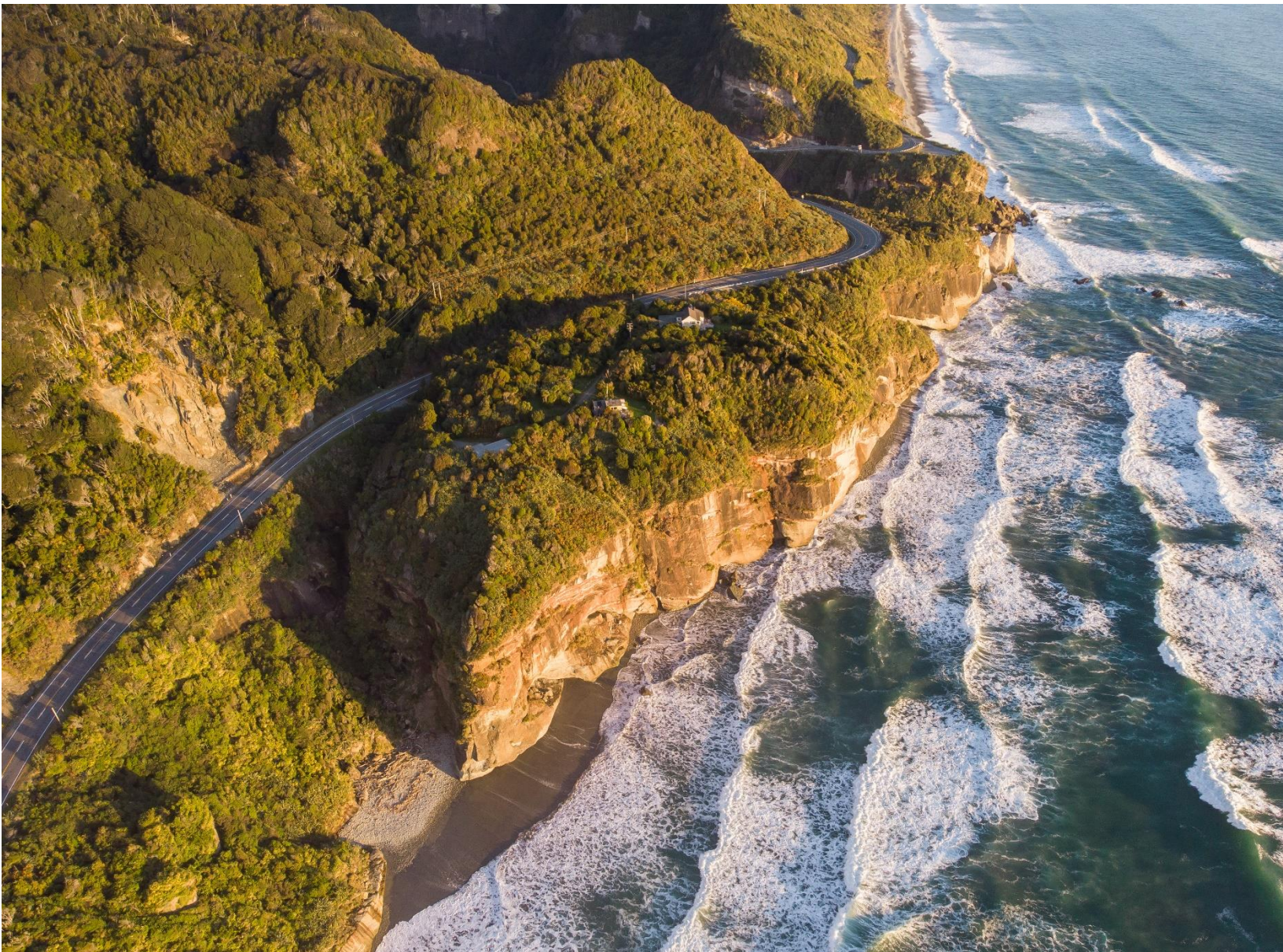




West Coast Regional Land Transport Plan 2021 - 2031



Joint statement from the South Island Regional Transport Chairs

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

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

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

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

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

Priority areas

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

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1. Introduction

The West Coast Regional Land Transport Plan (RLTP) sets out the current state of our transport network, the challenges facing the region and the priorities for future development. The Plan sets out:

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

This RLTP was developed by the West Coast Regional Transport Committee (RTC). The RTC is a joint committee of the region's councils as well as Waka Kotahi. Developing the RLTP is the primary role of the RTC and is a requirement for each region's RTC across New Zealand. It is part of the nationwide process in which local councils, regional councils, Department of Conservation and Waka Kotahi work together to identify the problems and prioritise investment in the land transport network.

The activities of the approved organisations are provided in a single coordinated three to six-year programme. This programme is the region's bid for funding from the National Land Transport Fund (NLTF).

Addressing the key problems in this RLTP will be the focus for investment in the next 10 years. Our communities rely on the transport network for their very existence. Our communities and towns need to remain connected and freight must be able to travel from source to port in an efficient and cost effective manner. Our networks must be resilient across the region but also in the connections between regions. Deferred maintenance and changes in the types of vehicles using various routes has resulted in some parts of our transport network becoming inadequate. Our road safety focus will be on managing community attitudes and behaviour towards speed management. Addressing changing environmental and user demands, along with constraints on funding, will require a longer-term approach to our transport planning to ensure our network is fit for purpose in the future.

1.1 South Island Regional Transport Committee

The Chairs of the South Island Regional Transport Committees have joined together to improve transport outcomes across the South Island and help drive the economy and better serve communities through collaboration and integration.

1.2 COVID-19 implications for land transport

This draft RLTP was developed during the Covid-19 pandemic. The long-term effects of the pandemic remain unknown.

In early 2020, Waka Kotahi reviewed the implications for land transport in New Zealand as a result of Covid-19. The review noted that the West Coast economy relies heavily on a small number of industries with tourism, agriculture and mining making significant contributions, and employment in the two later sectors was forecast to remain stable. However, the impact on tourism was expected to be significant due to the regions reliance on this sector, particularly in South Westland. This has certainly been the case with South Westland towns such as Franz Josef and Fox Glacier experiencing significant economic and now social issues.

Transport will have an important part to play in supporting the recovery from the pandemic. There remains an ongoing need for transport services to improve access to employment and essential services, particularly for vulnerable communities. Maintaining safe and reliable road and rail freight connections is vital.

While the New Zealand tourism market has been seriously affected by the closing of international borders, the RLTP has been prepared with an expectation that this sector will recover over time. It is likely that there will be changes in the tourism experience being sought, and delivered, when tourism activity resumes.

1.3 Economic stimulus

There has been a significant amount of planned and emergency funding made available in the lead up, and development, of this RLTP. The West Coast has been identified as a 'surge region' and since 2018, sectors across the region have benefitted from investment through the Government's Provincial Growth Fund. Investment from the Provincial Growth Fund had a strong focus on tourism development to capitalise on increasing visitor numbers. In March 2020 the Government released its fiscal and economic response to the Covid-19 pandemic, asking Crown Infrastructure Partners for projects that were 'shovel-ready' or likely to be ready within six months, to assist with the Country's economic recovery. These funding injections have led to the progress of transport projects across the region; projects that would not have been funded for many years due to a small rating base, limited funding availability and the rising cost of maintaining and renewing infrastructure.



2. Strategic context

2.1 Our region

The transport network exists to connect people with places and allow the freight that sustains our communities to flow. It contributes to our wellbeing as individuals, communities and as a region.

Fairly isolated from the rest of the country, the West Coast is also New Zealand's most sparsely populated region. Stretching some 600km from north to south, wedged between the Tasman Sea and the Southern Alps, the natural environment and topography are key influencers of not just the economy but the transport network too.

Tai Poutini West Coast is known for its rugged coastline, high mountains, forests, lakes, rivers, lagoons and karst systems. People choose to visit the region because of this 'untamed natural wilderness', and its recreational and historic attractions. Approximately one quarter of all public conservation lands in New Zealand can be found on the West Coast making it a key asset of the region.

With yearly rainfall totals averaging between 1,746mm and 11,228mm, the West Coast is the wettest region in New Zealand. Extreme weather events, flood prone river systems, proximity to the Alpine Fault, landslips and exposed coastal areas are hazards that regularly disrupt the transport network. The frequency and scale of these events is anticipated to increase in the future further exacerbating the current issues.

Approximately half of the West Coast population reside in the three main towns of Westport, Greymouth and Hokitika. The remaining population are dispersed in small towns throughout the region, connected in the majority, by the State Highway.

The West Coast economy is reliant on a small number of industries who in turn, have a high dependence on the natural resources of the region. A downturn in the mining sector around 2010 saw agriculture, particularly dairy, come to the fore. Today, mining, and in particular the extraction of gold, has grown significantly. New opportunities are also being sought in the horticulture and boutique sectors. Coal from the West Coast is still used for the manufacturing of steel.

The West Coast has a relatively high share of GDP from exports, 44.3% in 2019 compared to 27.2% nationally. Agriculture dominates exports, with dairy product manufacturing accounting for 50.4% (\$412.4m) of total exports from the region. Raw and processed goods are primarily exported by road and rail to neighbouring regions for further distribution nationally and overseas. The local road network is critical to connect businesses and freight hubs, rail links and the state highway network. These links feed into the ports for export highlighting the importance of an intermodal transport network for the extractive industry.

Over the past 10 years, the West Coast has experienced significant growth in domestic and international tourism markets, and in some areas become particularly reliant on tourism. With 40 guest nights booked per capita, five times higher than the national average¹ (in comparison, the second highest region Otago has 26 guest nights booked per capita), the contribution of tourism to GDP is significant compared to the rest of New

THE WEST COAST CONSERVATION ESTATE

A unique backdrop for domestic and international tourism, the West Coast Conservation Estate comprises 1.912 million hectares or 84% of the region, including:

- 5 national parks
- 1 world heritage area
- 114 scenic reserves
- 19 historic reserves
- 92 recreation reserves
- 45 ecological areas
- 21 amenity areas
- 390 stewardship areas
- 5 gazetted wilderness areas

Within this, the Department of Conservation manages:

- 1,287km of tracks
- 146 huts
- 2,009 structures
- 11 roadside camps

¹ Waka Kotahi Arataki Version 2 – West Coast

Zealand. From 2012 to 2019 the tourism share of GDP in the region has more than doubled (6.7% to 14.9%), while absolute growth from 2012 to 2019 was 81.6% (\$152m to \$276m). Tourism is also a major contributor to employment in the region, supporting 22.5% or 3,657 filled jobs.

Travel along the West Coast often forms part of a larger tourist journey that includes Christchurch, Arthur's Pass and Queenstown and/or Nelson, Buller Gorge, Reefton and Lewis Pass. The Lonely Planet describes the drive down the West Coast from Punakaiki to Greymouth as one of the 'top ten coastal drives in the world'. The West Coast Tourism Strategy was launched in 2016 along with the new Untamed Natural Wilderness brand. A coordinated approach to promoting and developing tourism in the region was a catalyst in driving tourism growth. Identification and marketing of six tourism icons (Oparara Arches, Punakaiki – Pancake Rocks, Lake Brunner, Hokitika Gorge, Glacier Country, Haast world heritage area) in the region sought to diversify the product range. Alongside these, the rich and diverse natural environment comprising the mountains, lakes, rivers, lagoons, coastal beaches and outlooks dotted with historic settlements are major attractions to the region.

The glaciers in Westland are the third most common reason overseas visitors give for coming to New Zealand. Along with Lake Matheson, the Glaciers were hosting approximately 1 million visitor per annum with international visitors made up 76 percent of visitors. The majority of visitors to the northern West Coast visit Punakaiki, Cape Foulwind, Denniston and the Oparara Arches. Of these, the Dolomite Point walk at Punakaiki is the most popular destination with approximately 450,000 visitors per annum.

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

Guest nights to the West Coast for the year ended September 2019 were 1,317,906, a fall of 5.8 percent compared to the previous year. Tourism growth was strong but due to severe weather events which severed the key transport route through South Westland and the uncertainty this caused for the industry going forward, a decline in numbers had begun. The spread of Covid-19 around the world in February 2020, and the closure of international borders, has put the brakes on the West Coast tourism industry, particularly in South Westland. Tourism is not predicted to return to anything like normal until at least July 2022. Domestic tourism

INVESTING IN TOURISM

Many of the new or upgraded tourism destination and facilities, or those planned, have been funded through the Provincial Growth Fund as a means of transitioning away from extractive industries. These projects include:

- \$25.6 million to transform Punakaiki into a world class visitor destination
- \$3.5 million upgrade of the Croesus Road to provide access from Blackball to the Paparoa Track (Great Walk)
- \$9.36 million development of the Kawatiri Coastal trail along the coast from Charleston to Westport
- \$5.7 million development and restoration of the Oparara Basin
- \$17.87 million to bring the stories of Poutini Ngāi Tahu to life across the region.

Other investments include:

- Upgrade of the Hokitika Gorge track making this one of New Zealand's best short walks.
- Upgrade and development of cycle trails in Reefton, Westport, Greymouth
- New Peak View lookout for Fox Glacier in Westland – an alternative attraction developed following the closure of the Fox Glacier access road after a significant flood in 2019.

