

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, 14 April 2015**

P. EWEN
CHAIRPERSON

M. MEEHAN
Planning and Environmental Manager
J. ADAMS
Consents and Compliance Manager

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**MINUTES OF THE MEETING OF THE RESOURCE MANAGEMENT COMMITTEE
HELD ON 10 MARCH 2015, AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 10.30 A.M.**

PRESENT:

P. Ewen (Chairman), A. Robb, A. Birchfield, P. McDonnell, T. Archer, S. Challenger, N. Clementson, J. Douglas

IN ATTENDANCE:

C. Ingle (Chief Executive Officer), R. Mallinson (Corporate Services Manager), M. Meehan (Planning & Environmental Manager), J. Adams (Consents & Compliance Manager), T. Jellyman (Minutes Clerk)

1. APOLOGIES

Moved (Archer / Challenger) *That the apology from F. Tumahai be accepted.*

Carried

2. PUBLIC FORUM

There was no public forum.

3. MINUTES

Moved (Clementson / Archer) *that the minutes of the previous Resource Management Committee meeting dated 5 February 2015, be confirmed as correct.*

Carried

Matters Arising

Cr Ewen asked if there has been a good strike rate for follow up phone calls to wetland owners. M. Meehan stated around a third of wetland owners have been contacted and messages have been left on answerphones as well.

4. CHAIRMAN'S REPORT

Cr Ewen reported that he assisted with a tender opening for the Taramakau rating district during the reporting period he had one phone call from a constituent. Cr Ewen advised that he attended the Investment Logic Mapping Training on 4 March. He stated this was very informative and worthwhile.

Moved (Ewen / Robb)

Carried

5. REPORTS

5.1 PLANNING AND ENVIRONMENTAL GROUP

5.1.1 PLANNING AND ENVIRONMENT MANAGER'S REPORT

M. Meehan reported that draft changes for the Coastal Plan review were worked through at a workshop at the end of last year. The draft was sent out to RMA First Schedule parties following this workshop and feedback was invited. M. Meehan advised that a Hui was held last week with Ngai Tahu Runanga and DoC with feedback now awaited from the three district councils. Once the feedback is to hand a further session will be held to work through any amendments.

M. Meehan reported that the third letter has now been sent out to wetland owners encouraging them to get in touch with Council. He stated that around six wetland owners have contacted Council and staff are continuing to track down wetland owners via telephone calls. M. Meehan stated that response is a mixed bag with some people not too fazed by having a wetland on their property and others remain unhappy with the process but do not want to pursue anything. M. Meehan stated that the phone work will continue and staff will attempt to contact all affected wetland owners. They are currently one third through the list.

M. Meehan reported that two submissions have been received on the Flood Protection Bylaw, one is in support and one is opposed. He stated that Council has worked through the issues with the party was opposed, and they have now withdrawn their submission. M. Meehan advised that minor changes are being worked through with the other submitter and he will advise whether there is a hearing required.

M. Meehan advised that work is being done on groundwater with assistance from GNS. Work is also being carried out with Dairy NZ, looking for a model for Lake Brunner to help farmers know when it is appropriate to irrigate effluent. M. Meehan advised that NIWA is assisting with work on estimating stream flows; this is part of Envirolink funding work

Moved (Archer / McDonnell) *That Council receives this report.*

Carried

5.1.2 PROPOSED REGIONAL POLICY STATEMENT

M. Meehan spoke to this report and advised that there has been discussion and workshops on the RPS over the past few months. He stated that once Council endorses the RPS it will be notified in the newspapers, and placed on the Council website and linked to the district council websites. The RPS will also be included in the next rates newsletter with people being encouraged to make submissions. The submission period is up until the 22nd of May 2015. C. Ingle advised that there will be a reminder advertisement a week before submissions close. He stated Council will be trying very hard to get people to engage on this matter with the community being given the opportunity to influence the overall direction and that it reflects the views of the community. Cr Archer drew attention to a minor change on page 19 of the report. Issues relating to air quality in Reefton were discussed.

Moved (Robb / Archer)

That the Council approve the Proposed Regional Policy Statement for public notification, and accompanying Section 32 Evaluation Report, in accordance with Clause 5 of the First Schedule of the Resource Management Act.

Carried

5.1.3 BATHING BEACH WATER QUALITY SAMPLING UPDATE

M. Meehan spoke to this report and advised that rainfall data for each site has now been added to the table. M. Meehan advised that the exceedance at Shingle Beach was associated with heavy rainfall. He stated that this reading was sufficiently high that trace element work was able to be done, lab results are awaited.

Moved (Robb / Birchfield) *That Council receives this amended report.*

Carried

5.2.1 CONSENTS MONTHLY REPORT

J. Adams spoke to this report. He advised that 17 non-notified resource consents were granted and six changes to consent conditions were granted. J. Adams advised that the new RMA regulations relating to Section Four of the RMA have now come into force and as a result of this a number of resource consent applications have been returned to the applicants for further information. J. Adams advised that staff have phoned these applicants and sent letters with a copy of Schedule Four enclosed so that they can resubmit their consents. A link on the Council website with a link to MPI has been put in place to assist applicants.

Cr Ewen asked J. Adams what the changes in consent conditions for Reddale Mine relate to. J. Adams advised that he would follow up on this. J. Adams stated that some mines that are no longer

mining want to stop or cut down on the amount of monitoring that is required as the mine is no longer working. **3**

Moved (Birchfield / Robb) *that the March 2015 report of the Consents Group be received.*

Carried

5.2.1 COMPLIANCE & ENFORCEMENT MONTHLY REPORT

J. Adams spoke to this report and advised that 111 site visits were made during the reporting period. He reported that 17 of the visits were found to be non-compliant with some of the non-compliance relating to heavy rain. J. Adams reported that seven complaints were received during the reporting period, one was unsubstantiated and two have ongoing investigations. Cr Robb stated it is pleasing to see that dairy farm compliance improving with the number of non-compliance trending down. He stated this is a positive for the West Coast and for the industry.

Moved (Robb / Archer)

1. *That the March 2015 report of the Compliance Group be received.*
2. *That the bond for RC13069 (Paramount Mining Ltd) be released.*

Carried

6.0 GENERAL BUSINESS

There was no general business.

The meeting closed at 10.52 a.m.

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared For: Resource Management Committee – 14 April 2015
Prepared By: Michael Meehan – Planning and Environment Manager
Date: 2 April 2015
Subject: **State of Environment Report**

Purpose

The purpose of this Report is to present to Council the 2015 State of Environment (SOE) Report.

Background

Every 3 years Council produces a SOE Report which provides state and trend analysis of the surface water quality sites in the region. The report is used to inform policy making and assess how effective the Regional Plan provisions and other Council activities are at achieving the water quality targets in the Long Term Plan.

A report focussing on Lake Brunner is produced annually and published on the Council website every December.

State of Environment Report

The SOE report analyses data from the 43 sites Council monitor as part of the SOE programme, 5 NIWA run sites and the 17 sites Council monitor as part of its summer bathing beach monitoring programme. The report is available on the Council website:

<http://www.wcrc.govt.nz/our-region/state-of-the-environment/surface-water-quality/Pages/Download-Report.aspx>

The National Policy Statement for Freshwater recently introduced a National Objectives Framework which sets national bottom lines for water quality parameters. The SOE report analyses performance of the sites monitored within the region against this framework.

Council has prepared a separate policy implication report which provides direction on any changes that are required, and provides further comments on the overall results.

RECOMMENDATIONS

That Council receives this report

Michael Meehan
Planning and Environmental Manager

THE WEST COAST REGIONAL COUNCIL

Prepared For: Resource Management Committee – 14 April 2015
Prepared By: Nichola Costley – Regional Planner
Date: 30 March 2015
Subject: **State of Environment Report on Surface Water Quality – Policy Implications**

Purpose

To assess the outcomes of the State of Environment Report on Surface Water Quality (SOE Report) against the National Policy Statement on Freshwater Management, the Proposed Regional Policy Statement and Regional Land and Water Plan.

Background

This Report reviews the findings of the SOE Report on Freshwater Quality, and the implications this has for the objectives and policies in the Proposed Regional Policy Statement (RPS) and the Regional Land and Water Plan (the Plan). It also reviews how Council is meeting the requirements of the National Policy Statement on Freshwater Management (NPS-FW), in particular the application of the National Objectives Framework to fresh water quality.

The Report determines if the objectives and policies in the Proposed RPS and Plan relating to freshwater quality are operating as they were intended to, and in reference to the NPS-FW, or if there is a requirement to review them.

This Report is the second of its nature following a policy implications review completed after the previous SOE report was undertaken in 2011. As a result, there is the opportunity to further evaluate if there are any trends that require addressing through policy changes.

The NPS-FW has been amended since the previous SOE Report was undertaken. These changes have influenced the reporting undertaken and requirements for Councils in the management of freshwater. These changes, and corresponding results and analysis, have been included in the report where appropriate.

Outcome of Assessment

At this time there is no evidence to suggest that there are major policy changes required as a result of the SOE report in regards of water quality to meet the NPS-FW, Proposed RPS or the Plan.

It is positive to note that water quality at the majority of sites monitored is being maintained or enhanced. The overarching policies in the FW-NPS, RPS and the plan focus on maintaining or enhancing water quality.

The Proposed RPS is currently out for consultation. Submissions received on this may result in changes to the Objectives and Policies as currently drafted in Chapter 8 of the Proposed RPS. This may have a ripple effect on other planning documents given that Regional and District Plans must give effect to the RPS.

More detail on the results obtained can be found in the SOE Report itself.

Recommendation

That Council receives this Report

Mike Meehan
Planning and Environmental Manager

2015 State of Environment Report on Surface Water Quality:

Policy Implications

1. Background and Scope of the Report

This Report reviews the findings of the 2015 State of Environment (SOE) Report on Freshwater Quality, and the implications this has for the objectives and policies in the Proposed Regional Policy Statement (RPS) and the Regional Land and Water Plan (the Plan). It also reviews how we are meeting the requirements of the National Policy Statement on Freshwater Management (NPS-FW), in particular the application of the National Objectives Framework to fresh water quality.

This Report will determine if the objectives and policies in the Proposed RPS and Plan relating to freshwater quality are operating as they were intended to, and in reference to the NPS-FW, or if there is a requirement to review them.

This Report is the second of its nature following a policy implications review completed after the previous SOE report was undertaken in 2011. As a result, there is the opportunity to further evaluate if there are any trends that require addressing through policy changes.

There have also been changes to the NPS-FW since the previous SOE Report was undertaken. These changes have influenced the reporting undertaken and requirements for Councils in the management of freshwater. These changes, and corresponding results and analysis, have been included in this report where appropriate.

For the purpose of this report, one chapter of the Proposed RPS and six chapters of the Plan have been reviewed in order to assess whether the SOE results indicate achievement, or otherwise, of the objectives that relate to fresh water quality management. How well Council is meeting each of the objectives in the Chapters is discussed while general comments are made about the policies. The Chapters reviewed include:

Proposed Regional Policy Statement

- Chapter 8. Land and Water

Regional Land and Water Plan

- Chapter 3. Natural and Human Use Values
- Chapter 4. Land Management
- Chapter 5. Lake and Riverbed Management
- Chapter 8. Surface Water Quality
- Chapter 9. Special Management Area; lake Brunner/Kotuku-Whakaoho Catchment
- Chapter 12. Agricultural Contaminants

Not all water monitoring sites have data robust enough to present accurate trends and assessments against the objectives and policies due to the length of time they have been monitored for. Council monitors 61 sites throughout the Region. Results from NIWA monitoring sites are also included within the SOE reporting. These are on bigger rivers than those the Council monitors: the Buller, Grey and Haast Rivers.

2. General Trends

Of the region's waterways, and associated attributes, more are improving than declining.

Many Council river monitoring sites have shown improvement in clarity, turbidity, and faecal coliforms. However, NIWA sites on the Grey and Buller Rivers had increasing turbidity and nitrate over the last ten years. This may be driven by increased land disturbance and intensification.

The National Objectives Framework indicates that the lake and river attributes are well above national bottom lines (scoring well at mainly A's).

At this time the increase in nitrogen and phosphorus is not causing adverse effects as periphyton levels remain stable. Periphyton is a useful indicator to assist with monitoring freshwater quality.

3. NPS on Freshwater Management

The Government has made changes to the existing NPS-FW which were required to be applied from 1 August 2014. The NPS-FW directs Regional Councils to consider specific matters about fresh water when they are developing regional plans in relation to this subject matter.

The NPS-FW now provides a National Objectives Framework that directs how Councils are to go about setting objectives, policies and rules regarding fresh water in their regional plans. This must be done through establishing freshwater management units across the region and identifying the values (for example aquatic ecosystem or contact recreation purposes, etc.) that communities hold for water in those areas. "Ecosystem health" and "human health" for recreation" are compulsory national values and must be provided for everywhere. The NPS-FW now also includes nationally-set minimum acceptable states for these two values which are called national bottom lines.

Councils are required to maintain or improve water quality within their regions and cannot set an objective below a national bottom line.

3.1 National Objectives Framework

The National Objectives Framework (NOF) has been applied to a range of lake and river water quality attributes. In general, these lake and river attributes scored well (e.g. A), and were well above national bottom lines (e.g. D). The following provides a summary of the NOF attribute outcomes from monitoring:

Ammonia

Ammonia is toxic to aquatic fauna at high concentrations. Ammonia can be associated with raw nutrient sources such as dairy effluent entering waterbodies.

- 82% of sites monitored score an A where there should be no observable effect on species.
- 16% of sites monitored score a B where ammonia levels are considered to be suitable for 95% of species with occasional impact on the 5% most sensitive species.
- 2% of sites monitored (one site) scored a C. This level signals that where there are regular impacts, survival rates are reduced for the 20% most sensitive species.

Nitrate – N

Nitrates are toxic to aquatic fauna at high concentrations and can cause algal blooms. Nitrates can be associated with general farm runoff, e.g. urine patches and fertilisers.

- 95% of sites monitored score an A where it is unlikely that there will be effects even on sensitive species.
- 5% of sites monitored (two sites) scored a B. This signals that nitrate levels are considered to have some growth effect on 5% of species.

E-Coli

The faecal coliform *Escherichia coli* is an indicator of faecal contamination in water which can create a pathogen hazardous for humans and stock. However, it is not harmful to aquatic organisms.

- 89% of sites monitored score an A which represents a very low risk of infection (less than 0.1% risk) from contact with water during water activities with occasional immersion and some ingestion of water.
- 6% of sites monitored (three sites) scored a B representing a low risk of infection (also less than 1% risk).
- One site monitored scored a C (Blackwater Creek– Karamea) which indicates that people would be exposed to a moderate risk of infection (less than 5% risk) from contact with this water. However it should be noted that this waterbody is different to many other West Coast

sites being warmer in temperature, located in a swampy area and is slow moving. Hence it increased likelihood of poor scoring. It has moved from a score of D in the previous year.

- One site monitored scored a D and has done so consistently in the past. People are exposed to a high risk of infection (greater than 5% risk) from contact with water at this site (Sawyers Creek at Dixon Park). Improvements are expected in the future as the separation of sewage and stormwater are progressed by the District Council.

3.2 Freshwater Management Units

The NPS-FW has changed the focus for managing water quality from being on a 'water-body' to a 'freshwater management unit' (FMU) basis. A FMU is defined as either a water body, multiple water bodies or a part of a water body, depending on the appropriate spatial scale. The implication of this change in focus is that water quality over the whole unit may be aggregated, allowing for a decline in some parts and improvement in others.

Effectively there are currently two FMU's established on the West Coast. These are:

- The Lake Brunner Catchment; and
- The remainder of the region.

The Lake Brunner Catchment has a policy and rule regime which came into effect in 2010 as a result of declining water quality. The remainder of the waterbodies on the West Coast have been classified as another FMU and are measured by the water quality classes set out in Chapter 8 of the Land and Water Plan (Contact Recreation (CR) and Aquatic Ecosystem (AE) purposes).

4. Assessment of Objectives and Policies relating to Freshwater Quality Proposed Regional Policy Statement

The Proposed RPS sets a high level strategic approach to the management of freshwater resources on the West Coast. The Proposed RPS has intentionally left the detail on how this management is to be undertaken to the Regional Plan apart from providing a steer on what the important issues are for the region. This approach is considered to be both efficient and effective in the hierarchy of planning and policy formulation.

4.1 Chapter 8: Land and Water

The Land and Water Chapter in the Proposed RPS combines provisions from the current RPS for land and water. With combined objectives and policies it recognises that activities on land can directly, or indirectly, affect the quantity and quality of water throughout the region.

Recognising that the West Coast has generally high water quality, the focus in the Proposed RPS will continue to be on maintaining, or improving where there are specific catchment identified issues, water quality. This is to be balanced with enabling a range of land and water uses to meet the economic and social needs of West Coast communities.

Objective 1

Provide for a range of land and water uses to enable the economic, social and cultural well-being of West Coast communities while avoiding, remedying or mitigating adverse effects on the environment.

The Proposed RPS was notified for public consultation on 16 March 2015. Analysis of the proposed objectives and policies is considered premature at this stage and it is possible that these may change as a result of submissions. However, the proposed framework signals the direction future management of freshwater resources is to take including avoiding, remedying or mitigating the adverse effects on water quality from subdivision, use and development, taking a proactive approach to the allocation of water where there may be issues in some catchments and further integration between planning documents to manage the effects of the use and development of land on water.

Regional Land and Water Plan

4.2 Chapter 3 – Natural and Human Use Values

The purpose of Chapter 3 is to provide protection for the natural and human use values supported by the West Coast's land and water resources. It is designed as an overarching Chapter for managing these resources in the Region and acknowledges the links between land and water activities. The objectives and policies apply across all the activities that manage land and water.

Two objectives are particularly relevant to water quality:

Objective 3.2.1

To provide for the sustainable use and development of land and water resources.

Objective 3.2.2.

To protect water bodies from inappropriate use and development by maintaining and where appropriate enhancing their natural and amenity values including natural character and the life supporting capacity of aquatic ecosystems.

The parameters measured in the SOE Report alone cannot determine whether these objectives have or have not been met. However, to the extent that water quality contributes to the values listed in Objective 3.2.2 and the life supporting capacity of waterways, the objective is being achieved.

Objective 3.2.1 refers to the sustainable use and development of land and water resources. The words "sustainably use and develop" imply that the use and development is occurring without compromising other uses of water bodies (for example recreational uses). The Resource Management Act (RMA) does not state that there must be no adverse effects, and Objective 3.2.1 reflects this approach. The establishment of the FMU to manage the West Coast waterbodies also allows for a decline in some areas as long as others are improved.

There are two policies relevant to the management of freshwater quality in this Chapter. These include avoiding, remedying or mitigating adverse effects on water quality as a result of any activity involving water, as well as recognising and providing for features of water bodies when considering adverse effects on their natural character. Other policies indirectly relate to water quality, but primarily focus on the 'values' supported by waterbodies, such as habitat, cultural and amenity values.

Noting that the trends indicate that the region's waterways and associated attributes are improving more than they are declining would suggest Objective 3.2.1 is being achieved. Sites on the much larger Grey and Buller Rivers have shown increasing levels of nitrate. This reflects an accumulation of nitrate from the many catchments which feed into these rivers. However, there are no algal blooms as a result of this increase in nutrients (for example there is no periphyton build-up) and no indication that such effects will be common. Ammoniacal nitrogen, which can be toxic to fish and often derived from point source discharges, has improved in most catchments. No sites had ammonia levels that exceeded national bottom lines under the NPS-FW standards. Based on these results, the policies appear to be achieving what was intended, via the consenting process.

Improving water quality, as shown by the overall monitoring results, is likely to have a flow on effect in improving the natural and amenity values of the waterbodies. Amenity values can be linked to the ability to use and enjoy waterbodies for angling, kayaking and contact recreation activities. The results of the SOE Report indicate that Council can be considered to be achieving a balance of providing for the sustainable use of water bodies while maintaining and enhancing the natural and human use values of these areas.

4.3 Chapter 4 – Land Management

Land disturbance activities can impact on water quality through the input of sediment and or nutrients. Stock access can also affect water quality.

Objective 4.2.1

To avoid, remedy or mitigate adverse effects from land disturbance so that the region's water and soil resources are sustainably managed.

This Objective cannot be measured by applying the SOE results. However, with attributes in waterways improving more than they are declining this can be considered to be consistent with achieving sustainable management.

The policies in this Chapter have been designed to manage the adverse effects that can result from land and vegetation disturbance, earthworks (including mining), the disturbance of riparian margins, and land drainage activities (including humping and hollowing). Land disturbance can adversely affect water quality. There are two policies relevant to water quality which seeks the promotion of the exclusion of stock from waterbodies and land management being undertaken in regards to best practice management with one policy to encourage riparian management practices.

There are several sites that have poor macroinvertebrate community quality due to reduced habitat quality, which may be as a result of excessive sediment loads (as evidenced when comparing the clarity and semi-quantitative macroinvertebrate community index at each site). This may also be associated with poor riparian management, or sediment discharges associated with land disturbance and acid mine drainage. These waterbodies include Bradshaws Creek, Baker Creek, Sawyers Creek, Page Stream, and Burkes Creek.

It is difficult to differentiate between one-off land disturbance such as humping and hollowing and ongoing activities such as drain clearing or ploughing. Water clarity and turbidity have improved in many of the smaller catchments monitored by Council indicating better land and sediment management in these catchments. The difference between one-off and ongoing activities is less important in large catchments where there has been an overall increase in the effects of land disturbance.

Because there are few locations experiencing adverse effects, Objective 4.2.1 is generally considered to be achieving what was sought by Council. The policies in the Plan appear to be operating as intended, with several influencing consent processes, and others used in advocacy activities, partnership arrangements around non-regulatory farm plans or promotion activities like clean streams.

4.4 Chapter 5 – Lake and Riverbed Management

The purpose of this Chapter is to manage activities in the beds of lakes or rivers that involve riverbed disturbance or structures, for example alluvial gold mining, gravel extraction, erection and maintenance of bridges and culverts. Objective 5.2.1 is the only objective in the chapter:

Objective 5.2.1

To avoid, remedy, or mitigate the adverse effects of lake and riverbed activities on:

- (a) The stability of beds, banks, and structures;*
- (b) The flood carrying capacity of rivers;*
- (c) The natural character of wetlands, lakes and rivers and their margins;*
- (d) Indigenous biodiversity and ecological values, including fish passage;*
- (e) Amenity, heritage, and cultural values;*
- (f) Sports fish habitat values;*
- (g) Water quality;*
- (h) Navigation.*

The avoidance, remedy, or mitigation of the effects of activities may well be being achieved in the Region through the application of this objective and the policies in Chapter 5 via the consenting process. The improvement observed in water quality would indicate that part (g) of the objective is being met. It is not possible to state this categorically because Council does not measure the water quality change that accrues from different activities.

There are two policies in this Chapter relevant to the management of water quality. One policy relates to the management of bed disturbance, reclamation and deposition associated with structures in the beds of lakes or rivers. The second policy, 5.3.6, requires the use of bridges, culverts and other methods where stock cross waterways based on the number of stock and the frequency of crossings. The removal of stock from waterways is recognised as a means to improve water quality.

It is assumed that the policies are operating as intended as water quality improves. There is no evidence in the SOE Report to suggest that activities in the beds of lakes and rivers are having a particular adverse effect on water quality, compared to other activities that can contribute to water quality impacts.

4.5 Chapter 8 – Surface Water Quality

The purpose of Chapter 8 is focused on managing discharges to surface water. The Objective is:

Objective 8.2.1

To maintain or enhance the quality of the West Coast's water.

The SOE results indicate that this Objective is being achieved as more water quality attributes are improving than declining.

Policy 8.3.1 is an important policy regarding water quality. The Policy states that the Council will manage swimming areas in Schedule 9 of the Plan for contact recreation (CR) purposes, and all other surface water bodies in the region for aquatic ecosystem (AE) purposes, as set out in the Third Schedule of the RMA. For the purpose of the NPS-FW all waterbodies outside of the Lake Brunner Catchment have been grouped together into one FMU. However within this FMU different standards are set for CR and AE purposes.

For AE purposes, variables important to aquatic ecosystems include turbidity, clarity, ammoniacal nitrogen and faecal coliforms. As outlined in Section 2.1 of this Report, there have been significant improvements at many Council monitoring sites for these water quality variables. Better management of point source pollution is a likely reason for these parameters improving. Some streams on the West Coast are unable to meet the AE standard due to high acidity which is reflected in other policies in the Plan (for example orphan mine sites).

For CR purposes, faecal coliforms are the main indicator for swimming water quality. Faecal coliform trends cannot be assessed for contact recreation data. Lakes have the best water quality for contact recreation.

Both of the guidelines used to indicate how Council will manage water quality state that there shall be no biological growths as a result of any discharge of a contaminant to water. Biological growth can occur naturally in our waterbodies. Such growth only becomes a problem if it is substantial or frequent enough to cause an ecological or amenity issue. There is no evidence to suggest that this is currently a significant issue in the region.

The SOE results appear to indicate that Objective 8.2.1 and Policy 8.3.1 are being met. The other policies are "process" policies that apply during consent processing and are operating as intended.

4.6 Chapter 9 - Special Management Area: Lake Brunner catchment

This Chapter recognises Lake Brunner as the most vulnerable lake in the Region and a policy framework tailored to its unique characteristics and pressures has been in effect since 2004 when the Regional Water Plan was notified. New provisions came into place in September 2010 when the Land and Water Plan was notified. These amendments were as a result of the declining water quality trend due to development pressures. The Lake Brunner catchment is also recognised as a FMU.

Objective 9.2.1 is very specific, measureable and has a date by which it is to be achieved by. Other values are addressed through Objective 9.2.2.

Objective 9.2.1

To improve the water quality of Lake Brunner by managing the adverse effects of activities in the catchment to reach an average trophic level index of 2.8 by 2020, and then maintain or enhance this trophic level index.

Objective 9.2.2

To avoid, remedy or mitigate adverse effects on aquatic ecosystems, cultural values, and contact recreation in the Lake Brunner/Kotuku-Whakaoho catchment.

The policies in this Chapter are very focused on developmental and intensification activities. Monitoring now indicates that many of the trends contributing to poor water quality are no longer apparent, except for nitrate, total nitrogen and dissolved reactive phosphorus. While the prognosis is more favourable than in the past, the results are not yet conclusive and it needs to be acknowledged that definitive trending improvement may take several more years to show.

From 2001 to 2014, only nitrate and total nitrogen showed an increasing trend. Total nitrogen, driven by increasing nitrate is most likely a result of agricultural activity. Nitrogen from all sources is likely to leach in abundance due to the catchment's wet climate. The key to Lake Brunner however is that it is phosphorus limited, therefore any increase in nitrate has a limited effect without an accompanying increase in phosphorus. Hence the focus of the policy and rule regime implemented through the Plan provisions.

At this stage the policy regime that has been applied and the work that is ongoing with landowners through approaches such as the Fresh Start for Freshwater Clean-up fund to undertake remediation activities within the catchment and farm plans will continue. The relationships that have been developed between Council, catchment landowners and other key stakeholders such as Westland Milk Products will be key for the future improvement in water quality in the catchment.

4.7 Chapter 12 - Agricultural contaminants

This Chapter addresses the various contaminants that enter land and water as a result of agricultural activities.

Objective 12.1.1

To ensure that the adverse effects from the discharge of agricultural contaminants into or onto land, on water and soil quality, social, cultural, and amenity values, and human health are avoided, remedied, or mitigated.

The objective and policies do not set any "maintain or enhance" type limit or target. Rather, they seek avoidance, remedy or mitigation of adverse effects, via the consenting process. The policies in this Chapter have been designed to manage the adverse effects that can result from the treatment or disposal of agricultural contaminants such as agricultural effluent, offal pits, silage stacks, or farm tip activities. Discharges of agricultural effluent to water can also have serious adverse effects on water quality, therefore two policies in this Chapter seek effluent to be discharged in a manner that protects water quality values, as well as promoting appropriate land management practices.

