coast. This compares closely with the national average of 18-20% (see Table X).

Variations in figures between years may be due to changes in recording procedures, although there has been an overall increase in youth offending due largely to recidivist offending or alcohol-related offending.

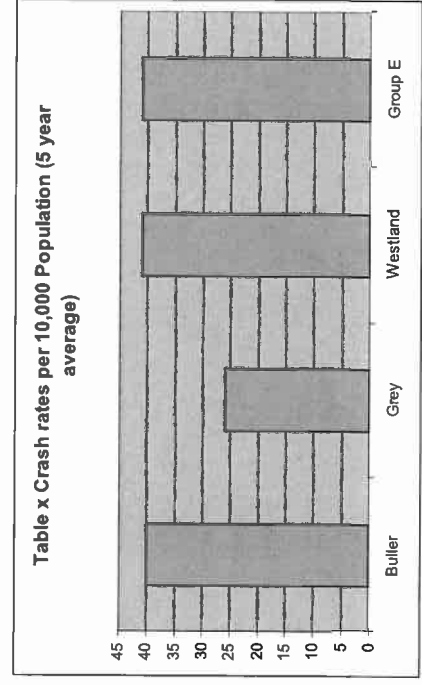
There has not been an increase in serious youth offending on the West Coast, and this is generally low.

Table 5: Number of Youth offences per West Coast District, West Coast Region, and nationally 2006-2008

Year	Buller	Grey	Westland	West Coast	National
2006	49	329	35	413	101279
2007	229	604	47	880	105349
2008	198	601	142	941	94435

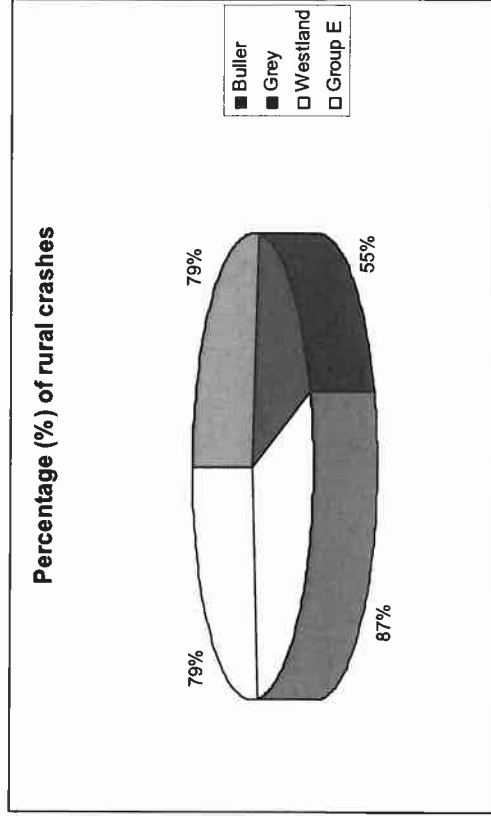
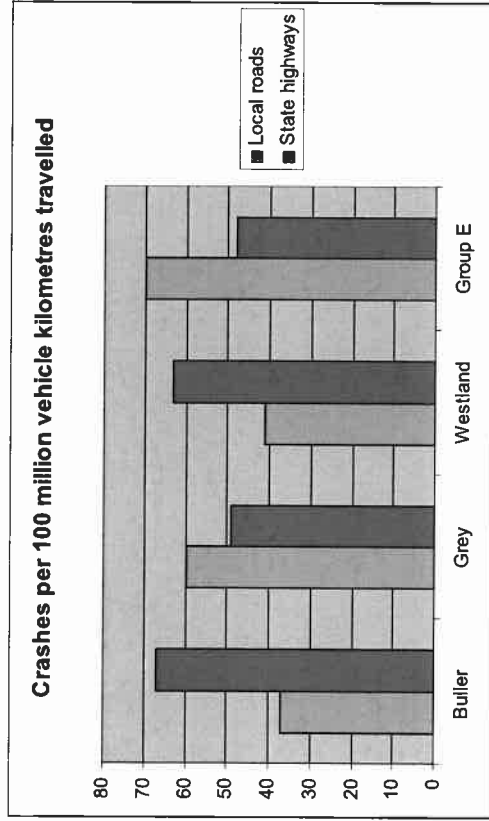
Indicator 3: Number of motor vehicle accidents

This indicator is a useful measure of any reductions in motor vehicle accidents and increase in the level of safety amongst drivers of vehicles on West Coast roads. It does not include crashes between motor vehicles and cyclists or pedestrians. Crashes per 10,000 population are based on five year average crash data (2003-2007) and Statistics NZ 2007 population estimates.



A comparison is made with Group E districts, which are small provincial towns with low traffic volumes, populations less than 20,000 and/or rural crashes greater than 55%.

The tables below show that the number of crashes in the Buller District is on par with the average for small rural areas. The number of crashes in the Grey District is below the Group E average, and the number in Westland is above this average.



(Ref: Buller, Grey, Westland Road Safety Reports 2003-2007, Land Transport New Zealand, April 2008).

Indicator 4: Improvements in preparedness for natural hazard events

This indicator is a useful measure to gauge progress with civil defence emergency management readiness work. The emergency management legislation requires agencies with civil defence roles to plan and co-ordinate how they will deal with natural hazard events.

Since the new emergency management legislation came into effect in 2002, there has been an increased level and quality of training to prepare council and other agency staff for an emergency event.

The following key Civil Defence Emergency Management (CDEM) activities have been undertaken throughout the region and in the Districts over the last four years:

2005

- The Civil Defence Emergency Management Group Plan and Group Welfare Plan was completed.
- Training Needs Analysis undertaken.
- Engineering Lifelines Project initiated.