Each of these investments have, or will, impact the transport network; increasing traffic flows, changing travel routes or transport modes. Future investment in the transport network will need to take this into account.

provides some relief, but this is being experienced primarily in the Buller and Grey Districts, destinations closer to bigger population centres. Commercial travel, travelling to other towns for work related purposes, continues to be strong.

2.2 Our people

The West Coast is the country's fifth largest region by land area, but the smallest by population size. Its resident population of 31,575 (as at the 2018 Census) saw an increase of just 249 from 2006 (0.8%). However, the West Coast is one of the few regions in New Zealand projected to have a decline in population over the next two decades with an estimated (medium scenario) 6% decline from 2018-43 to a population of 30,600.

While the official projections indicate a population decline, this may be incorrect. With house prices increasing and a housing shortage throughout New Zealand, more people may consider purchasing in regions where prices are more affordable. Action from key organisations across the region to encourage more people to relocate to West Coast is showing anecdotal success.



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

Mana whenua

Ngāi Tahu are the tangata whenua that hold the mana of the West Coast and further parts of the South Island. Ngāi Tahu's takiwa (tribal area) is the largest in New Zealand, and extends from White Bluffs/Te Parinui o Whiti (southeast of Blenheim), Mount Mahanga, and Kahurangi Point in the North to Stewart Island and the Subantarctic Islands in the south. Ngāi Tahu comprises 18 runanga (governance areas) corresponding to traditional settlements.

There are two rūnanga who are the kaitiaki (guardians) of the West Coast region. These are:

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

2.3 Our transport system

This section provides a high-level overview of the key transport systems' contribution to the network on the West Coast. Our transport network provides the connections communities need to live day to day. This connectivity is essential for the economic, social and cultural wellbeing of the West Coast. Transport links can create a vibrancy and vitality to a community, a town or a region.

TRAVEL TO AND FROM WORK ON THE WEST COAST

Based on Census 2018:



65% of those in employment usually used a private car or company vehicle to get to work on the West Coast



20% of people worked from home, compared to 12% nationally



8% walked or jogged



2% biked to work

Road network

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

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

State Highway 6 makes up the transport spine of the network, from Haast through to Westport, and north to Nelson. State Highways 73 and 7 provide links to Canterbury, with the former recognised as critical to the movement of freight for the region.

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

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

Both roads are part of the national transition of SPR roads to local road status, and subsequent change in funding from the current 100% funding assistance rate (FAR) to the normal rate of each local authority. Whilst a draft Special Purpose Road (SPR) transition plan has been considered for these roads, no



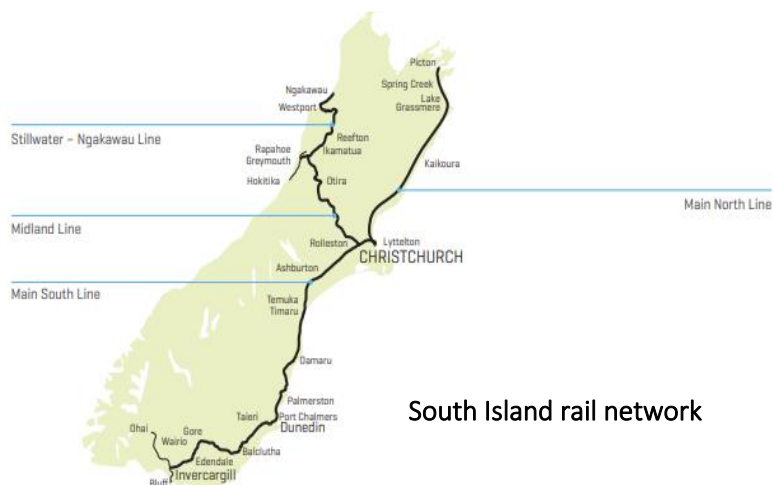
agreement has been reached between Waka Kotahi and the respective councils for a change to Local Road status, nor has there been Council acceptance of responsibility for funding specific activities following any transition. As such, while the forward programme and financial assessment have been developed on the assumption of a 1st July 2024 transition, this is not an endorsement from the councils of Waka Kotahi's preferred approach. A summary of the transition plans and proposed work programmes is outlined in the West Coast Combined Asset Management Plan.

The Department of Conservation is responsible for 186kms of roading that provide access to public conservation land destinations, although approximately 80kms are restricted access roads. Maintenance arrangements for the public roads have in the past been varied, with access roads to the Franz Josef and Fox Glaciers being maintained under ad hoc arrangements. From mid-2020, Department of Conservation public roads will be maintained through the Waka Kotahi State Highway contract for the West Coast.

Weather events have presented repeated resilience issues for the Glacier access roads, resulting in the indefinite closure of the Fox Glacier access road and the temporary closure of the Franz Josef Glacier Access Road. Within the 2021-24 period, the Department and Waka Kotahi will be working with stakeholders to determine a preferred strategic approach to providing access to the Franz Josef Glacier.

Rail

Rail, for the West Coast, is used predominantly for freight; coal, logs and dairy. The branch line to Hokitika primarily caters to Westland Milk Products, bringing raw product to the factory and moving product out of the region for market distribution. Lines to Rapahoe, Westport and Ngakawau have traditionally been used for the movement of coal from source to Lyttelton Port. These movements have decreased over the past decade. Loading points in Greymouth and Stillwater enable the transfer of product from road to rail.



South Island rail network

The TranzAlpine passenger rail service between Christchurch and Greymouth has been described by Lonely Planet as one of the world's 10 most amazing rail journeys. The Government has been investing in the TranzAlpine through the Provincial Growth Fund, recognizing the contribution the service provides to the region bringing 82,000 visitors a year into Greymouth. It was anticipated that the investment would increase those numbers to close to 120,000 passengers within the next decade prior to the global pandemic. There are no commuter rail services available on the West Coast.

The rail network has the potential to contribute to reducing greenhouse gas emissions and improving resilience and safety on interregional route to Canterbury. The ongoing physical, and economic, security of the rail link is vital to the future of the West Coast. New product options for the future may be needed should the export of coal via rail reduces further or ceases entirely.

Public transport

The West Coast does not have a comprehensive public transport network due to its small and dispersed population base, although some private operators provide services where demand warrants such as for tourism and school buses.

The Buller and Westland District Councils receive a subsidy for small (but important) programmes for taxi services in Westport and Hokitika. Subsidised door-to-door transport services are available for people with mobility impairments through the Total Mobility scheme. The scheme is available to people in Westport, Greymouth and Hokitika and carries approximately 17,500 passengers annually. Eligible individuals are entitled to discounts that give them 50% off transport fares with approved operators, up to a maximum of \$30 per trip.

Inter-regional commercial bus and coach services provide some connections between the regional towns and urban centres in other regions. Airports at Westport and Hokitika currently provide commercial services through Sounds Air and Air NZ respectively.

Walking and cycling

While walking and cycling are important transport modes for the West Coast for day to day travel in urban areas, they hold higher prominence as regional attractions with the many walking, tramping and cycle trails on offer. The network of trails is being enjoyed by locals and visitors alike, making the West Coast wilderness more accessible to riders of all abilities and removing cyclists from roads, particularly state highways. This shift to adopting more active modes of transport through walking and cycling, is a critical

component to the revitalisation of areas such as Westport which has received funding to redevelop the waterfront along the riverbank, in addition to the Kawatiri Coastal trail. Gaps remain in the regional network. Developments such as these create new destinations, but investment is required to ensure that safe connections to access these are provided. Due to the trails being 'free' to use, funding the maintenance and operation of the established trails now and into the future is challenging.

There are some dedicated on-road shared cycle lanes primarily in Greymouth, including along the main commuter route into Greymouth along High Street, Shakespeare Street, Greymouth to Boddytown via Marsden Road, as well as Rutherglen Road from State Highway 6 to the tourism attraction Shantytown. Walking facilities were a focus of the District Councils 2019 community survey with themes emerging around a need for improved footpath condition, and provision of better walking and cycling infrastructure in urban areas.

Cycling technology continues to evolve and is allowing cycling to be more accessible to more people. People are able to travel further, faster and to more places on e-bikes than traditional cycles. This has, and will continue to, extend the commute options for people who chose to change modes, as well as opening up recreational cycling routes to a wider range of the population.

Airports

There are limited air services via Westport and Hokitika. Sounds Air operates daily return services between Westport and Wellington. Air New Zealand provides services between Hokitika and Christchurch. The airport at Greymouth caters to private planes and the hospital transfer service. Located at the Greymouth

West Coast Hero Multi-day Rides

West Coast Wilderness Trail

- 133km
- Easy: Grade 2 / some Grade 3
- Best Grade 2 trail in NZ
- Voted #1 section of Tour Aotearoa

Paparoa Track and Pike 29 Track

- 55km
- Advanced: Grade 4
- 2 day
- Newest Great Walk/Ride
- Only purpose built Great Ride

Kawatiri Coastal Track

- 56km
- Easy: Grade 2
- 1-2 days
- Under Development
- Potential to be another world class Grade 2 Trail



Old Ghost Road

- 85km
- Advanced: Grade 4
- 2-4 Days
- World renowned backcountry ride

Heaphy Track

- 78km
- Advanced: Grade 3
- 2-4 Days
- Classic NZ ride

Tier 2 Trails

Reefton

- A network of mountain bike day rides

Waitua-Big River Track

- 36km
- Advanced: Grade 4
- 1-2 Days
- Notable section of Tour Aotearoa

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

A \$1.24 million investment from the Provincial Growth Fund (PGF) will soon improve terminal congestion problems and make room for shops and café businesses at the Hokitika airport. These improvements will make the airport facility fit for purpose. The PGF also invested \$2.074M to rebuild 700m of an 850m seawall adjacent to the Westport airport runway after its collapse due to the impact of Cyclone Fehi.

Ports

The West Coast is the only region to be located more than 150km from a major sea port. The ports of the West Coast are strategically important assets that can create resilience against natural disaster, provide for commercial viability and enable economic growth. The West Coast has three small ports located at Westport, Greymouth and Jacksons Bay.

The ports of Westport and Greymouth are river and estuary ports, each having a bar which from time to time makes access problematic. They have not enjoyed the access to international freighters which the deeper ports like Lyttleton, Port Chalmers, Wellington etc. have.

All three West Coast ports are strongly focused around the fishing sector. Although the fishing sector is a significant economic contributor to the West Coast economy, the sector is relatively small in terms of cargo volumes and can only pay for its specific infrastructure (at best). A base cargo is required to turnaround the fortunes of the West Coast ports. The West Coast has a number of mineral, quality timber and agricultural products with strong export markets. The ocean off the West Coast is the location of a significant Fisheries Management Area.

Some larger West Coast businesses have considered utilising the ports as part of a contingency plan should major transport occur on the road or rail network. However, due to the perceived condition of the assets and their future, the ports have struggled to become a robust alternative.

2.4 Transport and land use integration

One of the most significant drivers of demand for land transport is population growth and land use change. The West Coast has a relatively stable population and is unlikely to face the same level of growth experienced in other regions. There is limited ability to change land use on a large scale in the region due to land administered by the Department of Conservation being the primary land use. Transport systems and land use are closely linked.

Land use change cannot just be assessed on the immediate roads or connections involved. The effects on the wider transport network must be considered to identify where potential future infrastructure may be required to service any additional load. This responsibility rests mainly with territorial authorities who control land use in their district plans. The District Plans will soon be replaced with a combined District Plan - Te Tai o Poutini Plan. Te Tai o Poutini Plan will look at spatial planning across the region as well as considering issues such as managed retreat.

2.5 Inter-regional connections

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

The 'tourist loop'; State Highway 73 from Christchurch to the West Coast, down State Highway 6 through South Westland to Southland and Central Otago, and then State Highway 1 back to Christchurch, highlights the cross-boundary activity and illustrates that for tourists, there really are no regional borders.

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

2.6 Future opportunities

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

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

Every district in New Zealand must have a working plan identifying community values and how to achieve them by managing where and how services are delivered, and how resources are used. In 2015 some members of the West Coast community asked the Local Government Commission to look at options for streamlining the local Councils. The outcome, the statutory obligations for preparing district plans has been transferred to the West Coast Regional Council overseen by Joint Committee.

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

West Coast Economic Development Strategy 2018-2025

Key strategies have been identified in the West Coast Economic Development Strategy to enable the West Coast to become a thriving and prosperous region in which to live and work. The key strategies to deliver the vision include:

- Attract new business that diversifies our economy
- Create added value opportunities to future proof existing business
- Continued investment in tourism to support new economy
- Infrastructure investment to support growth and resilience
- Maximise use of Stewardship and Cultural land
- Education and training programs fit for purpose
- Maximise the Māori economy – He kai kei aku ringa
- Access and meet demands of ageing population

Ensuring the West Coast has resilient transport infrastructure, including highway that can cater to HPMV and 50MAX vehicles, is one of the identified building blocks to executional success.

The Economic Development Strategy builds on the previous work in the Tai Poutini West Coast Growth Study and subsequent West Coast Economic Development Action Plan 2017. The Growth Study recognised the West Coast's remoteness and distance from key economic centres means that the region is very dependent on safe and reliable transport links. The road network is particularly important given limited rail and air services to and from the region. The Growth Study identified the role of transport in economic growth as:

- Investment in road resilience, safe and reliable connections along the West Coast into the region from the north, east and south are critical to supporting the region's economy
- Growing the economic benefits from visitors and supporting the tourist industry, through enhanced visitor experiences, corridor improvements and increased visitor information
- Support will continue for regional walking and cycling trails where there are opportunities to grow tourism and support increased expenditure from visitors.