Monitoring in agricultural catchments like Duck Creek indicate improving ammoniacal nitrogen and turbidity, but declining nitrate. Better land management leads to the former, but the latter, nitrate, is an unavoidable byproduct of intensification in a wet, cool environment. Improving ammonia and turbidity at many sites shows that certain farm management practices are improving. This indicates that certain aspects of dairy effluent management, and changes in land management practices, are being conducted in such a way that the adverse effects are reduced, remedied or mitigated.

Ammoniacal nitrogen is a by-product of agricultural effluent. The overall trend on the West Coast indicates that this variable has improved significantly. No sites had ammonia levels that exceeded national bottom lines under the NPS-FW standards.

Based on the monitoring trends in the SOE Report, Council is achieving Objective 12.1.1 through the implementation of the policies in Chapter 12.

5. Other information that could be gathered to assist reporting in the SOE Report

This report is based on the information gathered from the SOE report which relies solely on monitoring science. To improve the SOE report, review of compliance information would provide further detail and richness to the data reported on. There is a lot of valuable information and lessons associated with the compliance information that is gathered, for example where a discharge, or other anthropogenic activity, exacerbates biological growths (algal and heterographic).

Combining this information gathering and analysis appears to be constrained by resourcing.

6. Other Plans

Council reviewed its Long Term Plan (LTP) in 2012 under the Local Government Act 2002, which sets out the community outcomes of the region. These outcomes provide a long term focus for the decisions and activities of the Council. The delivery of these outcomes is through Levels of Service, worded similar to objectives, but more measurable. Council adopted specific, measurable, achievable, relevant and time bound objectives to freshwater management within this document. These objectives are reported against quarterly. In some aspects it is easier to deliver these outcomes through the LTP planning framework, while retaining the less measurable objectives as currently written, in the RMA Plans.

The 8 month report is included within the April 2014 Council Meeting Papers.

7. Conclusions

The SOE Report considers that the improvement of water quality at the monitoring sites may be a result of reduced point source discharges, which are generally the easy gains to make. The ongoing non-point source discharges, indicated by an increase in turbidity and nitrates in large rivers, may prove more problematic to manage.

At this time there is no evidence to suggest that there are major policy changes required as a result of the outcomes of the SOE report in regards of water quality to meet the NPS-FW, Proposed RPS or the Plan.

Some waterbodies have poor water quality due to being slow flowing, in swampy areas and their propensity to heat up more than others. This also needs to be acknowledged when considering any policy intervention. Trends are slow to develop, recognising that the data collected is analysed over a ten year period. However there are a small number of sites and catchments whereby specific intervention and working closely with the landowners will progress future improvements.

It is noted that the Westland Milk Products Farm Excellence programme should have a positive impact on water quality as this is rolled out across the region.

The Proposed RPS is currently out for consultation. Submissions received on this may result in changes to the Objectives and Policies as currently drafted in Chapter 8 of the Proposed RPS. This may have a ripple effect on other planning documents given that Regional and District Plans must give effect to the RPS.

To improve the quality of the information that is presented in the SOE report it is recommended that a wider scope of information is considered when it is compiled as referred to in Section 5 of this Report. This will provide a more holistic overview of what is happening with freshwater resources on the West Coast.

Not discussed within this Report are water quantity issues that have become apparent in recent years in the Upper Grey Valley/Mawheraiti catchment. This catchment has been identified as an area that a watching brief will be applied to with it potentially becoming an individual FMU in the future. Being proactive, Council has secured funding to enable further modeling and analysis to be undertaken. It is possible that policy intervention may be required to address water quantity in this catchment (note that new consents granted in this catchment now have a minimum flow threshold applied to them). Any new policy and rule regime would be implemented through the Regional Land and Water Plan as the high level objective setting has already taken place in the Proposed RPS.

Appendix 1: Policy Provisions in the Proposed Regional Policy Statement and the Regional Land and Water Plan relevant to the West Coast Surface Water Quality SOE Report 2015

Regional Policy Statement

Chapter 8 Land and Water

Objectives

1. Provide for a range of land and water uses to enable the economic, social and cultural wellbeing of West Coast communities while avoiding, remedying or mitigating adverse effects on the environment.
2. Determine allocation priorities for water in catchments where there are competing or conflicting demands.
3. Achieve the integrated management of fresh water and the subdivision, use and development of land within catchments.

Policies

1. Adverse effects on water arising from subdivision, use or development of land will be avoided, remedied or mitigated via Regional and District Plans and resource consent processes.
2. Subject to the requirements of Part 2 of the Resource Management Act (RMA) the allocation of water will generally be dealt with on a "first-come, first-served" basis but will take into account the reasonable needs of water users. In catchments where there is likely to be competition for the use of water, allocation decisions will be made having particular regard to the following:
 - a) Reasonably foreseeable future requirements for domestic and community water supply needs, stock drinking, and fire fighting;
 - b) The degree of national, regional or community benefit from the taking and use of water;
 - c) That any adverse environmental effects from the allocation of water will be avoided, remedied or mitigated as far as practicable in accordance with other policies of this Policy Statement or Regional Plans, and the requirements of the RMA.
3. Regional and District Plans are integrated to manage the effects of the use and development of land on water.

Regional Land and Water Plan

Chapter 3 – Natural and Human Use Values

Objective 3.2.1

To provide for the sustainable use and development of land and water resources.

Objective 3.2.2.

To protect water bodies from inappropriate use and development by maintaining and where appropriate enhancing their natural and amenity values including natural character and the life supporting capacity of aquatic ecosystems.

Policy 3.3.7 In the management of any activity involving water, to avoid, remedy, or mitigate adverse effects on:

- (a) Water quality;
- (b) Amenity values;
- (c) Indigenous biological diversity;
- (d) Intrinsic values of ecosystems; ...

Policy 3.3.6 To recognise and provide for the following features of water bodies when considering adverse effects on their natural character:

- (a) The topography, including the setting and bed form;
- (b) The natural flow characteristics;
- (c) The natural water level and its fluctuation;
- (d) The natural water colour and clarity;
- (e) The ecology; and
- (f) The extent of use or development within the catchment, including the extent to which that use and development has influenced (a) to (e).

Chapter 4 – Land Management

Objective 4.2.1

To avoid remedy or mitigate adverse effects from land disturbance so that the region's water and soil resources are sustainably managed.

Policy 4.3.1 To manage the disturbance of land and vegetation in order to avoid remedy or mitigate and adverse effects on:

- b) Water quality, including clarity, turbidity, and temperature changes, and instream values;

Policy 4.3.2 To manage earthworks (for example, mining) to avoid effects on the environment where the activity may produce any of the following geochemical processes, above background levels:

- (a) Release of acid rock drainage
- (b) Precipitation of iron oxides
- (c) Release of heavy metals.

Policy 4.3.3 To manage the disturbance of riparian margins to:

- (a) Maintain or enhance water quality (including clarity, turbidity, and temperature), and instream values, (including aquatic ecosystems);

Policy 4.3.5 Manage the development of new land drainage activities (including humping and hollowing) to ensure that:

- (b) Long term water quality (including clarity, turbidity, and temperature changes) in the receiving water and instream values (including aquatic ecosystems) are maintained;
- (c) Sediment deposition is minimised and sediment armouring of the bed of any water body is avoided;

Policy 4.3.7 To promote the exclusion of farm stock from estuaries, wetlands, lakes and rivers and their margins by actively encouraging:

- (a) The establishment, maintenance and enhancement of vegetated riparian buffers;
- (b) Land and riparian management to be undertaken in accordance with industry best practice;
- (c) Fencing of waterways to prevent stock access; and
- (d) Construction of bridges or culverts over regular stock crossing points.

Policy 4.3.8 To monitor stock access to estuaries, wetlands, lakes and rivers and their margins and to introduce new rules and other methods to control stock access if monitoring shows that the standards for water quality classifications for affected water bodies adjacent to and downstream of farmed land are not being met and/or the condition of riparian margins and stream habitat is declining as a result of stock access.

Policy 4.3.9 To promote land management being undertaken in accordance with industry best practice, so that leaching of faecal material and nutrients, and loss of sediment to water is avoided, remedied or mitigated.

Policy 4.3.10 To encourage the retention, maintenance, or planting of appropriate riparian vegetation.

Chapter 5 - Lake and Riverbed Management

Objective 5.2.1

To avoid, remedy, or mitigate the adverse effects of lake and riverbed activities on:

- (a) The stability of beds, banks, and structures;
- (b) The flood carrying capacity of rivers;
- (c) The natural character of wetlands, lakes and rivers and their margins;
- (d) Indigenous biodiversity and ecological values, including fish passage;
- (e) Amenity, heritage, and cultural values;
- (f) Sports fish habitat values;
- (g) Water quality;
- (h) Navigation.

Policy 5.3.2 To manage bed disturbance, reclamation, deposition and the use, erection, extension, reconstruction, maintenance, alteration, demolition, or removal of structures in, on, under or over the bed of any lake or river, so that the activity does not cause or contribute to significant adverse effects on:

- (d) Water quality;...

Policy 5.3.6 Council will require the use of bridges, culverts, and other methods where a farmer causes a herd of cattle to cross any river or permanently flowing creek, at any farm raceway crossing, more than ten times in any month for herds larger than 500 cattle, or more than 20 times in any month for herds less than 500 cattle. A crossing is one-way only.

Chapter 8 – Surface Water Quality

Objective 8.2.1

To maintain or enhance the quality of the West Coast's water.

Policy 8.3.1 The West Coast Regional Council will manage the swimming areas identified in Schedule 9 for contact recreation purposes (Class CR) and all other surface water bodies in the region for aquatic ecosystem purposes (Class AE).

Class AE Water (being water managed for aquatic ecosystem purposes)

- (1) The natural temperature of the water shall not be changed by more than 3° Celsius.
- (2) The following shall not be allowed if they have an adverse effect on aquatic life;
 - a. Any pH change;
 - b. Any increase in the deposition of matter on the bed of the water body or coastal water;
 - c. Any discharge of a contaminant into the water.
- (3) The concentration of dissolved oxygen shall exceed 80% of saturation concentration.
- (4) There shall be no undesirable biological growths as a result of any discharge of a contaminant into the water.

Class CR water (being water managed for contact recreation purposes)

- (1) the visual clarity of the water shall not be so low as to be unsuitable for bathing.
- (2) The water shall not be rendered unsuitable for bathing by the presence of contaminants
- (3) There shall be no biological growths as a result of any discharges of a contaminant into the water.

Policy 8.3.2 Rivers which have acid drainage issues will be managed as follows:

- (a) Activities that reduce pH of receiving waters must avoid, remedy or mitigate acidity effects and should achieve the natural pH level of the affected river where practicable; and
- (b) Activities that increase dissolved iron concentrations or the concentration of any other metal or non-metal in the receiving water must avoid, remedy or mitigate adverse effects and the natural metal/non-metal concentration of the receiving water should be achieved wherever practicable.

Policy 8.3.3 To encourage remediation of orphan sites as a method to enhance existing water quality and offset adverse effects from new mining developments.

Policy 8.3.4 When considering applications for new resource consents for existing discharges of contaminants to water, to have regard to opportunities to enhance the existing quality of the receiving water body at any location for which the existing water quality can be considered degraded in terms of its capacity to support its natural and human use values.

Policy 8.3.5 When considering applications for resource consents to discharge contaminants to water to have regard to:

- (a) The nature of the discharge and the sensitivity of the receiving environment to adverse effects;
- (b) The financial implications, and the effects on the environment of the proposed method of discharge when compared with other options;
- (c) The current environmental mitigation technology and the likelihood that the proposed method can be successfully applied;
- (d) The cumulative effects of discharges of contaminants and the assimilative capacity of the water body and actual or potential effects in the coastal marine area;...

Chapter 9 – Special Management Area: Lake Brunner Catchment

Objective 9.2.1

To improve the water quality of Lake Brunner by managing the adverse effects of activities in the catchment to reach an average trophic level index of 2.8 by 2020, and then maintain or enhance this trophic level index.

Objective 9.2.2

To avoid, remedy or mitigate adverse effects on aquatic ecosystems, cultural values, and contact recreation in the Lake Brunner/Kotuku-Whakaoho catchment.

Policy 9.3.1 The Council will manage Schedule 9 swimming areas in the Lake Brunner catchment for contact recreation purposes (Class CR) and all other surface water in the catchment for aquatic ecosystem purposes (Class AE).

Policy 9.3.2 To have regard to the cumulative effects of discharges of contaminants and the assimilative capacity of Lake Brunner/Kotuku-Whakaoho.

Policy 9.3.3 To reduce the loss of phosphorus to water in the Lake Brunner catchment.

Policy 9.3.4 To require discharges of dairy effluent in the Lake Brunner catchment to be to land, rather than directly to water.

Policy 9.3.5 To prevent stock access to waterways.

Policy 9.3.6 To reduce the loss of phosphorus to Lake Brunner associated with the development of land, by managing phosphate fertilizer use in the catchment so that no net increases in annual loss occurs per property.

Policy 9.3.7 To encourage methods of wintering of stock that will reduce the risk of phosphorus loss in the Lake Brunner catchment, including the management of effluent that results from wintering methods.

Chapter 12 – Agricultural Contaminants

Objective 12.1.1

To ensure that the adverse effects from the discharge of agricultural contaminants into or onto land, on water and soil quality, social, cultural, and amenity values, and human health are avoided, remedied, or mitigated.

Policy 12.3.1 To ensure that the discharge of agricultural contaminants to land is conducted in such a way that any adverse environmental effects are avoided, remedied, or mitigated.

Policy 12.3.2 To promote the discharge of agricultural effluent to land, provided any adverse effects on the environment are avoided, remedied, or mitigated.

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting 14 April 2015
Prepared by: Emma Chaney, Senior Resource Science Technician
Date: 2 April 2015
Subject: **BATHING BEACH WATER QUALITY SUMMARY**

The West Coast Regional Council carries out regular sampling for faecal indicator bacteria (*E.coli* or Enterococci) at popular contact recreation sites over the summer period, from November through to March. Sampling is currently undertaken at 20 locations, twice per month. Hokitika Beach and Buller River @ Marrs Beach sampling frequency was increased to weekly this summer due to a number of previously elevated results. Other Hokitika and Buller sites were sampled at the same time (with the exception of March when, of the Hokitika sites, only Hokitika Beach was sampled weekly).

Samples were also collected from a drain discharge at Marrs Beach in conjunction with the weekly sampling to assess any potential inputs from this source on the beach results.

Hokitika Beach and the Marrs Beach drain samples were sent to ESR Christchurch for faecal source tracking analysis, however only one sample from Hokitika Beach had high enough levels of faecal indicator bacteria to perform this testing. The result showed that there were human, bovine and avian faecal markers present in the sample. Bovine was indicated as being up to 50% of the sample.

Lake Kaniere sites were added to the programme this summer to re-assess their water quality following a break in monitoring since 2009 (due to consistently having very high water quality). These sites continued to show good water quality this summer with only a few results in the low-moderate risk category following heavy rainfall.

The table attached presents the results of sampling for the 2014-2015 summer season.

A number of samples exceeded the very low risk threshold for recreational water quality. In most cases there had been moderate to heavy rainfall in the week prior to sampling, which is the likely cause of the elevated results. Buller River @ Marrs Beach, Buller River @ Shingle Beach and Seven Mile Creek @ SH6 Rapahoe each had one result in the low-moderate risk category which was not associated with prior rainfall. There are a number of natural and anthropogenic sources of pollution that may be the cause of these results including birds and point source discharges.

At the time of writing this report Council was awaiting one further result from the lab.

RECOMMENDATION

That the report is received

Michael Meehan
Planning and Environment Manager

STTE	Nov	Nov	Nov	Nov	Dec	Dec	Dec	Jan	Jan	Jan	Feb	Feb	Feb	Mar	Mar	Mar
Centers Beach at campground beach access	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
North Beach at tip head road steps	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Buller River at Shingle Beach	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Buller River at Marrs Beach	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Rapahoe Beach at end of Statham St	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Seven Mile Creek at SH6 Rapahoe	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Nelson Ck at Swimming Hole Reserve	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Grey River at Taylorville Swimming Hole	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Cobden Beach at Bright Street West end	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Blaketown Beach at South Tiphead	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Lake Brunner at Cashmere Bay Boat Ramp	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Lake Brunner at Iweagh Bay	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Lake Brunner at Moana	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Karoro Beach at Surf Club	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Hokitika Beach at Hokitika	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Kanitere River at Kanitere Kobalahi Rd	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
Lake Mahinapua at Shanghai Bay	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
L. Kanitere @ Sunny Bight jetty	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
L. Kanitere @ Hans Bay boat ramp	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*
L. Kanitere @ Hans Bay Jetty	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*	☺*

Rainfall past 24hrs
 Rainfall past week

0-10 mm
 10-30 mm
 30-60 mm
 >60 mm

☺ < 260 E. coli; ≤ 140 Ent
 ☹ 260-650 E. coli; 140-280 Ent
 ☹☹ > 650 E. coli; > 280 Ent
 ☹☹☹ Not sampled.

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee – 14 April 2015
 Prepared by: Lillie Sadler – Policy Analyst
 Date: 30 March 2015
 Subject: **Parliamentary Commissioner for the Environment's Report on Air Quality**

Purpose

To provide Council with a summary of the Parliamentary Commissioner for the Environment's recent report on air quality.

The Report's Findings

Parliamentary Commissioner for the Environment, Dr Jan Wright, has concluded in her report titled "The State of Air Quality in New Zealand" that air quality nationally is generally good however "it is important that we keep on making progress with improving air quality.... as there is real evidence of harm to New Zealanders' health.... with hospital admissions, days of work lost, and the shortening of some lives."

Dr Wright's report is an independent commentary on the Government's 2014 Air Domain report which collates and analyses air quality monitoring data. The Domain Report was released several months ago as part of the new environmental reporting system due to become law this year.

One of the key issues the Commissioner has assessed is how New Zealand's particulate matter standards and levels compare against the World Health Organisation's (WHO) four standards for short and long term exposure to both PM₁₀ and PM_{2.5}.

	Daily average concentration (µg/m ³)	Annual average concentration (µg/m ³)
PM ₁₀	50	20
PM _{2.5}	25	10

Figure 1: The four WHO standards for short and long term exposure to both PM₁₀ and PM_{2.5}.

Research indicates that the most important of the four WHO guidelines is long-term exposure to PM_{2.5} measured as annual average concentrations. Fine particles of PM_{2.5} have a greater impact on population health than coarse PM₁₀ particles, and while short-term spikes of air pollution on still winter days can be harmful to those suffering from respiratory ailments, it is long-term exposure throughout the whole year that has the greater impact on the population as a whole.

This means that the least important WHO standard is short-term exposure to PM₁₀ measured as daily average concentrations, yet this limit is used in New Zealand's National Environmental Standard for Air Quality (NESAQ). Dr Wright suggests that the current NESAQ for PM₁₀ may no longer be the best way to ensure ongoing incremental improvement of air quality, for improving long term human health outcomes.

The Commissioner's report identifies that a considerable number of airsheds 'failed' the *short-term* WHO guideline between 2010 and 2012. Unsurprisingly, almost all the airsheds that 'failed' are in parts of the country where winters are cold and many households rely on burning wood or coal to keep warm. However, almost all airsheds passed the WHO *long-term* guideline in the same three years (but not Reefton).

Although little monitoring data has been collected on PM_{2.5} levels, indications are that performance against the WHO PM_{2.5} guidelines is not as good as performance against the PM₁₀ guidelines, though it follows a similar pattern.

The Commissioner's recommendations

The Commissioner has recommended that the Government reviews how particulate matter is managed nationally, including:

- Whether PM_{2.5} should be measured in airsheds where there is likely to be a problem;
- The value of requiring PM_{2.5} to be measured as an annual average concentration;
- Whether the PM₁₀ daily average concentration standard still has value.

It is unclear at this stage what the implications are for managing air quality in the Reefton Airshed if the Commissioner's recommendations are implemented and the NESAQ for PM₁₀ is changed. Staff will update Council on this matter as further information becomes available.

The full report can be viewed at <http://www.pce.parliament.nz/assets/Uploads/The-state-of-air-quality-in-New-Zealand-web5.pdf>

RECOMMENDATION

That Council receives this report.

Mike Meehan
Planning and Environment Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting – 14 April 2014
 Prepared by: Michael Meehan - Planning and Environment Manager
 Date: 2 April 2015
 Subject: **PLANNING AND ENVIRONMENT MANAGERS REPORT**

Land and Water Plan

Council has attempted to contact all Schedule 2 wetland landowners where no boundary adjustment is proposed, by phone. This has resulted in a small number of site visits and several landowners requesting additional information.

Environmental Reporting Bill

The Local Government and Environment Select Committee reported back on the Environmental Reporting Bill on 30 March 2015. The Bill requires reporting at the national level every six months on one of either air, freshwater, land, marine, atmosphere or climate. It also provides for regulations to be made prescribing what topics will be covered in reports on any of the environmental domains listed. Council supported Local Government New Zealand's submission on the Bill in April 2014 raising concerns that there was no reference to consulting with local government, as regional councils may be potentially affected in terms of having new requirements for monitoring information imposed on them. The Select Committee has recommended a change to the Bill to require that local authorities be consulted before any recommendations to make regulations are made. Once the Bill has been through the second and third reading it is expected to come into effect this year.

RMA Reforms

In his annual speech to Nelson Rotary earlier this year the Minister for the Environment Nick Smith announced the Government's programme for 'overhauling' the RMA in 2015. The range of changes proposed is:

- Adding significant natural hazards to section 6 as a matter of national importance;
- Adding the urban environment, more affordable housing, provision of land for development, provision of appropriate infrastructure, and recognition of property rights to Part 2 Purpose and Principles;
- Giving greater discretion for councils to waive the need for consents when the effects are negligible;
- Requiring councils to use standard planning templates, and speeding up the plan-making process;
- Fostering a collaborative way of resolving issues;
- Strengthening the powers for national regulation (NPS and NES) and streamlining processes to develop and implement them;
- Requiring RMA information and processes to be accessible electronically.

A Bill will be introduced to Parliament in the first half of the year, advancing through the Select Committee process for passage by the end of the year.

Biosecurity

Council has undertaken control work on Parrots Feather on behalf of the Kongahu Rating District. This has involved ground and aerial spray work, this work will continue in an effort to reduce and then eradicate this pest plant.

Council has undertaken further search work on African Feather Grass which is known to be located in the Westport area. Recently African Feather Grass has been found at two sites in Cobden which will now be monitored with a view to eradication.

Council with the assistance of Environment Canterbury staff visited all known plant nurseries in the region to discuss the National Pest Plant Accord. These visits were received well with few issues found.

RECOMMENDATION

That the report is received

Michael Meehan
Planning and Environment Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee – 14 April 2015
 Prepared by: Nichola Costley – Regional Planner
 Date: 1 April 2015
 Subject: **Regional Transport Plans**

Purpose

To present the West Coast Regional Land Transport Plan 2015 - 2021 (RLTP) and the Regional Public Transport Plan 2015 (RPTP) for adoption by the Council.

Background

The West Coast Regional Transport Committee (RTC) is a sub-committee of Council. The attached RLTP and RPTP have been prepared by the RTC to meet the statutory requirements of the Land Transport Management Act 2003 (LTMA).

The RLTP provides the strategic context and direction for the West Coast region. It sets out the land transport objectives, policies and measures for the next ten financial years. It also identifies a programme of activities that will be put forward for future funding from the National Land Transport Fund for the next six years.

The RLTP also lists a range of roading improvement activities identified by the NZ Transport Agency and the District Councils which have been prioritised. These projects will use the remaining Regional (R) Funds which must be committed by 30 June 2015 and spent by 30 June 2018.

The RPTP sets out the Council's intentions regarding public transport for the West Coast over the next three years.

Consultation and Hearings

The RTC approved the draft RLTP and RPTP for consultation on 19 November 2014. Consultation was undertaken as required under the Local Government Act 2002 with the submission period running from 3 December 2014 to 23 January 2015. A total of nine submissions were received on the draft RLTP and 1 submission on the draft RPTP. None of the submitters requested to be heard. The Hearing Panel, made up of the representatives from the four Councils and the NZ Transport Agency, made decisions on submissions received on 17 February 2015.

Adoption of the RLTP and RPTP

The RTC met on 31 March 2015 and approved the RLTP and RPTP following decisions made by the Hearing Panel. The RTC have put forward the attached RLTP and RPTP for adoption by the Regional Council.

As per section 18B(3)(a) of the LTMA, the Council can now approve the RLTP. Following its adoption the RLTP can be submitted to the NZ Transport Agency. Submission of the Plan is required by 30 April 2015.

As per section 119(1) of the LTMA, the Council can now adopt the RPTP. This Plan must be adopted by Council by 30 June 2015.

RECOMMENDATION

That Council:

1. *Adopts the West Coast Regional Land Transport Plan 2015 – 21 as per 18B(3)(a) of the Land Transport Management Act and submits this to the NZ Transport Agency; and*
2. *Adopts the Regional Public Transport Plan 2015 for the West Coast as per section 119(1) of the Land Transport Management Act.*

Chris Ingle
 Chief Executive Officer



THE WEST COAST
REGIONAL COUNCIL

West Coast

Regional Land Transport Plan 2015 – 21

2015

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1. Introduction

1.1 PURPOSE AND ROLE OF THE RLTP

This is the first Regional Land Transport Plan (RLTP) prepared for the West Coast. It is a new Plan which replaces both the West Coast Regional Land Transport Strategy 2011-41 and the West Coast Regional Land Transport Programme 2012-15. It has been developed under the Land Transport Management Act 2003 (LTMA). Responsibility for preparing this RLTP lies with the West Coast Regional Land Transport Committee (RTC).

The RLTP is a six year document that provides strategic context and direction for the West Coast region. It sets out the land transport objectives, policies and measures (methods) for at least 10 financial years as well as identifying anticipated revenue and expenditure over this period. It also identifies a programme of activities that will be put forward for future funding from the National Land Transport Fund (NLTF) in order to achieve the objectives. The NLTF is administered by the New Zealand (NZ) Transport Agency on behalf of the government. The NZ Transport Agency can only allocate funds to activities listed in a RLTP or to national activities.

The lists of activities in this RLTP were either identified by the approved organisations on the West Coast (Regional and District Councils, and the Department of Conservation), or proposed by the NZ Transport Agency.

1.2 STATUTORY CONTEXT

A summary of the statutory context that this RLTP has been prepared under is outlined below. Note that this RLTP has been prepared using the best available information at the time and that changes may occur following individual Council Long Term Plan processes.

Land Transport Management Act 2003

In June 2013, the Land Transport Management Amendment Act came into force which brought about significant changes to land transport planning under the LTMA. Regional Land Transport Strategies and Regional Land Transport Programmes have now been replaced by a new, single regional planning document - the Regional Land Transport Plan, which combines elements of both former documents. The LTMA provides that the two planning documents currently in force will expire on June 30 2015.

Government Policy Statement

The Government Policy Statement on Land Transport Funding (GPS) sets priorities, key result areas and allocates ranges of funding to guide decision makers where to invest. The GPS cannot determine which projects will be funded, or how much funding any particular project will receive. The NZ Transport Agency must give effect to the GPS by using the Investment Assessment Framework to determine what activities will receive funding within the overall funding range.

The RLTP must be consistent with the intent of the GPS. The GPS continues to promote the three key principles established in the GPS 2012. These have been reflected in the development of this RLTP and are:

1. A strong and continuing focus on economic growth and productivity;
The Government proposes to continue supporting improvements which will bring benefits for national economic growth and productivity.
2. Road safety;
Continue to support the delivery of the Safer Journeys vision of a safe road system increasingly free of death and serious injury.
3. Value-for-money
A land transport system that is effective in enabling the movement of people and freight in a timely manner, and efficient in delivering the right infrastructure and services to people to the right level at the best cost.