2006

- Urban Search and Rescue training provided for local engineers.
- Involvement in Exercise Pacific Wave, a national tsunami warning trial to practice emergency response decision-making and Emergency Operations Centre running in the event of a destructive tsunami.
- Engineering Lifelines Reports completed with recommendations for improving the resilience of water, sewerage, transport, power, and communications network services.
- Commenced Pandemic Planning, exercised through Exercise Cruickshank.
- Regional Council purchased three satellite phones.

2007

- Training for Regional and District Councils provided by Tai Poutini Polytechnic on basic CDEM principles.
- Exercise Pandora, a 24 hour pan-regional exercise was held in conjunction with Nelson-Tasman, Marlborough, and Canterbury. The exercise was based on an Alpine Fault earthquake scenario. All four Councils participated. Health, emergency services, welfare groups, Solid Energy, Transit, and Transpower were also involved.
- Controller and Group Recovery Manager training facilitated through Ministry of Civil Defence and Emergency Management.

2008

- Research completed to identify stores of fuel that could be used in an emergency event.

- Local Welfare Plans revised into a generic Welfare Manual with guidelines on setting up and operating a welfare centre.
- Ongoing work by engineering Lifelines agencies to build resilience into their equipment and services.
- Group Controller training.
- Local Civil Defence Officers forum, and Controllers forum held.

Indicator 5: Progress towards identifying hazard areas where greater management is required

This is a useful indicator to evaluate improvements in our level of knowledge and understanding of patterns of hazard activity, in order to better manage resource use and development in hazard-prone areas, and minimise risk of damage and harm to people and property. There is increasing pressure to develop hazard-prone sites near rivers, the coastline, slopes, or earthquake faultlines.

Hazard area identification is done on an ongoing, case by case basis through regional and district planning and consent processes, for example, by assessing hazard risk from sea level rise for coastal subdivisions. Regional and district plans have identified some coastal, slope, and rockfall hazard areas, and have general rules controlling land, water and coastal marine area use to minimize the risk of natural hazards unduly affecting people or property.

In addition to the above, over the last three years the following work has been done to further identify hazard-prone areas:

- The Regional Council has compiled and collated up to date information regarding earthquake and slope stability hazard areas; this information is reported to District Councils.
- Latest publications with planning guidelines for hazard assessment and managing development near active faults in landslide areas have been circulated to District Councils.
- A GIS geology mapping database showing changes in landslide areas and faultline information has been updated.

INDICATORS FOR IDENTITY OUTCOME

A "happening" region with a strong community spirit and distinctive lifestyle

Indicators

Four indicators are used in this section. These indicators are intended to provide an insight into key aspects of identity in the West Coast region.

Data Sources

Buller, Grey and Westland District Councils, West Coast Regional Council, Statistics New Zealand, Ministry of Social Development Social Report 2008, Elections New Zealand, Sport and Recreation New Zealand (SPARC).

Indicator 1: Community events and activities

Community events and activities contribute to making our region a vibrant, "happening" place to live.

Community participation in events and activities contributes to our sense of community spirit and makes our region an enjoyable place to live.

Community events can also attract visitors to our region, promoting it as a tourist destination and a vibrant place to live.

Current levels and trends

Community events and activities come in all different forms including:

- Cultural
- Social
- Recreational
- Sporting

A range of community events take place throughout Buller, Grey and Westland each year, attracting locals and visitors alike. Many of these

events are organised and held by community groups within our region. Others are organised by or receive support from the local council.

Major annual events in our region attracting more than 300 people from outside the region include the following:

Buller

- Buller Gorge Marathon
- Westport Performing Arts Competitions Society Festival
- Best of the West Country Music Awards
- Boxing Day Horse Races

Grey

- Greymouth Motorcycle Street Race
- King of the Coast Speedway
- Art in the Park
- Around Brunner Cycle Race
- Greymouth Dance Competitions

Westland

- Wildfoods Festival
- Speights Coast to Coast, which begins in Kumara
- Kumara Horse Races

Indicator 2: Community amenity facilities

Community facilities contribute to making communities vibrant and attractive places to live.

These facilities provide the community with places to hold, participate in and attend cultural, social, recreational and sporting events and activities.

Having modern community facilities can also help attract people to an area.

By monitoring the number of facilities provided for our communities, and our progress on upgrading existing and creating new facilities, we will see how well we are providing amenities and opportunities for our communities to be vibrant and interesting places to live.

Current levels and trends

The current and planned facilities available to our communities, provided by or with support from local councils include:

Table 6 Community Facilities provided or supported by District Councils

Type of Facility	Buller	Grey	Westland
Community Halls	Reefton Community Centre, and financial assistance to Maruia, Inangahua, Little Wanganui, Waimangaroa, Granity, Ngakawau and Karamea community buildings		7 halls in Westland, 3 community buildings in Hokitika
Libraries	Westport and Reefton, with voluntary community libraries in Granity, Inangahua, Karamea, Maruia and Seddonville	No, location?	Hokitika, and community libraries in Haast, Jacobs River, Franz Josef/Waiiau, Fox Glacier, Okarito, Ross, Kumara, Harihari and Whataroa
Parks and Reserves	No?	No?	1 Square, 3 reserves
Museums	Support Coaltown in Westport, Karamea and Blacks Point Museums	History House, Greymouth; helping develop Coal River Park	West Coast Historical Museum, Carnegie Complex, Hokitika
Swimming Pools	Buller Electricity Aquatics Centre at the Solid Energy Centre, Westport; Reefton, Karamea and Hector pools	New Greymouth Aquatic Centre; Runanga pool	Centennial Pool, Hokitika; Ross pool
Theatres	Performing Arts Centre, Westport; Reefton Cinema, Lyric Theatre, Granity	Regent Theatre, Greymouth	Regent Theatre, Hokitika
Other	Solid Energy Centre, Westport – a recreation and events centre comprising a multi-sport stadium, the Holcim Multi-purpose Room, the Development West Coast Hockey Turf, and the WestReef Squash Courts; ?skateboard park, Reefton?	Civic Centre, an indoor sport facility and Climbing Wall, Greymouth Shantytown Hockey Turf, Greymouth Left Bank Art Gallery, Greymouth	Hokitika Heritage Trail, a walk around the town passing main features and scenic attractions Art/Exhibition room, Carnegie Complex, Hokitika

Note: the performance of the community facilities provided by the district councils is monitored and reported on by the respective councils each financial year in their annual reports. For more information on the performance of these facilities, please see the relevant council's annual report.