Securing the future of the West Coast ports

The West Coast ports of Westport, Greymouth and Jackson Bay are making losses following a decline in export cargoes, the most recent example being the closure of Holcim at Cape Foulwind. Assets of all three ports are in poor condition reflecting their financial performance and low cargo volumes. There is little confidence that the ports can recover to become strong growth businesses.

Development West Coast commissioned a feasibility study to determine the best way forward for the three ports. The study identified several executable strategies categorized into three components; protect, optimise, grow. The Provincial Growth Fund has provided funding of \$8M for new fishing jetties and berths for Westport and Greymouth, and an additional \$3.1M for Westport for port infrastructure.

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

Franz Josef Master Plan

The Franz Josef Master Plan is continuing to be developed. Westland District Council will be budgeting for this development in the 2021-31 Long Term Plan. The most appropriate long-term floodplain management solution for the Waiho River is also currently being decided.

West Coast Cycle Trail Review

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

Tourism Destination Management Plan

Pre-Covid, the West Coast had a steadily increasing tourism market by way of visitor numbers, GDP and total jobs. As part of the 2020 recovery package, the Regional Tourism Organisation received funding which included resourcing for developing a Destination Management Strategy for the West Coast. The Destination Management Strategy includes an integrated approach to marketing and promotion, visitor experience and resource management. The Plan will have sixteen components including access, amenities, services and infrastructure.

Pounamu Pathway

The Provincial Growth Fund has invested \$17.87 million into the Te Ara Pounamu Pathway project to support the rollout of state-of-the-art innovative digital technology to tell the West Coast's unique cultural and historical stories, for the first time, to Aotearoa New Zealand and the world. Pounamu (greenstone) is unique to the West Coast. Tourists will be able to follow the linked pathway, visiting the four new visitor experience centres in separate locations across the region, as they learn more about the history of Maori across the West Coast. The first hub is to be built in Haast and completed in 2021, with all four expected to be completed by 2023.

Tohu Whenua

Tohu Whenua is a visitor programme that connects New Zealanders with their heritage and enhances their sense of national identity by promoting significant historical and cultural sites. The programme is in partnership with the Ministry of Culture and Heritage, Heritage New Zealand Pouhere Taonga and has the goal to establish a credible and connected network of heritage sites suitable for visitors. Tohu Whenua on public conservation lands currently include Denniston and the Brunner Mine Site. Waiuta is proposed to be added late 2020.



3. Policy Context

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

Core statutes

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

The **Resource Management Act (RMA) 1991** which aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans. Land use planning can have a significant influence on travel choice and transport network demand. Likewise, transport network investment can shape land patterns within a region. The West Coast Regional transport Committee must take the West Coast Regional Policy Statement into account when developing the West Coast RLTP.

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

The **Climate Change Response Act 2002**, which was amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019. Now provides a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the Paris Agreement to limit the global average temperature increase to 1.5 degrees Celsius above pre-industrial levels. Key provisions include setting a target to reduce net carbon emissions to zero by 2050. The transport sector will have a key role in contributing to achieving this target though more so in urban areas, and more populated regions than the West Coast.

Context of other National Policy

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

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

All of these outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development and regional development strategies.

The LTMA requires the Minister of Transport to issue the **Government Policy Statement on Land Transport (GPS)** every three years. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional Land Transport plans must be consistent with the GPS, and Waka Kotahi must give effect to it with regards to land transport planning and funding. The 2021 GPS strategic priorities are safety, better travel options, improving freight connections and climate change. The RLTP contains the following direction that is consistent with the GPS:

- Improvements to freight routes that improve network efficiency as well as resilience and reliability.
- Measures to improve road safety and reduce deaths and serious injuries.

The **Road to Zero: NZ Road Safety Strategy 2020 – 2030**, articulates the Government’s vision of ‘a New Zealand where no one is killed or seriously injured in road crashes’, guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas of focus for the next decade:

- Infrastructure improvements and speed management
- Vehicle safety
- Work-related road safety
- Road user choices
- System management

This RLTP includes a headline target that is aligned with the NZ Road to Zero Safety target of a reduction in deaths and serious deaths and injuries at a regional level.

The **National Policy Statement on Urban Development 2020** (NPS-UD) replaces the NPS-UDC 2016. The NPS-UD ensures New Zealand’s towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities and removes barriers to development in locations that have good access to existing services, public transport networks and infrastructure.

The **New Zealand Energy Efficiency and Conservation Strategy (NZECS) 2017-2022** sets the overarching direction for government and specific actions for the promotion of energy efficiency and renewable sources of energy. The current NZECS includes ‘Efficient and low-emissions transport’ as one of three priority areas, with an associated target for electric vehicles to make up two percent of the vehicle fleet by the end of 2021. Efficient freight movements are recognised in the strategy and this has been taken into account in developing the policies and priorities in the West Coast RLTP as required by the LTMA.

Arataki is Waka Kotahi’s 10-year view of what is needed to deliver on the government’s current priorities and long-term objectives for the land transport system. Arataki outlines the context for change, the step changes in existing responses that it believes are needed, and the levers the Transport Agency will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries. Arataki Version Two provided an update in relation to Covid-19 impacts.

Key insights were identified for the West Coast and these have informed the development of this RLTP. Areas of high focus for the West Coast include:

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

Other National and Regional Plans

There are several other national plans which provide important context for the development of RLTPs.

Waka Kotahi’s, **Keeping Cities Moving: National Mode Shift Plan** sets out national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choice.

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

The land transport system is currently classified using a single system regardless of who the road controlling authority is. The **One Network Road Classification** (ONRC) classifies the road transport network on vehicle-based traffic volumes, strategic corridors and place of significance such as ports, airports and hospitals. ONRC reflects current travel demand and how communities are interconnected.

The **West Coast Regional Policy Statement** (RPS) sets the regional direction for future management of natural and physical resources, providing the foundation for the development of regional and district plans. The RPS includes policies relating to managing natural hazards and climate change.

The **West Coast Regional Public Transport Plan** 2021-2031 (RPTP) sets out the objectives and policies that will guide the provision of public transport for the West Coast. The focus of the RPTP is on ensuring the provision of the Total Mobility Scheme for those who are transport disadvantaged and impaired.

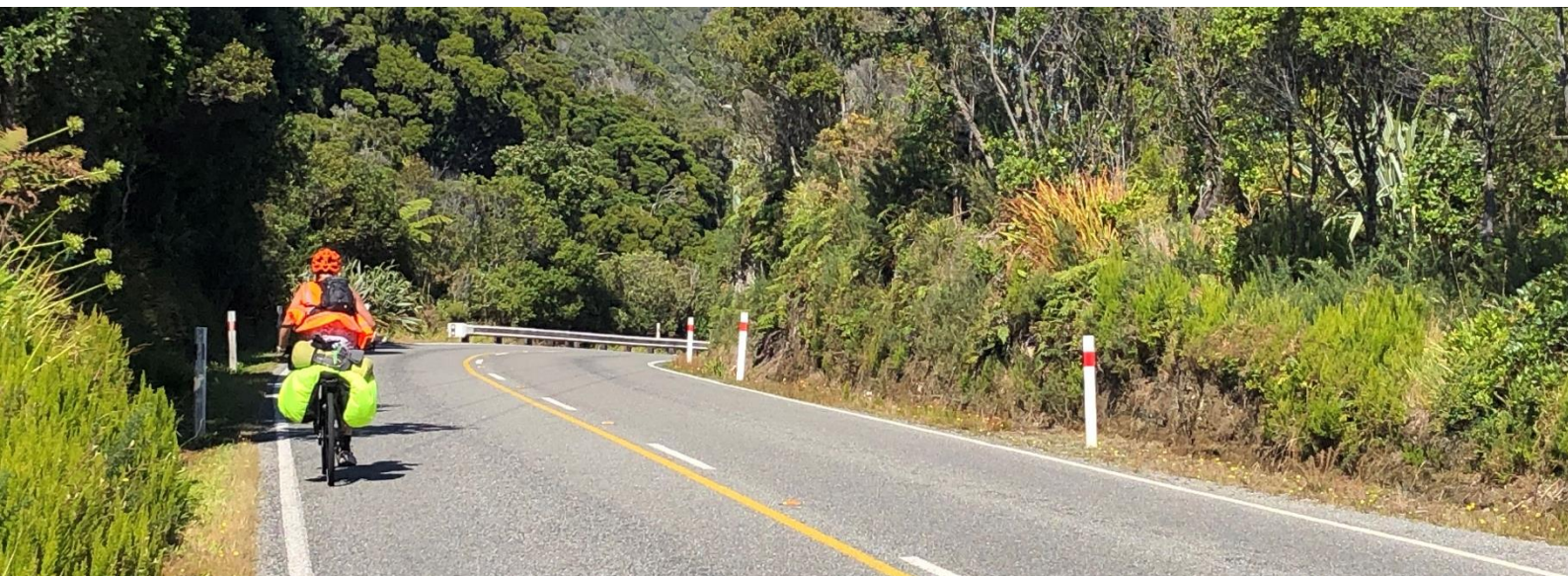
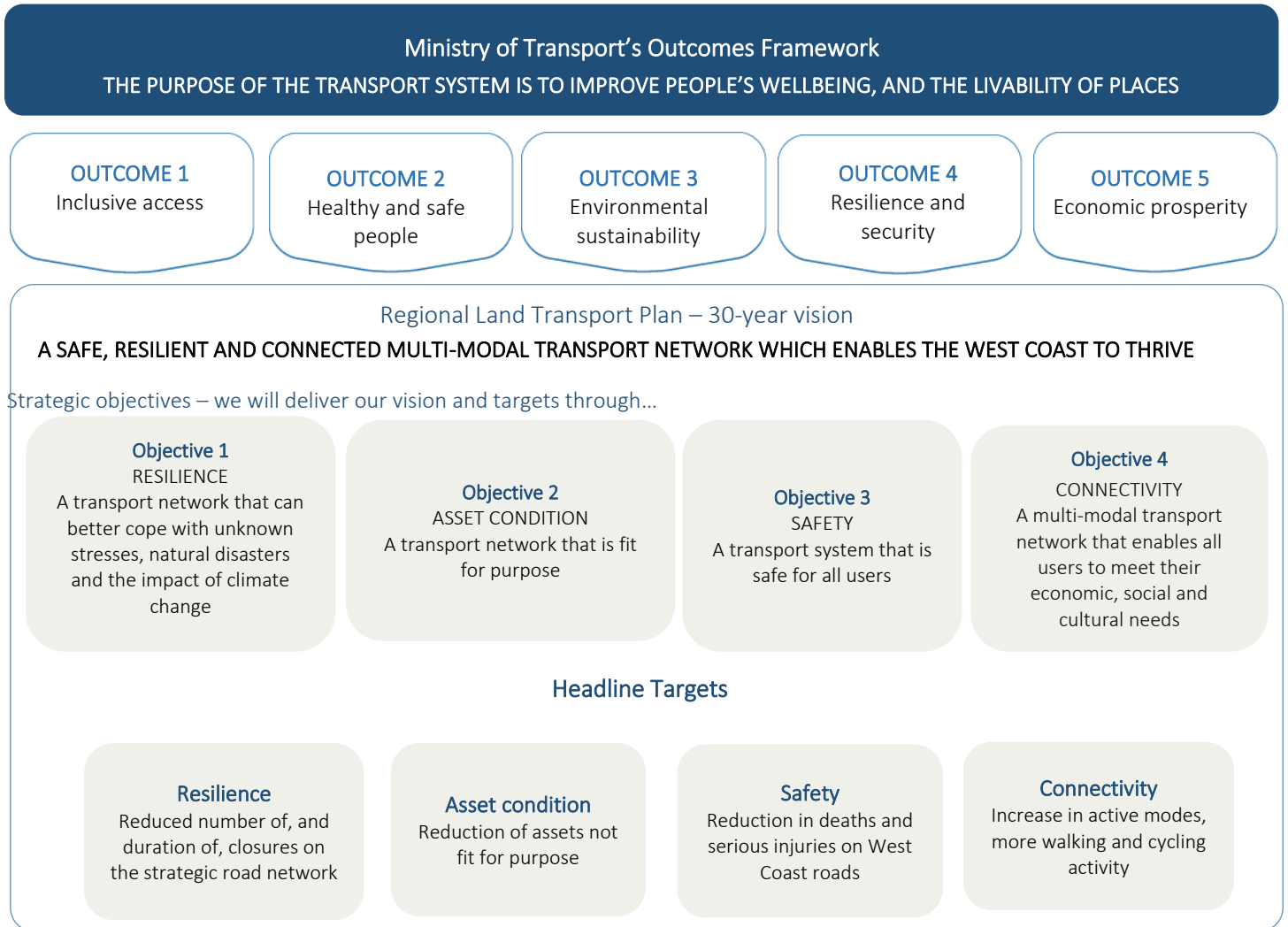
The **West Coast Regional Walking and Cycling Strategy** 2009 promotes the uptake of walking and cycling activities through the region. The Strategy will be reviewed during the life of this Regional Land Transport Plan (2021-24).

4. Strategic framework

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

4.1 Strategic objectives

The following diagram shows the relationship between the Government’s transport outcomes and this RLTP’s strategic framework.