Local Government Planning

Under the Local Government Act 2002, the Regional and District Councils must prepare a Long Term Plan (LTP) once every three years. These LTP's describe how each Council is to deliver the outcomes agreed to by the local community, the level of rates expected for the three years of the LTP and other information pertinent to its community. The projects submitted for funding through the RLTP by each of the District Councils and the Regional Council must also be included in each respective LTP to obtain local share funding. Should their own consultation processes decide that a project should be added, removed or varied, then this may result in a change to this RLTP.

The Financial Assistance Rates (FAR), which determine local contributions to transport funding, have, for the most part been finalised. The majority of the outcomes were released on 6 November 2014. Further changes are likely for funding contributions towards special purpose roads and total mobility in coming years.

1.3 REGIONAL CONTEXT

The West Coast is New Zealand's most sparsely populated region. It contributes 0.7% of national GDP, provides 0.8% of national employment and is home to 0.7% of the population¹.

The West Coast's rich natural resources underpin its main industries. Twenty percent of the West Coast's GDP is derived from the primary sector, the direct use of natural resources. This is in comparison to the national average of 7%². Traditionally mining (coal and gold) has been the primary employer in the region however, farming and in particular dairying is also a significant contributor. In addition to direct farm income from milk production, the added value by the processing of the product is a significant contributor to regional employment and income. Tourism is also playing an increasingly important role for the West Coast economy. With world renowned attractions, the region is gaining traction in international markets. This has resulted in increased numbers of visitors travelling by rental car, campervans and cycle tourism. The region is rich in natural landscapes, coastal environments, and river and lakes. The West Coast currently ranks fifth out of all New Zealand regions in international visitor numbers and future growth in this sector is likely. International tourism expenditure amounted to 9.3% of regional GDP, the second highest of any region in New Zealand³.

The relatively recent emergence of the dairy and tourism sectors have provided alternatives to the mineral extraction industries. However the future of the region cannot rely on these three sectors alone. Further diversification of the economy is crucial to counter fluctuating commodity markets, exchange rates, the needs and wants of export and tourism markets as well as unforeseen disasters and events such as the Christchurch earthquakes and the Pike River Mine explosion.

The West Coast population has remained relatively stagnant over the past decade with migration occurring in industry areas such as mining where there has been significant volatility in this sector. The population is also aging more rapidly than many other regions. Skill and education attainment are among the lowest in New Zealand. This is most likely a result of the low-skilled nature of the employment opportunities of the region.

Future economic development opportunities for the West Coast have been recognised to rest on the further development and leveraging of its natural resources and existing strengths to develop greater value-add businesses. This will require reliable, efficient and effective infrastructure to support growth into the future.

The four West Coast Councils, together with Development West Coast, have recently prepared an Economic Development Plan to lead the region forward for the next fifteen years. Initiatives such as

¹ MBIE Regional Economic Activity Report 2014, p.40.

² BERL West Coast Region Economic Indicators 2013, p.7.

³ MBIE Regional Economic Activity Report 2014, p.40.

these are providing the impetus for future growth for the region as well as bringing sector groups together to work collaboratively to achieve positive outcomes for all.

2. Strategic Direction of the RLTP

2.1 VISION

The Vision of the West Coast transport network is for;

A safe, effective and efficient land transport network which brings together communities and industries on the West Coast and enables the region to thrive and contribute to a sustainable and prosperous New Zealand.

This RLTP reflects the importance of contributing to improving the economic performance of both the West Coast region, as well as New Zealand as a whole, by making it more outward looking and forward thinking. This Vision can only be achieved through collaborative relationships developed between the NZ Transport Agency, road controlling authorities, rail, port, heavy freight partners, local communities and other stakeholders.

2.2 TRANSPORT ISSUES AND CHALLENGES

The West Coast is generally well connected and serviced from a roading infrastructural perspective relative to its population and geography, particularly in regards to the State Highway network. For example, the West Coast has 8% of all State Highways in New Zealand which is relatively high given the region has less than 1% of New Zealand's population. However, the West Coast does make up 8% of the Country's total land area stretching some 600km from north to south.

The geography of the region presents unique issues and challenges with the State Highway being the primary connector between the regions widely dispersed rural communities, export outlets (e.g. dairy farms), processing and manufacturing sites, and markets. The State Highway network is also critical for the movement of another of the West Coast's key economic drivers – tourism. The local road network also provides for social and economic connections linking people with employment, education, health and other services as well as providing for their recreational activities. The local road network also provides for many of the final connection points between producers and their markets, or processors of goods. The local roads between Ikamatua and Taylorville, and Jacksons and Stillwater provide an alternative strategic route in the region catering for over-dimension/overweight vehicles which are unable to travel via State Highway 7 or 73. This is particularly important in the movement of heavy machinery to cater for the extractive industries.

Due to the characteristics of the region identified above, the West Coast economy and communities are particularly susceptible to natural hazard events on the State Highway. For example State Highway 6 in South Westland has recently experienced two significant events, the washout of a section of the Wanganui Bridge and the Diana Falls slip, both in 2013. Both of these events resulted in the route being closed for several days while repairs were completed, with night time closures for Diana Falls continuing for several months. Events such as these have serious impacts on the communities who use these routes, freight and industry and also the tourism market. On many West Coast roads, and on this State Highway in particular, there are no alternative routes unless travel of several hundred kilometres is undertaken via the East Coast. It is anticipated that the West Coast will experience both more severe and more frequent extreme weather events in the future which has the potential to increase these outages in the network. Unfortunately, these types of events add to the perception of isolation for the West Coast which can have an impact on businesses who may want to invest in the region, and also for a population who may be concerned at being isolated from essential services.

The importance of route security and resilience for the West Coast cannot be underestimated. The transport network needs to be able to transport people and goods to, from and within the region safely, reliably and efficiently and without unnecessary restrictions or delays at all times – both now and in the future. The levels of service required to maintain the network, combined with the topographical nature of the West Coast and the fact that there is a reliance on the State Highway

alpine routes to enter and leave the region means that investment and renewals of the State Highways is of major importance. The reliability of networks is considered of major importance to attracting investment to the region, increasing both population over the long term as well as the earnings made from exports.

The roading network has to cater for a number of vehicle modes from heavy freight vehicles, tourism traffic including both rental cars and campervans, cyclists and pedestrians, as well as the everyday local commuter traffic. In many cases there are points on these networks which create issues for the safety of its users. The increasing volume of high productivity motor vehicles (large trucks), coaches and campervans that often travel at slower speeds than cars can lead to processions of vehicles and frustration for following drivers. The lack of passing opportunities, compounded during periods of rain and low visibility, leads to driver frustration and people taking unnecessary risks. Fatalities and casualties from crashes impose high social and economic costs on both the region and country. The Safer Journeys vision of a 'safe road system increasingly free of death and serious injury' recognises that while mistakes are inevitable, and we can never prevent all road crashes from happening, we can work collaboratively and attempt to stop crashes from resulting in death and serious injury.

While State Highway 6 is recognised as one of the top ten drives in the Lonely Planet Guidebook, this, along with many other strategic routes, is narrow and winding. This presents numerous conflicts, particularly as cycling tourism and freight vehicle movements continue to increase. These conditions, coupled with heavy rainfall, also lead to driver frustration as there are few locations available for the safe overtaking of vehicles. Due to low traffic volumes, the construction of passing lanes is unwarranted. The provision of slow vehicle passing bays and other passing opportunities present a better value for money option to address this issue and their development is considered a high priority for the region.

Economic drivers on the West Coast continue to change over time depending on supply and demand. This has a flow on effect on the transport network resulting in increased pressure being put on some parts of the network that it may not have been originally built to withstand or cater for. For example, homesteads at the end of isolated local rural roads were originally built for small vehicle traffic. They are now expected to provide for large freight vehicles for example milk tankers servicing dairy farms. Single lane bridges, narrow roads, suspension bridges, are all types of infrastructure which when originally built, were more than adequately able to provide for the type of vehicle using it. Due to a small population and consequently limited vehicle numbers travelling the routes on the West Coast, the funding of new and improved transport infrastructure has been limited over past decades. This is coupled with a lengthy State Highway network which traverses a highly dynamic alpine region frequently at risk from weather events. Contesting for funding to undertake works against other national projects is challenging. It has meant that as the markets have developed, or changed, on the West Coast, the infrastructure to provide for them has generally not changed with it. Consequently, it has resulted in sections of the network no longer being fit for purpose.

In order for the West Coast to meet its development needs, and continue to contribute to national growth and productivity into the future it needs to address the transport issues and challenges that have been identified above. The transport issues for the West Coast can best be summarised as:

1. The increasing intensity and number of natural events impacts the security of the network and raises the risk of isolated communities;
2. A constrained roading network accommodating increasingly different user types heightens the potential for conflict in the form of accidents and reliability; and
3. The changing function of the network over time means that there are pockets of infrastructure across the region that are no longer fit for purpose.

These form the transport priorities for the region for the next ten years.

2.3 STATEMENT OF TRANSPORT PRIORITIES FOR 10 FINANCIAL YEARS

- A secure land transport network resilient enough to withstand the natural events the West Coast is susceptible too;
- Safety for increasingly diverse user types on a constrained network; and

- A fit for purpose land transport network.

2.4 LAND TRANSPORT OBJECTIVES, POLICIES AND MEASURES FOR AT LEAST 10 FINANCIAL YEARS

Based on the identification of the issues and challenges for the land transport network, the following objectives, policies and measures (methods) have been identified to address these.

Table 1: Land Transport Objectives, Policies and Methods

Issues and Challenges	Objectives and Policies	Methods
<p>The increasing intensity and number of natural events impacts the security of the network and raises the risk of isolated communities.</p>	<p>Objective 1: A robust, resilient and responsive land transport network that can withstand, or react quickly to, the impact of natural events to provide greater economic certainty and social wellbeing for the West Coast.</p> <p>Policies:</p> <ol style="list-style-type: none"> 1.1 Enhance and protect the resilience of the land transport network to ensure linkages between communities, and producers to their markets, are maintained. 1.2 Provide a quick response to network outages to reinstate routes as soon as practicably possible. 1.3 Communicate clearly to road users the status of network outages to avoid misinterpretation of situations. 	<ul style="list-style-type: none"> ▪ Identifying potential network resilience issues. ▪ Undertake works to rectify identified network resilience issues. ▪ Ensuring arrangements are in place with contractors for the quick response to the reopening of key routes. ▪ Consistent high quality visitor information signage on regional routes.
<p>A constrained roading network accommodating increasingly different user types heightens the potential for conflict in the form of accidents and reliability.</p>	<p>Objective 2: A safe transport network increasingly free of death and serious injury.</p> <p>Policies:</p> <ol style="list-style-type: none"> 2.1 Promote infrastructure improvements on strategic routes. 2.2 Address conflicts between heavy vehicles and other road users arising from industry growth (can be productive or tourism sector growth). 2.3 Support the objectives of the West Coast Road Safety Coordinating Committee 	<ul style="list-style-type: none"> ▪ Supporting the replacement of the Taramakau Road Rail Bridge. ▪ Increasing provision of slow vehicle bay passing opportunities on the State Highway network. ▪ Reviewing speed limits from a 'fit for purpose for the road' type of perspective. ▪ Minimising conflicts between different vehicle types e.g. trucks and cycles. ▪ Supporting the efforts of the West Coast Road Safety Coordinating Committee and the locally led prevention programmes. ▪ Adopting appropriate enforcement and education programmes to address unsafe driver behaviour, pedestrian and cyclist behaviour.
<p>The changing function of the network over time means that there are pockets of infrastructure across the region that are no longer fit for purpose.</p>	<p>Objective 3: An effective and efficient land transport network that enhances economic wellbeing, growth and productivity in the West Coast region and beyond.</p> <p>Policies:</p> <ol style="list-style-type: none"> 3.1 Ensure that those roads in the region serving the productive and tourism sectors are fit for purpose. 3.2 Enhancing and improving pinch points on alternative routes to provide for over-dimensional and overweight vehicles that are unable to use the State Highway. 3.3 Take a one network approach to managing the transport system. 	<ul style="list-style-type: none"> ▪ Identifying pinch point locations on the State Highways, and key alternative local road routes, and taking steps to remedy these. ▪ Enabling more freight on fewer trucks through the national HPMV and 50MAX programmes. ▪ Identifying and addressing any deterioration in road surfaces and infrastructure arising from industry growth. ▪ Promoting cooperation and collaboration between agencies when developing and implementing land transport activities and initiatives taking into account the one network approach.

2.5 ROLE OF MODES

For West Coast residents, the roading network plays a vital role in connecting various places within the region. It also provides for the safe and efficient movement of people and goods; helps sustain social cohesion by providing access to commercial, educational, medical, and travel or other facilities; supports the region's economic development opportunities; and provides for recreational activity opportunities. The roading network can be divided into the following three categories, each with a specific role:

State Highways – these are considered to be the West Coast's primary strategic routes which are designed to carry through traffic (including heavy goods vehicles) rather than local traffic. However, it should be noted that on the West Coast, the location of the main urban areas as well as the smaller townships results in these roads also carrying significant commuter traffic. These roads are managed and maintained by the NZ Transport Agency.

Local Roads – these roads are both rural and urban. Rural roads support and provide for rural economic development, assist with linking people with recreational activity, sustain social interactions and help communities meet their mobility needs. Urban roads have a similar function but include a different range of users including cyclists and pedestrians. Within an urban environment these roads can also be classified into arterial, collector (primary and secondary) access and low volume roads. These roads are managed and maintained by the District Councils.

Department of Conservation Roads – these roads provide access to some of New Zealand's foremost tourist attractions. This includes the Franz Josef and Fox Glaciers. Ensuring linkages between the State Highways and these attractions is particularly important for the economic wellbeing of both the region and New Zealand as a whole.

Cars/private vehicles

On the West Coast the private motor vehicle (including motorbikes) continues to be the dominant transport mode employed. In 2013, approximately 94% of households⁴ on the West Coast had access to one or more private motor vehicles. The use of the private motor vehicle is undertaken as part of day to day work, social and recreational activities providing, for the safe and efficient movement of people between a range of origins and destinations.

The geographical characteristics and the predominantly rural environment of the West Coast result in cars and private vehicles being the most utilised and reliable form of transport. In 2013, 65% of people travelling to work drove there. It is anticipated that cars and private transport will remain the primary method of transport for the foreseeable future, particularly with many industries also relying on the roading network and motor vehicles to carry out their core business. This enables business and industry to locate in areas which best suit their needs and provide them with reliable access to resources and appropriate markets. In rural areas of the West Coast, other transport modes such as walking and cycling are not as viable as in urban areas due to the long distances needed to travel. In addition, given the limited public transport options available in the region, the private motor vehicle can be the only means of transport for some residents providing for important social connections.

Road, rail and coastal shipping for the movement of freight

The West Coast is the only region more than 150km from a major port or population centre and a move toward the majority of fast moving consumer goods (food and fuel) being transported on a just-in-time philosophy highlights the reliance of the region on the roading network for the movement of key goods.

Freight includes anything transported as part of a commercial arrangement, ranging from a small couriered document to the movement of coal, raw milk and heavy machinery. Road transport carries goods from their origin of production to their place of processing, or out of the region to a domestic market or international market. The efficient, timely and reliable movement of freight therefore provides an integral role in assisting economic development activity throughout the West Coast.

⁴ Statistics New Zealand – Census 2013

Freight is primarily moved via road, with rail transporting mainly milk product and coal between the West Coast and Canterbury. Rail also provides an important modal component to the tourism industry with the TranzAlpine travelling to and from the West Coast daily. Rail is likely to continue to provide transport for high volume heavy freight items such as coal and milk and is the most appropriate mode for the movement of high volume goods over longer distances between key production and distribution nodes.

Current coastal shipping activities on the West Coast are limited. Similar to rail, coastal shipping provides for the transport of high volume goods over longer distances. The future of the ports in Westport and Greymouth has been questionable, though this may change depending on industry activity and the demand for product to be moved by sea. Their importance needs to be considered in decision making due to the wider benefits that moving freight via this mode can have in the long term.

Walking and cycling

The role of walking is to provide an alternative mode of transport for many shorter local trips, with the role of cycling providing for the movement of people over short to medium distances as an alternative to motor vehicles. For many, both of these modes also provide for recreational and social purposes as well as an alternative for travelling to school or work.

Recent investment on the West Coast has led to the development of the West Coast Wilderness Trail and the Old Ghost Road which form part of the New Zealand Cycle Trail. While these trails are geared primarily for recreation or tourism markets, the section of the West Coast Wilderness Trail in the Grey District also provides an alternative cycle route from travelling along the roading network. This has particular safety benefits. The creation of these routes, and emerging markets, has also led to an increase in cycling tourism throughout the region.

Public transport

Public transport services are defined in the LTMA as services for the carriage of passengers for hire or reward by means of a large or small passenger service vehicle, ferry, hovercraft, rail vehicle or any other mode (other than air) that is generally available to the public. It does not include an excluded passenger service or a shuttle service.

The West Coast does not have a comprehensive public transport network. This is primarily due to a small population dispersed throughout a large geographical area. However, there are a small number of private schemes that operate throughout the region where demand warrants. Current subsidised public transport on the West Coast includes the provision of the Total Mobility scheme utilising the taxi services in the urban areas of Greymouth, Westport and Hokitika; the latter two services being subsidised.

In June 2013, legislative amendments came into force which embedded the public transport requirements into the LTMA. These amendments resulted in a number of changes for Regional Public Transport Plans (RPTP). All regional councils that subsidise public transport services must prepare a RPTP. The RPTP must be adopted on or before 1 July 2015 and must not be inconsistent with the RLTP. The policies and actions relating to public transport are set out within the RPTP.

3. Programme of Activities for the West Coast RLTP

3.1 OUTLINE OF ASSESSMENT AND PRIORITISATION PROCESS

A range of projects have been proposed by the approved organisations on the West Coast to address the issues and challenges that face the region. The RTC has adopted a policy to determine which projects are significant enough to require prioritising within this RLTP. Other activities that are determined to be 'not significant' are listed in the Appendices at the rear of this document.

Significant activities requiring prioritisation in the RLTP

Section 106(2)(b) of the LTMA requires the RTC to determine which activities included within the RLTP are significant enough to require prioritising. For the purpose of determining the activities that are considered 'significant' for prioritisation, the following policy has been adopted:

For the purpose of Section 16(3)(d) of the Act, a significant activity is any of the following activities put forward by an approved organisation:

- *Any roading improvement projects on State Highway and/or local road networks that have significant network, economic, safety and/or land use implications;*
- *Significant activities relating to road safety;*
- *Significant improvement activities that would encourage or facilitate the use of alternative transport modes such as walking or cycling;*
- *Significant improvement activities to services, infrastructure and/or administration of public transport;*
- *Activities which make a significant contribution to the objectives of the RLTP; or,*
- *Any other activity that the Regional Transport Committee considers to be significant.*

The following activities are not considered significant (excluded) for the purpose of section 16(3)(d) of the Act:

- *Committed activities*
- *'Business as usual' activities including:*
 - *State Highway maintenance, operations and renewals;*
 - *Local road maintenance, operations and renewals;*
 - *Local road or state highway minor improvements;*
 - *Department of Conservation maintenance, operations, renewals and minor improvements; or*
 - *Existing public transport services.*

Some activities may be relatively low cost but still be considered significant to the region and for achieving the objectives of the RLTP. Therefore, this policy does not reference specific dollar values as to what is 'significant' or not.

Prioritisation process

The RTC has prioritised certain projects, as identified by the policy to determine those significant activities requiring prioritisation, submitted by the approved organisations on the West Coast and the NZ Transport Agency. The RTC adopted the following process in determining the ranking of the projects identified as significant.

1. Projects identified to be undertaken during the first three years of the RLTP (2015-18) were given a 'Regional Priority' ranking of high (H). Projects to be undertaken from 2018 were given a Regional Priority ranking of medium (M). These M and H rankings were allocated based on the level of importance of the two time periods of activities. Those activities that are more critical to have completed are those that are to be undertaken during 2015-18. In some cases, this requires a request to the approved organisation or NZTA to accelerate projects from later years.
2. Individual projects were then ranked based on their assessment rankings provided for 'Strategic Fit', 'Effectiveness' and 'Efficiency', as well as how the RTC considered they addressed the issues and challenges of the West Coast land transport network.

The priority the RTC has given the individual projects has been included in the column titled 'RTC Priority'.

3.2 THE ORDER OF PRIORITY OF THE SIGNIFICANT ACTIVITIES THAT THE RTC INCLUDES IN THE RLTP

Table 2 lists those projects that have been prioritised by the RTC. These projects have been identified through the policy which determines those projects that are to be considered 'significant' and ranked based on the prioritisation process undertaken by the RTC. Appendix A provides a map indicating the location of the activities proposed below.

Table 2: Regional priority of activities 2015-18

RTC Priority	Approved Organisation	Activity	Description/Comments	Assessment			
				Strategic Fit	Effectiveness	Efficiency	Regional priority
1	NZTA	Visitor Driver Signature Project – West Coast	High crash rate for tourists on high risk rural roads due to behaviours like crossing the centreline and random stopping. Opportunity to improve tourist driver safety with implementation of a combination of activities including physical works, signage and education.	H	M	L	H
1	NZTA	Taramakau Bridge Replacement - design	This is currently a one-lane bridge that is shared between cars, trucks, bikes and trains. The new bridge would be two lanes with a separate rail bridge. The existing road would be realigned for improved visibility and safety.	M	M	M	H
2	NZTA	SH6 Inangahua Junction to SH67 slow vehicle bays	To improve passing opportunities along SH6 from Inangahua Junction to SH67 – Construction.	M	M	H	H
2	NZTA	SH7 Springs Junction to Reefton slow vehicle bays	To improve the passing opportunities along SH7 Springs Junction to Reefton – Construction.	M	L	H	H
2	NZTA	SH6 Franz Josef to Fox Glacier slow vehicle bays	To improve the passing opportunities along SH6 from Franz Josef to Fox Glacier – Construction.	M	L	H	H
2	NZTA	SH73 Monument to Jacksons Slow Vehicle Bays	To improve the passing opportunities along SH73 between The Monument and Jacksons: seven slow vehicle bays – Construction (requested to accelerate from 2018-21 programme).	M	L	H	H
2	NZTA	SH73 Jacksons to Kumara Slow Vehicle Bays	To improve the passing opportunities along SH73 from Jacksons to Kumara, six slow vehicle bays – Construction (requested to accelerate from 2018-21 programme).	M	L	H	H
2	NZTA	Marlborough St/High St Intersection Improvement	There are a number of crashes at the intersection and adjacent High School and retail entrances. The activity includes an intersection improvement including construction of a roundabout, and other traffic calming infrastructure, to manage traffic safely.	M	M	L	H
3	GDC	Slatey Creek No.1 Bridge Replacement	To upgrade the bridge for overweight capacity and route resilience. Bridge on over-dimensional over-weight bypass route from/to SH73 and SH7.	H	H	L	H
3	GDC	Arnold Bridge Strengthening	Investigate and implement strengthening for this bridge to better handle overweight loading. This bridge has been cropping up more regularly as loading configurations have changed so further investigation is deemed necessary. Bridge on over-dimensional over-weight bypass route from/to SH73 and SH7.	H	H	L	H
3	WDC	Lake Kaniere Road	Road improvements for this route link with the WC Wilderness Cycle Trail and the tourist destination of Lake Kaniere.	M	L	M	H

3	WDC	Whitcombe Valley Road	Road improvements to Hokitika Gorge. Increased tourist traffic and heavier loads from dairy farms by Westland Milk Products presents a significant issue.	M	L	M	H
3	NZTA	SH6 Resilience Project	Address resilience along SH6 on the West Coast. Assist with addressing the risk on this rural road and journey time reliability – Design.	M	M	L	H
3	NZTA	SH6 Resilience Project	Address resilience along SH6 on the West Coast. Assist with addressing the risk on this rural road and journey time reliability – Construction.	M	M	L	H
3	NZTA	Enhanced network resilience	NZTA is seeking to improve the ability of the network to withstand short and long term events, provide alternative routes in the event of outages and recover quickly from short term closures and large scale disasters. Potential work that could be considered initially to improve the resilience of the State Highway network (subject to funding) includes: Investigation of spot treatments of areas at risk to rock fall and slips including SH73, SH7, and SH6 – Design.	H	L	L	H
4	NZTA	Enhanced network resilience	NZTA is seeking to improve the ability of the network to withstand short and long term events, provide alternative routes in the event of outages and recover quickly from short term closures and large scale disasters. Potential work that could be considered initially to improve the resilience of the State Highway network (subject to funding) includes: Investigation of spot treatments of areas at risk to rock fall and slips including SH73, SH7, and SH6 – Construction.	H	L	L	H
4	NZTA	West Coast Corridor Safety Programme (including active modes)	NZTA is developing a strategic case and programme business case to determine the issues on the State Highway network, particularly in regards to conflicts between cyclists and vehicles, to determine any potential issues and possible options to address these (requested additional activity).	M	M	-	H

Notes:

1. Inclusion of projects identified by the Grey District Council and Westland District Council may change depending on the individual Councils Long Term Plan processes and consultation on these documents.
2. Two State Highway passing improvements have been requested to be accelerated into the 2015-18 programme (were in 2018-21).
3. A new transport planning activity (West Coast Corridor Safety Programme) has been requested from the NZ Transport Agency to quantify safety and other risks, particularly for cycle tourists.
4. National moderation of regional priorities is still to occur. After all Regional Councils submit their approved final RLTP's to the NZ Transport Agency, the NZ Transport Agency will carry out a national moderation process that ranks activities for eventual inclusion in the NLTP 2015 - 18. Being included in this RLTP does not necessarily mean that it will be funded.

Table 3: Regional priority of activities 2018-21

RTC Priority	Approved Organisation	Activity	Description/Comments	Assessment			
				Strategic Fit	Effectiveness	Efficiency	Regional priority
1	NZTA	Taramakau Bridge Replacement - construction	This is currently a one-lane bridge that is shared between cars, trucks, bikes and trains. The new bridge would be two lanes with a separate rail bridge. The existing road would be realigned for improved visibility and safety.	M	M	M	H
4	GDC	Moonlight Creek Bridge Replacement	Upgrade structure for better network capacity since this is an alternative to the State Highway network. Bridge on over-dimensional/overweight bypass route from/to SH7 and SH6. Also connects to over-dimensional/overweight bypass route between SH7 and SH73 at Stillwater.	H	H	L	M
4	GDC	Rough River Bridge Replacement – Atarau Road	This bridge is past its useful life and requires upgrading to cope with the increased level of use it gets now and for when coal is carted again. Bridge on over-dimensional/overweight bypass route from/to SH7 and SH6. Also connects to over-dimensional/overweight bypass route between SH7 and SH73 at Stillwater.	H	H	L	M
4	GDC	Stillwater Bridge 2 Laning	The existing single lane bridge is adjacent to rail head for off loading coal from truck to rail. There are congestion issues and expected increase in general traffic. The work will provide for improvements in traffic flow on a busy road.	H	M	L	M
5	NZTA	SH7 Stoney Creek Bridge	Resilience, replacement to bridge requirements – Construction.	L	H	H	M
5	NZTA	Ahaura Bridge Replacement	Bridge replacement required for resilience of network – Design and Construction.	L	H	H	M
5	NZTA	SH73 Resilience Project	Address resilience along SH73 on the West Coast – Design and Construction.	M	M	L	M
6	GDC	Rough and Tumble Bridge Replacement	To improve load capacity on this growing route. Current bridge Class 1 timber structure.	M	M	L	M
6	GDC	Deep Creek No.1 Bridge Replacement	To improve the loading capacity of this route by replacing the bridge with an HNHO rated structure. It will improve the options for overweight loads to travel this route. Current bridge Class 1 timber structure.	M	M	L	M
7	GDC	Local Road Resilience Project	Address resilience along priority local road networks (including seismic strengthening of bridges) – design and construction.	M	M	L	H
7	NZTA	SH7 Resilience Project	Address resilience along SH7 on the West Coast – Design and Construction	M	M	L	M
7	NZTA	Weigh Right Facilities	Heavy vehicle weigh facilities to improve monitoring network utilisation.	H	M	L	M

Notes:

1. Inclusion of projects identified by Grey District Council may change depending on the Council's Long Term Plan processes and consultation on these documents.
2. It is possible that those projects ranked as M may become H when the RLTP is reviewed in 2018.