Indicator 3: Number of people involved in cultural, artistic, recreational, sporting and volunteer activities

Participation in community activities is an indicator of how involved people feel with their community.

Participation and involvement in these activities helps to create a strong community spirit, an identity, and a deeper sense of pride in our community. It also provides people with interesting activities to take part in, making our region a vibrant and attractive place to live.

Participation in cultural and artistic activities can help us share our identity with others. Maintaining or increasing our levels of participation in these types of activities over time will suggest that our region continues to be an attractive place to live and to be a community that people want to be involved in.

Current levels and trends

Cultural and artistic activities

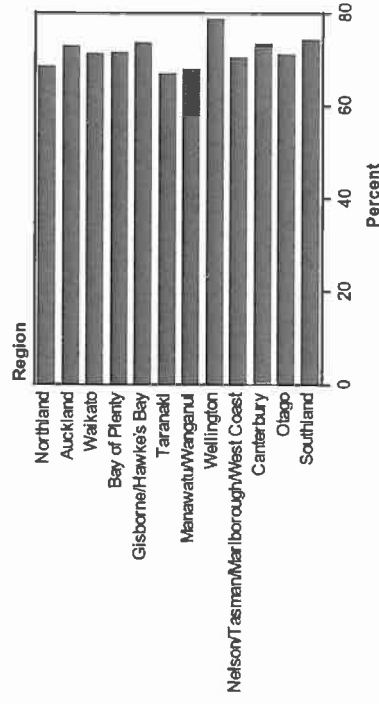
Data on participation in cultural and artistic activities is not currently available at a regional level.

"*New Zealanders and the arts 2008*", a study undertaken by Creative New Zealand, found that 86% of New Zealanders aged 15+ years are involved in the arts as attendees and/or participants and that virtually all (99%) of 10 to 14 years are involved.

When surveyed for this study, 48% of those aged 15+ years and 99% of those aged 10 to 14 years said they had participated in an arts event in the past 12 months.

Data on attendance at performing arts activities is available at a regional level, however this data was collected in 2001/2002.

Proportion of Adults Experiencing at Least One Performing Arts Activity in previous 12 months
By region



Source: *New Zealand Framework for Cultural Statistics*, <http://www.stats.govt.nz/analytical-reports/measure-of-culture/performing-arts/default.htm> accessed 17/04/2009

Of the 12 regions, eight had a higher proportion of adults experiencing at least one performing arts activity than the West Coast region and three had a lower proportion.

Around 70% of adults in the West Coast region experienced at least one performing arts activity in the 12 months prior to the survey being conducted.

Limitations of the data

The West Coast region's survey results were collected with the Nelson/Tasman/Marlborough region. The overall results include people who do not live in the West Coast region.

Recreational and sporting activities

As well as being a great way of getting involved with the community, sport and recreation activities are a way of staying fit and healthy.

Table 7: Percentage of adults who participated in at least one sport or recreation activity per year, per month and per week in 2007/2008

Region	Per 12 months	Per month	Per week	Average number of activities per adult per year
Sport Tasman ¹	97.9%	93.2%	85.4%	5.0
Sport Canterbury West Coast ²	94.2%	89.0%	79.6%	4.6
New Zealand	96.0%	90.0%	79.0%	4.6

Source: SPARC Active New Zealand Survey 2007/2008

Table 8: Percentage of adults who volunteered to help with a sport or recreation activity in 2007/2008

Region	Percentage
Sport Tasman ¹	32.7%
Sport Canterbury West Coast ²	28.1%
New Zealand	25.3%

Source: SPARC Active New Zealand Survey 2007/2008

The data suggests that adults living on the West Coast are at least as likely as adults in other parts of New Zealand to participate in sport or

¹ Sport Tasman incorporates the Buller district

² Sport Canterbury West Coast incorporates the Grey and Westland districts

recreation activities, and that they are more likely to be involved as volunteers for a sport or recreation activity.

By monitoring these participation statistics overtime we will see how active our community is in sporting and recreational pursuits.

Limitations of the data

Participation in sport and recreation is measured across geographic areas defined as regional sports trusts (RST).

The Buller district belongs to the Tasman RST. This RST covers the top of the South Island.

The Grey and Westland districts belong to the Canterbury-West Coast RST which covers the middle of the South Island.

The data in the tables above includes information from people who live within the RSTs covering the West Coast region, but who do not necessarily live in the West Coast region themselves.

Volunteer activities

The following table shows the percentage of people in the West Coast region, aged 15 years and over, who had undertaken any helping or voluntary work for or through any organisation, group or marae in the four weeks preceding census night for the past two census.

Table 9: Percentage of people involved in helping or voluntary work in the four weeks preceding census night

Area	Census years	
	2001	2006
West Coast	20.9%	17.3%
National	16.2%	13.8%

Source: Census data, Statistics New Zealand, <http://www.stats.govt.nz/census/default.htm>, accessed 17/04/2009

in our community, and in New Zealand as a whole, and value the opportunity to have a say on the direction our region and our country is taking.

Limitations of the data

Data for general elections is collected by electorate rather than by regional or territorial authority area. The data above shows voter turnout for the West-Coast Tasman electorate. It includes voters from the West Coast and Tasman regions.