4.2 The regional vision – ten-year transport priorities

Having a *safe, resilient and connected multi-modal transport network which enables the West Coast to thrive* is the vision set by the Regional Transport Committee (RTC) recognizing the critical nature of the transport network to the economic and social wellbeing of our communities. The RTC has identified the most urgent and significant issues for the next ten years if we are to achieve this vision.

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

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

The main benefits of addressing these problems are:

- Improved network reliability to better respond to the effects of natural hazards and climate change
- A transport network that is fit for purpose efficiently connecting users to their destinations
- A safer transport network and system.

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

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

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

In addition to addressing these problems, five additional opportunities the RTC will be pursuing are:

1. Taking a South Island wide approach to transport in conjunction with the South Island RTC Chairs Group
2. Advocating for better mode integration and mode shift when opportunities present themselves
3. Supporting tourism and the regional dispersal of tourism benefits
4. Encouraging the creation of a connected network of cycle rides, and cycling facilities, throughout and between the communities of the region
5. Leveraging opportunities to access funding through the Covid-19 recovery funding streams.

The benefits of realising these opportunities include:

- Improved performance and capability of the transport network and network resilience
- Regional economic development, productivity and connectivity
- Greater value for money.

Objective 1	A transport network that can better cope with unknown stresses, natural disasters and the impacts of climate change
Target	Reduced number of, and duration of, closures on the strategic road network

The West Coast is known for its high rainfall. Recent major storm events have highlighted numerous weaknesses within the West Coast transport network. With many of its townships located alongside rivers, flooding is not uncommon, though in many cases this is now mitigated through protection works. However, severe storms can have significant impacts on the road and rail networks resulting in flooding, erosion, slips, rockfall, culvert blowouts, loss of bridge approaches, or the bridges themselves. Much of the West Coast is reliant on the 'spine' formed by the state highways while district roads serving local communities are interconnected through the state highway network. The impact of network closures on customers and communities, and in particular the tourist and freight sectors, is worsened by this lack of alternative routes and extreme detour lengths.

The biggest challenge with storm events is trying to anticipate what areas may be hardest hit. While flooding rivers can often be modelled, landslides and major rainfall 'cloudburst' events are impossible to predict and will continue to be an activity Road Controlling Authorities can only react to. Coastal erosion (while largely cyclic) is currently causing problems for portions of the West Coast network. Warming seas and rising sea levels will only exacerbate this. Seismic risk is also above average because of proximity to the Alpine Fault.

Road network closures isolate the West Coast from neighbouring regions, communities from each other, and disrupt visitor access to key destinations. Many residents live in small rural communities or on farms and lifestyle blocks and are reliant on private vehicles and the local road network for access to food, jobs, healthcare and education. The West Coast is increasingly reliant on the transport networks to adjoining regions for the delivery of just in time goods, export of goods to market as well as day to day living.

An example of a particularly vulnerable part of the network is SH6 at the Waiho River (Franz Josef). The West Coast Regional Council is investigating a number of options to mitigate flooding of this river at the township, some of which may involve the realignment of State highway 6. There are currently no decisions or plans to realign the state highway in this RLTP. However, the Waka Kotahi programme does contain provision for investigation and will work with partners on a long-term solution.

Breaks in the network have substantial impacts on the economic, social and cultural wellbeing of our communities. Changes in climate, with an increasing number, and severity, of adverse weather events, as well as sea level rise, will continue to significantly affect our communities.



Waiho Bridge collapse – 25 March 2019

Priority 1: Adapting our transport network to reduce the impact of adverse events

PRIMARY PROBLEM	PRIMARY BENEFITS
<p>Our transportation network is increasingly vulnerable to adverse events, resulting in economic and social disruption.</p>	<ul style="list-style-type: none"> - Improved network resilience and travel time reliability - Increased productivity and reduced economic losses - Maintain community wellbeing
<h4>THE CASE FOR INVESTMENT</h4>	
<p>The transport networks within the region and key lifeline connections to neighbouring regions are critical for access, freight and tourism. Changes in climate, with an increasing number, and severity, of adverse weather events, as well as sea level rise, will significantly affect our communities. Seismic risks make the region's land transport network susceptible to disruption from fault rupture, landslips and rockfall. A lack of alternative routes, and extreme detour lengths, highlights the importance of a resilient transport network for the West Coast.</p>	
<h4>SUMMARY OF EVIDENCE</h4>	
<p>In 2019, the Waiho River bridge south of Franz Josef township was destroyed during a severe rain event, closing the route and causing major disruption to the entire region. The bridge was rebuilt and opened within 18 days. An estimated \$50.4 million was lost in tourism earnings due to this outage. A second severe weather event in December 2019 severed the route again for a further two weeks leading to cancellations as far forward as March 2020. Repeated resilience issues for the Glacier access roads have resulted in the indefinite closure of the Fox Glacier access road and the temporary closure of the Franz Josef Glacier Access Road.</p> <p>Coastal erosion has been impacting communities and the state highway network, particularly along State Highway 6 and 67. The Omoto Slip affected both the road and rail network in 2019 resulting in the disruption of the road network, and the freight and TransAlpine rail services. This rail route takes the equivalent of 50,000 truckloads of exports to port and brings more than 80,000 tourists to the region (pre-Covid). Waka Kotahi and KiwiRail invested \$3M in 2019/20 followed by \$13M from the Provincial Growth Fund to improve the stability of the landslide complex for both road and rail users.</p> <p>The 2020 Waka Kotahi Update² noted that around \$31m had been spent in the previous 12 months in response to storm events in the region. Examples of this work included work at Dolomite Point, Punakaiki, 17 Mile Bluff near Barrytown, Starvation Point and Wallace point in the Otira Gorge, Mt Hercules, Bruce Bay and Gates of Haast.</p>	
<h4>FIT WITH STRATEGIC CONTEXT</h4>	
<ul style="list-style-type: none"> - Contributing to resilience and security (Transport Outcomes Framework) - Contributing to economic prosperity (Transport Outcomes Framework) - Provides for network efficiency and resilience and reliability (GPS) 	
PRIORITY INVESTMENT AREAS	OTHER PRIORITY IMPLEMENTATION AREAS
<ul style="list-style-type: none"> - The Waka Kotahi National Resilience Programme Business Case has identified several locations along State Highway 6 that are of major or extreme risk of coastal erosion, flooding or landslip that require further investigation to identify a suitable response. These locations include Greymouth to Westport, Haast Pass, Knights Point, Scout Lodge Straight and south of Ross to Haast Pass. - The Department of Conservation and Waka Kotahi will be developing a preferred approach for providing access to the Franz Josef Glacier. 	<ul style="list-style-type: none"> • West Coast leaders have identified the realignment of State Highway 6, as part of long-term flood plain management as a critical priority investment area in the future. Flood plain management is being considered as part of a Covid-19 economic stimulus package. • KiwiRail have identified the following resilience projects: <ul style="list-style-type: none"> - Otira area river erosion protection and monitoring. KiwiRail continue to monitor and undertake protection works in this area as required to prevent wash out to the Midland Line. Additional weather stations in the area will provide early warning. River monitoring

² West Coast 2020 Update, Waka Kotahi - <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/regional-summaries/west-coast-region/west-coast-2020-update/>, retrieved 7 October 2020.

		<p>systems will be investigated in the upcoming 2021/2022 financial year.</p> <ul style="list-style-type: none"> - Buller Gorge area slope stability assessment and remedial works. 	
KEY INVESTMENT PARTNERS	MEASURE	LONG-TERM RESULTS	DATA SOURCES
<p>Local Councils Waka Kotahi Department of Conservation KiwiRail</p>	<p>Duration and frequency of road closures on key routes</p>	<p>Maintain or improve current levels of service (as determined by relevant AO)</p>	<p>Centralised NZTA database</p>



Objective 2	A transport network that is fit for purpose
Target	Reduction in assets not fit for purpose

Across the local road network, a number of transport assets are reaching, or have reached, the end of their economic life. Bridges pose a particular problem, and with high rainfall and an extensive network of streams and rivers, communities are particularly reliant on these assets.

A Road Structures Lifecycle Management Plan for the West Coast Districts has highlighted several areas of concern:

- Deferred maintenance has led to a reduced level of service and poor condition on many bridges that need to be addressed urgently
- For some bridges, extensive component renewals or full replacement is needed to address identified condition issues
- Forward maintenance and renewal activities must increase to avoid more bridges and structures deteriorating to this level.
- In addition to condition issues, several bridges on key routes do not currently meet desired levels of service for modern freight vehicles and are posted with speed and weight restrictions.

The three West Coast District Councils prepared a combined Asset Management Plan (cAMP) in 2020. The cAMP proposes to preserve assets through an enhanced maintenance programme that increases investment in maintenance and condition-based renewals, and replacement of key assets. With limited local budgets the affordability of a realistic replacement programme is a concern.

Within the cAMP, the three territorial authorities have signaled a lift in their levels of service (LOS) to support economic development across the region. One means to achieve this is through bridge improvements to support high productivity motor vehicles (HPMVs). The local road network is vital in enabling the collection of product and linking with the state highway or rail network to export freight from the region.

In 2017/18, 3.1 million tonnes of freight was exported from the West Coast to other regions (all modes) with 1.7 million tonnes imported. Unequal incoming and outgoing freight flows on the road network reduce the efficiency of freight to the West Coast. Bulk goods, such as coal, milk product and logs are exported via rail, while many commodities come in via road. This results in many trucks 'pushing fresh air' with unused capacity. Where trucks are carrying freight out of the West Coast, capacity is not maximized due to weight limitations on State Highway 73. State Highway 7 has been designated as a HPMV route, but for vehicles travelling from Westland or Grey the extra travel distance and time is uneconomical.

State Highway 73 has been identified by the region as a key route for upgrading to bring it up to HPMV standard. Waka Kotahi have advised that this upgrade will take place over the next five to ten years. Improving State Highway 73 is considered pivotal to the success of key businesses in Westland. State Highway 73 traverses two regions and will require a collaborative approach between the West Coast, Canterbury and Waka Kotahi. Anecdotal feedback from truck drivers indicates that there is still a requirement for additional passing lanes on this route, particularly on the Canterbury side.

Visitors are getting off the 'beaten track' as new attractions are developed and promoted increasing traffic volumes on local roads. While the objective has been to encourage tourists to spend more time in the region, visiting attractions across the region, some of these attractions are at the end of roads that may be unsealed, off the beaten track and not as high quality, posing a safety risk to visitors. Pinch points have been identified across the region where trucks have to cross the centreline to get round a corner leading to potential conflicts with tourism vehicles such as campervans.

Priority 2: Investing in our transport network so it is fit for purpose

PRIMARY PROBLEM	PRIMARY BENEFITS
<p>Aging and insufficient infrastructure (such as HPMV restricted bridges, unsealed roads, constrained pavement widths), combined with the changing needs of transport users over time (changes in the freight task), means there are pockets of infrastructure across the region that are no longer fit for purpose.</p>	<ul style="list-style-type: none"> - Wider economic benefit (productivity and regional economic benefit) - Improved freight task optimization - Improvement in levels of service - Reduction in asset failure risk
<h3>THE CASE FOR INVESTMENT</h3>	
<p>The West Coast economy is heavily reliant on the export of primary products, and tourism sector, through the transport network. However, the region's roading infrastructure is aging and is inadequate for the types of vehicles using it. Weight restrictions on bridges is a significant network constraint resulting in transporters being unable to travel on the most direct or preferred route. In many circumstances the network is unable to adequately cater to changes in network users. Inadequate infrastructure presents an increasingly unacceptable risk to the economic and social wellbeing of our communities. Investment in our aging and insufficient infrastructure will lead to increasingly reliable travel times, gains in productivity and reduction in emissions (reduction in total freight journeys and improved travel time).</p>	
<h3>SUMMARY OF EVIDENCE</h3>	
<p>Heavier vehicles on the network are placing increasing demands on infrastructure. Many bridges are weight restricted, limiting access for HPMV and 50MAX trucks. On the local network:</p> <ul style="list-style-type: none"> - approximately 80 bridges are restricted for 50MAX and HPMV - a Road Structures Lifecycle Management Plan analysis, has identified 23 bridges for improvement or replacement due to condition, and 18 bridges for improvement or replacement due to their level of service. <p>State Highway 7 is the dedicated HPMV route between the West Coast and Canterbury. However, HPMV vehicles are travelling with reduced capacity via State Highway 73 to reduce travel distance and time, particularly from the Grey and Westland Districts. Five bridges require investment to bring this route up to HPMV requirements.</p> <p>Growth in visitors into new parts of the region has seen higher numbers of vehicles (including campervans) on low volume rural roads that were not designed with these users in mind. Constrained pavement widths and unsealed roads pose safety issues.</p>	
<h3>FIT WITH STRATEGIC CONTEXT</h3>	
<ul style="list-style-type: none"> - Investing in the life of existing assets and ensure value for money from previous investment (GPS) - Improves freight connections (GPS) - Contributing to economic prosperity (Transport Outcomes Framework) - Contribute to efficient freight movements (NZ Energy Efficiency and Conservation Strategy) - Ensuring assets are maintained and renewed (ONF) 	
PRIORITY INVESTMENT AREAS	OTHER PRIORITY IMPLEMENTATION AREAS
<ul style="list-style-type: none"> - End of life structure replacement - District Councils and Department of Conservation have a well-planned programme that justifies efficient investment in maintenance and condition-based renewals - Improvement in collection, storage and use of asset data 	<ul style="list-style-type: none"> • West Coast leaders have requested that five bridges on State Highway 73 are upgraded to bring this up to HPMV standard. • The Covid-19 economic stimulus package has brought forward the upgrade/replacement of several key bridges on local roads (Rough River Bridge, Moonlight Bridge, William Stuart Bridge) • KiwiRail have identified the following projects to improve their asset condition <ul style="list-style-type: none"> - Hokitika Branch Line investment - \$1 million annually to improve drainage, formation, sleepers and rail condition - Bridge 13 Hokitika Rail Beam Replacements planned for 2021/2022 - Upgrade/Replacement of Bridge 93 Midland during 2021/2022 – 2023/2024 (Arnold Valley Area)