3.3 LIST OF ACTIVITIES THAT HAVE BEEN APPROVED BUT ARE NOT YET COMPLETED.

The following projects that were approved in the Regional Land Transport Programme 2012-15 that may not be completed by June 2015 include:

- The Taylorville to Blackball Road Strengthening Project (Grey District Council);
- Taramakau Bridge Improvement Project – cycleway clip-on (State Highways); and
- Passing opportunity improvements – design (State Highways).

3.4 OTHER ACTIVITIES

The NZ Transport Agency does not believe that there are any other projects that should be proposed for the region by the Councils or the Department of Conservation.

4. Funding the RLTP

4.1 PROPOSED FUNDING SOURCES

The 10-year forecast of anticipated revenue for the West Coast region in Table 4 is made up from a number of funding sources. A summary of these are included below.

National Land Transport Fund (NLTF)

The NLTF is the funding source for which this RLTP is bidding for. It is distributed as a nationally contestable fund across New Zealand. 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 activities proposed in the RLTPs of other regions. Some activities may also be funded through alternative funding sources.

Regional Funding (R)

Regional or R funding is additional revenue collected nationally through a 5c/litre tax added to fuel sales and an equivalent increase in road user charges for light vehicles. It is allocated to each region on a population basis. R funds have been established for a finite 10-year period which commenced in April 2005. Their purpose is to provide a minimum dedicated spend in each region for transport improvement projects that are important to the region. Funds must be committed (funding approved) by 30 June 2015, and must be spent by 30 June 2018.

There is approximately \$6 million in R funds to be spent on the West Coast over the course of the first three years of this RLTP.

Regional Improvements (RI)

The Regional Improvements activity class replaces R funding and is available for those areas that do not benefit from the Roads of National Significance and fall outside of Statistics New Zealand's definition of major urban areas. Regional Improvements will represent the highest priority, eligible regional activities that do not meet the threshold for investment in other road improvement categories. Regional Improvements will be prioritised and allocated in the NLTP after activities have been prioritised and allocated in the state highway and local road improvement activity classes. This means that there is the potential for accessing additional funding for state highway and local road improvements of 'regional significance' which do not meet the investment threshold for investment through the local and state highway improvement activity classes.

Accelerated Regional Rooding Package (ARRP)

On 29 June 2014, the Government announced a package of regionally important State Highway projects. The package has three parts:

1. Up to \$80 million to accelerate the construction of five critically important regional projects. Importantly for the West Coast this includes the Mingha Bluff to Rough Creek realignment project which has been signalled by this RTC as a high priority for many years. It is estimated that as a result of this funding, the project has been bought forward by 5-6 years.
2. Up to \$5 million to finalise investigation and consenting processes for six projects, of which the replacement of the Taramakau Bridge is one of these. Up to \$155 million funding from the Future Investment Fund has been set aside to fund the construction of these projects.
3. A further \$12 million will be available to accelerate investigation and design of three large projects in the Hawkes Bay, Nelson and the Bay of Plenty.

Government has requested that these projects be prioritised within the relevant RLTPs, and where it is found that their assessment criteria ranks the project high enough, they will be funded through the NLTF. Should their ranking not place them high enough in the contestable framework, then they will be funded through the Future Investment Fund.

Local Funding

Local funding is sourced by the Regional or District Council. These organisations are required to part fund the majority of activities. The proportion of local funding required for an activity is based on a Financial Assistance Rate (FAR) and are obtained through local or regional rates. FARs are currently going through a review process with the first stage completed in November 2014. Further decisions are yet to be confirmed for special purpose roads. The changes that are occurring with the FARs may have a significant impact on the affordability of roading programmes for the Councils and Department of Conservation. There is a concern that a decreasing FAR will result in reduced levels of service being provided to local communities, with the package of projects being proposed, as well as the basic maintenance, operations and renewals programmes, becoming increasingly constrained. The outcomes of the One Network Classification may also increase the difficulty of progressing local improvement projects.

Development Contributions

Some improvement projects may benefit a particular industry or organisation. As a result, a development contribution may be made to assist with fast tracking the project as it can sometimes take many years for transport projects to be implemented. These contributions also increase the cost benefit of the project. Consequently, the project may be considered more favourably when funding is allocated by the NZ Transport Agency.

4.2 10 YEAR FORECAST OF ANTICIPATED REVENUE AND EXPENDITURE

Table 4 sets out the anticipated revenue and expenditure for the following 10 years⁵. A breakdown of these activity classes for each organisation is included within Appendix C.

Table 4: Ten Year Forecast of Anticipated Revenue and Expenditure

	Forecast Expenditure
Activity Class	2015/24 Total
Transport planning	\$427,000
Road safety promotion	\$1,587,924
Walking and cycling improvements	\$0
Public transport	\$2,061,481
Local road improvements	\$7,748,500
Local road maintenance	\$150,888,806
State highway improvements	\$40,796,682
State highway maintenance	\$226,028,060
Regional improvements	\$0
Totals	\$429,538,453

Notes:

1. Local road maintenance includes renewals, maintenance and operations.
2. State Highway maintenance includes renewals, maintenance and operations.

⁵ These activity classes are determined in the draft GPS. Note that the breakdown of funding information in the Appendices is more detailed.

4.3 SIGNIFICANT EXPENDITURE ON LAND TRANSPORT ACTIVITIES TO BE FUNDED FROM OTHER SOURCES

The following land transport activities are to be funded by local government rates, over the first six years of the RLTP, without any assistance from the NLTF:

- **Operations:**
 - Street cleaning e.g. litter bin collection, gutter and drain clearing
 - Amenity lighting
 - Footpath maintenance

- **Renewals:**
 - Footpaths

- **Improvements:**
 - Storm water improvements
 - Council initiated special projects e.g. seal extensions which are unsubsidised
 - Cycle ways
 - Street banners.

5. Other matters

5.1 ASSESSMENT OF HOW THE RLTP MEETS CORE LEGISLATIVE REQUIREMENTS

Before the RTC can submit this RLTP to the West Coast Regional Council for approval, the RTC:

- Must be satisfied that the RLTP:
 - Contributes to the purpose of the LTMA

The purpose of the LTMA is *"to contribute to an effective, efficient, and safe land transport system in the public interest."* The issues and challenges that have been identified for this RLTP prepare a platform for the development of objectives, policies and methods for the land transport network on the West Coast. The collaboration of the NZ Transport Agency, approved organisations and the NZ Police on the West Coast will seek the achievement of not only the objectives set out in this RLTP, but also contribute to the purpose of the LTMA in the wider national context.
 - Is consistent with the GPS on land transport

The priorities of the GPS, a focussing on economic growth and productivity, road safety and value for money, are clearly reflected through the objectives and policies set in this RLTP. In practice this is reflected through ensuring that key State Highway routes are resilient to ensure that access to goods and markets for economic productivity is retained as well as road improvements to provide for overweight over dimension vehicles to support the extractive industries. Road safety is addressed through a myriad of approaches including the provision of slow vehicle bays for improved passing opportunities. These examples also contribute to the third priority of the GPS in enabling the movement of people and freight in a timely manner, as well as also determining the right level to deliver an activity at for the best cost solution. For example, due to low vehicle numbers on the regions roads, the construction of full passing lanes is unwarranted. Instead slow vehicle bays are a more cost effective solution providing similar benefits.
- Have considered:
 - Alternative regional land transport objectives that would contribute to the LTMA and the feasibility and affordability of those alternatives

The RTC spent considerable time identifying the issues and challenges facing the West Coast and its land transport network. From these it was clearly evident what the objectives were and how they would contribute to the overall purpose of the LTMA. The approved organisations on the West Coast are not in a financial position from which they are able to consider funding projects that are outside the objectives set within this RLTP, and the purpose of the LTMA.
- Have taken into account any:
 - National Energy Efficiency and Conservation Strategy (NEECS)

The NEECS is specifically focussed on the promotion of energy efficiency, energy conservation and renewable energy. Of the six goals established to contribute to the overall Strategy, only one of these is related to transport – "A more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies". This RLTP takes this Strategy into account recognising that ensuring network resilience will mean that vehicles can move from origin to destination smoothly. Other policies and their methods of implementation also contribute to this goal.
 - Relevant national policy statements and any relevant regional policy statement or plans that are in force under the Resource Management Act 1991

These documents have been considered where appropriate. Note that the West Coast Regional Council is currently reviewing its Regional Policy Statement which will be notified in March 2015.
 - Likely funding from any source

In developing this RLTP, funding from all sources has been considered. This is further detailed in Part C of this document.

Based on this assessment, the RTC is satisfied that it has met the legislative requirements under section 14 of the LTMA.

5.2 ASSESSMENT OF THE RELATIONSHIP OF POLICE ACTIVITIES TO THE RLTP

The NZ Police play a critical role in contributing to the Government's Safer Journeys vision of 'a safe road system increasingly free of death and serious injury' and to the achievement of a safe system. Through the role of the NZ Police, a contribution to economic growth and productivity is made in terms of reducing the social cost of road deaths and injuries, and improving the efficiency of freight flows, travel time reliability and network resilience.

A Road Policing Programme is developed by the NZ Transport Agency and the NZ Police every three years in accordance with the LTMA. The programme lists the road policing activities to be delivered by the NZ Police and funded from the NLTF.

On the West Coast, the NZ Police commit 8 full time equivalents (FTE) to land transport related duties (4 FTE are committed to highway patrol region wide and 4 FTE are committed to the strategic traffic unit which is made up of two FTE in Greymouth and 1 FTE located in both Westport and Hokitika).

Police roading activities focus on the delivery of enforcement activities. However, the NZ Police also support and work with other organisations such as the District Councils and the West Coast Road Safety Coordinating Committee to deliver community and educational programmes.

The combination of these activities assists with addressing the issues and challenges identified in this RLTP as well as reducing fatalities and serious injuries on the roads of the region. This reduction assists with a notable economic benefit for the country. Enforcement activities also assist with achieving sensible speeds, improving energy efficiency and reducing emissions. When people feel safe they are more likely to use the land transport system and be mobile on foot and by cycle as well as by vehicle.

Road engineering and other activities identified in this RLTP also contribute to meeting the NZ Police targets relating to road safety through projects such as the construction of slow vehicle bays which make roads safer to use.

It is the shared view of both the RTC and the NZ Police that the issues and challenges, objectives, policies and methods identified in this RLTP strongly support and align with NZ Police's road safety goals and vice versa. NZ Police activities will make a positive contribution to addressing the challenges and issues identified, and achieving the objectives and policies in this RLTP.

Ongoing liaison, advocacy and coordination with Police

Liaison and coordination occurs as a result of the NZ Police being a core member of the West Coast Road Safety Coordinating Committee. The Committee oversees the annual development of the Road Safety Action Plan in accordance with the Safer Journeys approach of "a safe road system increasingly free of death and serious injury". Through these Action Plans, road safety risks are determined at the local level and the delivery of planned services is coordinated. 'At-risk' user groups are also identified and targeted for specific education.

The provision of the Community Road Safety Programme will continue throughout this RLTP but is dependent on funding available from the four West Coast Councils.

5.3 AN IDENTIFICATION OF ANY ACTIVITIES THAT HAVE INTER-REGIONAL SIGNIFICANCE

The following two projects have been identified as being of inter-regional significance to the West Coast:

Rough Creek to Mingha Bluff

The West Coast has for many years advocated for improvements to be made to State Highway 73 between Rough Creek to Mingha Bluff. An improvement project has been signalled as part of the

Accelerated Regional Rooding Package. Construction is anticipated to commence in 2015. This will provide for enhanced safety of users of this section of the State Highway as well as providing for increased reliability and resilience.

Economic Modelling of Value

The joint RTC of Otago and Southland are proposing to undertake an 'economic modelling of value' project to show and predict the flow of export produce from farm gate to point of export, and of the tourist journeys. Given the linkage of State Highway 6 to these regions, this is a project of inter-regional significance given the tourism flows that utilise this network and this industry's overall importance to the West Coast economy.

6. Monitoring and Review

6.1 MONITORING AND IMPLEMENTATION OF THE RLTP

Monitoring is an important component of the decision making process. It establishes a process to check on the progress being made towards the achievement of objectives and the efficiency and effectiveness of the options (methods) that have been chosen to implement them.

Monitoring will be undertaken to ensure that the overall programme of activities contained in this RLTP is delivered in the manner envisaged. This monitoring is generally undertaken by each of the Councils as part of their annual reporting. Updates on progress made by the NZ Transport Agency on the State Highway network is also made to the RTC as well as interim reports published on their website.

6.2 THE MEASURES THAT WILL BE USED TO MONITOR THE PERFORMANCE OF ACTIVITIES

As part of the monitoring of the implementation of the RLTP, the RTC have established a number of measures (identified in Table 5) that will be used to assess progress made against the issues and challenges, and their associated objectives and policies. These will be monitored to assess the implementation of the RLTP as well as the achievement of the methods set out in Part A of this RLTP. This will be undertaken as part of the review process on the RLTP.

Table 5: Measures to be used for assessing the implementation of the RLTP

Issues/Challenge	Benefit	Outcome sought	Baseline	Target
The increasing intensity and number of weather and natural hazard events impacts the security of the network and rises the risk of isolated communities	Greater economic certainty (stability)	Increasing population	32,148 (2012 Census)	Increase by 15% by 2030 (to 36,970)
		Increase in export earnings	Exports as % of GPD approx. 36% (BERL)	Exports as % of GDP exceeds 40% by 2030
		Decrease in network outages (frequency and duration)	Current levels of service	New levels of service as set out in ONRC ⁶
		Ability to access key destinations (by mode)	Current levels of service	Reduction in access issues over previous 12 months
A constrained roading network accommodating increasingly different user types heightens the potential for conflict in the form of crashes and reliability	Reduction in crashes	Decreasing number of deaths and serious injuries (by mode)	Crash data (NZTA)	Declining trend in deaths and serious injuries
		Decreasing number of crashes (minor/non-injury) (by mode)	Crash data (NZTA)	Declining trend in minor/non-injury crashes
The changing function of the network over time means there are pockets of infrastructure across the region that are no longer fit for purpose	Meets the needs of the changing nature of vehicles	Identification of key pinch points from freight and tourism stakeholders and their location across the network	From survey of freight and tourism stakeholders, asset management plans and ONRC	Decreasing number of pinch points on network

⁶ ONRC – One Network Road Classification establishes these for individual roads as categorised by the approved organisation.

Issues/Challenge	Benefit	Outcome sought	Baseline	Target
		Throughput of freight (tonnes) and tourists (numbers) by mode and other relevant variables	NZTA standard measures	Increasing amounts of freight weight and numbers of tourists moved on the network

6.3 VARIATIONS TO THE RLTP AND SUMMARY OF THE SIGNIFICANCE POLICY FOR THE WEST COAST

From time to time there may be a need to vary the RLTP should a proposed activity be changed, suspended or abandoned. A Significance Policy has been adopted by the RTC to assist with this purpose.

Significance Policy for the West Coast

The RTC is required to adopt a significance policy to determine when consultation is required for a variation to the RLTP. This consultation would need to be undertaken prior to the variation being adopted. Following adoption of the RLTP, approved organisations could require changes to the published RLTP due to variations in the time, scope or cost of activities (especially given that a funding application can be made years before an activity is to be undertaken).

For the purpose of determining when consultation is required to be undertaken as a result of a proposed variation to this RLTP, the following policy has been adopted:

*"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 \$6 million; or*
- *Replacement of a local authority project by another project(s) and is less than or equal to \$2 million; or*
- *Replacement of a State Highways project by another project(s) and is less than or equal to \$5 million; or*
- *New preventive maintenance and emergency reinstatement activities in accordance with the New Zealand Transport Agency's Planning and Investment Knowledge Base; or*
- *Addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the Land Transport Management Act 2003 and which the Regional Transport Committee considers complies with the provisions of funding approval in accordance with section 20 of that Act."*

This policy provides appropriate scope and flexibility for approved organisations to make variations to the RLTP for which it is not feasible or reasonable to undertake public consultation, or for which there is likely to be little or no public interest. The policy sets a high level test for significance so that only major changes of genuine significance trigger further public consultation. However, if there is doubt about whether a proposal reaches this level, the proposal will be consulted on.

6.4 REVIEW OF THE RLTP

The LTMA requires that the RTC must complete a review of the RLTP during the six month period immediately before the expiry of its third year. This means that a review will be undertaken at the start of 2018. During this review process, the achievement of the objectives, policies, methods and other measures as identified in Tables 1 and 5 will be considered as well as giving regard to the feedback of other stakeholders and users of the land transport network.

7. Appendices

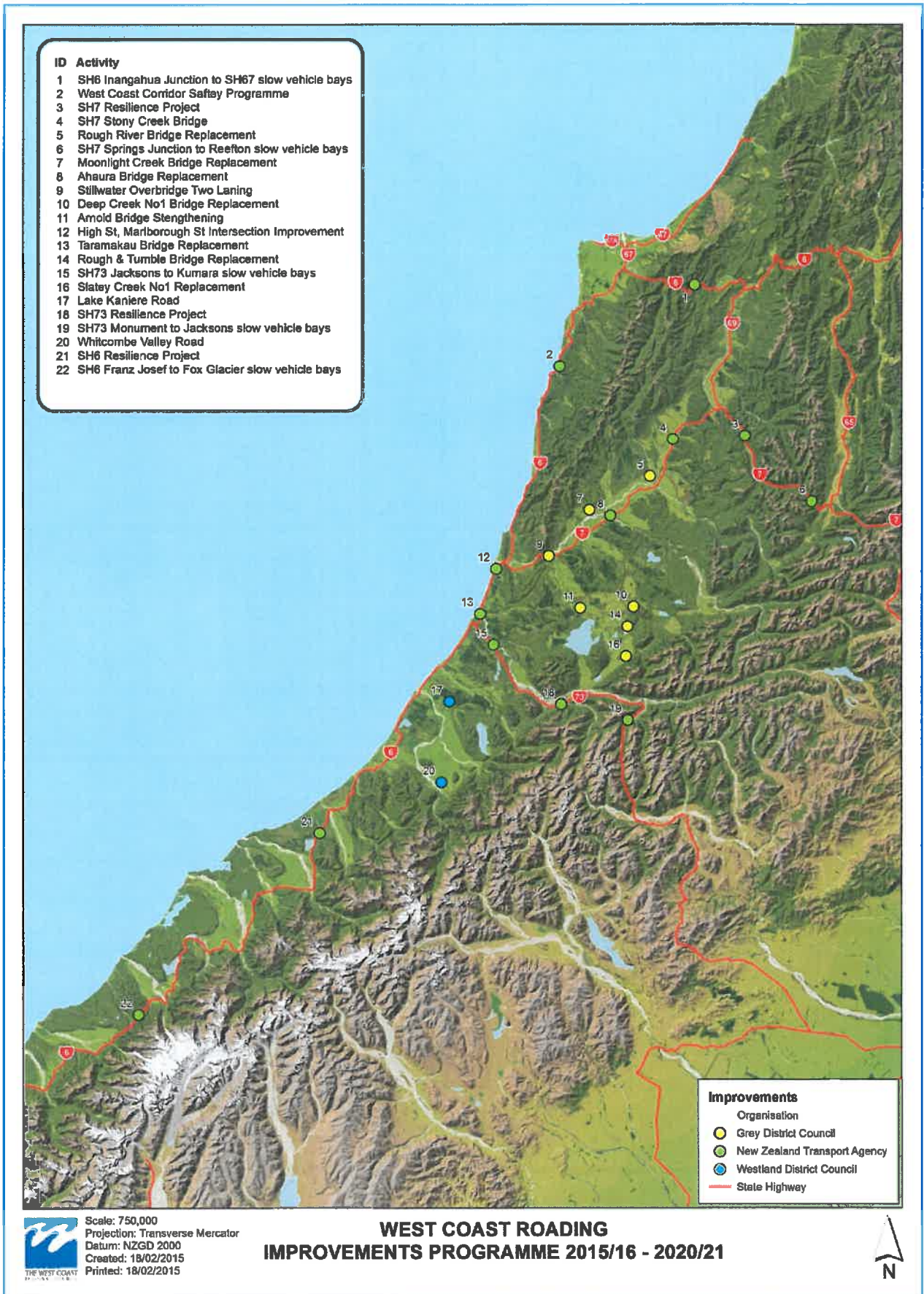
Appendix A: Map showing the locations of prioritised improvement projects

Appendix B: Activities included in the West Coast Regional Land Transport Plan

Appendix C: 10 Year forecast escalation figures by activity class and delivery agency

Appendix D: Summary of the Development of the RLTP and Consultation Process

APPENDIX A: MAP SHOWING THE LOCATION OF PRIORITISED IMPROVEMENT PROJECTS



APPENDIX B: ACTIVITIES INCLUDED IN THE WEST COAST REGIONAL LAND TRANSPORT PROGRAMME

The following table sets out each activity to be included in this RLTP, an estimate of total cost for each year, expected duration of the activity, any proposed sources of funding other than the NLTF (L – Local, N – NLTF, R – Regional, ARRP – Accelerated Regional Roading Package) and the objective or policy to which the activity will contribute to. The majority of activities provide for all three key objectives and their corresponding policies. Specific activity objectives/policies are identified where relevant and appropriate. Any other relevant information relating to that project is included in the notes at the bottom of the table.

Table 6: Activities included in the West Coast Regional Land Transport Programme

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Expected duration (months)	Objective/ policy contribute to	Funding from other than the NLTF
Buller District Council										
Sealed pavement maintenance	\$3,265,259	\$521,474	\$527,732	\$535,120	\$546,894	\$560,019	\$574,020	72	All Objis	L/N
Unsealed pavement maintenance	\$2,176,841	\$347,650	\$351,822	\$356,747	\$364,596	\$373,346	\$382,680	72	All Objis	L/N
Routine drainage maintenance	\$1,984,766	\$316,974	\$320,778	\$325,270	\$332,426	\$340,404	\$348,914	72	All Objis	L/N
Structures maintenance	\$320,124	\$51,125	\$51,739	\$52,463	\$53,617	\$54,904	\$56,276	72	All Objis	L/N
Environmental maintenance	\$2,368,915	\$378,325	\$382,865	\$388,225	\$396,766	\$406,288	\$416,446	72	All Objis	L/N
Traffic services maintenance	\$2,221,658	\$354,808	\$359,065	\$364,092	\$372,102	\$381,033	\$390,558	72	All Objis	L/N
Operational traffic management	\$6,403	\$1,023	\$1,035	\$1,049	\$1,072	\$1,098	\$1,126	72	All Objis	L/N
Level crossing warning devices	\$28,811	\$4,601	\$4,656	\$4,722	\$4,826	\$4,941	\$5,065	72	All Objis	L/N
Network and asset management	\$2,240,863	\$357,874	\$362,169	\$367,239	\$375,319	\$384,327	\$393,935	72	All Objis	L/N
Unsealed road metalling	\$576,223	\$92,025	\$93,129	\$94,433	\$96,511	\$98,827	\$101,298	72	All Objis	L/N
Sealed road resurfacing	\$3,521,360	\$562,375	\$569,124	\$577,091	\$589,787	\$603,942	\$619,041	72	All Objis	L/N
Drainage renewals	\$960,373	\$153,376	\$155,216	\$157,390	\$160,851	\$164,711	\$168,829	72	All Objis	L/N
Sealed road pavement rehabilitation	\$1,312,508	\$209,613	\$212,128	\$215,098	\$219,830	\$225,106	\$230,733	72	All Objis	L/N
Structures component replacements	\$288,112	\$46,013	\$46,565	\$47,217	\$48,255	\$49,413	\$50,649	72	All Objis	L/N
Traffic services renewals	\$499,393	\$79,755	\$80,712	\$81,842	\$83,643	\$85,650	\$87,791	72	All Objis	L/N
Sealed pavement maintenance (SPR)	\$864,412	\$138,117	\$139,693	\$141,650	\$144,766	\$148,240	\$151,946	72	All Objis	L/N
Unsealed pavement maintenance (SPR)	\$35,213	\$5,624	\$5,691	\$5,771	\$5,898	\$6,039	\$6,190	72	All Objis	L/N
Routine drainage maintenance (SPR)	\$384,148	\$61,350	\$62,086	\$62,955	\$64,340	\$65,885	\$67,532	72	All Objis	L/N
Structures maintenance (SPR)	\$128,050	\$20,450	\$20,695	\$20,985	\$21,447	\$21,962	\$22,511	72	All Objis	L/N
Environmental maintenance (SPR)	\$672,260	\$107,363	\$108,651	\$110,172	\$112,596	\$115,298	\$118,180	72	All Objis	L/N
Traffic services maintenance (SPR)	\$192,074	\$30,675	\$31,043	\$31,478	\$32,170	\$32,942	\$33,766	72	All Objis	L/N
Network and asset management (SPR)	\$256,098	\$40,900	\$41,390	\$41,970	\$42,894	\$43,923	\$45,021	72	All Objis	L/N
Unsealed road metalling (SPR)	\$13,445	\$2,147	\$2,173	\$2,203	\$2,252	\$2,306	\$2,364	72	All Objis	L/N
Sealed road resurfacing (SPR)	\$896,347	\$143,150	\$144,868	\$146,896	\$150,128	\$153,731	\$157,574	72	All Objis	L/N
Drainage renewals (SPR)	\$320,122	\$51,125	\$51,738	\$52,462	\$53,617	\$54,904	\$56,276	72	All Objis	L/N
Sealed road pavement rehabilitation (SPR)	\$512,198	\$81,800	\$82,782	\$83,941	\$85,787	\$87,846	\$90,042	72	All Objis	L/N
Structures component replacements (SPR)	\$95,984	\$15,338	\$15,522	\$15,739	\$16,085	\$16,417	\$16,883	72	All Objis	L/N
Traffic services renewals (SPR)	\$192,072	\$30,675	\$31,043	\$31,478	\$32,170	\$32,940	\$33,766	72	All Objis	L/N
Minor improvements	\$1,131,091	\$180,640	\$182,807	\$185,367	\$189,445	\$193,991	\$198,841	72	All Objis	L/N
Minor improvements (SPR)	\$226,392	\$36,156	\$36,589	\$37,102	\$37,918	\$38,828	\$39,799	72	All Objis	L/N