JOINT FLOODWALL COMMITTEE MEETING

Date: 25 May 2009
Prepared By: S. Moran Planning & Environment Manager
Subject: **GREYMOUTH FLOODWALL SURVEY**

Purpose

To inform the Committee of the issues raised in the comments section of the Greymouth Floodwall Rating District survey.

Background

The ratepayers of the Greymouth Floodwall Rating District were surveyed to identify their views on which level of upgrade of the floodwall they were interested in. The Council received 845 returns from the 2,320 survey forms that were sent out with the following results:

- 416 would like to see Option 1 adopted
- 308 would like to see Option 2 adopted
- 52 would like to see Option 3 adopted
- 69 provided comments only

Issues

Rating matters

Many of the survey returns included comments along with a selection of one of the options. Of the comments received most fell into this category with people being concerned about how much their rates would be affected, ability to pay, and who should be responsible for funding the flood protection. The issue of differentials and the obligations of landowners versus leasees was well covered.

Alternative Options

Alternative options to raising the floodwall was another reasonably significant matter of interest to people with the issues of dredging and using overflows the most topical. Other matters highlighted here were whether the focus should be on moving the town (particularly the central business district), improving the reticulated storm-water drainage, and widening the tipheads.

Summary

The survey was to find out what people thought of the three options put forward for the upgrade. If you assume that those who selected Option 3 would also be prepared to fund Option 2 then the results are relatively evenly split with 49% of returns favouring Option 1 and 43% favouring Option 2 or Option 3.

RECOMMENDATION

That this report is received.

Simon Moran
Planning and Environmental Manger

THE WEST COAST REGIONAL COUNCIL

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Prepared for: Council Meeting
 Prepared by: Robert Mallinson – Corporate Services Manager
 Date: 29 May 2009

FOR THE TEN MONTHS ENDED 30 APRIL 2009	ACTUAL	YEAR TO DATE BUDGET	ACTUAL % ANNUAL BUDGET	ANNUAL BUDGET
REVENUES				
General Rates	1,578,485	1,570,833	84%	1,885,000
Rates Penalties	60,302	62,500	80%	75,000
Investment Income	-410,628	833,333	-41%	1,000,000
Regulatory	1,198,663	773,867	131%	915,500
Planning Processes	136,108	98,018	116%	117,622
Environmental Monitoring	0	0	0%	0
Emergency Management	27,075	20,833	108%	25,000
River, Drainage, Coastal Protection	1,003,726	689,483	121%	827,380
Vector Mgmt	546,593	545,833	83%	655,000
Regional % Share Controls	306,586	304,167	84%	365,000
VCS Business Unit	2,625,510	1,764,255	124%	2,117,106
	7,072,420	6,663,123	89%	7,982,608
EXPENDITURE				
Representation	299,458	348,213	72%	417,855
Regulatory Activities	1,902,219	1,385,648	114%	1,662,778
Planning Processes	372,524	483,820	64%	580,584
Environmental Monitoring	536,074	597,956	75%	717,547
Emergency Management	78,103	105,086	62%	126,103
River, Drainage, Coastal Protection	982,908	1,852,388	44%	2,222,865
Vector Mgmt	371,906	412,659	75%	495,191
Regional % Share Controls	644,880	723,955	74%	868,746
VCS Business Unit	1,893,168	1,512,956	104%	1,815,547
Portfolio Management	41,854	0		0
	7,123,094	7,422,680	80%	8,907,216
SURPLUS / (DEFICIT)	-50,674	-759,557		-924,608
Transfer Rating District Interest	-99,828			
To Transfer to Balance Sheet	-150,502			

BREAKDOWN OF SURPLUS (-DEFICIT)	Variance Actual V Budgeted YTD	ACTUAL	BUDGET Year to date	ANNUAL BUDGET
Rating Districts	968,276	64,991	-903,285	-1,083,942
Quarries	128,951	108,393	-20,558	-24,669
Regional % Share of AHB Programmes	81,494	-338,294	-419,788	-503,746
Investment Income	-1,285,815	-452,482	833,333	1,000,000
VCS Business Unit	481,043	732,342	251,299	301,559
Vector Mgmt	41,513	174,687	133,174	159,809
Other	0	0	0	0
General Rates Funded Activities	293,422	-340,311	-633,733	-773,619
TOTAL	708,883	-50,674	-759,557	-924,608

Net Contributors to General Rates Funded Surplus (-Deficit)		Actual	Budet ytd	Annual Plan
	Net Variance Actual V YTD			
Rates	7,652	1,578,485	1,570,833	1,885,000
Rates Penalties	-2,198	60,302	62,500	75,000
Representation	48,755	-299,458	-348,213	-417,855
Regulatory Activities	-91,774	-703,556	-611,782	-747,278
Planning Activities	149,386	-236,416	-385,802	-462,962
River, Drainage, Coastal Protection (excl.	86,496	-152,566	-239,062	-286,874
Environmental Monitoring	61,882	-536,074	-597,956	-717,547
Emergency Management	33,225	-51,028	-84,253	-101,103
	293,422	-340,311	-633,733	-773,619