		- General Asset Renewals (Formation, Sleepers, Rail, Turnouts etc.) of \$4 million per annum (West Coast Area only).	
KEY INVESTMENT PARTNERS	MEASURE	LONG-TERM RESULTS	DATA SOURCES
Local Councils Department of Conservation Waka Kotahi KiwiRail	Reduction in HPMV / 50MAX restricted bridges	Improve asset condition	NZTA/Local Council
	Duration and frequency of road closures on key freight and tourism routes	Maintain or improve current levels of service (as determined by relevant AO)	Centralised NZTA database



Objective 3	A transport network that is safe for all users
Target	Reduction in deaths and serious injuries on West Coast roads

For many visitors, driving on local roads is as much a part of the iconic West Coast experience as visiting popular attractions. Many visitors are on self-drive holidays, driving rented campervans and cars. Safety is a key issue and many visitors find the winding and sometimes narrow road conditions to be unfamiliar and difficult. High volumes of visitor traffic share the road with local residents, freight vehicles and increasing numbers of cyclists further exacerbating safety concerns. Pinch points, or where freight vehicles have to cross the centre line to enable them to round a corner, pose further risks to road users. Growth in visitors into new parts of the region has seen higher numbers of vehicles (including campervans) on low volume rural roads that were not designed with these users in mind.

The Road to Zero Strategy is very aspirational, and for West Coast networks this will be quite challenging in terms of road safety initiatives as our death and serious injury crash statistics are low and the level of under-reporting of crashes is high for our region. This makes accurate identification of 'true trouble spots' more difficult.

While the West Coast has relatively low levels of total deaths and serious injuries (DSIs), the region's transport system has the country's worst safety record in terms of DSIs per capita. The region has issues around:

- vehicle run-off and head on crashes, often a result of inexperienced road users including visitors, and speeding on high-risk urban and rural roads
- driver behaviour, especially with alcohol and drug impairment, people not wearing seatbelts, and speeding
- a high proportion of visiting drivers, who are unfamiliar with the local road conditions and topography, operating rental vehicles, vehicles with trailers or campervans, contribute to a significant number of crashes
- settlements on the West Coast are more dispersed and journeys are generally longer with fewer suitable locations to take a break
- a high number of crashes involving motorcyclists.

The Communities at Risk Register highlights personal risk to road users. Personal risk is a count of deaths and serious injuries (DSI) divided by distance or time travelled. This is used to highlight areas where a crash is more likely to occur based on use of the road network. Because personal risk is not affected by population size, personal risk is one way of making crash measures comparable between local authorities.

The social and economic consequences of crashes resulting in serious injury or deaths is high. While the figures for the West Coast could be considered low compared to those of other regions, a goal of zero has been set nationally.

The social cost of West Coast fatal and serious injury crashes 2016-20

Crash severity	Number	%	Social cost (\$M)
Fatal	27	14.75	112.25
Serious	156	85.25	107.51
Total	183	100	219.76

Priority 3: Implementing safer systems

PRIMARY PROBLEM		PRIMARY BENEFITS	
<p>The natural topography and dispersed settlement pattern contribute toward some challenging driving conditions. This combined with high proportion of visiting drivers who are unfamiliar with the local environment, drivers with poor behaviours (such as travelling at inappropriate speeds, under the influence of alcohol or drugs, or by motorcycle) contribute to crashes that cause death or serious injury.</p>		<ul style="list-style-type: none"> - Reduced deaths and serious injuries - Enhanced community wellbeing and reduction in the social cost of crashes - Reduced risky behaviour by drivers 	
THE CASE FOR INVESTMENT			
<p>While the numbers of crashes resulting in serious injury or death are low for the West Coast, the social and economic consequences remain significant. The ambitious Vision Zero target puts the safety of the transport system at the forefront of transport planning. Road safety is everyone's responsibility. The West Coast transport network traverses some of the most dynamic terrain in New Zealand in a high risk hazardscape. With relatively low traffic volumes in some areas of the network, areas of risk are often unresolved due to other more pressing issues. There are sections of road that are unforgiving of error and speed limits are inappropriate for the road conditions. Poor driver behaviour and choice continue to be a major factor in many crashes. Visiting drivers have been overrepresented in crash statistics, particularly in South Westland.</p>			
SUMMARY OF EVIDENCE			
<p>State Highway 6 from the regional boundary to Haast, from Westport to Greymouth and Westport to Murchison, State Highway 65 from State Highway 6 to State Highway 7, State Highway 7 from Reefton to the regional boundary, were identified as high-risk rural roads with a KiwiRAP personal or collective risk of High or Medium High. In the period from 2016 to 2020 there were 27 fatal crashes, 156 serious injury crashes and 464 minor injury crashes. This resulted in 27 fatalities, 186 serious injuries and 618 minor injuries. The primary reason for death and serious injury crashes occurring include:</p> <ul style="list-style-type: none"> - Bend – loss of control / head on (56%) - Straight – loss of control / head on (20%) - Motorcyclists (30%) - Alcohol (34%) - Speed (28%) 			
FIT WITH STRATEGIC CONTEXT			
<ul style="list-style-type: none"> - Aligns with the GPS by investing in road safety, through addressing and influencing network inconsistencies, community attitudes and behaviours (GPS) - Supports Road to Zero vision by focusing on infrastructure improvements in the highest risk locations - Consistent with the national outcomes for healthy and safe communities (Transport Outcomes Framework) 			
PRIORITY INVESTMENT AREAS		OTHER PRIORITY IMPLEMENTATION AREAS	
<ul style="list-style-type: none"> - Safety promotion - Appropriate speed and infrastructure 			
KEY INVESTMENT PARTNERS	MEASURE	LONG-TERM RESULTS	DATA SOURCES
Local Councils Department of Conservation Waka Kotahi New Zealand Police ACC Community Public Health	Deaths and serious injuries	Reduction in the number of crashes that result in death or serious injuries	Waka Kotahi crash statistics
	Injury crashes involving motorcyclists	Reduction in the number of crashes that results in motorcyclist deaths or serious injuries	Waka Kotahi crash statistics
	Drivers at fault, or part fault, in injury crashes with and overseas licence	Reduction in the number of crashes that involve drivers holding an overseas license that result in death or serious injury	Waka Kotahi crash statistics

Objective 4	A multi-modal transport network that enables all users to meet their economic, social and cultural needs
Target	Increase in active modes – more walking and cycling activity

The transport network provides the connections to enable people to get to where they need to go and for the movement of freight to service our communities or to go to export. These networks are vital to the economic, social and cultural fabric of our people, our communities and our region. The different parts of the transport network all have a role to play, whether these are our footpaths and cycleways, our local roads and state highways, our rail, port or air connections. The best outcomes are when all of these components work together as a multi-modal transport network.

As we look to the future, and the move to a low emissions New Zealand, decisions will need to be made as to the role of land transport in this. Land transport is one of the biggest contributors to greenhouse gas emissions. While options are limited on the West Coast for mode shift to public transport due to population numbers and dispersed settlement patterns, there are other initiatives which can contribute positively. These include:

- increased investment in footpaths and cycleways / trails to encourage the more active transport modes of walking and cycling for shorter trips;
- improvements to bridges to enable HPMV and 50MAX vehicles to travel at capacity on more direct routes. How we manage our freight in the future, utilising rail, ports and road, remains to be seen. This is dependent in part on the type and source location of products to be moved; and
- support development of distribution infrastructure for an electric and hydrogen powered vehicle fleet. This is a cross agency/sector initiative and will take some time due to distance and topography factors.
- support uptake of rideshare initiatives to reduce single occupancy vehicle trips.

The investment into active modes can also lead to the enhancement of different areas and towns, revitalising communities. The development of the West Coast Wilderness Trail has had a significant impact on the township of Kumara. Recent investment from the Provincial Growth Fund to provide pedestrian and cycle connections between the town centre and river in Westport is part of a wider revitalisation project for the area.



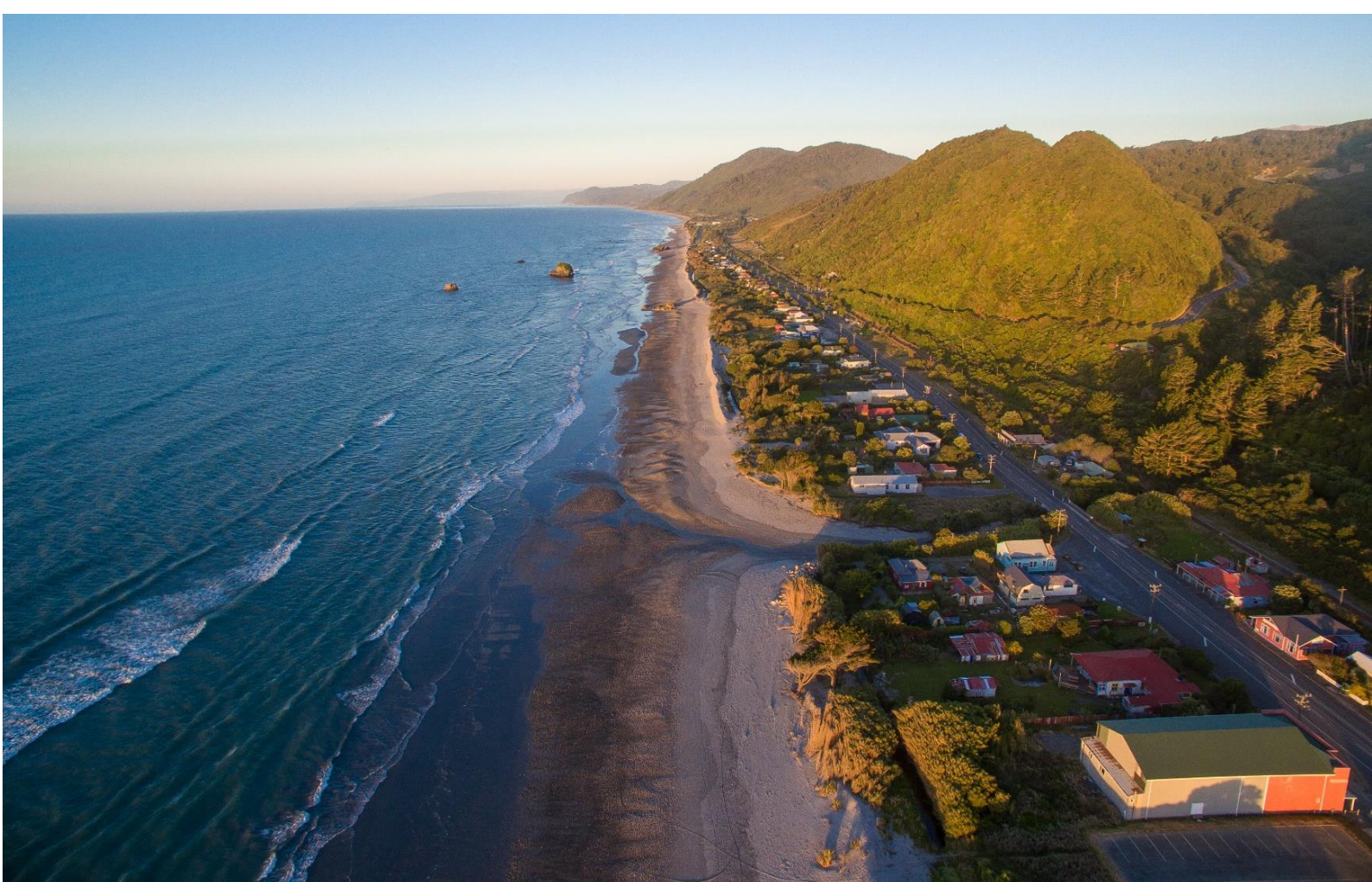
Priority 4: Connecting our networks and users