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Expected duration (months)	Objective/ policy contribute to	Funding from other than the NLTF
Bus services	\$343,231	\$54,820	\$55,478	\$56,225	\$57,492	\$58,872	\$60,344	72	RPTP	L/N
Road Safety promotion	\$161,463	\$31,286	\$31,662	\$32,105	\$32,811	\$33,599	\$34,439	72	O2: P2.3	L/N
DOC (South Westland)										
Resilience improvements	\$1,170,000	\$195,000	\$195,000	\$195,000	\$195,000	\$195,000	\$195,000	72	All Objis	
Sealed pavement maintenance (SPR)	\$148,695	\$23,000	\$23,000	\$23,000	\$25,300	\$25,300	\$29,095	72	All Objis	
Unsealed pavement maintenance (SPR)	\$246,000	\$41,000	\$41,000	\$41,000	\$41,000	\$41,000	\$41,000	72	All Objis	
Routine drainage maintenance (SPR)	\$30,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	72	All Objis	
Structures maintenance (SPR)	\$102,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	72	All Objis	
Environmental maintenance (SPR)	\$492,000	\$82,000	\$82,000	\$82,000	\$82,000	\$82,000	\$82,000	72	All Objis	
Traffic services maintenance (SPR)	\$30,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	72	All Objis	
Cycle path maintenance (SPR)	\$584,000	\$62,000	\$62,000	\$133,000	\$62,000	\$132,000	\$133,000	72	All Objis	
Network and asset management (SPR)	\$923,000	\$128,000	\$159,000	\$159,000	\$159,000	\$159,000	\$159,000	72	All Objis	
Unsealed road surfacing (SPR)	\$96,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	72	All Objis	
Sealed road surfacing (SPR)	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	12	All Objis	
Traffic services renewals (SPR)	\$96,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	72	All Objis	
Minor improvements (SPR)	\$306,000	\$52,000	\$52,000	\$52,000	\$50,000	\$50,000	\$50,000	72	All Objis	
Grey District Council										
Sealed pavement maintenance	\$3,590,907	\$613,500	\$613,500	\$613,500	\$583,469	\$583,469	\$583,469	72	All Objis	L/N
Unsealed pavement maintenance	\$875,337	\$153,375	\$153,375	\$153,375	\$138,404	\$138,404	\$138,404	72	All Objis	L/N
Routine drainage maintenance	\$1,152,825	\$194,275	\$194,275	\$194,275	\$190,000	\$190,000	\$190,000	72	All Objis	L/N
Structures maintenance	\$660,000	\$112,475	\$112,475	\$112,475	\$110,000	\$110,000	\$110,000	72	All Objis	L/N
Environmental maintenance	\$2,118,402	\$364,010	\$364,010	\$364,010	\$342,124	\$342,124	\$342,124	72	All Objis	L/N
Traffic services maintenance	\$1,791,597	\$311,863	\$311,863	\$311,863	\$285,336	\$285,336	\$285,336	72	All Objis	L/N
Operational traffic management	\$24,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	72	All Objis	L/N
Cycle path maintenance	\$180,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	72	All Objis	L/N
Level crossing warning devices	\$121,350	\$20,450	\$20,450	\$20,450	\$20,000	\$20,000	\$20,000	72	All Objis	L/N
Minor events	\$450,000	\$150,000	\$150,000	\$150,000						
Network and asset management	\$2,159,025	\$439,675	\$439,675	\$439,675	\$280,000	\$280,000	\$280,000	72	All Objis	L/N
Unsealed road surfacing	\$940,464	\$158,488	\$158,488	\$158,488	\$155,000	\$155,000	\$155,000	72	All Objis	L/N
Sealed road resurfacing	\$7,672,875	\$1,482,625	\$1,482,625	\$1,482,625	\$1,075,000	\$1,075,000	\$1,075,000	72	All Objis	L/N
Drainage works	\$485,400	\$81,800	\$81,800	\$81,800	\$80,000	\$80,000	\$80,000	72	All Objis	L/N
Sealed road pavement rehabilitation	\$3,027,000	\$409,000	\$409,000	\$409,000	\$600,000	\$600,000	\$600,000	72	All Objis	L/N
Structures component replacements	\$1,816,875	\$255,625	\$255,625	\$255,625	\$350,000	\$350,000	\$350,000	72	All Objis	L/N
Traffic services renewals	\$1,140,000	\$194,275	\$194,275	\$194,275	\$190,000	\$190,000	\$190,000	72	All Objis	L/N
Minor improvements	\$1,800,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	72	All Objis	L/N
Slatley Creek No 1 Bridge replacement	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	12	O3: P3.1&2	R
Arnold Bridge Strengthening	\$350,000	\$0	\$0	\$350,000	\$0	\$0	\$0	12	O1: P1.1 O3: P3.1&2	R

Activity	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Expected duration (months)	Objective/ policy contribute to	Funding from other than the NLTF
Moonlight Creek Bridge replacement	\$0	\$0	\$0	\$1,700,000	\$0	\$0	12	O1: P1.1 O3: P3.1&2	
Rough River Bridge replacement	\$0	\$0	\$0	\$0	\$4,189,000	\$0	12	O1: P1.1 O3: P3.1&2	
Local Road Resilience Project	\$1,000,000			\$300,000	\$300,000	\$400,000	36	O1: P1.1	
Road Safety Promotion	\$198,576	\$33,260	\$35,284	\$31,925	\$31,925	\$31,925	72	O2: P2.3	L/N
NZTA State Highway & Network Operations									
Sealed pavement maintenance	\$12,190,280	\$4,085,500	\$4,030,620	*	*	*	72	All Obj's	
Routine drainage maintenance	\$3,554,770	\$1,361,610	\$1,090,690	*	*	*	72	All Obj's	
Structures maintenance	\$4,481,280	\$1,495,820	\$1,487,770	*	*	*	72	All Obj's	
Environmental maintenance	\$10,531,230	\$3,529,480	\$3,482,070	*	*	*	72	All Obj's	
Traffic services maintenance	\$5,478,330	\$1,836,030	\$1,811,370	*	*	*	72	All Obj's	
Operational traffic management	\$390,120	\$130,380	\$128,990	*	*	*	72	All Obj's	
Network and asset management	\$10,944,850	\$4,439,310	\$3,243,550	*	*	*	72	All Obj's	
Property management (State highways)	\$1,697,270	\$600,290	\$536,750	*	*	*	72	All Obj's	
Total Maintenance & Operation of State Highway¹	\$92,574,800	\$17,478,790	\$15,811,810	\$14,588,640	\$14,536,960	\$14,181,070			
Sealed road resurfacing	\$12,533,120	\$4,172,570	\$3,998,340	*	*	*	72	All Obj's	
Drainage renewals	\$1,251,780	\$461,960	\$371,250	*	*	*	72	All Obj's	
Sealed road pavement rehabilitation	\$2,536,950	\$935,620	\$759,960	*	*	*	72	All Obj's	
Structures component replacements	\$3,935,270	\$1,318,880	\$1,301,170	*	*	*	72	All Obj's	
Environmental renewals	\$18,030	\$5,920	\$6,080	*	*	*	72	All Obj's	
Traffic services renewals	\$584,900	\$192,100	\$197,330	*	*	*	72	All Obj's	
Total Renewals of State Highways²	\$45,262,670	\$7,087,050	\$6,681,450	\$8,220,470	\$8,191,340	\$7,990,810			
Minor improvements	\$1,996,682	\$621,190	\$709,931	\$0	\$0	\$0	36	All Obj's	
West Coast Corridor Safety Programme	\$50,000	\$0	\$0	\$0	\$0	\$0	12	O2: P2.2	R
SH6 Franz Josef to Fox Slow Vehicle Bays	\$85,158	\$15,889	\$29,376	\$0	\$0	\$0	36	O2: P2.2	R
SH6 Inangahua – SH67 Slow Vehicle Bays ³	\$203,400	\$30,842	\$56,987	\$38,182	\$0	\$0	36	O2: P2.2	R
SH7 Springs Junction – Reefton Slow Vehicle Bays ³	\$281,700	\$42,715	\$78,925	\$52,880	\$0	\$0	36	O2: P2.2	R
SH73 Monument to Jacksons Slow Vehicle Bays ⁴	\$403,650						36	O2: P2.2	R
SH73 Jacksons to Kumara Slow Vehicle Bays ⁴	\$655,200						36	O2: P 2.2	R
SH6 Marlborough St/High Street Intersection Improvement	\$600,000	\$0	\$0	\$0	\$0	\$0	12	O2:P2.1 & 2	R
Enhanced Network Resilience – Design	\$75,000	\$0	\$0	\$0	\$0	\$0	12	O1: P1.1	N/R
Enhanced Network Resilience – Construction	\$1,500,000	\$500,000	\$500,000	\$0	\$0	\$0	36	O1: P1.1	N/R
SH6 Resilience Project – Design	\$150,000	\$0	\$0	\$0	\$0	\$0	12	O1: P1.1	N/R
SH6 Resilience Project – Construction	\$2,700,000	\$0	\$1,027,287	\$756,468	\$50,6840	\$0	48	O1: P1.1	N/R
Stoney Creek Bridge Replacement – Design	\$300,000	\$0	\$60,000	\$90,000	\$150,000	\$0	36	O1: P1.1	
Stoney Creek Bridge Replacement – Construction	\$3,000,000	\$0	\$0	\$1,050,000	\$1,320,000	\$630,000	36	O1: P1.1	

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Expected duration (months)	Objective/ policy contribute to	Funding from other than the NLTF
Taramakau Bridge Replacement - Design	\$1,100,000	\$800,000						12	O1: P1.1 O2: P2.1 & 2	ARRP
Taramakau Bridge Replacement - Construction	\$15,897,569				\$15,897,569			12	O1: P1.1 O2: P2.1 & 2	ARRP
Ahaura Bridge Replacement ⁴	\$8,000,000								O1: P1.1 O3: P3.1	
SH73 Resilience Project ⁴	\$2,700,000								O1: P1.1	
SH7 Resilience Project ⁴	\$2,700,000								O1: P1.1	
Weigh Right Facilities	\$1,100,000				\$1,100,000			12	O3: P3.1	
Visitor drivers signature project	\$6,600,000	\$1,000,000	\$3,000,000	\$2,600,000				36	O2: P2.1, 2.2 & 2.3	
West Coast Regional Council										
Regional land transport planning management	\$252,000	\$35,000	\$40,000	\$48,000	\$37,000	\$42,000	\$50,000	72	All Objis	L/N
Road safety promotion	\$105,977	\$16,800	\$17,136	\$17,479	\$17,828	\$18,185	\$18,549	72	O2: P2.3	L/N
Bus services	\$41,004	\$6,500	\$6,630	\$6,763	\$6,898	\$7,036	\$7,177	72	RPTP	L/N
Total mobility operations	\$587,917	\$90,000	\$94,000	\$98,000	\$99,960	\$101,959	\$103,998	72	RPTP	L/N
Total mobility wheelchair hoist use payments	\$40,825	\$5,750	\$6,325	\$6,900	\$6,900	\$7,475	\$7,475	72	RPTP	L/N
Westland District Council										
Sealed pavement maintenance	\$2,703,974	\$510,000	\$525,500	\$541,500	\$552,330	\$563,377	\$574,644	72	All Objis	L/N
Unsealed pavement maintenance	\$2,561,623	\$400,000	\$412,000	\$424,500	\$432,990	\$441,650	\$450,483	72	All Objis	L/N
Routine drainage maintenance	\$92,755	\$155,000	\$159,750	\$164,500	\$167,790	\$171,146	\$174,569	72	All Objis	L/N
Structures maintenance	\$500,593	\$78,000	\$80,500	\$83,000	\$84,660	\$86,353	\$88,080	72	All Objis	L/N
Environmental maintenance	\$1,698,233	\$265,000	\$273,000	\$281,500	\$287,130	\$292,873	\$298,730	72	All Objis	L/N
Traffic services maintenance	\$896,058	\$140,000	\$144,000	\$148,500	\$151,470	\$154,499	\$157,589	72	All Objis	L/N
Level crossing warning devices	\$70,459	\$10,000	\$11,000	\$12,000	\$12,240	\$12,485	\$12,734	72	All Objis	L/N
Network and asset management	\$1,991,409	\$320,000	\$327,500	\$340,000	\$328,032	\$334,593	\$341,284	72	All Objis	L/N
Unsealed road metalling	\$1,728,841	\$270,000	\$278,000	\$286,500	\$292,230	\$298,075	\$304,036	72	All Objis	L/N
Sealed road resurfacing	\$5,443,191	\$850,000	\$875,500	\$902,000	\$920,040	\$938,441	\$957,210	72	All Objis	L/N
Drainage renewals	\$959,836	\$150,000	\$154,500	\$159,000	\$162,180	\$165,424	\$168,732	72	All Objis	L/N
Sealed road pavement rehabilitation	\$612,161	\$100,000	\$100,000	\$100,000	\$102,000	\$104,040	\$106,121	72	All Objis	L/N
Structures component replacements	\$1,281,842	\$200,000	\$206,000	\$212,500	\$216,750	\$221,085	\$225,507	72	All Objis	L/N
Traffic services renewals	\$769,005	\$120,000	\$123,500	\$127,500	\$130,050	\$132,651	\$135,304	72	All Objis	L/N
Sealed pavement maintenance (SPR)	\$738,397	\$115,000	\$118,500	\$122,500	\$124,950	\$127,449	\$129,998	72	All Objis	L/N
Routine drainage maintenance (SPR)	\$131,676	\$20,000	\$21,000	\$22,000	\$22,440	\$22,889	\$23,347	72	All Objis	L/N
Structures maintenance (SPR)	\$205,135	\$32,000	\$33,000	\$34,000	\$34,680	\$35,374	\$36,081	72	All Objis	L/N
Environmental maintenance (SPR)	\$416,391	\$65,000	\$67,000	\$69,000	\$70,380	\$71,788	\$73,223	72	All Objis	L/N
Traffic services maintenance (SPR)	\$137,797	\$21,000	\$22,000	\$23,000	\$23,460	\$23,929	\$24,408	72	All Objis	L/N
Network and asset management (SPR)	\$348,114	\$50,000	\$57,000	\$58,500	\$59,670	\$60,863	\$62,081	72	All Objis	L/N

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Expected duration (months)	Objective/policy contribute to	Funding from other than the NLTF
Sealed road resurfacing (SPR)	\$959,836	\$150,000	\$154,500	\$159,000	\$162,180	\$165,424	\$168,732	72	All Obj's	
Drainage renewals (SPR)	\$162,284	\$25,000	\$26,000	\$27,000	\$27,540	\$28,091	\$28,653	72	All Obj's	
Sealed road pavement rehabilitation (SPR)	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$0	12	All Obj's	
Structures component replacements (SPR)	\$319,945	\$50,000	\$51,500	\$53,000	\$54,060	\$55,141	\$56,244	72	All Obj's	
Traffic services renewals (SPR)	\$65,837	\$10,000	\$10,500	\$11,000	\$11,220	\$11,444	\$11,673	72	All Obj's	
Minor improvements	\$1,146,606	\$179,000	\$184,500	\$190,000	\$193,800	\$197,676	\$201,630	72	All Obj's	L/N
Minor improvements (SPR)	\$174,527	\$27,000	\$28,000	\$29,000	\$29,580	\$30,172	\$30,775	72	All Obj's	L/N
Bus services	\$208,196	\$32,500	\$33,500	\$34,500	\$35,190	\$35,894	\$36,612	72	RPTP	L/N
Road safety promotion	\$181,936	\$28,000	\$29,000	\$30,000	\$30,600	\$31,212	\$33,124	72	O2: P2.3	L/N
Lake Kanierre Road	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	12	O3: P3.1	R
Whitcombe Valley Road	\$1,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$0	12	O2: P2.2 O3: P3.1	R

Notes: * Detailed annual figures unavailable for State Highway activities.

1. Provides the total annual figure of 'maintenance and operation of state highway activities' (those activities included immediately above shaded line).

2. Provides the total annual figure for 'renewals of state highways' (those activities included immediately above shaded line).

3. All slow vehicle bay activities have been requested to be accelerated and undertaken between 2015-18. Some figures remain outside this time period but will be bought forward when the programme is adjusted.

4. These projects are yet to have their year/s of activity determined. However, this will be between 2015-18 for the slow vehicle bay activities.

RPTP Policies and actions in the Regional Public Transport Plan should be viewed in reference to this activity.

APPENDIX C: 10 YEAR FORECAST ESCALATION FIGURES BY ACTIVITY CLASS AND DELIVERY AGENCY

The following tables provide a list of the activities relating to transport planning, road safety promotion, public transport, local and state highway road operations and maintenance, renewals and improvement works. They set out the funding allocated to these activity classes for the next 10 financial years.

Table 7: Transport Planning Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
West Coast Regional Council	\$35,000	\$40,000	\$48,000	\$37,000	\$42,000	\$50,000	\$39,000	\$43,000	\$52,000	\$41,000
Total	\$35,000	\$40,000	\$48,000	\$37,000	\$42,000	\$50,000	\$39,000	\$43,000	\$52,000	\$41,000

Table 8: Road Safety Promotion Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Buller District Council	\$31,286	\$31,662	\$32,105	\$32,811	\$33,599	\$34,439	\$35,369	\$36,359	\$37,450	\$38,611
Grey District Council	\$32,260	\$34,257	\$35,284	\$31,925	\$31,925	\$31,925	\$31,925	\$31,925	\$31,925	\$31,925
Highway & Network Operations	\$67,000	\$67,000	\$71,000	\$67,000	\$67,000	\$71,000				
West Coast Regional Council	\$16,800	\$17,136	\$17,479	\$17,828	\$18,185	\$18,549	\$18,920	\$19,298	\$19,684	\$20,078
Westland District Council	\$28,000	\$29,000	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	\$35,000	\$36,000	\$37,000
Total	\$175,346	\$179,055	\$185,868	\$180,564	\$182,709	\$188,913	\$120,214	\$122,582	\$125,059	\$127,614

Table 9: Public Transport Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Buller District Council	\$54,820	\$55,478	\$56,225	\$57,492	\$58,872	\$60,334	\$61,973	\$63,709	\$65,620	\$67,654
West Coast Regional Council	\$96,500	\$100,630	\$104,763	\$106,858	\$108,995	\$111,175	\$113,398	\$115,666	\$117,980	\$120,339
Westland District Council	\$32,500	\$33,500	\$34,500	\$35,000	\$36,000	\$37,000	\$37,500	\$38,000	\$39,000	\$40,000
Total	\$183,820	\$189,608	\$195,488	\$199,350	\$203,867	\$208,509	\$212,871	\$217,375	\$222,600	\$227,993

Table 10: Maintenance and Operation of Local Roads Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Buller District Council	\$2,738,333	\$2,771,110	\$2,809,908	\$2,871,725	\$2,940,647	\$3,014,163	\$3,095,545	\$3,182,221	\$3,277,687	\$3,379,296
Department of Conservation	\$363,000	\$394,000	\$465,000	\$400,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000
Grey District Council	\$2,874,623	\$2,874,263	\$2,874,623	\$2,464,333	\$2,464,333	\$2,464,333	\$2,464,333	\$2,464,333	\$2,464,333	\$2,464,333
Westland District Council	\$2,481,000	\$2,551,750	\$2,624,500	\$2,671,400	\$2,718,000	\$2,767,000	\$2,816,000	\$2,866,500	\$2,917,500	\$2,970,000
Total	\$8,456,956	\$8,591,123	\$8,774,031	\$8,407,458	\$8,572,980	\$8,695,496	\$8,825,878	\$8,963,054	\$9,109,520	\$9,263,629

Table 11: Renewal of Local Roads Total Escalated Forecast Expenditure

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Delivery agency										
Buller District Council	\$1,467,392	\$1,485,000	\$1,505,790	\$1,538,916	\$1,575,850	\$1,615,246	\$1,658,859	\$1,705,307	\$1,756,466	\$1,810,916
Department of Conservation	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000
Grey District Council	\$2,581,813	\$2,581,813	\$2,581,813	\$2,450,000	\$2,450,000	\$2,450,000	\$2,450,000	\$2,450,000	\$2,450,000	\$2,450,000
Westland District Council	\$1,925,000	\$2,180,000	\$2,037,500	\$2,078,500	\$2,120,000	\$2,162,500	\$2,206,000	\$2,249,500	\$2,294,500	\$2,340,000
Total	\$6,006,205	\$6,278,813	\$6,157,103	\$6,099,416	\$6,477,850	\$6,259,746	\$6,346,859	\$6,436,807	\$6,532,966	\$6,632,916

Table 12: New and Improved Infrastructure for Local Roads Total Escalated Forecast Expenditure

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Delivery agency										
Department of Conservation	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000
Grey District Council	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Westland District Council	\$206,000	\$212,500	\$219,000	\$223,500	\$228,000	\$232,500	\$237,000	\$242,000	\$247,000	\$251,000
Total	\$751,000	\$757,500	\$764,000	\$768,500	\$773,000	\$777,500	\$782,000	\$787,000	\$792,000	\$796,000

Table 13: Maintenance and Operation of State Highways Total Escalated Forecast Expenditure

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Delivery agency										
Highway & Network Operations	\$17,478,790	\$15,977,530	\$15,811,810	\$14,588,640	\$14,536,690	\$14,181,070	\$13,905,580	\$14,787,800	\$13,840,350	\$13,878,650
Total	\$17,478,790	\$15,977,530	\$15,811,810	\$14,588,640	\$14,536,690	\$14,181,070	\$13,905,580	\$14,787,800	\$13,840,350	\$13,878,650

Table 14: Renewal of State Highways Total Escalated Forecast Expenditure

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Delivery agency										
Highway & Network Operations	\$7,078,050	\$7,091,550	\$6,681,450	\$8,220,470	\$8,191,340	\$7,990,810	\$7,835,570	\$8,332,690	\$7,798,820	\$7,820,400
Total	\$7,078,050	\$7,091,550	\$6,681,450	\$8,220,470	\$8,191,340	\$7,990,810	\$7,835,570	\$8,332,690	\$7,798,820	\$7,820,400

Table 15: New and Improved Infrastructure for State Highways Total Escalated Forecast Expenditure

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Delivery agency										
Highway & Network Operations	\$1,421,190	\$3,665,561	\$4,709,931	\$7,900,000	\$6,300,000	\$5,000,000	\$4,700,000	\$2,700,000	\$2,700,000	\$1,700,000
Total	\$1,421,190	\$3,665,561	\$4,709,931	\$7,900,000	\$6,300,000	\$5,000,000	\$4,700,000	\$2,700,000	\$2,700,000	\$1,700,000

APPENDIX D: SUMMARY OF THE DEVELOPMENT OF THE RLTP AND CONSULTATION PROCESS

The RLTP was developed by the RTC taking into consideration transport concerns raised by various transport users and stakeholders. The RTC used a strategic case process to help define the primary issues and challenges with the biggest consequences for the West Coast. The objectives, policies and corresponding methods set the direction for addressing these issues and challenges.

The RLTP was approved for consultation on 19 November 2014 and was available for the public to make submissions on from 3 December 2014 to 23 January 2015. Nine submissions were received. The Hearing Panel, made up of the representatives from the four Councils and the NZ Transport Agency, made decisions on submissions received on 17 February 2015.

The RTC approved the RLTP on 31 March 2015 for it to be adopted by the West Coast Regional Council at its Council meeting on 14 April 2015. It was lodged with the NZ Transport Agency by 30 April 2015.



West Coast

Regional Public Transport Plan

2015

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Introduction

The West Coast Regional Council (the Council) is required by the Land Transport Management Act 2003 (LTMA) to prepare a Regional Public Transport Plan (RPTP). The LTMA sets out the requirements regarding the content and consultation process required in preparing the RPTP.

This RPTP updates the 2011 RPTP as included within the West Coast Regional Land Transport Strategy to ensure it meets the requirements of the recent changes to the LTMA, which now governs public transport. The changes to the LTMA included the introduction of a new operating model for public transport in New Zealand, with regional public transport plans being the cornerstone of the new operating model.

New matters that must now be addressed by the RPTP include the following:

- How Councils will work with bus operators to ensure services meet the needs of the passengers;
- How the bus services Council intends to provide will be arranged into 'units'; and
- How bus fares will be reviewed and set.

However, given that this Council does not provide subsidised public transport bus services, it is irrelevant to include these matters within this RPTP. Instead the Council has focussed on those services that are funded and subsidised by the Regional or District Councils of the West Coast, primarily the taxi companies within the region. However, this does not preclude the public from commenting on potential future services for the region. Any such proposals need to be accompanied by a strong business case supporting future change.

PURPOSE OF THE PLAN

The LTMA states that the purpose of the RPTP is to provide:

- A means of encouraging Council and public transport operators to work together in developing public transport services and infrastructure; and
- An instrument in engaging with the public in the region on the design and operation of the public transport network; and
- A statement of:
 - The public transport services that are integral to the public transport network; and
 - The policies and procedures that apply to those services; and
 - The information and infrastructure that support those services.

This RPTP sets out the Council's intentions and policies regarding public transport throughout the West Coast region over the next three years. The RPTP takes into account all relevant national and local policies, and the public transport funding likely to be available to Council.

This RPTP is set out as follows:

- Part A sets out the services that are intended to be provided on the West Coast;
- Part B details the policies and actions for the delivery of public transport on the West Coast;
- Part C sets out the policy to determine significance for the purpose of consultation on variations to this RPTP; and
- Part D sets out the monitoring and review to be undertaken on this RPTP.

STRATEGIC CONTEXT

The LTMA was amended in 2013, repealing the Public Transport Management Act 2008 and bringing the relevant provisions into the LTMA. The new purpose of the LTMA is to "contribute to an effective, efficient and safe land transport system in the public interest" and the LTMA requires the adoption of a regional public transport plan if there is an intent to:

- a) Enter into any contract for the supply of any public transport service; or
- b) Provide any financial assistance to any operator or user of:
 - A taxi service
 - A shuttle service.

Section 124 of the LTMA requires that a RPTP must:

- Contribute to the purpose of the LTMA;

- Have been prepared in accordance with NZTA guidelines;
- Be consistent with any Regional Land Transport Plan¹;
- Apply the principles specified in the LTMA, namely:
 - Councils and operators should work in partnership to deliver services and infrastructure necessary to meet the needs of passengers;
 - The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth;
 - Competitors should have access to public transport markets to increase confidence that services are priced efficiently;
 - Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services;
 - The planning and procurement of public transport services should be transparent;
- Take into account:
 - Any national energy efficiency and conservation strategy;
 - Any relevant regional policy statement, regional plan or district plan;
 - The public transport funding likely to be available;
 - The need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services;
 - The views of public transport operators; and
- Consider the needs of people who are transport-disadvantaged.

Other Council documents relevant to public transport on the West Coast include the Regional and District Council Long Term Plans and Annual Plans.

Council has complied with all of the above requirements when preparing this RPTP. However, it is noted that some of these are less relevant due to the very limited range of public transport services funded on the West Coast.

PUBLIC TRANSPORT

The 'public transport' referred to in this RPTP are the services that provide for the Total Mobility scheme. This includes the taxi services in Greymouth, Westport and Hokitika only. It does not include long-distance bus services, Ministry of Education funded bus services, privately funded bus services or train services.

FUNDING

Public transport services (Total Mobility taxi services) on the West Coast, as throughout the rest of New Zealand, are subsidised. The subsidy is provided in approximately equal proportions by the Councils and the New Zealand Transport Agency (NZTA)².

Council has decided that it should continue to provide the Total Mobility scheme. The Total Mobility scheme assists eligible people with impairments to access appropriate transport to enhance their community participation. This provides significant social benefits enabling a level of independence for members of the community to get to where they need to go to access services as well as for shopping and recreating.

The continuing provision of the subsidy to ensure the viability of the taxi services within Westport and Hokitika also provides significant social and safety benefits to those communities.

NZTA funding is not unlimited, and any extra funding, such as may be required to introduce new services, (i.e. subsidised bus services within the region) will only be provided if it is supported by a suitable business case prepared in accordance with NZTA guidelines³. The business case is required to assess the costs and benefits of the proposed new service, and how the service fits within current

¹ The first Regional Land Transport Plan is currently being prepared and will be consulted on at the same time as this RPTP.

² This funding arrangement may change once the Financial Assistance Rate Review is complete. NZTA have indicated that for 2015-18 the current funding arrangement will remain which for the Regional Council is at a 50/50 share.

³ A suggested business case approach has been developed by NZTA, and is contained in the NZTA online Planning and Investment Knowledge Base.

NZTA funding criteria. Funding guidelines indicate that this extra funding will only be provided where the proposed new service can show:

- It will improve access to social and economic opportunities, particularly for those with limited access to a private vehicle;
- It will be effective at achieving the objectives of the service; and
- The benefits of providing the service outweigh the costs.

Requests for extra funding will then be assessed against the demands for improvements from other regions in New Zealand. Priority is given where congestion and demands on the public transport network are the highest, and the reliability of journey times the worst. There will also need to be consideration by the Council on any potential increased service as extra funding to the scale required to introduce a new service, is likely to necessitate a rates increase to support it.