STATEMENT OF FINANCIAL POSITION AS AT 30 APRIL 2009

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	@ 30/04/2009	@ 30/06/2008
<u>CURRENT ASSETS</u>		
Cash	242,158	153,868
Short term Deposit - Westpac	500,274	1,704,438
Accounts Receivable - Rates	346,148	263,628
Accounts Receivable - General Debtors	381,138	562,347
Prepayments	87,221	51,691
Sundry Receivables	302,877	682,810
Stock - explosives	716	716
Stock - VCS	635,233	225,612
Stock - Rock	59,002	61,680
Stock - Office Supplies	12,493	12,493
	<u>2,567,260</u>	<u>3,719,283</u>
<u>Non Current Assets</u>		
Investments	10,390,577	11,035,324
Fixed Assets	3,799,469	3,247,070
Infrastructural Assets	<u>39,403,645</u>	<u>39,403,645</u>
	<u>53,593,691</u>	<u>53,686,039</u>
TOTAL ASSETS	<u>56,160,951</u>	<u>57,405,322</u>
<u>CURRENT LIABILITIES</u>		
Bank OD	0	0
Accounts Payable	471,995	1,772,660
GST	65,731	91,603
Deposits and Bonds	394,143	338,486
Sundry Payables	173,206	450,424
Accrued Annual Leave, Payroll	189,653	193,522
Other Revenue in Advance	30,000	491,250
Rates Revenue in Advance	<u>490,266</u>	<u>60,015</u>
	<u>1,814,994</u>	<u>3,397,960</u>
<u>NON CURRENT LIABILITIES</u>		
Future Quarry restoration	85,800	85,800
Punakaiki Loan	289,078	316,217
Lower Waiho Loan	51,406	0
Office Equipment and IT Leases	<u>109,651</u>	<u>136,819</u>
	<u>535,935</u>	<u>538,836</u>
TOTAL LIABILITIES	<u>2,350,929</u>	<u>3,936,796</u>
<u>EQUITY</u>		
Ratepayers Equity	19,975,239	19,987,141
Surplus Tsfrd.	-150,502	
Rating District Equity Mvmts	-196,290	
Rating Districts Equity	2,609,308	2,413,020
Tb Special Rate Balance	274,787	262,885
Revaluation	22,714,725	22,222,725
Quarry Account	-17,245	-17,245
Investment Growth Reserve	<u>8,600,000</u>	<u>8,600,000</u>
TOTAL EQUITY	<u>53,810,022</u>	<u>53,468,526</u>
LIABILITIES & EQUITY	<u>56,160,951</u>	<u>57,405,322</u>

PORTFOLIO @ 30 April 2009 Summary & Reconciliation		Cash	Bonds	Australasian Equities	International Equities	Property Equities	Alternative Asset Classes	Total
Portfolio Value @ Start	01 July 2008	2733073	3421783	1381877	1812269	724252	939971	11013224
Contributions	}	647522	195686	33644	256576	9571	346229	1489228
Withdrawals	}	-1039852	-133272	-79897	-378392	-41004	-25140	-1697558
Realised Gains/(Losses)								0
Price		-47242	44757	-21036	-172060	3382	-216503	-408702
FX				11935	-220450	-1734	-206	-210456
adj.		918						918
Unrealised Gains/(Losses)								0
Price		16369	130507	-322954	-423786	-187583	-57416	-844863
FX				23326	278524	6848	-96381	212317
Mgmt Fee								0
Interest Income		198705	237813	5258		4433	22881	469090
Changes Accrued Interest		2645	30708					33353
Dividends				48898	63357	34371	36015	182642
reversal Hedges 30.6.08				21045	59398	5362	22860	108665
Current Hedges				-2761	6056	-528	16001	18767
Portfolio Value @ End Period	31 March 2009	2512137	3927982	1099334	1281491	557369	988311	10366625
								Cash
								Structured credit
								Emerging market debt
								Hedge positions
								0
								42471
								929839
								16001
								988311

Asset Allocation %'s @ 30 APRIL 2009	Benchmarks
Cash	24%
Bonds	38%
Australasian Equities	11%
International Equities	12%
Property Equities	5%
Alternative Asset Classes	10%
	100%

Tactical asset allocation range

- 10% - 50%
- 10% - 50%
- 0% - 20%
- 0% - 20%
- 0% - 10%
- 0% - 20%

2. General Comment

Total operating expenditure for the ten month period was \$7.123 million.

Total revenues for the period amounted to \$7.072 million.

The total deficit was (\$51,000)

Highlights:

- Investment portfolio loss of \$410,000 for the ten month period. This was an improvement of \$269,000 compared to the loss @ 31 March.
- Greymouth floodwall upgrade expenditure will not be incurred until 2009/10.
- Quarries and VCS business unit are trading profitably.
- There are positive budget variances in the general rate funded area amounting to \$293,000. In particular spending in the Planning; Rivers etc., and Environmental Monitoring areas is running below budgeted.

3. Risk Management

Pursuant to the risk management policy, I can report that Council public liability cover has been renewed for a further 12 months from 30 June 2009 with Riskpool at a cost of \$18,000. The contribution for 2008/09 was \$26,000 so this continues a substantial reduction in the cost of public liability cover over the past few years.

I also report that new Insurance brokers have been appointed. The new Insurance brokers are Willis New Zealand Ltd and they are attending to the renewals process for existing risk cover for the 2009/10 year. The outcome of the renewals process will be reported to Councillors in due course.

RECOMMENDATION

That this report be received.

Robert Mallinson
Corporate Services Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 9 June 2009
 Prepared by: Robert Mallinson and Chris Ingle
 Date: 30 April 2009
 Subject: **Decisions on Submissions to the Draft 2009/19 LTCCP**

Purpose

To make decisions on all submissions made to the Draft ten year Plan (LTCCP) and communicate those decisions to submitters.

Background

Councillors will have received and heard the 82 submissions from the public at the LTCCP hearings which will have been held at the Special Meeting on Friday 5 June 2009.

At the workshop following the hearing on Friday the 5th, Councillors will have discussed the submissions and the reasons for accepting or rejecting each submission. Staff can now prepare a letter to each submitter indicating the Council's response to their submission and the reasons for this response.

Councillors now need to make formally make the decisions on the submissions received, and having also considered any officers advice sought during the workshop, pursuant to section 83(3) of the Local Government Act 2002.