OPPORTUNITY		PRIMARY BENEFITS	
Investing in a truly multi-modal network, and supporting the increase in infrastructure for electric and hydrogen powered vehicles, will positively impact the economic, social and cultural needs of our communities, as well as contributing to the Governments priority of a low emission New Zealand.		<ul style="list-style-type: none"> - Increase use of active modes, such as walking and cycling, for shorter trips - Increase in the numbers and use of electric and hydrogen powered vehicles - Contribution to a reduction in transport emissions - Revitalisation of communities and towns 	
THE CASE FOR INVESTMENT			
Improved walking and cycling infrastructure can provide an incentive to move people from vehicles to more active transport modes. New subdivisions, and the redevelopments of existing towns and communities pose an opportunity to provide good connectivity for walking and cycling. Done well, these can provide an avenue to the revitalisation of communities. Supporting and enabling a trend towards electric powered, and possibly hydrogen powered vehicles over the next 10-years.			
SUMMARY OF EVIDENCE			
Walking facilities were a focus of the 2019 community survey (combined Asset Management Plan), with themes emerging around a need for more dedicated pedestrian crossings, improved footpath condition, and provision of a connected walking and cycling network in urban areas.			
The Pounamu Pathway aims to provide four sustainable visitor experience centres in Haast, Hokitika, Greymouth and Westport that will link to other visitor attractions and activities in the region. The provision of a walking and cycling network that connects the wider communities to this, and other new commercial/employment opportunity areas, would provide some positive influence to mode shift in the future.			
FIT WITH STRATEGIC CONTEXT			
<ul style="list-style-type: none"> - Aligns with the GPS and other national initiatives by investing to encourage mode shift, and a change in the vehicle fleet, to support emission reductions - Supports Road to Zero vision by creating opportunities to move cyclists off roads and reduce vehicular travel speeds in town centres and townships - Consistent with the national outcomes for healthy and safe communities (Transport Outcomes Framework) 			
PRIORITY INVESTMENT AREAS		OTHER PRIORITY IMPLEMENTATION AREAS	
<ul style="list-style-type: none"> - Walking and cycling infrastructure improvements to deliver safe and connected networks - Installation of cycle counters to measure usage of existing cycle facilities 		<ul style="list-style-type: none"> - Opportunities through other funding streams may become available for additional off road cycle/walking trail projects. - Non-monetary support to enable investment in supply and infrastructure for alternative energy source vehicle fleets. 	
KEY INVESTMENT PARTNERS	MEASURE	LONG-TERM RESULTS	DATA SOURCES
Local Councils Waka Kotahi Department of Conservation KiwiRail	Increase use of cycle in town centres	Number of cycle trips counted in town centres	Output from cycle counters
	Increase in provision of dedicated cycleways / trails	Lengths (kms) of dedicated cycleways / trails provided	District Council database
	Increase in footpath connectivity and level of service	Lengths (kms) of footpath provided	District Council database
		Average condition of paving on footpaths	
Number of electric vehicle charging points	Increase in electric vehicle charging points	Waka Kotahi	

5. Fit with strategic context

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

INVESTMENT PRIORITY	MOT OUTCOMES					GPS PRIORITIES			RLTP OBJECTIVES				
	Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity	Safety	Better transport options	Improving freight connection	Climate change	Resilience	Asset condition	Safety	Connectivity
Adapting our transport network to reduce the impact of adverse events				X	X	X		X		X	X	X	X
Investing in our transport network so it is fit for purpose			X	X	X	X	X	X	X	X	X	X	X
Safer systems implemented (Road to Zero)		X				X						X	
Connecting our network and users	X	X	X		X	X	X		X			X	X



6. Policies

Achieving the strategic objectives identified in this Regional Land Transport Plan will take more than just investment in transport activities. The policies below will also be taken into account by the Regional Transport Committee and approved organisations when making transport decisions to help achieve the objectives. The objectives describe what we want to achieve, and the policies set out how we will achieve it.

Objective	Policies
<p>Resilience A transport network that can better cope with unknown stresses, natural disasters and the impacts of climate change</p>	<ul style="list-style-type: none"> - Ensure the transport network is designed and maintained to a level where impacts from natural hazards (e.g. climate change and severe weather events) are minimized - Work collaboratively with adjoining regions and network providers to improve route security, particularly on key lifeline routes and interregional strategic corridors. - Support investment to provide a resilient transport network in the region - Advocate for ongoing commitment to resilience projects for the West Coast transport network.
<p>Asset condition A transport network that is fit for purpose</p>	<ul style="list-style-type: none"> - Provide for High Productivity Motor Vehicle capability on strategic routes (State Highway 73 and key local roads) - Prioritise investment in maintenance and renewals, and the replacement of key assets
<p>Safety A transport system that is safe for all users</p>	<ul style="list-style-type: none"> - Prioritise investment to align with the Road to Zero Road Safety Strategy - Increase access to safer travel modes (e.g. rail and coastal shipping for freight, and on-road / off-road shared paths and trails for walking and cycling) - Ensure continuous improvement in regional road safety through road safety programmes and interventions that are targeted to the highest risk users and locations
<p>Connectivity A multi-modal transport network that enables users to meet their economic, social and cultural needs</p>	<ul style="list-style-type: none"> - Support effective connections between different transport modes to enable multi-modal travel and movement of freight - Develop, and maintain, walking and cycling networks that are safe, well integrated with other modes of transport and connect our communities - Promote the use of active modes, particularly for commuting and short trips

7. Programme and Funding

7.1 Introduction

This section of the RLTP forms the regional programme of land transport activities for the West Coast region for which funding is sought from the National Land Transport Fund (NLTF) and subsequent inclusion in the National Land Transport Plan (NLTP). The minimum requirements for inclusion are set out in Section 16(3) of the LTMA, which requires RLTPs to contain details of programmes and projects being submitted for funding from the NLTF for the first six years of the RLTP. The front end, or strategy section, of an RLTP provides evidence of the problems, the long-term direction (objectives, policies, measures) and priorities that activities in the programme will need to contribute and respond to.

7.2 Taking a System Approach

A system approach considers how each element works together in the land transport system to contribute to the outcomes for customers. To achieve integration between partners and programmes is important. RLTP development is a key part of this, providing clarity between the Transport Agency and approved organisations.

A system approach means transport issues may have a different intervention than transport levers alone. For example, mode shift plans may require land use change, or a resilience issue may have an intervention outside of the road network. This is important for transport programmes and for input into the strategic context of RLTPs.

To achieve a system approach and inform integrated planning, a shared evidence base is important. Through Arataki, the Transport Agency has a view of the step changes needed for transport in each region. This will be used to collaboratively identify the areas, corridors and programmes that need to be included in a RLTP. The programme should be aligned vertically with the Region's strategy and horizontally through a consistent Council and NZTA approach.

7.3 Key Outtakes from Activity Management Plans

Activity management plans (AMPs) are prepared by each road controlling authority to provide details of their networks, levels of service, proposed maintenance and renewal programmes, and any new improvements proposed.

The three West Coast District Councils have prepared a combined AMP which was completed in 2020. The combined AMP proposes to preserve the assets through an enhanced maintenance programme that increases investment in maintenance and condition-based renewals and replacement of key assets. Key outtakes from the activity management plan prepared to support the funding requests included in this RLTP include:

- Bridge Structures are a core focus of this programme alongside substantial uplift in investment to improve asset management capability and capacity in council roading teams
- There are some isolated sections of pavement renewals needed, and uplift in resealing activities to achieve desired levels of service over the 20-year programme and beyond
- To reduce the number and duration of road closures the following is needed:
 - a more resilient network that is less susceptible to road closures and restrictions;
 - improved resilience on key local routes that act as alternatives to the state highway;
 - efficient maintenance programmes including pavements, structures and drainage with targeted renewals programmes for key routes and critical assets
- To reduce asset failure risk, the following is needed:
 - improvement in the collection, storage and use of asset data to meet the Waka Kotahi AMDS
 - regular asset conditional assessments to better inform FWP
 - Planned renewals and maintenance programme.
- To improve the freight task optimization, the following is needed:

- Targeted capital works programmes to increase the capacity of bridges on key routes to better provide for the transport of freight
- Freight movement data (future demand) to allow regional consistency in network assessment for freight capacity / restrictions will allow appropriate prioritisation of improvements.

There is a need to upgrade and maintain road infrastructure around new and existing tourism icons to support safer travel and improve the journey experience of visitors.

The following are three key focus areas for the West Coast State Highway network in the 2021-31 Regional Land Transport Plan:

1. Undertake end-of-life bridge structure replacement for Ahaura Bridge and Stoney Creek Bridge to maintain connectivity of the road network
2. Undertake investigation and implement suitable safety interventions from State Highway 6 to State Highway 69 to Madmans Road to improve road safety and encourage travelling at appropriate speed for the environment
3. Develop business cases to investigate appropriate measures to provide long-term solutions that contribute towards a more resilient road network on the West Coast.

There are Low Cost Low Risk (LCLR) activities proposed for the activity classes on State Highway Improvements, Road to Zero and Walking and Cycling. These are activities which have a total implementation cost within the Low Cost Low Risk threshold, which is \$2 million for the 2021-24 RLTP period.



Ahaura Bridge replacement – State Highway 7

Committed Activities

Activity	Phase	Description	Duration	Cost	Status Update
West Coast State Highways					
Ahaura Bridge	Property	The Ahaura Bridge is a single lane bridge, on State Highway 7, immediately south of Ahaura Township [RS 239/0.0]. SH7 is a lifeline route linking Greymouth to Reefton, and provides network resilience in the event of a natural hazard affecting transport routes in the West Coast Region.	2021-23	\$2,046,119	Committed
	Implementation	Ahaura Bridge is identified in the National Bridge Replacement Programme. There is a need to act given the importance of the State Highway corridor. Bridge condition is worsening to the extent that it is more economic to replace than continue to repair it. If it is not replaced, weight and speed limits may be required.	2021-22	\$27,000	
Grey District Council					
Rough River Bridge*	Implementation	PGF – Atarau Road, end of life replacement, route also serves as a detour from SH6/SH7 for over dimensional traffic. This is on the northern access route to Blackball and Paparoa Great Walk	2021-23	\$5,000,000	Committed
William Stewart Bridge (boundary bridge with WDC)*	Implementation	PGF – Kumara – Inchbonnie Road, end of life replacement, route provides access to Taramakau Settlement are with high dairy production, also access for tourists to Lake Brunner	2021-23	\$5,800,000	Committed
Moonlight Creek Bridge*	Implementation	PGF – Atarau Road, end of life replacement, route also serves as a detour from SH6/SH7 for over dimensional traffic. This is on the northern access to Blackball and Paparoa Great Walk	2021-23	\$2,600,000	Committed

*While the replacement of these bridges is being funded through the PGF, ongoing maintenance will be funded by the District Council once the asset has been handed over to the road controlling authority.

Improvement Activities**RLTP Objective – Key**

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

Activity	A/C	Phase	Description	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26	Cost 26/27	Total cost over ten years	Funding source	RLTP Obj	Key priority	Regional priority
STATE HIGHWAYS														
SH6 SH69 to Madmans Road	RtZ	Pre-Imp	Standard Safety Intervention project to improve safety at this location	\$0	\$3,523,200	\$0	\$0	\$0	\$0	\$22,020,000	NLTF	2	Safety	1
		Imp		\$0	\$9,248,400	\$9,248,400	\$0	\$0	\$0					
SH6 Greymouth to Hokitika	RtZ	Pre- imp	Standard Safety Intervention project to improve safety at this location	\$0	\$0	\$0	\$4,646,500	\$0	\$0	\$17,305,373	NLTF	3	-	Not to be prioritised
		Property		\$0	\$0	\$0	\$0	\$11,261,673	\$0					
		Imp		\$0	\$0	\$0	\$1,397,200	\$0	\$0					
SH6 Hokitika to Otago Regional Boundary	RtZ	Pre- imp	Standard Safety Intervention project to improve safety at this location	\$0	\$0	\$0	\$1,060,800	\$0	\$0	\$6,630,000	NLTF	3	-	Not to be prioritised
		Imp		\$0	\$0	\$0	\$0	\$5,569,200	\$0					
		Imp		\$0	\$0	\$0	\$0	\$1,209,600	\$0					
SH6 Lancaster Street to Eight Mile Creek	RtZ	Pre-Imp	Standard Safety Intervention project to improve safety at this location	\$0	\$0	\$0	\$1,633,600	\$0	\$0	\$6,433,600	NLTF	3	-	Not to be prioritised
		Imp		\$0	\$0	\$0	\$0	\$4,800,000	\$0					
SH7 Hunters Road to Lewis Pass	RtZ	Pre-Imp	Packaged activities including safe system transformation activities, safer corridors and safer intersections	\$0	\$0	\$0	\$0	\$0	\$1,268,800	\$6,068,800	NLTF	3	-	Not to be prioritised
		Imp		\$0	\$0	\$0	\$0	\$0	\$0					
Stoney Creek Bridge	SHI	Imp	End of life structure replacement	\$0	\$6,580,000	\$0	\$0	\$0	\$0	\$6,580,000	NLTF	2	-	Not to be prioritised
Coal Creek Bridge	SHI	Imp	End of life structure replacement	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$3,500,000	NLTF	2	-	Not to be prioritised
Cook River (Weheka) Bridge	SHI	Imp	End of life structure replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200,000	NLTF	2	-	Not to be prioritised
Iron Bridge (Buller River)	SHI	Imp	End of life structure replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$4,900,000	NLTF	2	-	Not to be prioritised
Fox River Bridge	SHI	Pre-Imp	End of life structure replacement	\$0	\$0	\$0	\$233,600	\$0	\$0	\$5,833,600	NLTF	2	-	Not to be prioritised
		Imp		\$0	\$0	\$0	\$0	\$0	\$0					
Inangahua River Bridge	SHI	Pre-Imp	End of life structure replacement	\$0	\$0	\$0	\$1,226,400	\$0	\$0	\$12,426,400	NLTF	3	-	Not to be prioritised
		Imp		\$0	\$0	\$0	\$0	\$0	\$0					
Orowaiti River Bridge	SHI	Imp	End of life structure replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$8,400,000	NLTF	3	-	Not to be prioritised