Because only services specified in a RPTP are able to be subsidised, proposals for new services will need to be incorporated into this document (and therefore subject to public consultation guidelines) in addition to meeting NZTA business case requirements.

THE TRANSPORT DISADVANTAGED

The RPTP is required to describe how the proposed services will assist people who are 'transport disadvantaged'. The term 'transport disadvantaged' is defined in the LTMA as people who the Council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare and shopping).

The Council will assist the needs of these people through the range of services proposed in this RPTP. The Total Mobility scheme provides services to assist those with impairments. The taxi services within the main urban areas also provide essential services to a section of the community who do not have access to their own vehicle, or who may have an illness, disability or do not have a drivers licence.

Part A: Passenger transport services intended to be provided

Services that are intended to be provided on the West Coast include:

TOTAL MOBILITY SCHEME

Council provides administration support and funding for the Total Mobility scheme. This scheme provides transport assistance to people with disabilities through the provision of half-priced taxi fares (up to a maximum subsidy per trip of \$15 one way). Total Mobility operates in Westport, Greymouth, and Hokitika and between Greymouth and Christchurch via West Coast Shuttle Ltd.

Approximately 15,000 trips are made on the West Coast through the Total Mobility scheme. 11,000 of these are made by scheme members who reside in the Grey District, 2,800 by residents in Westport and 1,200 in Hokitika. Only a small number of trips are made via West Coast Shuttle.

The annual cost of this service was approximately \$87,000 in 2013/14, of which 50%⁴ was funded by NZTA. Regional ratepayers therefore contributed \$43,500 to the provision of this service.

Currently approximately 363 people in Greymouth, 170 in Westport and 80 in Hokitika are registered for the Total Mobility scheme.

The scheme also provides for a taxi-van in Greymouth capable of carrying people in wheel-chairs, and provides for an extra \$11.50 subsidy per trip of the use of this taxi-van in recognition of the cost and time involved in carrying passengers using a wheelchair. This is currently funded by NZTA at 100%⁵.

The Regional Council administers the scheme, with the District Council Offices in Westport, Greymouth and Hokitika responsible for the distribution of vouchers for use in the taxis. The Regional Council is responsible for payments to the taxi companies and West Coast Shuttle Ltd.

Because the scheme runs nationally, there are certain rules about how it is run, set by NZTA. Council will continue to comply with these rules and thus ensure West Coast members can continue to use the scheme elsewhere in New Zealand.

WESTPORT AND HOKITIKA TAXI SERVICES

The Buller and Westland District Councils provide a subsidy to ensure the provision of taxi services within the towns of Westport and Hokitika. These services are an integral part of the transport network within these towns. The subsidy ensures that these services remain viable and continue to provide a public transport function, not just for the provision of the Total Mobility scheme, but for the community as a whole. The provision of the taxi service enables those without other forms of transport available to them to access shopping, health and other local services; providing for enhanced social connections within the community. They also play an important role in providing an alternative form of transport for those consuming alcohol, as well as giving a safe transport option for the elderly and disabled, and for late night journeys.

In Westport, approximately 15,000 trips were made using the local service in 2013/14. The annual subsidy provided to the service in 2014/15 was \$52,000 of which 50% is currently funded by NZTA. Ratepayers in the Buller District therefore contributed \$26,000 to the provision of this service.

In Hokitika, approximately 13,000 trips were made using the local service in 2013/14. The annual subsidy provided to the service in 2014/15 was \$32,500, of which 50% is currently funded by NZTA. Ratepayers in the Westland District therefore contributed \$16,250 to the provision of this service.

⁴ NZTA currently subsidises 50% of the Total Mobility scheme. This financial assistance rate may change following the current review, however, NZTA have signalled that this rate will remain the same for the next three years.

⁵ This financial assistance rate may change following the review currently being undertaken by NZTA.

FUTURE IMPROVEMENTS

Because there is little demand currently for increased public transport services, and funding any major service is unlikely to be available from NZTA in the future, no major plans for changes or new services are proposed in this RPTP. However, this does not preclude the possibility that there may not be any new services in the future tailored to the needs of individual communities and those who use the services for example community vehicle trusts. Future improvements are likely to be around the administration of the Total Mobility scheme, although there are currently no issues with the provision of this service.

FARES AND SUBSIDIES

The LTMA requires the RPTP to set out policies on passenger fares, and how fares will be set and reviewed. Council intends for the subsidy currently set for the Total Mobility scheme to be maintained at its current rate of 50% up to a total value of \$15. This means that should a trip cost \$10, the scheme user will pay \$5 and the Council the remainder of the fare. Should a fare be greater than \$30, then the scheme user will pay the amount outstanding after the \$15 maximum subsidy has been applied. Reviews of the subsidy rate will continue to be made as required.

EXEMPT SERVICES

The LTMA requires all exempt services in a region to be registered before operation. The following services that currently operate on the West Coast that are exempt are:

- Inter-regional public transport services; and
- A public transport service that operates without a subsidy for the provision of the service.

There are exempt services that operate without any financial support from the Council. These include inter-regional bus services such as Inter-City and West Coast Shuttle Ltd as well as the TranzAlpine return train service between Christchurch and Greymouth. A local bus contractor also provides a service on Tuesdays and Thursdays from Runanga and Cobden to Greymouth return. As these services operate independently, operators are able to set fares, timetables and routes as they consider appropriate. Section 153 of the LTMA states that these services will be treated as registered exempt services. A register is maintained by Council of exempt services.

Part B: Policies and methods for the delivery of public transport

TOTAL MOBILITY

The following policy and actions set out the delivery of the Total Mobility scheme.

Policy 1	Actions
Provide a transport service to meet the needs of the transport disadvantaged who meet the Total Mobility eligibility criteria.	<p>Continue to support and fund the Total Mobility Scheme, including:</p> <ul style="list-style-type: none"> ▪ Contracting taxi and shuttle services to provide targeted services; ▪ Providing a discount on qualifying travel (up to a specified limit); ▪ In eligible cases, assisting with accessing funding for the installation of hoists in specialist vehicles so that wheelchairs can be carried; ▪ Providing the ongoing administration of the service including response to questions of scheme users and other agencies; ▪ Managing the day-to-day operation of the scheme which is comprised of the 4 Councils, taxi companies and eligibility assessors; ▪ Continue to improve the administration of the scheme where practicable, and to meet any NZTA requirements; ▪ Allowing new operators to join the Total Mobility scheme where appropriate; ▪ Review subsidies as required.

TAXI SERVICE SUBSIDY

The following policy and action sets out the delivery of the subsidy for the taxi services in Westport and Hokitika.

Policy 2	Actions
Provide a subsidy to the taxi services within Westport and Hokitika to ensure the continuation of a service which meet the needs of both the community and the transport disadvantaged.	<ul style="list-style-type: none"> ▪ Continue to fund the subsidy and support the taxi services within Westport and Hokitika.

PASSENGER TRANSPORT SERVICES

The following policy and actions sets out the intention in regards to supporting passenger transport services within the West Coast region.

Policy 1	Actions
Support the provision of other passenger transport services where appropriate.	<ul style="list-style-type: none"> ▪ Encourage the provision of new viable passenger transport services where demand is sufficient; ▪ Continuing with the provision of ongoing support for exempt services; ▪ Continue to identify exempt services and maintaining a register of these services.

Part C: Significance Policy

This policy is required, in accordance with section 120(4) of the LTMA, to set out how to determine the significance of proposed variations to the RPTP. The level of significance determines the consultation regarding the proposed variation that must be undertaken.

APPLICATION

This RPTP can be varied at any time. However, in accordance with section 126(4) of the LTMA, the usual consultation will not be required if the proposed variation is considered 'not significant' under this policy. The approach to consultation will reflect the level of significance of any proposed variation. Consideration will be given to the costs and benefits of any consultative process and the extent to which consultation has already taken place.

The implication of not meeting the significance threshold is that the full consultation requirements of the LTMA will not need to be followed. However, the Council may undertake targeted consultation on matters affecting specific communities and stakeholders, even if the significance threshold outlined in this policy is not invoked.

GENERAL DETERMINATION OF SIGNIFICANCE

The significance of variations to this RPTP will be determined by Council on a case by case basis. When determining the significance of a variation, consideration must be given to the extent to which the variation:

- Signals a material change to the planned level of investment in the public transport network;
- Impacts on the purpose of the LTMA;
- Affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will always have greater significance than those with a minor impact);
- Affects the overall integrity of this RPTP, including its overall affordability;
- Has already been the subject of consultation with affected parties.

SIGNIFICANT AND NON-SIGNIFICANT MATTERS

Matters that will always be considered 'significant' are:

- Any variation that amends this policy on significance;
- Any major change to existing services, or the introduction of a new service (other than changes to or the introduction of trial services), for which no consultation regarding the change or introduction has occurred.

Matters that will always be considered 'not significant' are:

- Minor amendments to this RPTP;
- Minor amendments to subsidy levels in accordance with the Regional Land Transport Programme;
- The introduction, alteration or deletion of trial services.

TARGETED CONSULTATION ON NON-SIGNIFICANT VARIATIONS

Where the Council finds that a proposed variation is not significant, the Council may undertake targeted consultation. For example, any proposals for changes that affect only a sector of the community or the industry (such as a change to the Total Mobility scheme) will be worked through with those most likely to be affected, as well as other relevant stakeholders.

Note that this policy does not preclude the Council from a more comprehensive consultation process for a variation that does not meet the significance threshold if the benefits of that consultation are considered to outweigh the costs.

Part D: Monitoring and Review

Monitoring is an important component of the decision making process. It establishes a process to check on the progress being made towards the achievement of the RPTP and the efficiency and effectiveness of the options that have been chosen.

The Council is required to review the RPTP at intervals not exceeding three years. Any review must be related as much as possible to the timing of associated documents such as the Government Policy Statement on Land Transport Funding, the West Coast Regional Land Transport Plan and/or Council Long Term Plans.

If the Council is not reasonably satisfied that the RPTP fulfils these requirements, then a variation to the RPTP will be required. The Council will determine the significance of any variation according to the policy on significance in Part C. Any variation that is not significant can be made without the need for full public consultation. However, the Council is still obliged to follow the consultation principles in section 82 of the Local Government Act, and consult persons who may be affected by the proposed variation, including public transport operators.

The policies and actions set out in Part B will provide the direction for the monitoring of this RPTP. Further monitoring to complement this information will include:

- The costs of providing the services identified;
- Number of trips/km travelled; and
- Feedback by way of customer satisfaction surveys⁶.

⁶ Undertaking customer satisfaction services is dependent on the information gathering requirements of the NZ Transport Agency. The collection of such data is currently on hold pending their review of Total Mobility.

Appendix A: Consultation Summary

The RPTP was developed with input from District Council staff, the New Zealand Transport Agency and the West Coast Regional Transport Committee (RTC). It also included feedback from the primary bus service contractors in the region to determine the provision of potential future services.

The RPTP was approved for consultation on 19 November 2014 and was available for the public to make submissions on from 3 December 2014 to 23 January 2015. Only one submission was received. The Hearing Panel, made up of the representatives from the four Councils and the NZ Transport Agency, made decisions on the submission made on 17 February 2015.

The RTC approved the RPTP on 31 March 2015 and submitted it to the West Coast Regional Council for adoption at its Council meeting on 14 April 2015.

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee – 14 April 2015
 Prepared by: Nichola Costley – Regional Planner
 Date: 1 April 2015
 Subject: **Variation to the Regional Land Transport Programme 2012 - 15**

PURPOSE

To present a variation to the Regional Land Transport Programme 2012 - 15 for the inclusion of the High Street/Marlborough Street intersection improvement activity.

BACKGROUND

Five submissions were received on the draft Regional Land Transport Plan 2015-21 seeking that improvements be made to the High Street/Marlborough Street intersection. The NZ Transport Agency have advised that this project was originally to be undertaken as a minor improvement project (less than \$300,000). However, through consultation undertaken on the project and re-design, costs for the project escalated to \$600,000. As such it can no longer be undertaken as a minor safety improvement and must now be considered as a project in its own right.

In considering decisions on submissions on the draft Regional Land Transport Plan, the Hearing Panel agreed that this project should go ahead due to the number of businesses, the High School and several medical facilities operating in this area and the safety implications resulting from undertaking the work. Two options were proposed by the Hearing Panel and are being progressed. These include:

1. Seeking a variation to the Regional Land Transport Programme 2012-15 to utilise potential unspent monies State Highways has available before the end of the programme term and 2014/15 financial year;
2. Inclusion of the activity within the Regional Land Transport Plan 2015/18 in case undertaking the activity before the end of this financial year is unsuccessful.

At its 31 March 2015 meeting, the Regional Transport Committee (RTC):

1. Approved the variation to the Regional Land Transport Programme 2012 – 15 for the inclusion of the High Street/Marlborough Street Intersection Improvement; and are
2. Seeking adoption of the Variation to the Regional Land Transport Programme 2012-15 by the West Coast Regional Council before it is submitted to the NZ Transport Agency.

VARIATION TO THE REGIONAL LAND TRANSPORT PROGRAMME 2012-15

The Land Transport Management Act 2003 states that variations to regional land transport programmes can be made at any time during the three years to which such a programme applies. A variation request can be made by any approved organisation within the region (i.e. the West Coast Regional Council or any of the three District Councils) and/or the NZ Transport Agency. The variation request must be made firstly to the Regional Transport Committee, then the West Coast Regional Council, before being forwarded to the NZ Transport Agency as a final variation request.

This variation is required as it is a proposal to add a new activity, the High Street/Marlborough Street intersection improvement, to the Regional Land Transport Programme 2012-15 and therefore the National Land Transport Programme. It is not considered to trigger the significance policy as it is an extension of the minor safety works activity and therefore there is no consultation required to be undertaken on the inclusion of this project.

AMENDMENTS TO THE REGIONAL LAND TRANSPORT PROGRAMME 2012-15

The following amendments will be made as part of the Variation to the Regional Land Transport Programme 2012-15:

- Table 2: Regional priority order of activities. Insert new activity line as follows:

RTC Priority	Activity	Description/Comments	Assessment				Organisation
			Strategic Fit	Effectiveness	Efficiency	Align with RLTS	
2	High Street / Marlborough Street Intersection Improvement	<p>This project is included as a Variation to the programme and was inserted in March 2015 following Hearings on the Regional Land Transport Plan 2015-21.</p> <p>There are a number of crashes at the intersection and adjacent High School and retail entrances. The activity includes an intersection improvement including construction of a roundabout, and other traffic calming infrastructure, to manage traffic safely.</p>	M	M	L	H	NZTA

- Table 6: Activities included in the West Coast Regional Land Transport Programme. Insert new activity line as follows:

Activity or combination of activities	Total cost estimate	20012/13 cost estimate	2013/14 cost estimate	2014/15 cost estimate	Expected duration (months)
NZTA Highways & Network Operation					
High Street/Marlborough Street Intersection Improvements	\$600,000			\$600,000	3

RECOMMENDATION

That Council:

- Adopts the Variation to the West Coast Regional Land Transport Programme 2012 – 15; and*
- Submits the Variation to the West Coast Regional Land Transport Programme 2012 – 15 to the NZ Transport Agency.*

Chris Ingle
Chief Executive Officer



West Coast Regional Land Transport Programme 2012 – 2015

Varied April 2015

The Variation to the RLTP 2012-15, approved by the West Coast Regional Council on April 14 2015, is highlighted for quick reference.

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Overview

This is the second Regional Land Transport Programme 2012/13 - 2014/15 (RLTP) prepared for the West Coast Region. The Land Transport Management Act 2003 (LTMA) requires the West Coast Regional Transport Committee (RTC) to develop a RLTP in consultation with their community and stakeholders every three years.

This RLTP provides a statement of transport priorities for 2012 – 2015 and indicative priorities for 2015 – 2018.

This RLTP contains the proposed 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 (NZ) Transport Agency
- West Coast Regional Council
- Westland District Council

1. Introduction

This is the second RLTP for the West Coast which has been prepared in accordance with the LTMA. 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 2012/13 – 2014/15; and,
- Provides a ten year forecast of anticipated revenue and expenditure on transport activities.

Responsibility for preparing this RLTP lies with the RTC for the purpose of seeking funding for the listed activities from the National Land Transport Fund (NLTF). The NLTF is administered by the NZ Transport Agency on behalf of the government. The NZ Transport 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:

1. 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.
2. 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 12 on Significance Policy for a definition of the changes that would trigger a variation before this time).

2. Strategic Context

National context

Amendments to the LTMA in 2008 resulted in RTC's having increased functions and responsibilities. The RTC prioritises the projects proposed by the road controlling authorities and ranks these in a priority order for the West Coast.

The government has set out, in the Government Policy Statement on Land Transport Funding 2012/13 – 2021/22 (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 give effect to the government's priorities when allocating funding from the NLTF.

Regional context

The West Coast Regional Land Transport Strategy 2011 – 2041 (RLTS) provides the strategic context for this RLTP. A statutory requirement of the LTMA, the RLTS covers a period of thirty years and provides guidance on the land transport outcomes sought by the region. The RLTS also incorporates the first Regional Public Transport Plan (RPTP) for the West Coast which meet the requirements of the Public Transport Management Act 2008.

Under the Local Government Act 2002, regional and district councils must prepare a Long Term Plan (LTP) once every three years. These LTP's describe how each Council is to deliver the community outcomes agreed to by the local community, the level of rates expected for the three years of the LTP and other information pertinent to its community. The projects submitted for funding through the RLTP by each of the District Councils and the Regional

Council must also be included in each respective LTP for local share funding. Should their own consultation process decide that a project is no longer viable or appropriate, then this may result in the project being removed from their LTP and consequently from this RLTP.

3. Development of the RLTP

3.1 Assessment of how the programme meets core legislative requirements

Section 14 of the LTMA sets out the core requirements for the RLTP that the RTC 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; and,
- Ensuring environmental sustainability.

An RLTP must be consistent with:

- The relevant GPS; and,
- Any relevant Regional Land Transport Strategy (RLTS) 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.

This RLTP was prepared within the context of the GPS. This is the second GPS which seeks further efficiencies and value for money in some areas of the transport sector whilst continuing with the high level of investment in State Highway projects.

During the development of the RLTS, and consequently this RLTP, all relevant national and regional policy documents were taken into account, and where they have since been amended, the new policies have been applied in developing this programme.

The RTC is satisfied that the activities included in this RLTP meet the requirements of section 14 of the LTMA.

4. Assessment of the RLTP

4.1 Statement of regional transport issues, problems, and opportunities

Links to other regions continue to be crucial for the West Coast from both an economic and lifelines perspective. The importance of the State Highway links east through Arthur's Pass (State Highway 73) and via the Lewis Pass (State Highway 7), to the north via the Hope Saddle (State Highway 6), and to the south via the Haast Pass (State Highway 6) cannot be underestimated. 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. State Highway 73 has been classified as a Regional Strategic route which reflects its importance to the West Coast's economic and social wellbeing. Reliability, capacity, safety, and security of critical

routes on which the Coast remains dependant on the State Highway network for will continue to be a key area for investment effort. Possible future routes, such as a new road link between Haast and the Hollyford Valley, are likely to continue to be investigated in light of the potential benefits which would accrue from the tourism sector.

Growth in the key primary industries; agriculture, minerals extraction and forestry, is forecast to continue as well as increased tourism numbers. This continued growth is likely to result in increased heavy freight vehicles and tourism traffic which leads to particular issues in itself when coupled with the characteristics of the West Coast roading network. However, anticipated increases in vehicle numbers are not expected to be high enough to attract national funding under the current funding model. Therefore it is likely that there will be a limited number of roading projects funded from national funds, the majority being continued road maintenance and minor safety works.

Road safety continues to be an issue with a key concern being the potential conflict between heavy and light vehicle traffic particularly on single lane bridges and narrow and winding sections of road. A lack of passing opportunities compounds this issue. A Strategic Study on Passing Opportunities for the West Coast identifies the highest priority locations for passing opportunities to be developed. Funding will be directed towards creating these safe options for passing.

While there have been reductions to the funding category in the GPS for walking and cycling activities other opportunities have arisen. New walking and cycle initiatives are currently being developed in the region through funding received from the National Cycleway project. Implementation of the Regional Walking and Cycling Strategy will continue to depend on the funding available from the NLTF.

4.2 Statement of regional transport priorities for the RLTP

The RLTS outlines the high level vision and outcomes for the West Coast. The Vision and outcomes align with the objectives of the Act. The Vision has been broken down into several transport outcomes and forms the following priorities for the Region. Further information on each of these priorities can be found in Section 2.4 of the RLTS.

The transport priorities for the West Coast are:

- Ensuring the security and efficiency of transport corridors;
- Safety and personal security;
- Safe and efficient freight movement, especially in support of the primary industries;
- Supporting regional growth on the network;
- Improvement of passing opportunities;
- Continued progress toward replacement of single-lane bridges; and,
- Increased use of viable public transport and active modes (walking and cycling).

These transport priorities will assist with the evaluation process undertaken by the RTC when assessing the ability of proposed activities to achieve regional benefits.

4.3 Statement of how the activities in the RLTP address the transport priorities for the Region

This RLTP has been developed to take into account the transport issues, problems, and opportunities on the West Coast within the funding parameters likely to be available. The RLTP identifies transport projects and activities to address these priorities. All activities identified in the RLTP have been considered to meet one or more of the regional transport priorities identified above. When determining project priority, activities that did not address these transport priorities were disregarded. This process of prioritising and culling projects was considered to be robust given the relatively small amount of funding available for the West Coast.

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 2012/13 – 2014/15.

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 local 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, or transport activities of a higher priority requiring funding.

Table 1: Total anticipated expenditure 2012/13 – 2014/15

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
Road User Safety	\$81,153	\$0	\$83,764	\$31,515	\$45,808	\$81,400	\$323,640
Maintenance and operation of local roads	\$8,179,903	\$1,102,286	\$6,950,257	\$0	\$0	\$6,491,104	\$22,723,550
Maintenance and operation of State Highways	\$0	\$0	\$0	\$39,267,432	\$0	\$0	\$39,267,432
New & improved infrastructure for local roads	\$912,226	\$124,581	\$5,907,309	\$0	\$0	\$583,469	\$7,527,585
New & improved infrastructure for State Highways	\$0	\$0	\$0	\$10,877,887	\$0	\$0	\$10,877,887
Public transport infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public transport services	\$155,614	\$0	\$0	\$0	\$272,200	\$93,330	\$521,144
Renewal of local roads	\$5,133,202	\$755,000	\$9,211,376	\$0	\$0	\$5,178,260	\$20,277,838
Renewal of State Highways	\$0	\$0	\$0	\$19,699,395	\$0	\$0	\$19,699,395
Transport planning	\$0	\$0	\$0	\$756,250	\$113,500	\$0	\$869,750
Walking and cycling facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
All Activities	\$14,462,098	\$1,981,867	\$22,152,706	\$70,632,479	\$431,508	\$12,427,563	\$122,088,221

5.1 Activities included in the RLTP

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 make up the total bid for funding support from the NLTF for the West Coast Region.

5.2 Prioritised activities

Table 2 lists those projects and groups of activities that are required to be prioritised by the RTC. This includes:

- Activities or combinations of activities proposed by approved organisations in the region, other than local road maintenance, local road renewals, 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 NZ Transport Agency may propose for the region and wish to see included in the RLTP.

The process by which these activities have been prioritised is described in Appendix B and are determined by the RTC 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

RTC Priority	Activity	Description/Comments	Assessment				Organisation
			Strategic Fit	Effectiveness	Efficiency	Align with RLTS	
1	Regional transport administration	Administration of RLTS, RLTP, and monitoring requirements. Fundamental planning platform for the regions activities.	H	H	H	H	WCRC
1	Maintenance, Operations and Renewals Programme 20012/15	The NZTA state highway Maintenance, Operation and Renewals programme optimises the whole of life cost of the state highways using the State Highway Classification System by making better use of existing transport capacity on key routes, optimising levels of service for a secure and resilient transport network, journey time reliability, easing of severe congestion, more efficient freight supply chains and reducing the actual crash risk involving deaths and serious injuries in line with the NZTA Safer Journeys strategy.	M	M	H	H	NZTA
1	Maintenance and Operation of local roads	To maintain multi-modal access to the Glaciers in South Westland.	M	M	M	H	DOC
1	Renewal of local roads	To maintain multi-modal access to the Glaciers in South Westland.	M	M	M	H	DOC
1	Fox Glacier Access Road terminal Raising 2012/15	Lifting of existing causeway and terminal end approximately 1.0-1.5m each year to reduce the risk of flooding and loss of access to the Fox Glacier.	M	M	M	M	DOC

RTC Priority	Activity	Description/Comments	Assessment				Organisation
			Strategic Fit	Effectiveness	Efficiency	Align with RLTS	
2	State Highway Transport planning / Activity Management Plans	Applying best practice planning processes focused on providing long-term local, regional and national strategy and planning by making better use of existing transport capacity including services and infrastructure, managing any adverse environmental effects from land transport and adopting a coordinated approach with relevant stakeholders.	M	M	M	M	NZTA
2	West Coast HNO Sub-regional Corridor Study	Study to consolidate and update all information for the strategic management of the State highway network including route security, safety and levels of service	M	M	M	M	NZTA
2	Minor improvements 2012/15	Activities will be focused on High Risk Rural Roads and High Risk Urban Intersections where there is a potential to significantly reduce number of crashes resulting in death or serious injury by providing a low cost intervention.	M	M	M	H	NZTA
2	Preventive Maintenance 2012/15	Assessing the risks and taking 'preventive' action to avoid damage to and failure of the network as part of the NZTA strategy of Network Resilience and Security.	M	M	M	M	NZTA
2	Safety Retrofit 2012/15	Activities will be focussed on High Risk Rural Roads and High Risk Urban Intersections where there is a potential to significantly reduce number of crashes resulting in death or serious injury by providing a low cost intervention.	H	M	M	H	NZTA
2	Seismic Retrofit 2012/15	Provision of a secure and resilient state highway network will contribute to regional economic growth and productivity by maintaining the integrity of bridges in the event of major disasters and keeping the risk of disruption through failure of bridges acceptably low.	M	M	M	H	NZTA
2	Community Advertising / Road User Safety	The programme supports key strategic directions provided in NZ Transport Strategy, GPS, Safer Journeys 2020 Strategy and associated Action Plan, RLTS's, Regional Road Safety Strategies and local Road Safety Action Plans.	H	H	M	H	NZTA
2	Minor improvements 2012/15	Minor improvements to modify changing demands of asset user.	M	M	M	H	DOC
2	Road Safety Programme	Road Safety programme will focus on the high strategic fit activities as these have been identified as the factors causing the majority of fatalities and injuries on the West Coast.	H	H	M	H	WCRC, BDC, GDC
2	Road Safety Programme	Road Safety programme will focus on the medium strategic fit activities as these have	H	H	M	H	WDC

RTC Priority	Activity	Description/Comments	Assessment				Organisation
			Strategic Fit	Effectiveness	Efficiency	Align with RLTS	
		been identified as the factors causing the majority of fatalities and injuries in the Westland District. Note that there are no high strategic fit activities in this district.					
2	Passing Opportunities Investigation	Programme discrete small improvements to improve opportunities for passing on the state highway network overtime	M	L	H	H	NZTA
2	Taylorville – Blackball Road Strengthening	Improvements in strength and safety on a busy district arterial route, particularly for coal being transported from Francis Mine at Roa. Currently have consent for coal tonnage of 150k tonnes but this may increase.	M	M	L	H	GDC
2	Taramakau Bridge Safety Improvement	This single lane road/rail bridge forms part of the National Cycle Path and has also been identified as a high risk rural motorcycle route. The safety improvement will include rail track crossing improvements on the approaches, traffic signal control and a separate walk/cycle clip-on. The addition of a clip-on will provide safe walking and cycling access across this major river to tie in with the West Coastal Pathway.	M	M	M	M	NZTA
2	High Street / Marlborough Street Intersection Improvement*	There are a number of crashes at the intersection and adjacent High School and retail entrances. The activity includes an intersection improvement including construction of a roundabout, and other traffic calming infrastructure, to manage traffic safely.	M	M	L	H	NZTA
3	Rough River Bridge replacement – Atarau Road	This Bridge is nearing the end of its economic life and requires replacement to cater for the overload/over-dimension district arterial route. This Bridge is also on the preferred route for which coal from Pike river is to be transported though this is dependent on Mine revival.	H	M	L	M	GDC
3	Improved Driver Information	Provision of Driver Information Systems placed strategically along the state highway. Better driver information has the potential to contribute significantly to regional economic growth and productivity through efficiency benefits, and providing information to the driver to improve the safety of their journey.	M	M	H	M	NZTA
3	Jacksons stock truck effluent disposal	Project reduces safety risk of accidents caused by effluent discarded on road surface. Environmental benefits from proper disposal of stock effluent from trucks are obtained.	L	M	H	L	NZTA
4	Atarau Road strengthening and widening	Improvements to road strength and safety on an overload/over-dimension route on a district arterial. This is the route for which coal from Pike river is to be transported. While there is a preference to take this coal north, there is a contingency for 300k tonne	M	M	L	M	GDC

RTC Priority	Activity	Description/Comments	Assessment				Organisation
			Strategic Fit	Effectiveness	Efficiency	Align with RLTS	
		to be transported south if required. Activity dependent on Mine revival.					
4	Property Acquisitions 2012/15	Property purchase for State Highway project developments.	M	M	M	M	NZTA

* This project is included as a Variation to the programme and was inserted in April 2015 following Hearings on the Regional Land Transport Plan 2015-21.