Greymouth Floodwall Upgrade Decision

The Greymouth floodwall Joint Committee has recommended that this Council accept option 2, the (estimated) \$4M option to upgrade the floodwalls. The minutes from the Joint Committee meeting will be tabled. Council need to make the decision on this today after considering the results of the floodwall opinion survey, the submissions made on the LTCCP, and the recommendation of the floodwall Joint Committee (see report attached).

If Council does choose option 2 we will need to look into borrowing options. Robert Mallinson and I have already looked into extended loan terms and found that repaying loans beyond 25 years is not a good option because it costs more in interest and the annual repayment is only a few dollars less for an average homeowner. Council may wish to consider spreading risk by splitting the borrowing over 2-3 different terms, at different interest rates, and may also wish to consider internal borrowing using part of the Forsyth Barr investment fund.

RECOMMENDATIONS

1. That the minutes of the Special Meeting held on 5 June 2009 to hear submissions on the Draft 2009/19 LTCCP be confirmed as correct (minutes to be circulated at the meeting).
2. That Council adopt Option 2 (\$4M) for upgrading the Greymouth Floodwall and authorise any consequential amendments to the LTCCP, including changing the internal borrowing policy to enable a \$1.5M internal loan to the Greymouth Rating District, if needed.
3. That Council consider other amendments to the Draft 2009/19 LTCCP (draft amendments to be tabled at the meeting) following consideration of all public submissions and any advice sought from officers pursuant to section 83(3) of the Local Government Act 2002.

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 9 June 2009
Prepared by: Chris Ingle – Chief Executive
Date: 28 May 2009

Subject: **CHIEF EXECUTIVES REPORT**

Meetings Attended

The meetings I have attended since the 12 May Council meeting include:

- Attended various meetings with landowners to discuss significant wetlands for Variation 2 to the Land and Riverbed Management Plan.
- Attended a meeting in Wellington on the 19th of May with senior managers of the Foundation for Research Science and Technology.
- Attended a meeting of the Greymouth Joint Floodwall committee on 25 May. This meeting was chaired by Cr Scarlett in Cr Ewen's absence.
- Attending the LTCCP hearing on 5 June.

LTCCP Process from here

The hearings of the 82 LTCCP submissions is scheduled for June 5 with a workshop to follow. The decisions on submissions should be made at this meeting. After that meeting staff will make the final changes to the LTCCP document as directed by Council decisions and will liaise with Audit NZ to seek final audit approval. We will also write to submitters advising of your decisions and the reasons for those decisions.

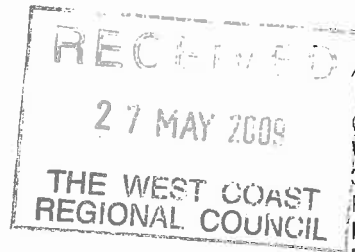
Report on Thailand Conference on Pyrolysis from Mayor Maureen Pugh

Attached is the report back from Mayor Maureen Pugh on the Thailand Conference she attended, which this Council supported.

RECOMMENDATION

That this report be received.

Chris Ingle
Chief Executive



Address correspondence to:

General Manager
Westland District Council
36 Weld Street
Private Bag 704
Hokitika 7842
Phone 03 756 9010
Fax 03 756 9045
Email: council@westlanddc.govt.nz

Our Reference:
Your Reference: REF 7
For enquiries contact: MAUREEN PUGH

25 May 2009

Ross Scarlett
Chairman
West Coast Regional Council
PO Box 66
Greymouth

Dear Ross

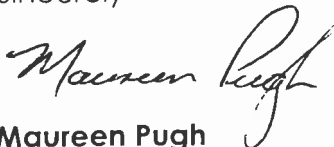
REPORT ON THAILAND CONFERENCE

Please find enclosed a copy of the report with details of the conference that was attended on Waste to Energy plants in Thailand last December. As the West Coast Regional Council was a sponsor of this conference, I would appreciate it if you could make the report available to your Councillors along with my sincere gratitude. An initial report was tabled at the Regional Waste Group meeting in February and I attach a copy for your information.

In the true spirit of cooperation your Council recognised the benefit of exploring all avenues in the pursuit of solutions to our ever-increasing waste disposal costs on the West Coast. Your support of the conference costs and travel expenses enabled Peter Anderson and myself to further expand on the work carried out by the regional waste working group. We made several very valuable acquaintances that we have remained in contact with and they have generously shared their expertise with us enabling a more targeted focus on possible ways forward here on the Coast. I trust you will continue to support exploration of waste disposal options.

Please extend my thanks to your Councillors for supporting our attendance of the conference.

Sincerely



Maureen Pugh
Mayor

Attachment

MP/DM

The 5th International Conference on Combustion, Incineration/Pyrolysis and Emission Control: Eco-conversion of Biomass and Waste was held in Chiang Mai, Thailand 16 – 19 December 2008.

The Conference was attended, among hundreds of others, by Peter Anderson (Engineer) and Maureen Pugh (Mayor) of Westland District Council and made possible by the generous support of all Councils on the West Coast and two corporate sponsors.

20 countries were represented at the Conference, and, given the political situation in Bangkok immediately prior to the Conference, it was considered to be well attended. Attendees were mainly academics with a noted absence of decision-makers.

Peter and I attended the pre-conference workshop on the 16th December which covered technology, environment, management and economics related to the topic. The day included case studies from Asian countries, Europe and the US.

The following two days involved presentations presented in parallel sessions. We attended all of those we felt were applicable to our situation and covered incineration, combustion, gasification and pyrolysis, and emission control. A more technical and detailed report will be produced and presented to individual Councils and this group.

The technical tour on the 19th took us to Siam Cement in Lampang and an Energy Village in Lamphoon Province. The cement plant was closed for one month so was not operational due to the economic situation impacting on demand for the product. The Energy Village was built around a chicken farm and successfully generates about 60 m³ of biogas per day. It is distributed via a pipeline to about 50 nearby houses and is also utilised to produce electricity using a gas engine for on-farm use.