Activity	A/C	Phase	Description	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26	Cost 26/27	Total cost over ten years	Funding source	RLTP Obj	Key priority	Regional priority
Dallows Bluff, Granity Rockfall, Hope saddle, O'Sullivan's Bluff, Higgins Bluff	SHI	Detailed Business Case	Detailed business case to resolve resilience issues at these locations	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	NLTF	1	-	Not to be prioritised
Haast to Hawea	SHI	Detailed Business Case	Detailed business case to resolve resilience issues	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	NLTF	1	-	Not to be prioritised
Programme Business Case Development - Regional Proportion	IM	Business Case	National Investment Proposal PBC Development (Regional Contribution)	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000	NLTF		-	Not to be prioritised
Strategic Business Case Development	IM	Strategic Business Case	Development of activity proposals for consideration in the 2021-24 NLTP development delivering on high priority activities from each regional and inter-regional strategic case.	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$500,000	NLTF	-	-	Not to be prioritised
Walking and Cycling Low Cost Low Risk Programme	W & C	Imp	Walking and Cycling Low Cost Low Risk	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$8,950,000	NLTF	4	-	Not to be prioritised
State Highway Low Cost Low Risk Programme	SHI	Imp	State Highway Low Cost Low Risk	\$1,000,000	\$1,020,000	\$1,040,400	\$1,061,208	\$1,082,432	\$1,104,081	\$10,949,721	NLTF		-	Not to be prioritised
Road to Zero Speed and Infrastructure Low Cost Low Risk Programme	RtZ	Imp	Road to Zero Speed and Infrastructure Low Cost Low Risk	\$1,428,571	\$1,728,571	\$1,728,571	\$0	\$0	\$0	\$4,880,000	NLTF	3	-	Not to be prioritised
Speed Management Low Cost Low Risk Programme	RtZ	Imp	Speed Management Low Cost Low Risk	\$0	\$400,000	\$700,000	\$4,880,000	\$0	\$0	\$3,720,000	NLTF	3	-	Not to be prioritised
BULLER DISTRICT COUNCIL														
Little Wanganui Bridge	LRI	Pre-imp	Service level upgrade to enable full HPMV into Karamea basin, as well as planning for end of life structure replacement	\$1.6M	\$1.6M	\$1.6M	-	-	-	\$4,800,000	NLTF (100% SPR NLTF)	2		Not to be prioritised

Key

LRI – Low Risk Improvement

RtZ – Road to Zero

**West Coast Region
Ten Year Financial Forecast
Buller District Council – to be updated**

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities – Local Roads										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	\$30,000	\$30,600	\$31,212	\$31,836	\$32,473	\$33,122	\$33,785	\$34,461	\$35,150	\$35,853
Public Transport Services	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000
Local Road Improvements	\$685,000	\$315,000	\$165,000	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000
Local Road Maintenance	\$4,849,697	\$4,915,992	\$4,774,670	\$4,804,826	\$4,754,261	\$4,703,957	\$4,653,925	\$4,604,171	\$4,614,708	\$4,625,543
Investment Management	\$157,197	\$148,214	\$40,422	\$115,277	\$115,277	\$115,277	\$115,277	\$115,277	\$115,277	\$115,277
Total expenditure	\$5,773,894	\$5,461,806	\$5,063,304	\$5,393,939	\$5,344,011	\$5,294,357	\$5,244,986	\$5,195,09	\$5,207,135	\$5,218,673
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	\$1,616,690	\$1,487,306	\$1,459,725	\$1,510,303	\$1,496,323	\$1,482,420	\$1,468,596	\$1,454,855	\$1,457,998	\$1,461,228
NLTF Revenue	\$4,157,204	\$3,824,500	\$3,753,579	\$3,883,636	\$3,847,688	\$3,811,937	\$3,776,390	\$3,741,055	\$3,749,137	\$3,757,445
Total revenue	\$5,773,894	\$5,311,806	\$5,213,304	\$5,393,939	\$5,344,011	\$5,294,357	\$5,244,986	\$5,195,910	\$5,207,135	\$5,218,673
Subsidised Activities – SPR Roads										
Local Road Improvements	\$2,165,000	\$2,200,000	\$1,640,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Local Road Maintenance	\$1,353,302	\$1,424,071	\$1,473,357	\$787,650	\$788,924	\$790,223	\$791,548	\$1,140,653	\$794,278	\$795,684
Investment Management	\$17,803	\$16,786	\$4,578	\$13,056	\$13,056	\$13,056	\$13,056	\$13,056	\$13,056	\$13,056
Total expenditure	\$3,380,888	\$3,517,423	\$3,364,572	\$1,567,366	\$1,520,715	\$1,022,486	\$1,092,839	\$1,563,441	\$1,031,180	\$1,064,320
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Capital Expenditure	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total revenue	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Grey District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero	\$30,000	\$30,600	\$31,212	\$31,836	\$32,473	\$33,122	\$33,785	\$34,461	\$35,150	\$35,853
Local Road Improvements	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000
Local Road Maintenance	\$6,118,500	\$6,376,618	\$6,262,841	\$6,086,319	\$6,086,319	\$6,086,319	\$6,086,319	\$6,086,319	\$6,086,319	\$6,086,319
Investment Management	\$175,000	\$165,000	\$45,000	\$128,333	\$128,333	\$128,333	\$128,333	\$128,333	\$128,333	\$128,333
Total subsidised expenditure	\$7,273,500	\$7,522,218	\$7,289,053	\$7,196,488	\$7,197,125	\$7,197,774	\$7,198,437	\$7,199,113	\$7,199,802	\$7,200,505
Revenue for subsidised activities										
Approved Organisation Revenue	\$2,691,195	\$2,783,221	\$2,696,950	\$2,662,701	\$2,662,936	\$2,663,176	\$2,663,422	\$2,663,679	\$2,663,557	\$2,664,187
NLTF Revenue	\$4,582,305	\$4,738,997	\$4,592,103	\$4,533,787	\$4,534,189	\$4,534,598	\$4,535,015	\$4,535,454	\$4,535,245	\$4,536,318
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	\$2,691,195	\$2,783,221	\$2,696,950	\$2,662,701	\$2,662,936	\$2,663,177	\$2,663,422	\$2,663,672	\$2,663,927	\$2,664,187
Total unsubsidised expenditure	\$4,582,305	\$4,738,997	\$4,592,103	\$4,533,788	\$4,534,189	\$4,534,598	\$4,535,015	\$4,535,441	\$4,535,875	\$4,536,318
Total revenue	\$7,273,500	\$7,522,218	\$7,289,053	\$7,196,488	\$7,197,125	\$7,197,774	\$7,198,437	\$7,199,113	\$7,199,802	\$7,200,505

Westland District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	\$30,000	\$30,600	\$31,212	\$31,836	\$32,473	\$33,122	\$33,785	\$34,461	\$35,150	\$30,000
Public Transport Services	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Local Road Improvements	\$285,000	\$110,000	\$350,000	\$285,000	\$285,000	\$285,000	\$285,000	\$285,000	\$285,000	\$285,000
Local Road Maintenance	\$4,851,093	\$4,925,732	\$4,837,684	\$4,911,270	\$4,925,502	\$4,947,698	\$4,970,896	\$4,987,859	\$5,013,066	\$5,032,138
Investment Management	\$162,692	\$153,395	\$41,835	\$119,307	\$119,307	\$119,307	\$119,307	\$119,307	\$119,307	\$119,307
Total expenditure	\$5,358,785	\$5,249,727	\$5,290,731	\$5,377,413	\$5,392,282	\$5,415,127	\$5,438,989	\$5,456,627	\$5,482,523	\$5,502,297
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	\$2,036,338	\$1,994,896	\$2,010,478	\$2,043,417	\$2,049,067	\$2,057,748	\$2,066,815	\$2,073,518	\$2,083,359	\$2,090,873
NLTF Revenue	\$3,322,447	\$3,254,831	\$3,280,253	\$3,333,996	\$3,343,215	\$3,357,379	\$3,372,173	\$3,383,109	\$3,399,164	\$3,411,425
Total revenue	\$5,358,785	\$5,249,727	\$5,290,731	\$5,377,413	\$5,392,282	\$5,415,127	\$5,438,988	\$5,456,627	\$5,482,523	\$5,502,298
Subsidised Activities – SPR Roads										
Local Road Improvements	\$1,600,000	\$500,000	\$500,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000
Local Road Maintenance	\$1,177,151	\$1,211,379	\$1,753,236	\$857,256	\$857,256	\$857,256	\$857,256	\$857,256	\$857,256	\$857,256
Investment Management	\$12,308	\$11,605	\$3,165	\$9,026	\$9,026	\$9,026	\$9,026	\$9,026	\$9,026	\$9,026
Total expenditure	\$2,789,459	\$1,722,984	\$2,256,401	\$996,282	\$996,282	\$996,282	\$996,282	\$996,282	\$996,282	\$996,282

West Coast Regional Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero										
Public Transport Services	\$105,000	\$107,100	\$109,242	\$111,427	\$113,655	\$115,928	\$118,247	\$120,612	\$123,024	\$125,485
Investment Management	\$65,000	\$60,000	\$70,000	\$65,000	\$65,000	\$75,000	\$67,000	\$67,000	\$80,000	\$75,000
Total expenditure	\$170,000	\$167,100	\$179,242	\$176,427	\$178,655	\$190,928	\$185,247	\$187,612	\$203,024	\$200,485
Revenue for subsidised activities										
Approved Organisation Revenue	\$70,900	\$70,900	\$70,900	\$70,900	\$70,900	\$70,900	\$70,900	\$70,900	\$70,900	\$70,900
NLTF Revenue	\$99,100	\$97,050	\$104,623	\$102,619	\$103,840	\$111,485	\$107,634	\$108,929	\$118,570	\$116,718
Total revenue	\$170,000	\$167,100	\$179,242	\$176,427	\$178,655	\$190,928	\$185,247	\$187,612	\$203,024	\$200,485

Department of Conservation West Coast

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Local Road Improvements	\$0	\$0	\$100,000	\$34,000	\$34,680	\$35,374	\$36,081	\$36,803	\$37,539	\$38,290
Local Road Maintenance	\$1,587,898	\$787,104	\$787,104	\$829,940	\$842,757	\$887,897	\$824,258	\$900,312	\$804,649	\$817,041
Total expenditure	\$1,587,898	\$787,104	\$887,104	\$863,940	\$877,437	\$923,271	\$860,339	\$937,115	\$842,187	\$855,330
Revenue for subsidised activities										
Approved Organisation Revenue	\$778,070.00	\$385,681.00	\$434,681.00	\$423,331.00	\$429,944.00	\$452,403.00	\$421,566.00	\$459,186.00	\$412,672.00	\$419,112.00
NLTF Revenue	\$809,828.00	\$401,423.00	\$452,423.00	\$440,609.00	\$447,493.00	\$470,868.00	\$438,773.00	\$477,929.00	\$429,515.00	\$436,218.00
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333
Total Unsubsidised expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333
Total revenue	\$1,596,231	\$795,437	\$895,437	\$872,273	\$885,770	\$931,604	\$868,672	\$945,448	\$850,520	\$863,663

State Highways – West Coast

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	\$1,428,578	\$14,900,171	\$11,676,971	\$4,880,000	\$0	\$1,617,600	\$480,000	\$1,735,200	\$5,777,706	\$24,307,267
Public Transport Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Walking and Cycling Improvements	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000
State Highway Improvements	\$5,017,897	\$7,905,222	\$1,290,400	\$6,021,208	\$1,082,432	\$1,104,081	\$10,226,162	\$6,748,686	\$12,371,659	\$9,595,093
State Highway Maintenance	\$31,310,905	\$40,558,183	\$32,384,524	\$33,032,215	\$33,692,859	\$34,366,716	\$35,054,051	\$35,755,132	\$36,470,234	\$37,199,639
Total expenditure	\$38,652,380	\$64,258,576	\$46,246,895	\$44,828,423	\$35,670,291	\$37,983,397	\$46,655,213	\$45,134,018	\$55,514,599	\$71,996,999

7.5 Activities of inter-regional significance

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

Improving freight flow to Canterbury

In 2017/18, \$3.1 million tonnes of freight was exported from the West Coast to other regions, with 1.7 million tonnes imported. Unequal incoming and outgoing freight flows on the road network reduce the efficiency of freight to the West Coast. Much of the bulk goods, such as coal, dairy product and logs, are exported from the region by rail, while many commodities come in via road. Many of these have unused capacity. There is an opportunity to improve the efficiency of freight by upgrading bridges on State Highway 73 to cater to HPMV and 50Max trucks reducing the overall number of trips and travel time. State Highway 73 has been identified as a key route for upgrading over the next five to ten years.

7.6 Regionally significant expenditure from other funding sources

The Government announced several transport IRG projects on 28 January 2021 as part of the Covid-19 stimulus package.