6. Forecast of anticipated revenue and expenditure on activities for the 10 financial years 2012 to 2015

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 as appropriate.

6.2 Description of funding sources identified

It generally takes many years for transport projects to be implemented. Before any work on the ground can begin, land may have to be acquired and various studies, consultation, feasibility reports, and detailed designs completed. It can also take time to accumulate local and/or obtain national funding for the project.

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. 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 activities proposed in the RLTPs of other regions. Appendix B sets out the indicative funding profiles as advised by the NZ Transport Authority.

Regional Funding (R)

Regional or R funding is additional revenue collected nationally, through a 5c per litre tax added to fuel sales and an equivalent increase in road user charges for light vehicles, and allocated to each region on a population basis. R funds were established for a finite 10-year period starting in April 2005 and expiring in 2015. Their purpose is to provide a minimum dedicated spend in each region for transport improvement projects that are important to the region. They must be committed (funding approved) by 31 March 2015, and must then be spent by 30 June 2016.

NZTA estimate that there is approximately \$6.8 million in R funds still available to be allocated to activities on the West Coast.

Local Funding (L)

Local funding is sourced by the Regional or District Council. These organisations are required to part fund the majority of activities. The proportion of local 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 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.

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

Activity Class	Forecast expenditure 12/22 Total	Funding Sources		
		NLTF	Local	Other
Transport Planning	\$1,514,750	\$1,387,399	\$127,351	
Road User Safety	\$1,198,263	\$856,867	\$341,396	
Walking & Cycling facilities	\$0	\$0	\$0	
Public Transport Services	\$1,859,902	\$929,951	\$929,951	
Public Transport Infrastructure	\$0	\$0	\$0	
Rail and sea freight	\$0	\$0	\$0	
Domestic sea freight development	\$0	\$0	\$0	
Maintenance and operation of local roads	\$91,204,684	\$57,898,576	\$33,306,108	
Maintenance and operation of State Highways	\$130,606,337	\$130,606,337	\$0	
Renewal of local roads	\$75,867,883	\$47,909,024	\$27,958,859	
Renewal of State Highways	\$61,184,500	\$61,184,500	\$0	
New and improved infrastructure for local roads	\$21,486,833	\$15,167,461	\$6,319,372	
New and improved infrastructure for State Highways	\$44,577,887	\$44,577,887	\$0	
Totals	\$429,501,039	\$360,518,002	\$68,983,037	

NOTES

- 1) Amounts are taken from 10 year forecasts of activity class plus TLA administration costs at 2.25%
- 2) NLTF funding includes both N and R funds. The split is determined by the NZ Transport Agency.

6.4 Affordability of the 10 year forecast expenditure

Through consultation on the RLTP, subject to confirmation of the Long Term Plans by the District Councils, the approved organisations confirm that their programmes are affordable. NZTA will advise, in the National Land Transport Programme published in August 2012, 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 following land transport activities are funded by local government rates without any assistance from the NLTF:

- Operations
 - Street cleaning e.g. litter bin collection
 - Amenity lighting
 - Footpath maintenance
- Renewals
 - Footpaths
- Improvements
 - Storm water improvements
 - Council initiated special projects e.g. seal extensions which are unsubsidised
 - Cycleways
 - Street banners.

8. 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 2012/13 – 2014/15 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 4 outlines the activities identified as having inter-regional significance.

Table 4: Activities of inter-regional significance

Region	Activity	Reasons for inter-regional significance
Canterbury	Stock truck effluent disposal site	Considered important by the Canterbury RTC to have their sites complemented with those in neighbouring regions.

Of particular importance to the West Coast are roading improvements to State Highway 73 between Rough Creek and Mingha Bluff. This project was signaled as being of inter-regional significance in the 2009 - 2012 RLTP but construction of this project is yet to be included in the Canterbury RLTP. This project now has an indicative construction start date of 2017/18.

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

Table 5 outlines the regionally significant activities that are expected to commence in the 3 years following this RLTP i.e. 2015/16 – 2017/18. Progress of projects on this list is subject to change depending on the how the projects rate in the contestable fund framework.

Table 5: Regionally significant activities expected to commence in years 2015/18

Activity	Delivery Agency
Gates of Haast – Construction in 2015 - 18 RLTP	NZ Transport Agency

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

As required under section 16(2)(b) of the LTMA, the RTC has assessed the relationship of police activities to this RLTP.

10.1 Assessment of Police Activities and the RLTP

In preparing this RLTP, the RTC took into account the New Zealand Road Policing Programme (which is a national level road policing plan for transport related activities delivered by the NZ Police) and the Safer Journeys road safety strategy.

The Road Policing Programme is funded from the NLTF (\$296.015 million nationally in 2010/11). The NZ Police commit 8 full time equivalents (FTE) to land transport related duties on the West Coast (4 FTE are committed to highway patrol region wide and 4 FTE are committed to the strategic traffic unit which is made up of two FTE in Greymouth and 1 FTE located in both Westport and Hokitika).

Police roading activities focus on the delivery of enforcement activities. However, the NZ Police also support and work with other organisations such as the District Councils and the West Coast Road Safety Coordinating Committee to deliver community and educational programmes.

The combination of these activities assist with achieving the priorities identified in this RLTP (safety and personal security) as well as reducing fatalities and serious injuries on the roads

of the region. This reduction assists with a notable economic benefit for the country. Enforcement activities also assist with achieving sensible speeds improving energy efficiency and reducing emissions, and the policing of safety is closely linked to security in public places as well as with general crime outdoors. When people feel safe they are more likely to use the land transport system and be mobile on foot and by cycle as well as by vehicle (aligning with the priority to increase use of active modes such as walking and cycling).

Conversely, road engineering and other activities identified in this RLTP also contribute to meeting the NZ Police targets relating to road safety through projects such as passing opportunities which make roads safer to use.

It is the shared view of both the RTC and the NZ Police that the issues, priorities and activities identified in this RLTP strongly support and align with NZ Police's road safety goals and vice versa. Police activities will make a positive contribution to addressing the issues and priorities in this RLTP.

10.2 Ongoing liaison, advocacy and coordination with Police

The NZ Police are represented on the RTC and have contributed to the development of the RLTS as well as to this RLTP.

Liaison and coordination also occurs as a result of the NZ Police being a core member of the West Coast Road Safety Coordinating Committee. The Committee oversees the annual development of the Road Safety Action Plan in accordance with the Safer Journeys approach of "a safe road system increasingly free of death and serious injury". Through these Action Plans, road safety risks are determined at the local level and the delivery of planned services is coordinated. 'At-risk' user groups are also identified and targeted for specific education.

The provision of the Community Road Safety Programme will continue throughout this RLTP but is dependent on the funding made available.

11. 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.

Monitoring will be undertaken to ensure that the overall programme of activities contained in this RLTP is delivered in the manner envisaged. This monitoring is generally undertaken by each of the Councils as part of their annual plan reporting. Updates on progress made by the NZ Transport Agency on the State Highway network is made to the RTC at biannual meetings.

12. 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."*

Glossary

Approved organisation	A regional council, a territorial authority or a public organisation approved by the Order in Council process. An approved organisation is able to receive funding from the NLTF. It is these organisations, along with the NZ Transport Agency that initiate proposals for land transport activities that are then taken into the planning and funding processes under the LTMA. They are then responsible for delivering the activities.
Financial assistance rate (FAR)	The percentage of the total cost of an approved activity that the NZ Transport Agency pays.
Government Policy Statement on Land Transport Funding (GPS)	The Government policy statement on land transport funding – the government’s statement of its short- to medium-term goals for transport investment.
Local road	A road (other than a state highway) in the district, and under the control, of a local authority.
Local share	The portion of the total cost of an activity that is provided by an approved organisation.
Long term plan (LTP)	Produced by each local authority, a plan that describes its activities and provides a long term focus for its decision making. It must cover a period of 10 consecutive financial years though it is prepared every three years.
Land Transport Management Act 2003 (LTMA)	The main Act governing the land transport planning and funding system.
National Land Transport Fund (NLTF)	The set of resources, including land transport revenue, that are available for land transport activities under the NLTP.
National Land Transport Programme (NLTP)	A three yearly programme of investment in land transport infrastructure and services from the NLTF.
Regional Transport Committee	A committee required to be established by every regional council comprising a range of representatives, including from the regional council, local authorities, the NZ Transport Agency, one representing each of the five transport objectives and one from a cultural perspective. Its main functions are to prepare an RLTS and RLTP.
Regional Land Transport Programme (RLTP)	A three-yearly land transport infrastructure and services proposal for funding from the National Land Transport fund prepared by a Regional Transport Committee.
Regional Land Transport Strategy (RLTS)	A strategy that every Regional Transport Committee, on behalf of the regional council, must prepare, and consult on to provide guidance on the land transport outcomes the region seeks. The RLTS must be produced every six years, cover 30 years and contribute to its vision.
Road-controlling authorities	Authorities and agencies, including the NZ Transport Agency, local authorities, the Waitangi Trust and the Department of Conservation that have a legal responsibility for roading.
State Highway	A road operated by the NZ Transport Agency, as defined by the LTMA.
Special purpose road (SPR)	A local road that was historically accepted as a special purpose road in terms of section 104 (now repealed) of the Transit New Zealand Act 1989 (renamed the Government Roading Powers Act 1989 from 1 July 2008).

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

Table 6: Activities included in the West Coast RLTP

Activity or combination of activities	Total cost estimate	20012/13 cost estimate	2013/14 cost estimate	2014/15 cost estimate	Expected duration (months)
Buller District Council					
Associated improvements	\$227,228	\$73,010	\$75,857	\$78,361	36
Drainage renewals SPR	\$170,422	\$54,758	\$56,893	\$58,771	36
Drainage renewals	\$475,554	\$152,800	\$158,758	\$163,996	36
Environmental maintenance SPR	\$333,378	\$107,116	\$111,294	\$114,968	36
Environmental maintenance	\$1,217,293	\$391,125	\$406,379	\$419,789	36
Level crossing warning devices	\$9,738	\$3,129	\$3,251	\$3,358	36
Network and asset management SPR	\$126,598	\$40,677	\$42,263	\$43,658	36
Network and asset management	\$908,913	\$292,040	\$303,430	\$313,443	36
Operational traffic management SPR	\$3,570	\$1,147	\$1,192	\$1,231	36
Routine drainage maintenance SPR	\$199,312	\$64,040	\$66,538	\$68,734	36
Routine drainage maintenance	\$1,050,119	\$337,411	\$350,570	\$362,138	36
Sealed pavement maintenance SPR	\$389,534	\$125,160	\$130,041	\$134,333	36
Sealed pavement maintenance	\$1,568,848	\$504,082	\$523,741	\$541,025	36
Sealed road pavement rehabilitation SPR	\$311,229	\$100,000	\$103,900	\$107,329	36
Sealed road pavement rehabilitation	\$552,061	\$177,531	\$184,225	\$190,305	36
Sealed road resurfacing SPR	\$530,740	\$170,531	\$177,181	\$183,028	36
Sealed road resurfacing	\$1,671,750	\$537,145	\$558,094	\$576,511	36
Structures component replacements SPR	\$81,153	\$26,075	\$27,092	\$27,986	36
Structures component replacements	\$82,451	\$26,492	\$27,525	\$28,434	36
Structures maintenance SPR	\$64,923	\$20,860	\$21,674	\$22,389	36
Structures maintenance	\$452,835	\$145,500	\$151,173	\$156,162	36
Traffic services maintenance SPR	\$24,347	\$7,823	\$8,128	\$8,396	36
Traffic services maintenance	\$767,707	\$246,670	\$256,290	\$264,747	36
Traffic services renewals	\$178,536	\$57,365	\$59,602	\$61,569	36
Traffic services renewals	\$529,088	\$170,000	\$176,630	\$182,458	36
Unsealed pavement maintenance SPR	\$19,477	\$6,258	\$6,502	\$6,717	36
Unsealed pavement maintenance	\$1,039,741	\$334,073	\$347,102	\$358,566	36
Unsealed road metalling SPR	\$8,116	\$2,608	\$2,709	\$2,799	36
Unsealed road metalling	\$314,874	\$101,171	\$105,117	\$108,586	36
Minor improvements 2012/15	\$122,066	\$39,221	\$40,750	\$42,095	36
Minor improvements 2012/16	\$590,160	\$189,623	\$197,018	\$203,519	36
Public Transport Programme 2012/15	\$155,614	\$50,000	\$51,950	\$53,664	36
W C Road Safety Promotion 2012/15	\$81,153	\$26,075	\$27,092	\$27,986	36
DOC (South Westland)					
Fox Glacier Access Road Terminal Raising 2012-15	\$300,000	\$100,000	\$100,000	\$100,000	36
Cycle path maintenance	\$448,545	\$157,384	\$195,817	\$95,344	36
Environmental maintenance	\$48,346	\$16,115	\$16,848	\$15,383	36
Network and asset management	\$305,214	\$102,125	\$99,288	\$103,801	36
Routine drainage maintenance	\$4,158	\$1,386	\$1,449	\$1,323	36
Sealed pavement maintenance	\$160,340	\$53,447	\$55,876	\$51,017	36
Sealed road resurfacing	\$356,000	\$356,000	\$0	\$0	36
Structures maintenance	\$11,801	\$3,934	\$4,112	\$3,755	36
Traffic services maintenance	\$9,544	\$3,181	\$3,326	\$3,037	36
Traffic services renewals	\$33,000	\$11,000	\$11,500	\$10,500	36
Unsealed pavement maintenance	\$114,338	\$38,113	\$39,845	\$36,380	36
Unsealed road metalling	\$66,000	\$22,000	\$23,000	\$21,000	36
Minor improvements 2012/15	\$124,581	\$61,174	\$36,084	\$27,323	36
Grey District Council					
Atarau Rd strengthening/widening	\$623,126			\$311,563	6
Taylorville-Blackball Rd strengthen	\$1,148,944	\$291,444	\$270,500	\$270,500	6
Arnold Bridge Strengthening	\$337,950				6
Arnold Valley Road Reconstruction	\$866,250				6
Deep Creek No 1 Bridge Replacement	\$442,472				6
Associated improvements	\$912,659	\$293,797	\$304,783	\$314,079	36
Cycle path maintenance	\$0	\$0	\$0	\$0	36
Drainage renewals	\$363,567	\$117,038	\$121,413	\$125,116	36

Activity or combination of activities	Total cost estimate	20012/13 cost estimate	2013/14 cost estimate	2014/15 cost estimate	Expected duration (months)
Environmental maintenance	\$1,304,621	\$419,886	\$435,679	\$449,056	36
Level crossing warning devices	\$118,739	\$20,892	\$48,189	\$49,658	36
Network and asset management	\$900,049	\$289,739	\$300,571	\$309,739	36
Operational traffic management	\$49,833	\$16,042	\$16,642	\$17,149	36
Routine drainage maintenance	\$810,694	\$260,974	\$270,732	\$278,988	36
Sealed pavement maintenance	\$1,963,550	\$632,093	\$655,729	\$675,728	36
Sealed pavement rehabilitation	\$1,514,006	\$487,379	\$505,603	\$521,024	36
Sealed road resurfacing	\$3,720,301	\$1,197,615	\$1,242,397	\$1,280,289	36
Structures component replacements	\$1,587,387	\$511,002	\$530,109	\$546,276	36
Structures maintenance	\$393,853	\$126,787	\$131,527	\$135,539	36
Traffic services maintenance	\$1,119,675	\$360,380	\$373,856	\$385,439	36
Traffic services renewals	\$608,237	\$195,800	\$203,121	\$209,316	36
Unsealed pavement maintenance	\$289,243	\$93,111	\$96,593	\$99,539	36
Unsealed road metalling	\$505,219	\$162,637	\$168,718	\$173,864	36
Minor improvements 2012/15	\$904,202	\$291,075	\$301,959	\$311,168	36
Nelson Creek Road Reconstruction	\$633,000				6
Rough River Bridge Replacement Atarau Road	\$3,859,100	\$3,859,100			10
W C Road Safety Promotion 2012-15	\$83,764	\$26,886	\$27,977	\$28,901	36
NZTA Highway & Network Operations					
Activity management Plan West Coast12/15	\$656,250	\$218,750	\$218,750	\$218,750	36
Community Advertising 12/15 - West Coast	\$31,515	\$10,505	\$10,505	\$10,505	36
Improved Driver Information - West Coast	\$669,001	\$189,667	\$139,667	\$339,667	36
Jacksons Stock Truck Effluent Disposal	\$750,000		\$750,000		12
Associated improvements	\$1,359,000	\$453,000	\$453,000	\$453,000	36
Drainage renewals	\$44,010	\$14,670	\$14,670	\$14,670	36
Environmental maintenance	\$7,863,990	\$2,621,330	\$2,621,330	\$2,621,330	36
Environmental renewals	\$54,990	\$18,330	\$18,330	\$18,330	36
Level crossing warning devices	\$53,439	\$17,813	\$17,813	\$17,813	36
Network and asset management	\$8,785,059	\$2,928,353	\$2,928,353	\$2,928,353	36
Operational traffic management	\$1,793,766	\$615,318	\$621,255	\$557,193	36
Property management (State highways)	\$2,343,750	\$781,250	\$781,250	\$781,250	36
Routine drainage maintenance	\$2,480,790	\$826,930	\$826,930	\$826,930	36
Sealed pavement maintenance	\$9,368,214	\$3,122,738	\$3,122,738	\$3,122,738	36
Sealed road pavement rehabilitation	\$5,253,810	\$1,751,270	\$1,751,270	\$1,751,270	36
Sealed road resurfacing	\$9,793,020	\$3,264,340	\$3,264,340	\$3,264,340	36
Structures component replacements	\$1,643,010	\$547,670	\$547,670	\$547,670	36
Structures maintenance	\$2,639,814	\$879,938	\$879,938	\$879,938	36
Traffic services maintenance	\$3,938,610	\$1,312,870	\$1,312,870	\$1,312,870	36
Traffic services renewals	\$207,510	\$69,170	\$69,170	\$69,170	36
Minor improvements 2012/15	\$2,918,925	\$972,975	\$972,975	\$972,975	36
Preventive Maintenance West Coast12/15	\$1,344,045	\$448,015	\$448,015	\$448,015	36
Property Acquisition Block and Fees - West Coast	\$2,812,500	\$937,500	\$937,500	\$937,500	36
Safety Retrofit - West Coast	\$1,459,461	\$486,487	\$486,487	\$486,487	36
Seismic Retrofit - West Coast	\$991,000	\$208,000	\$723,000	\$60,000	36
Taramakau Bridge Safety Improvement Investigation	\$50,000	\$50,000			12
Taramakau Bridge Safety Improvement Design	\$50,000	\$50,000			12
Taramakau Bridge Safety Improvement Construction	\$1,000,000	\$1,000,000			12
West Coast HNO Sub-regional Corridor Study	\$100,000		\$50,000	\$50,000	24
Passing Opportunity Improvements Investigation	\$155,000		\$95,000	\$60,000	24
Passing Opportunity Improvements Design	\$155,000			\$95,000	24
Passing Opportunity Improvements Construction	\$2,321,700				36
High Street/Marlborough Street Intersection Improvements	\$600,000			\$600,000	3
West Coast Regional Council					
Bus services	\$18,600	\$6,000	\$6,200	\$6,400	36
Total mobility flat rate payments	\$18,600	\$6,000	\$6,200	\$6,400	36
Total mobility operations	\$235,000	\$76,000	\$78,000	\$81,000	36
Transport Planning	\$113,500	\$26,500	\$43,000	\$44,000	36
Road Safety Promotion 2012/15 High Fit	\$45,808	\$14,739	\$15,054	\$16,015	36
Westland District Council					
Drainage renewals SPR	\$71,553	\$23,000	\$23,897	\$24,656	36
Drainage renewals	\$466,650	\$150,000	\$155,850	\$160,800	36
Environmental maintenance SPR	\$186,660	\$60,000	\$62,340	\$64,320	36
Environmental maintenance	\$839,971	\$270,000	\$280,531	\$289,440	36

Activity or combination of activities	Total cost estimate	20012/13 cost estimate	2013/14 cost estimate	2014/15 cost estimate	Expected duration (months)
Level crossing warning devices	\$31,110	\$10,000	\$10,390	\$10,720	36
Network and asset management SPR	\$161,772	\$52,000	\$54,028	\$55,744	36
Network and asset management	\$933,300	\$300,000	\$311,700	\$321,600	36
Routine drainage maintenance	\$60,665	\$19,500	\$20,261	\$20,904	36
Routine drainage maintenance	\$451,095	\$145,000	\$150,655	\$155,440	36
Sealed pavement maintenance SPR	\$342,211	\$110,000	\$114,291	\$117,920	36
Sealed pavement maintenance	\$1,524,390	\$490,000	\$509,110	\$525,280	36
Sealed road pavement rehabilitation	\$0	\$0	\$0	\$0	36
Sealed road resurfacing SPR	\$435,540	\$140,000	\$145,460	\$150,080	36
Sealed road resurfacing	\$2,333,250	\$750,000	\$779,250	\$804,000	36
Structures component replacements SPR	\$144,662	\$46,500	\$48,314	\$49,848	36
Structures component replacements	\$544,425	\$175,000	\$181,825	\$187,600	36
Structures maintenance SPR	\$93,330	\$30,000	\$31,170	\$32,160	36
Structures maintenance	\$233,325	\$75,000	\$77,925	\$80,400	36
Traffic services maintenance SPR	\$62,220	\$20,000	\$20,780	\$21,440	36
Traffic services maintenance	\$466,650	\$150,000	\$155,850	\$160,800	36
Traffic services renewals SPR	\$15,555	\$5,000	\$5,195	\$5,360	36
Traffic services renewals	\$388,875	\$125,000	\$129,875	\$134,000	36
Unsealed pavement maintenance	\$1,104,405	\$355,000	\$368,845	\$380,560	36
Unsealed road metalling	\$777,750	\$250,000	\$259,750	\$268,000	36
Minor improvements 2012/15 SPR	\$78,709	\$25,300	\$26,287	\$27,122	36
Minor improvements 2012/16	\$504,760	\$162,250	\$168,578	\$173,932	36
Bus services	\$93,330	\$30,000	\$31,170	\$32,160	36
West Coast Road Safety Promotion 2012/15	\$81,400	\$26,100	\$27,200	\$28,100	36

Appendix B: Process for the prioritisation of activities

The following section outlines the prioritisation process used in developing this RLTP.

Prioritisation of projects

As required by the LTMA, the RTC has prioritised certain projects or groups of activities submitted by approved organisations and the NZ Transport Agency. This allows national funding to be allocated to the highest priority projects when funding is limited.

The prioritised list of the activities for the first three financial years of the RLTP (i.e. 2012/13 – 2014/15) must address:

- all State Highway activities;
- major local road improvements over \$4.5 million;
- new public transport activities or services; and,
- community activities (road safety and education).

To assist in the prioritisation of the aforementioned projects, the RTC has adopted the following process.

1. A number of activities that require inclusion 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:
 - Regional Transport Administration – this is the funding to service the work of the Regional Transport Committee to meet the statutory requirements of developing, consulting on, implementing, monitoring and varying a RLTS and RLTP. As these are the high level statutory documents that set direction for the transport sector for the Region, this activity has been given top priority.
 - State Highway maintenance, operations and renewals programme – the maintenance of the network cannot 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.
2. Projects to be prioritised were individually assessed in accordance with the NZ Transport Agency's assessment criteria of:
 - The **strategic fit** of the project considers how an identified problem, issue or opportunity aligns with the NZ Transport Agency's strategic investment direction, which derives from the GPS. Strategic fit ensures that the activities the NZ Transport Agency invests in demonstrate the potential contribution to outcomes that are significant from a national perspective.
 - The **effectiveness** assessment factor considers the contribution that the proposed solution makes towards achieving the potential identified in the strategic fit assessment, and to the purpose and objectives of the LTMA.
 - The **efficiency** of the proposed activity is a measure of value for money based upon a benefit/cost ratio (BCR). Where the BCR is less than 2 = Low; between 2 and 4 = Medium; greater than 4 = High.
 - A fourth criterion of **alignment with RLTS** is also applied to the prioritisation of activities to provide an indicator of the activity's fit with the priorities of the Region.

Added to these criterion is the certainty of the project going ahead.

The following table shows the priority order of assessment profiles for activities. The prioritisation process weights the assessment factors in order of strategic fit, effectiveness and economic efficiency. Advice from the NZ Transport Agency indicates that projects with a ranking of more than 4 will not be funded unless the region has a surplus of R funds that have not been used for higher ranked projects.