A major advantage in attending this conference was the contacts we were able to make. One of the world's leading experts on Climate Change, who was also a key note speaker, made himself known to us and has offered to keep in contact. We have also secured the commitment from two other highly qualified experts to provide us with guidance should we decide to progress with some form of high temperature incineration as a means of waste disposal in Westland.

In summary, we were in a different league to everyone else who attended the Conference as we are dealing with such vastly different volumes. In Westland we deal with approximately 12,500 tonnes of waste per year while some of the presenters at the Conference were dealing with 160,000 tonnes per day. There is no doubt that the technology is well proven and has potential for us on the Coast. The environmental impacts have been well tested but we still have some way to go before a firm decision can be made on whether we could economically operate such a plant here. There are many variables to consider such as co-mingling elements and end use for the final product be it gas, electricity or heat.

Maureen Pugh 13 Feb 2009

The 5th International Conference on Combustion, Incineration/Pyrolysis and Emission Control: Eco-conversion of Biomass and Waste, Chiang Mai, Thailand 16 – 19 December 2008.

Introduction:

In 2005 and 2006 the West Coast Waste Minimisation Committee (WCWMC) commissioned feasibility studies to review the issues and costs associated with installing a pyrolysis plant within the West Coast environment and to investigate the suitability of such a plant for the West Coast.

The result of the feasibility studies were very positive towards this concept but were very specific from the perspective that they placed an emphasis on a particular plant, the ST150 Compact Power Plant, which is technology based on pyrolysis, gasification and high temperature oxidation.

It came to the attention of the WCWMC that in late December 2008 the 5th International Conference on Combustion, Incineration/Pyrolysis and Emission Control: Eco-conversion of Biomass and Waste (i-CIPEC) was being held in Chiang Mai, Thailand. The WCWMC considered this to be an excellent opportunity to further explore the potential of pyrolysis, to evaluate the other forms of technology available, and most importantly to “network” with the many experts and academics who specialize in this technology.

The two day conference, was preceded by a 1-day pre-conference workshop on Biomass and Waste Conversion into Eco-friendly Energy, and was followed by a technical tour.

In early October 2008 an application for funding was made to the three West Coast District Council’s, The West Coast Regional Council and corporate sponsors to enable Maureen Pugh, the Mayor of Westland District and member of WCWMC, and Peter Anderson, Westland District Council’s Professional Services Business Unit Engineer to attend i-CIPEC 2008.

Pre-Conference Workshop – Biomass and Waste Conversion into Eco-friendly Energy:

This was a one day workshop held prior to i-CIPEC 2008. Here various aspects related to the topic of the workshop – technology, environment, management and economics – were addressed and presented by experts in those particular fields including case studies from Asian countries, Europe and the United States.

Presentations attended included:

- “General Overview of Biomass and Waste Utilization : Policy, Management, Economy” – Dr Boodrod Sajjakulnukit.

- “Environmental Assessment of Municipal Solid Waste Incineration in a Life Cycle Perspective” – Dr Shabbir H. Gheewala.
- “Biomass and Waste Utilization in the EU – a Case Study” – Dr Jurgen Vehlow
- “R&D and Commercial Application of Innovative Waste-to-Energy Technologies” – Prof. Kunio Yoshikawa.
- “Biomass and Waste Conversion into Eco-friendly Energy. Policies and Technology Development for Waste to Eco-energy in Korea” – Prof. Jong-In Dong.

i-CIPEC 2008 Conference:

The two day i-CPEC 2008 Conference was aimed at providing an international forum for academia, industry, and government agencies, to report on research and development results, to interact, and to identify opportunities for cooperation in the fields of combustion, incineration, pyrolysis as well as gasification and emission control, with the ultimate goal of managing the disposal and/or utilization of biomass and waste in a sustainable manner.

Invited speakers lead parallel sessions which were separated into five streams:

- A. Incineration
- B. Combustion
- C. Gasification and Pyrolysis
- D. Emission Control
- E. Economics and Policy

Invited papers consisted of 30 minutes presentation time while other technical papers were 20 minutes in length.

In addition to the presentation of papers three Plenary lectures were presented:

- “Global Development Trends in Bioenergy and Waste-to-energy : Implications for Climate Change Mitigation” – Prof. Ralph Sims.
- “Recent Developments of Biomass and Waste Conversion and Utilization in China” – Prof. Kefa Cen.
- “Thermal Conversion of Biomass in Thailand : Prospects and Challenges” – Prof. Naksitte Coovatanachai.

Relevant papers were selected from the five parallel streams that were considered to be applicable to our situation and throughout the course of the conference in excess of twenty paper presentations were attended.

Standout presentations attended include:

- “Is Biomass Gasification Still a Promising Track?” – Pierre Joulian

- “Investigating the Energy Potential from Co-firing Coal with Municipal Solid Waste” – Woranuch Jangsawang
- “Utilization of Sewage Sludge Ash for Preparation of Lightweight Materials” – Hwa Young Lee
- “Possibilities for Various Energy Applications from Municipal Solid Waste Incineration in Bangkok and Hanoi: Combined Heat, Cooling and Power Generation (CHCP) in Southeast Asia” – Seksan Udomsri
- “Advanced Gasification of Wastes” – Ashwani k. Gupta
- “Residues from Waste-to-Energy and Biomass Systems” – Jurgen Vehlow
- “Manure-to-Power, Systems and Feasibility” – Michael C. Clarke
- “Waste – An Often Overlooked Source in Bioenergy Promoting Programmes” – Jurgen Vehlow
- “Rural Bioenergy : Innovative Integrated Biosystem Design for Fuel and Food from Agrowastes” – Rajesh S.K.

Technical Tour:

On the day following i-CPEC 2008 Conference Participants had the opportunity to attend a one-day technical tour to visit the Siam Cement Groups cement factory in Lampang province and Ban Koh Khoi, an energy conservation demonstration village in Lamphoon province.

The SCG Lampang cement factory has an annual capacity of over 2 million tons production. This factory has successfully utilized biomass and waste as alternative fuels and part of the raw materials for cement production. The addition of a biomass pyrolysis/gasification unit is currently being planned.

Ban Koh Khoi is an energy conservation demonstration village about 40km from Chiang Mai. It has a population of 600 people in 200 households. Villagers are generally rice and cattle farmers. Ban Koh Khoi and the Lamphoon Regional Energy Office have successfully completed a 500m³ biogas project from a chicken farm. Biogas is generated at 60m³ per day. This is distributed via a pipeline to approximately 50 nearby houses and utilized to produce electricity using gas engine for on-farm use. The village also utilizes a biomass gasification electricity generator and water pump driven by gasifier engine.

Key Points from Presentations:

- Overall bioenergy is likely to remain a significant supplier of renewable energy, though increased concerns around sustainability, emissions, land use competition, project planning, security of biomass supplies and overall costs need to be carefully addressed. – Sims
- Combustion and CHP (combined heat and power) makes good practical sense – Sims
- Gasification and pyrolysis require more research and development – Sims
- Bioenergy can provide good potential for energy supply security and greenhouse gas mitigation – Sims

- Modern bioenergy technologies at small and large scales are largely mature and have been widely deployed for several decades. These include combustion for heat, combined heat and power, landfill gas and biogas systems, and liquid biofuel production. Improvements in gaining higher conversion efficiencies and capital costs are declining - Sims
- There are problems with current incineration technologies especially under the background that there are a wide variety (20+) of waste incineration technologies. Some municipal solid waste (MSW) incineration facilities have problems such as flue emissions can't comply with standards, the leachate is hard to treat, and fly ash is not well treated in accordance with standards for disposal of hazardous waste.- Cen
- Waste incineration technologies and the nature of by-products should be further enhanced and improved – Cen
- As advances occur in these forms of technology they are becoming more and more acceptable – Cen
- Major issues with biomass or municipal solid waste is it's pre-treatment prior to the pyrolysis/incineration/gasification process, the end fuel purit, and the influence of initial mineral content. – Joulain
- Advantages with pyrolysis/incineration/gasification process is it can be carbon neutral – Joulain
- Co-firing of municipal solid waste with conventional fuel is an effective way of using MSW – Jangsawang
- It is vital to know the moisture content and chemical composition of the MSW to be used – Jangsawang
- MSW has a high potential to mix with fossil fuel for power generation – Jangsawang
- Sweden has 28 major incineration/pyrolysis plants and 4.1M tons/yr of household industrial waste (Approximately 150,000 tons/yr/plant) – Udomsri
- There is an argument that when you burn waste you are against recycling... This is NOT the case! Countries with high incineration of waste are also large recyclers as it is not desirable or efficient to have food or plastics in the MSW fuel – Vehlow
- Good proven technology is important but this is cost intensive – Vehlow
- If waste incineration would be applied to all MSW left over after material recycling it could supply 2-4% of the power demand in industrialized countries – Vehlow
- Optimised energy exploitation by combined heat and power can reduce landfill gas emission as well as climate relevant CO² emissions from the energy sector significantly – Vehlow
- If in Central European countries all residual waste would be incinerated the resulting emission of regenerative CO² would account for approximately 1% of the total emission – Vehlow

Conclusions from i-CPEC 2008:

1. The technology is well proven and has been widely utilized for decades particularly in Europe and Asian.
2. Advancements in technology are constantly being made, particularly with regard to processes, energy conversion and emissions.

3. Extensive pre-treatment of the fuel (MSW) is essential. Pyrolysis and similar processes require fuel with a low moisture content. It is important to remove as much organic waste, green waste and plastics as practical.
4. Pyrolysis would require maceration of the MSW fuel into very small particles prior to combustion. This can result in significant whole of life costs depending on the composition of the fuel.
5. Need to consider whether the purpose of the plant is for disposal of waste and reduction of volume to landfill or waste-to-energy or a combination of both.
6. Westland District generates approximately 15,000 tonnes/yr. The case studies presented at i-CPEC 2008 involved technology that was processing in excess of 400 tonnes/day.
7. Co-mingling of fuels, for example coal or waste timber products can be used to increase the fuel volume.
8. A unit such as the ST150 considered in the previous feasibility reports commissioned by WCWMC is only capable of processing 1,125 tonnes/yr. This plant therefore could only be considered as part of an integrated waste management plant incorporating recycling and landfill.
9. There are still concerns with regard to the waste products and emissions from a pyrolysis process. These issues are continually improving.

Recommendations:

Further investigation should be undertaken, particularly economic modeling, on the benefits of a pyrolysis plant such as a ST150 being part of a integrated waste management plan on the West Coast.

The technology is proven, safe and arguably environmentally friendly.

Experience indicates that economies of scale, in particular MSW volumes on the West Coast alone are not sufficient to economically run a pyrolysis plant at this point in time. Further investigation should be undertaken to identify a co-mingle fuel market such as coal or timber.

If a plant is established for waste-to-energy purposes then a site-specific feasibility study combined with transportation modeling will need to be considered to identify the most cost competitive markets for the fuel, energy produced and transportation.

It is believed that the capital costs outlined in the original feasibility reports are on the low side and discussion with experts at i-CPEC indicate that significant capital cost could be incurred at the pre-treatment stage and at the final stage, treating the emissions and waste from the process.

This technology is developing rapidly and as improvements are made, particularly with regard to the heating process, process control and waste disposal, capital costs will also reduce. Although this particular technology may not be sustainable by communities on the West Coast at present, it is only a matter of time before this process will be not only

affordable but more importantly may be the answer to the West Coast waste disposal challenge.