Table 7: Assessment Profile

Strategic fit, effectiveness, economic efficiency	Priority	
HHH	1	Projects likely to be funded
HHM, HMH, MHH	2	
HHL, HMM	3	
HLH, MHM, MMH	4	
LHH, HML	5	Projects unlikely to be funded unless surplus of R funds available.
HLM, MHL, MMM	6	
MLH, LHM, LMH	7	
HLL, MML, MLM, LHL	8	
LMM, LLH	9	
MLL, MLM, LLM	10	
LLL	11	

H = High, M = Medium, L = Low

Inclusion of non-prioritised projects in the RLTP

The following activities must be included in the RLTP but without prioritisation:

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

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."*

Appendix C: 10-year forecast expenditure profiles**Tables of forecast expenditure:**

Table 8 - Transport Planning

Table 9 – Road User Safety

Table 10 – Public Transport Services

Table 11 – Maintenance and Operation of Local Roads

Table 12 – Renewal of Local Roads

Table 13 – New and Improved Infrastructure for Local Roads

Table 14 – State Highway Activities

Table 8 – Transport Planning

Table 8a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
West Coast Highway & Network Operations	\$218,750	\$268,750	\$268,750	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	100%	
West Coast Regional Council	\$26,500	\$43,000	\$44,000	\$29,000	\$47,000	\$48,000	\$32,000	\$51,000	\$53,000	\$35,000	69.47% 2012/13 68.78% 2013/14 -	
Total	\$245,250	\$311,750	\$312,750	\$79,000	\$97,000	\$98,000	\$82,000	\$101,000	\$103,000	\$85,000		

Table 8b - Call on NLTA funds												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
West Coast Highway & Network Operations	\$218,750	\$268,750	\$268,750	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000		
West Coast Regional Council	\$18,410	\$29,575	\$30,263	\$19,946	\$32,327	\$33,014	\$22,010	\$35,078	\$36,453	\$24,073		
Total	\$237,160	\$298,325	\$299,013	\$69,946	\$82,327	\$83,014	\$72,010	\$85,078	\$86,453	\$74,073		

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 9 – Road User Safety

Table 9a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
Buller District Council	\$26,075	\$27,092	\$27,986	\$28,000	\$29,000	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	69% 2012/13 68% 2013/14 -	
Grey District Council	\$28,043	\$29,092	\$29,979	\$31,054	\$32,022	\$32,963	\$34,039	\$35,222	\$36,512	\$37,776	71% 2012/13 70% 2013/14	
West Coast Highway & Network Operations	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	100%	
West Coast Regional Council	\$14,739	\$15,054	\$16,015	\$16,500	\$16,500	\$16,700	\$16,700	\$16,900	\$16,900	\$17,000	69.47% 2012/13 68.78% 20113/14 -	
Westland District Council	\$26,100	\$27,200	\$28,100	\$29,000	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	\$35,000	68%	
Total	\$105,457	\$108,938	\$112,580	\$115,054	\$118,022	\$121,163	\$124,239	\$127,622	\$130,912	\$134,276		

Table 9b - Call on NLTA funds

Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Buller District Council	\$17,992	\$18,423	\$19,030	\$19,040	\$19,720	\$20,400	\$21,080	\$21,760	\$22,440	\$23,120
Grey District Council	\$19,911	\$20,364	\$20,985	\$21,738	\$22,415	\$23,074	\$23,827	\$24,655	\$25,558	\$26,443
West Coast Highway & Network Operations	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500
West Coast Regional Council	\$10,239	\$10,354	\$11,015	\$11,349	\$11,349	\$11,486	\$11,486	\$11,624	\$11,624	\$11,693
Westland District Council	\$17,748	\$18,496	\$19,108	\$19,720	\$20,400	\$21,080	\$21,760	\$22,440	\$23,120	\$23,800
Total	\$76,389	\$78,137	\$80,639	\$82,347	\$84,384	\$86,540	\$88,654	\$90,979	\$93,242	\$95,556

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 10 – Public Transport Services

Table 10a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
Buller District Council	\$50,000	\$51,950	\$53,664	\$58,811	\$57,820	\$59,844	\$63,075	\$64,968	\$68,086	\$71,354	50%	
West Coast Regional Council	\$82,000	\$87,500	\$88,500	\$91,000	\$91,500	\$92,000	\$94,000	\$95,000	\$96,500	\$97,000	50%	
Westland District Council	\$30,000	\$31,170	\$32,160	\$33,000	\$34,000	\$35,000	\$36,000	\$37,000	\$38,000	\$39,000	50%	
Total	\$162,000	\$170,620	\$174,324	\$182,811	\$183,320	\$186,844	\$193,075	\$196,968	\$202,586	\$207,354		

Table 10b - Call on NLTA funds

Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Buller District Council	\$25,000	\$25,975	\$26,832	\$29,406	\$28,910	\$29,922	\$31,538	\$32,484	\$34,043	\$35,677
West Coast Regional Council	\$41,000	\$43,750	\$44,250	\$45,500	\$45,750	\$46,000	\$47,000	\$47,500	\$48,250	\$48,500
Westland District Council	\$15,000	\$15,585	\$16,080	\$16,500	\$17,000	\$17,500	\$18,000	\$18,500	\$19,000	\$19,500
Total	\$81,000	\$85,310	\$87,162	\$91,406	\$91,660	\$93,422	\$96,538	\$98,484	\$101,293	\$103,677

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 1.1 – Maintenance and Operation of Local Roads

Table 1.1a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
Buller District Council	\$2,255,177	\$2,343,128	\$2,420,459	\$2,715,184	\$2,812,931	\$3,068,598	\$3,312,368	\$3,160,656	\$3,312,368	\$3,471,361	59% 2012/13 58% 2013/14 -	
Buller District Council SPR	\$373,081	\$387,632	\$400,426	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	100%	
DOC (South Westland)	\$375,685	\$416,561	\$310,040	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	100%	
Grey District Council	\$2,219,904	\$2,329,518	\$2,400,835	\$3,113,339	\$3,210,378	\$3,304,722	\$3,412,543	\$3,531,147	\$3,660,532	\$3,787,222	61% 2012/13 60% 2013/14 -	
Westland District Council	\$1,795,000	\$1,865,006	\$1,924,240	\$1,996,040	\$2,060,660	\$2,123,485	\$2,195,285	\$2,274,265	\$2,360,425	\$2,444,790	58%	
Westland District Council SPR	\$272,000	\$282,609	\$291,584	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	100%	
Total	\$7,290,847	\$7,624,454	\$7,747,584	\$8,855,063	\$9,114,469	\$9,527,305	\$9,950,696	\$9,996,568	\$10,363,825	\$10,733,873		

Table 1.1b - Call on NLTA funds

Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Buller District Council	\$1,330,554	\$1,359,014	\$1,403,866	\$1,574,807	\$1,631,500	\$1,779,787	\$1,921,173	\$1,833,180	\$1,921,173	\$2,013,389
Buller District Council SPR	\$373,081	\$387,632	\$400,426	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000
DOC (South Westland)	\$375,685	\$416,561	\$310,040	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500
Grey District Council	\$1,354,141	\$1,397,711	\$1,440,501	\$1,868,003	\$1,926,227	\$1,982,833	\$2,047,526	\$2,118,688	\$2,196,319	\$2,272,333
Westland District Council	\$1,041,100	\$1,081,703	\$1,116,059	\$1,157,703	\$1,195,183	\$1,231,621	\$1,273,265	\$1,319,074	\$1,369,047	\$1,417,978
Westland District Council SPR	\$272,000	\$282,609	\$291,584	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000
Total	\$4,746,561	\$4,925,230	\$4,962,476	\$5,631,013	\$5,783,410	\$6,024,741	\$6,272,464	\$6,301,442	\$6,517,039	\$6,734,200

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 – Renewal of Local Roads

Table 12a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
Buller District Council	\$1,238,149	\$1,286,206	\$1,328,651	\$1,663,155	\$1,729,681	\$1,791,950	\$1,854,668	\$1,954,820	\$2,013,465	\$2,110,111	59% 2012/13 58% 2013/14 -	
Buller District Council SPR	\$353,972	\$367,775	\$379,913	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000	100%	
DOC (South Westland)	\$489,000	\$134,500	\$131,500	\$31,000	\$31,000	\$31,000	\$31,000	\$381,000	\$31,000	\$31,000	100%	
Grey District Council	\$2,965,268	\$3,076,144	\$3,169,964	\$3,256,739	\$3,358,247	\$3,456,936	\$3,569,724	\$3,693,790	\$3,829,135	\$3,961,660	61% 2012/13 60% 2013/14 -	
Westland District Council	\$1,450,000	\$1,506,550	\$1,554,400	\$1,612,400	\$1,664,600	\$1,715,350	\$1,773,350	\$1,837,150	\$1,906,750	\$1,974,900	58%	
Westland District Council SPR	\$214,500	\$222,866	\$229,944	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	100%	
Total	\$6,710,889	\$6,594,041	\$6,794,372	\$7,202,294	\$7,422,528	\$7,634,236	\$7,867,742	\$8,505,760	\$8,419,350	\$8,716,671		

Table 12b - Call on NLTA funds

Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Buller District Council	\$730,508	\$745,999	\$770,618	\$964,630	\$1,003,215	\$1,039,331	\$1,075,707	\$1,133,796	\$1,167,810	\$1,223,864
Buller District Council SPR	\$353,972	\$367,775	\$379,913	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000
DOC (South Westland)	\$489,000	\$134,500	\$131,500	\$31,000	\$31,000	\$31,000	\$31,000	\$381,000	\$31,000	\$31,000
Grey District Council	\$1,808,813	\$1,845,686	\$1,901,978	\$1,954,043	\$2,014,948	\$2,074,162	\$2,141,834	\$2,216,274	\$2,297,481	\$2,376,996
Westland District Council	\$841,000	\$873,799	\$901,552	\$935,192	\$965,468	\$994,903	\$1,028,543	\$1,065,547	\$1,105,915	\$1,145,442
Westland District Council SPR	\$214,500	\$222,866	\$229,944	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000
Total	\$4,437,793	\$4,190,625	\$4,315,505	\$4,523,865	\$4,653,631	\$4,778,396	\$4,916,084	\$5,435,617	\$5,241,206	\$5,416,302

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 – New and Improved Infrastructure for Local Roads

Table 13a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
Buller District Council	\$428,844	\$237,768	\$245,614	\$250,000	\$260,000	\$270,000	\$280,000	\$290,000	\$300,000	\$310,000	\$310,000	69% 2012/13 68% 2013/14
DOC (South Westland)	\$61,174	\$36,084	\$27,323	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	100%
Grey District Council	\$4,441,619	\$572,459	\$893,231	\$1,152,005	\$1,438,162	\$1,247,341	\$1,262,717	\$1,349,048	\$1,639,659	\$1,752,607	\$1,752,607	71% 2012/13 70% 2013/14
Westland District Council	\$187,550	\$194,865	\$201,054	\$210,000	\$220,000	\$230,000	\$240,000	\$250,000	\$260,000	\$270,000	\$270,000	68%
Westland District Council SPR	\$25,300	\$26,287	\$27,122	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	100%
Total	\$5,144,487	\$1,067,463	\$1,394,344	\$1,669,005	\$1,975,162	\$1,804,341	\$1,839,717	\$1,946,048	\$2,256,659	\$2,389,607	\$2,389,607	

Table 13b - Call on NLTA funds

Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Buller District Council	\$295,902	\$161,682	\$167,018	\$170,000	\$176,800	\$183,600	\$190,400	\$197,200	\$204,000	\$210,800
DOC (South Westland)	\$61,174	\$36,084	\$27,323	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000
Grey District Council	\$3,153,549	\$400,721	\$625,262	\$806,404	\$1,006,713	\$873,139	\$883,902	\$944,334	\$1,147,761	\$1,226,825
Westland District Council	\$127,534	\$132,508	\$136,717	\$142,800	\$149,600	\$156,400	\$163,200	\$170,000	\$176,800	\$183,600
Westland District Council SPR	\$25,300	\$26,287	\$27,122	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Total	\$3,663,459	\$757,282	\$983,442	\$1,176,204	\$1,390,113	\$1,270,139	\$1,294,502	\$1,368,534	\$1,585,561	\$1,678,225

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

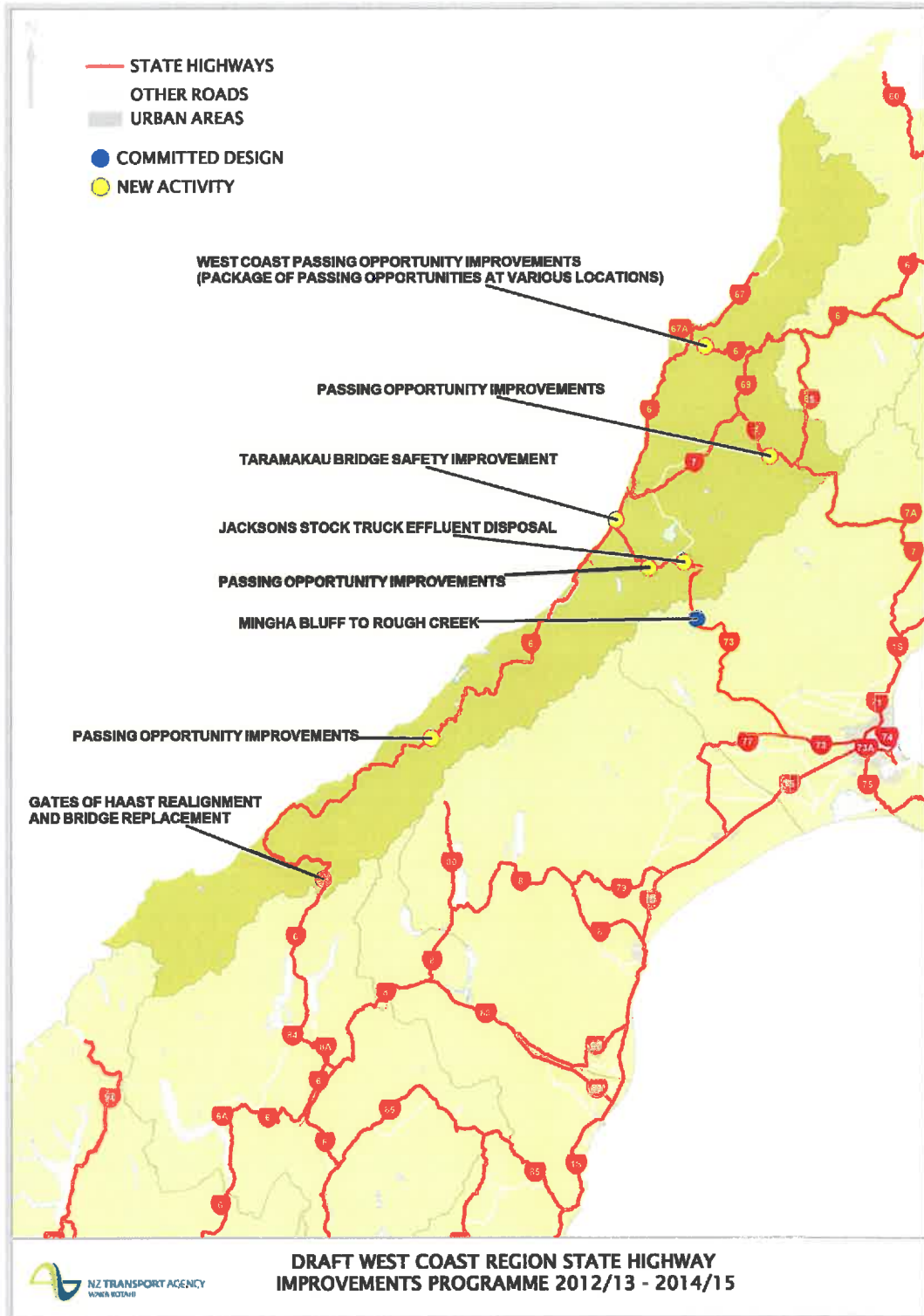
Table 14 – State Highway Activities

Table 14a - Total escalated forecast expenditure											
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR
Maintenance and operation of State Highways	\$13,106,540	\$13,112,477	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	100%
New & improved infrastructure for State Highways	\$3,928,629	\$4,043,629	\$2,905,629	\$1,400,000	\$1,500,000	\$700,000	\$6,100,000	\$7,000,000	\$8,000,000	\$9,000,000	100%
Renewal of State Highways	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	100%

Notes:

This sheet excludes State Highway Transport Planning Road User Safety Programmes which are included in other tables for these activities.
Forecast expenditure excludes admin as it comes from the 10 yr forecasts by activity class.

Appendix D: West Coast State Highway Improvement Programme 2012-15



THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee – 14 April 2015
 Prepared by: Nichola Costley – Regional Planner
 Date: 1 April 2015
 Subject: **Appointment of a Department of Conservation representative to the West Coast Regional Transport Committee**

Purpose

To ratify an appointment to the West Coast Regional Transport Committee from the Department of Conservation.

Background

In a submission on the Draft Regional Land Transport Plan, the Department of Conservation (DOC) highlighted the changes that are occurring for them in regards to the funding of roading network they manage and the way in which they will be planning for activities in the 2018-21 period. DOC recognised the collaborative relationships they have with the West Coast Councils in the transport area but are seeking to improve on this in coming years.

Currently DOC are involved at an officers level (Regional Transport Advisory Group) and have been involved in the development of the Regional Land Transport Plan at this level. However, from the information supplied in the two submissions received from DOC on the RLTP, it did not appear that there was a good understanding of some of the work that has been on-going in the development of the Plan.

Due to the changes in the transport space occurring for DOC, having a representative on the RTC would be appropriate.

The legislation is specific about the makeup of the RTC. It is to include:

- 2 persons from the regional council;
- 1 person from each territorial authority in the region; and
- 1 person to represent the NZ Transport Agency.

Should a representative from DOC be invited to sit on the RTC they would be formally recognised as a non-voting member but would be involved at the high level planning and funding discussions that are held on transport issues for the region. Their inclusion at this level would be appropriate for the following reasons:

- Supports a collaborative approach to transport planning on the West Coast between all approved organisations;
- Ensures that DOC are aware of what is occurring in the transport space at a higher management level; and
- Enables DOC to operate in the same environment as the other approved organisations on the West Coast.

Any appointed representative would need to be able to reflect the views of DOC and make decisions, or provide a means for this to occur, for the organisation; as well as being knowledgeable regarding their transport issues and planning matters.

Preliminary discussions with DOC have indicated that Wayne Costello, Conservation Services Manager based at the Franz Josef Office, would be the most suitable candidate to represent the organisation's interests on the RTC.

The RTC recommended at their 31 March 2015 meeting that this appointment be put to the Regional Council to be ratified.

RECOMMENDATION

That the representative from the Department of Conservation be appointed to the West Coast Regional Transport Committee as a non-voting member.

Chris Ingle
 Chief Executive Officer

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: Jackie Adams - Consents & Compliance Manager
 Date: 31 March 2015
 Subject: **CONSENTS MONTHLY REPORT**

CONSENTS**Consents Site Visits 26 February – 31 March 2015**

DATE	NAME, ACTIVITY & LOCATION	PURPOSE
09/03/15	RC-2015-0026 – Eldon Holdings Ltd, Gold Mining, Maori Gully	Site visit with Applicant to comprehend the consent application.
10/03/15	RC-2015-0030 – Alluvial Mining (No. 2) Ltd, Gold Mining, Stafford	Site visit with Westland District Council to better understand the consent application.
25/03/15	RC-2015-0045 – Westroads Greymouth Ltd, Gravel extraction, Multiple sites	Site visit to confirm extraction locations and discussion with Application to regarding changes to extraction areas.

Non-Notified Resource Consents Granted 26 February – 31 March 2015

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
RC13017 Grey District Council	To disturb the bed of the Grey River to install impermeable barriers around wells.
RC-2014-0049 D & S Carew Trust	To disturb the dry bed of the Inangahua River for the purpose of gravel extraction.
RC-2014-0108 Philip Ross Hampton	To discharge sediment-laden water to land in circumstances where it may enter water, namely the Roaring Meg Creek and Moonlight Creek, associated with gold mining within MP 51591.
RC-2014-0193 Buller Coal Ltd	To disturb the bed of V8 Creek for the purposes of coal mining within MP 51279. To divert water for the purposes of coal mining within MP 51279.
RC-2014-0207 Greid Mining Ltd	To discharge water containing contaminants to Cascade Creek and its tributaries, namely V8 Creek, for the purposes of Coal Mining within MP 51279. To disturb the bed of unnamed tributaries of the Grey River associated with water diversion for the purposes of alluvial gold mining. To divert water within the unnamed tributaries of the Grey River for the purposes of alluvial gold mining. To take water from the unnamed tributaries of the Grey River for the purposes of alluvial gold mining.

RC-2014-0223 Jenna Deanne Martin	To disturb the dry bed of the Waitaha River for the purpose of selected stone removal.
RC-2015-0003 GF & JA Friend	To disturb the dry bed of New River and Cariboo Creek for the purpose of gravel extraction.
RC-2015-0004 BW & SJ Caldwell	To discharge sewage waste water to land at Lot 1 DP 352299, 117C Stafford Road, Awatuna.
RC-2015-0005 Ross Flynn Family Trust	To construct a structure (river protection works), on the Okuru River bank, within the CMA. To deposit natural material (rock) on the bed of the Okuru River, within the CMA. To undertake earthworks within the CMA (river protection works), on the Okuru River. To occupy space within the CMA associated with the river protection works on the Okuru River.
RC-2015-0014 R & CA Oliver	To disturb the Coastal Marine Area (CMA) for the purpose of opening the mouth of Houhou Creek. To divert Houhou Creek for the purpose of flood protection. To deposit material (sand) within the CMA associated with opening the mouth of Houhou Creek.
RC-2015-0023 Gold Mining (Rimu) Ltd	To undertake earthworks associated with alluvial gold mining at Rimu. To take and use groundwater at Rimu for alluvial gold mining. To discharge sediment-laden water to land at Rimu in circumstances where it may enter water.
RC-2015-0024 Cape Fear Ltd	To discharge treated dairy effluent to land from a dairy shed (DS) where it may enter surface water (an unnamed tributary of Bradshaw's Creek) and groundwater near DS759, Cape Foulwind.
RC-2015-0027 Paul Steegh Contracting Ltd	To disturb the dry bed of Deep Creek for the purpose of gravel extraction.
RC-2015-0029 Stuart Davidson	To discharge treated dairy effluent to land from a dairy shed (DS) where it may enter surface water (unnamed tributary of Ellis Creek) and groundwater near DS179, Waitaha Valley.
RC-2015-0031 Waipuna Lime Ltd	To undertake earthworks and vegetation clearance on slopes associated with quarrying limestone rock within Mining Permit (MP) 41328, Waipuna. To discharge contaminants to air associated with fertiliser manufacture, Waipuna.
RC-2015-0039 Doug James Winter	To discharge sewage waste water to land at Lot 7 DP 368004, 395F Rutherglen Road, Paroa.
RC-2015-0040 AJ & DL Chinn	To discharge sewage wastewater to land at Lot 2 DP 384139, Arhurstown Road, Hokitika.
RC-2015-0041 Dorothy June Tuhuru	To discharge sewage waste water to land at Lot 1 DP 2885 ARAHURA, 137 Arahura Pa Road.

RC-2015-0048 Westroads Greymouth Ltd	To disturb the dry bed of the Taramakau River at Inchbonnie for the purpose of gravel extraction.
RC-2015-0052 Sicon Ferguson Ltd	To disturb the dry bed of the Grey River at St Kilda for the purpose of gravel extraction.
	To disturb the dry bed of the Grey River at Ruby Creek for the purpose of gravel extraction.

Changes to and Reviews of Consent Conditions granted 26 February – 31 March 2015

CONSENT NO, HOLDER & LOCATION	PURPOSE OF CHANGE
RC10193-V3 Buller Coal Ltd	To change conditions relating to the discharge location and monitoring schedule, Escarpment Mine.
RC13092-V1 Blues Mining Ltd	Increase in disturbed area for alluvial gold mining activities, Notown.
RC13123-V1, RC13123-V2 & RC13123-V3 Greid Mining Ltd	To change conditions relating to the total mineable area and the maximum permissible un-rehabilitated land area, Taylorville.
RC-2014-0022-V1 McKay Mining Ltd	To change conditions relating to the total mineable area, Mikonui.

Notified or Limited Notified Resource Consents granted 26 February - 31 March 2015

CONSENT NO, HOLDER & LOCATION	PURPOSE OF CHANGE
RC10151 Jenna Deanne Martin	To disturb the Coastal Marine Area between Hokitika and the Totara River for the purpose of removing selected stone.

Public Enquiries

31 written public enquiries were responded to during the reporting period. 23 were answered on the same day, 4 the following day, and the remaining 4 no more than 10 working days later. 3 LGOIMA requests were responded to, all within the required timeframe.

RECOMMENDATION

That the April 2015 report of the Consents Group be received.

Jackie Adams
Consents & Compliance Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: Jackie Adams – Consents & Compliance Manager
 Date: 30 March 2015
 Subject: **COMPLIANCE & ENFORCEMENT MONTHLY REPORT**

Site Visits

A total of 79 site visits were undertaken during the reporting period, which consisted of:

Activity	Number of Visits
Resource consent monitoring	2
Mining compliance & bond release	19
Complaint Related	2
Dairy Farm Inspections	56

Out of the 79 total site visits for the reporting period, 71 visits were compliant, seven visits were non-compliant and one is awaiting sampling results before being rated.

Specific Issues**Gold Mining:**

- 17 gold mining consents were inspected.

Coal Mining:

- Two coal mine site visits were carried out.

Dairy inspections:

- 56 farm effluent systems have been inspected over the past month. Four of these are non-compliant and one is awaiting sampling results to determine rating for the season.

Complaints/Incidents between 20 February 2015 & 29 March 2015

The following ten complaints/incidents were received during the reporting period:

Activity	Description	Location	Action/Outcome	INC/Comp
Animal carcass	Dead deer in Inangahua River	Inangahua	Westreef to remove	Complaint
Dairy Farming	Complaint that cattle have access to riparian margins in Buller	Buller	Explained Permitted Activity to complainant	Complaint
Gold mining	Neighbor complained that gold mine was breaching their consent	Inangahua	Unsubstantiated – email sent to complainant explaining issues raised.	Complaint
Forestry	Complaint received that forestry causing flooding.	Cronadun	Site visit undertaken. Debris from the forestry operation was found to have blocked York Creek in breach of consent conditions.	Complaint
Discharge to land	Notification received that a small milk spill had occurred	Arahura	Remedial actions completed by company responsible after communication with the Council– photos sent in.	Incident

Activity	Description	Location	Action/Outcome	INC/Comp
Flooding	Complaint received around concerns that paving stones were causing rock protection to erode	Karoro	Site visit undertaken – unsubstantiated.	Complaint
Lime application	Complaint received about dust from a Lime application	Rutherglen Road	Miscommunication between contractors – Educated on PA rules	Complaint
River disturbance	Complaint received about gravel processing site disturbing riverbed.	Birchfield	Site visit undertaken – no extraction activities noted. Complaint unsubstantiated.	Complaint
Land disturbance	Complaint received about Kawatiri disturbing land	Fairdown	Site visit undertaken – are has been remediated and stabilised	Compliant
Flooding	Complaint received about increase in storm water possibly caused by gold mining up catchment	Camerons	ongoing	Complaint

Formal Enforcement Action

No formal enforcement action has been undertaken this reporting period.

MINING

Work Programmes

The Council received the following **four** work programmes during the last reporting period and **three** programmes were approved in the 20 day timeframe. The remaining work programme has only been recently received.

Date	Mining Authorisation	Holder	Location
4-Mar-15	RC13123	Greid Mining Ltd	Taylorville
9-Mar-15	RC-2014-0114	Grifis Mining Ltd	Taylorville
25-Mar-15	RC12240	3 Quarter Mining Ltd	Slab Hutt
26-Mar-15	RC-2014-0117	Granville Mining Ltd	Slab Hutt

The Council **received** the following bonds during the reporting period:

Mining Authorisation	Holder	Location	Amount
RC-2014-0114	Grifis Mining Ltd	Taylorville	\$12,000
RC-2014-0086	Birchfield Minerals Ltd	Eight Mile Creek	\$6,000

The following bonds are recommended for **release**:

Mining Authorisation	Holder	Location	Amount
RC04027	Whyte Gold Ltd	Dunganville	\$5,000
RC05067	Iain Whyte	Dunganville	\$8,000
RC11145	Astral Mining Ltd	Caribou	\$6,000

RECOMMENDATION

1. *That the April 2015 report of the Compliance Group be received.*
2. *That the bonds held by Whyte Gold Ltd RC04027, Iain Whyte RC05067 and Astral Mining Ltd RC11145, are released.*

Jackie Adams
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, 14 April, 2015** commencing on completion of the Resource Management Committee Meeting

A.J. ROBB
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 – 5	3.1 Minutes of Council Meeting 10 March 2015
4.		REPORTS
	6	4.1 Report on Engineering Operations
	7 – 21	4.1.2 West Coast Regional Council Flood Protection Bylaw
	22 – 24	4.2 Corporate Services Manager's Report
	25 - 31	4.2.1 Eight Month Review 1 July 2014 – 28 February 2015
	32 – 33	4.2.2 Draft Long Term Plan for 2015 – 2025
5.	34	CHAIRMAN'S REPORT
6.	35 – 48	CHIEF EXECUTIVE'S REPORT
7.		GENERAL BUSINESS