Activity	AO	Description	Start	End	Total cost	Funding source
Rough River Bridge	GDC	Replacement	Dec – 2020	Dec – 2021	\$5,000,000	Crown
Moonlight Creek Bridge	GDC	Replacement	Dec – 2020	Dec – 2021	\$2,600,000	Crown
William Stewart Bridge	GDC	Replacement	Dec – 2020	Dec - 2021	\$5,800,000	Crown
Tidal Creek No.2 Bridge	BDC	Replacement	Aug – 2020	Aug – 2021	\$1,800,000	Crown

7.7 Activities to be varied, suspended or abandoned

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

8. Monitoring indicator framework

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

Outcome: Healthy and safe people

Measure	Indicator	Specifications	Data sources
Deaths and serious injuries	Reduction in the number of crashes that result in death or serious injuries	Deaths and serious injuries trending downwards from 2020 to 2030	Waka Kotahi crash statistics
Injury crashes involving motorcyclists	Reduction in the number of crashes that results in motorcyclist deaths or serious injuries	Deaths and serious injuries trending downwards from 2020 to 2030	Waka Kotahi crash statistics
Drivers at fault, or part fault, in injury crashes with an overseas licence	Reduction in the number of crashes that involve drivers holding an overseas licence that result in death or serious injury	Deaths and serious injuries trending downwards from 2020 to 2030	Waka Kotahi crash statistics
On-road / off-road walking and cycling paths and trails	Increase in on-road / off-road walking and cycling paths and trails	On-road and off-road walk/cycle paths and trails increase from 2020 to 2030	MBIE, Waka Kotahi and approved organisations

Outcome: Resilience and security

Measure	Indicator	Specifications	Data sources
Reduction in number or duration of road closures	Duration and frequency of road closures on the following key freight and tourism routes: <ul style="list-style-type: none"> - SH6 (Haast to Hokitika) - SH6 (Hokitika to Westport) - SH6 (Westport to Tasman boundary) - SH69 (Reefton to Inangahua Junction) - SH73 (Kumara to Canterbury boundary) - SH7 (Greymouth – Reefton – Canterbury boundary) Local roads – Arnold Valley Road and Lake Brunner Road	Duration and frequency of road closures trending downwards from 2020 to 2030	Waka Kotahi and Approved Organisation closure reports



9. Significance policy

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

- The activities that are included in the regional land transport plan under section 16 of the Act; and
- Variations made to regional land transport plans under section 18D of the Act.

The policy will be used in the following ways:

- To determine which activities are significant for the purpose of prioritisation in the plan (section 16(3)(d) of the Act requires the RTC to determine the order of priority of significant activities that it includes in the plan)
- To determine inter-regional significance (section 16(2)(d) requires the RTC to identify any activities that have interregional significance)
- To identify regionally significant expenditure from other sources (section 16(2)(c) requires the plan to include all regionally significant expenditure on land transport activities to be funded from other sources)
- To determine whether a variation to the plan is significant and therefore must be consulted on.

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

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

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

Appendix 1 - Variations to the Regional Land Transport Plan

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

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

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

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

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

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

Appendix 2 - Assessment of the relationship of Police activities to the Regional Land Transport Plan

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

The Police's strategic direction is outlined in their Statement of Intent 2020- 2025. In the Safe Roads context, the Police are working closely with partners to prevent death and injury on our roads, aligning with this RLTP. This includes the collaborative road safety partnership of Police, Waka Kotahi and Ministry of Transport towards delivering on the Government's Road to Zero strategy. It also includes partnering with road controlling authorities and Regional Transport Committees. Resourcing is deployed commensurate to road safety outcome risk, based off a platform of strong New Zealand and international evidence.

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

- Run-off road and head on crashes involving vulnerable road users and speeding on high-risk urban and rural roads

- Driver behaviour, especially with alcohol and drug impairment, people not wearing seatbelts and speeding
- Increasing numbers of buses, campervans and tourist drivers means more vehicles travel at slower speeds leading to frustration when they cannot be passed.

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

Appendix 3 - Assessment of compliance with LTMA section 14

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

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

The RLTP must take into account:

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

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

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

Appendix 4 - Legislative requirements

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

Section 14 – core requirements of regional land transport plans

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

- a. be satisfied that the regional land transport plan
 - i. Contributes to the purposes of this Act
 - ii. Is consistent with the GPS on land transport
- b. have considered
 - i. Alternative regional land transport objectives that would contribute to the purpose of this Act

- ii. The feasibility and affordability of those alternative objectives
- c. have taken into account any
 - i. NEECS
 - ii. Relevant NPS and any relevant RPS's or plans that are, for the time being, in force under the RMA
 - iii. Likely funding from any source.

Section 16 – form and content of regional land transport plans

1. A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least ten financial years from the start of the regional land transport plan.
2. A regional land transport plan must include:
 - a. a statement of transport priorities for the region for the ten financial years from the start of the regional land transport plan
 - b. a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from the start of the regional land transport plan
 - c. all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the six financial years from the start of the regional land transport plan
 - d. an identification of those activities (if any) that have inter-regional significance.
3. For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain for the first six financial years to which the plan relates:
 - a. activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services
 - b. (not relevant for the West Coast)
 - c. the following activities that the regional transport committee decides to include in the regional land transport plan:
 - i. Activities proposed by approved organisations in the region... other than those activities specified in paragraphs (a) and (b)
 - ii. Activities relating to state highways in the region that are proposed by the agency
 - iii. Activities, other than those relating to state highways, that the agency may propose for the region and that the agency wishes to see included in the regional land transport plan
 - d. The order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b) and (c)
 - e. An assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes:
 - i. The objective or policy to which the activity will contribute
 - ii. An estimate of the total cost and the cost for each year
 - iii. The expected duration of the activity
 - iv. Any proposed sources of funding other than the NLTF (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties)
 - v. Any other relevant information
 - f. The measures that will be used to monitor the performance of the activities
4. An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity
For the purpose of the inclusion of activities in a national land transport programme:
 - a. A regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional transport committees
 - b. The assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a)
5. For the purpose of the inclusion of activities in a national land transport programme:
 - a. A regional land transport plan must be in a form and contain the detail that the agency may prescribe in writing to regional land transport committees

- b. The assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a)
6. A regional land transport plan must also include:
- a. An assessment of how the plan complies with section 14
 - b. An assessment of the relationship of Police activities to the regional land transport plan
 - c. A list of activities that have been approved under section 20 but are not yet completed
 - d. An explanation of the proposed action, if it is proposed that an activity be varied, suspended or abandoned
 - e. A description of how monitoring will be undertaken of the regional land transport plan
 - f. A summary of the consultation carried out in the preparation of the regional land transport plan
 - g. A summary of the policy relating to significance adopted by the regional transport committee under the section 106(2)
 - h. Any other relevant matters.

Section 18 – consultation requirements

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

Section 106 – functions of regional transport committees

1. The functions of each regional transport committee are:
 - a. To prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council
 - b. To provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities
2. Each regional transport committee must adopt a policy that determines significance in respect of:
 - a. Variations made to regional land transport plans under section 18D
 - b. The activities that are included in the regional land transport plan under section 16.

Appendix 5 - Summary of consultation

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

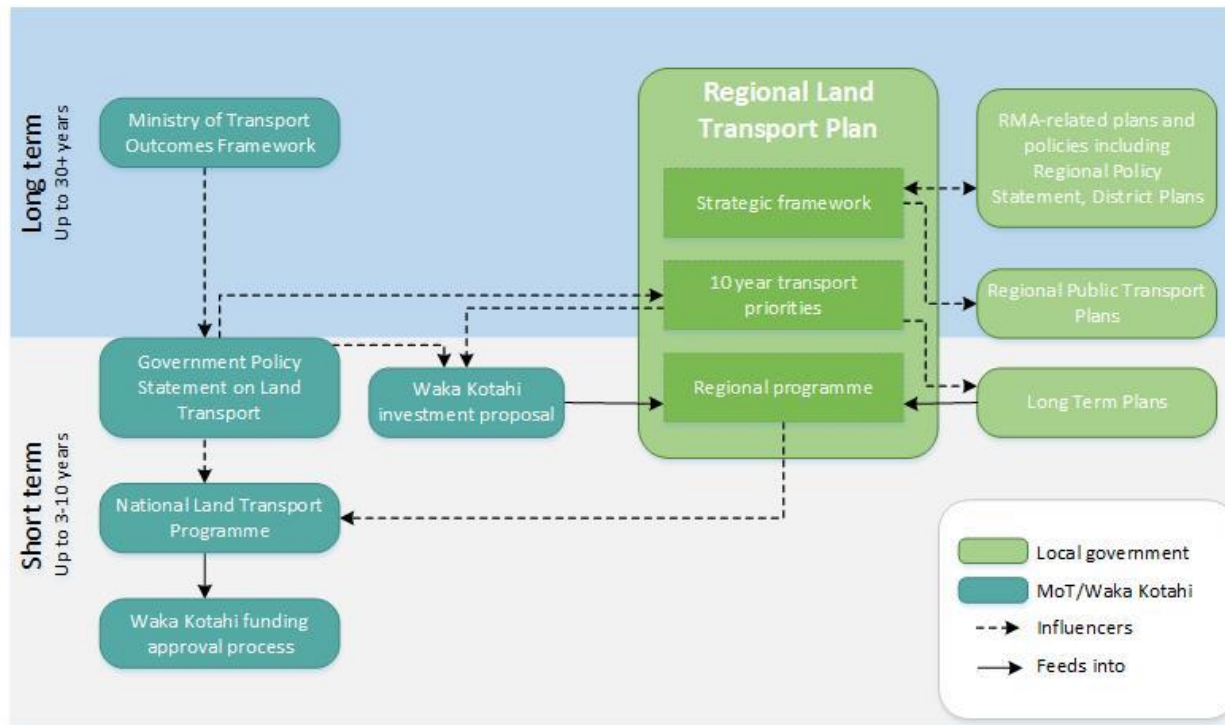
- Waka Kotahi NZ Transport Agency
- West Coast Regional Council
- Buller, Grey and Westland District Councils
- Department of Conservation
- Development West Coast

At the final stages of drafting, a hui was held with Te Rūnanga o Ngāti Waewae and Te Rūnanga o Makaawhio. Feedback from this hui was included within the document. KiwiRail also reviewed the draft plan and provided further information for inclusion within the document.

The draft RLTP was made available for public consultation from 24 March 2021 until 30 April 2021. Five submissions were received with no submitters requesting to be heard. A hearing was held on 21 May 2021 to adopt one late submission received. Deliberations followed. The RTC endorsed the RLTP on 26 May 2021, which saw changes resulting from submissions included in the Plan. The RTC submitted the Plan to the West Coast Regional Council for adoption at their meeting on 8 June 2021.

Appendix 6 - Regional Land Transport Plan policy relationships

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



Glossary

Active transport	Transport modes that rely on human power, primarily walking and cycling.
Financial Assistance Rate (FAR)	A percentage of costs funded by Waka Kotahi NZTA recognizing that there are national and local benefits from investment in the network.
Government Policy Statement for Land Transport (GPS)	A high level statement of intent from the Government regarding land transport in New Zealand.
Infrastructure	All fixed components of a transportation system, including roadways and bridges, railways, ports, cycle trails and other physical elements.
Investment Logic Mapping	A technique to test and confirm the rationale for a proposed development.
Land transport	Means: (a) transport on land by any means, (b) the infrastructure, goods and services facilitating that transport. The definition also includes coastal shipping.
Land transport system	All infrastructure, services, mechanisms and institutions that contribute to providing for land transport.
Level of service	A qualitative measure that describes the operational conditions of a road or intersection.
Local roads	Roads operated by territorial local authorities.
LTMA	Land Transport Management Act 2003.
Multi-modal	Used to describe travel or transport of goods involving more than one transport mode.
Mode	A categorization of transport methods, e.g. private motor vehicles, walking, cycling, rail.
National Energy Efficiency and Conservation Strategy (NEECS)	A Government Strategy prepared under the Energy Efficiency and Conservation Act 2000.
National Land Transport Fund	The dedicated part of the Crown Bank Account into which land transport revenue, as defined in section 6 of the Land Transport Management Act 2003, is paid.
NPS	National Policy Statement issued under the Resource Management Act (RMA). National policy statements (NPS's) enable central government to prescribe objectives and policies for matters of national significance which are relevant to achieving the sustainable management purpose of the RMA.
Network	Infrastructure or services that are connected to enable the transition of people and goods from one piece of infrastructure or service to another.
New Zealand Upgrade Programme	A fund established by the Government to support the upgrade of essential roads in New Zealand.
One Network Road Classification (ONRC)	A road classification system jointly developed by Waka Kotahi and local government to provide a nationally consistent framework for determining road function, future levels of service, the appropriate maintenance levels, and improvement projects.
Provincial Growth Fund	A fund established by the Government aimed at lifting productivity in the provinces.
RLTP	Regional Land Transport Plan
Regional Transport Committee	A committee of the West Coast Regional Council required by the Land Transport Management Act 2003. The Committee is responsible for the preparation and approval of this Plan.
Road Controlling Authority	District Councils, Waka Kotahi, Department of Conservation.
Road to Zero	A strategy to reduce the road toll to zero.
RPS	Regional Policy Statement prepared under the RMA.
Special Purpose Road (SPR)	A local road that receives a far higher funding assistance rate from Waka Kotahi than the other local roads managed by the same territorial authority.
State Highway	A road managed by Waka Kotahi and gazetted as state highway,
Territorial local authorities	District Councils
Total Mobility	A subsidised transport service to increase the mobility of people with serious mobility constraints.
Waka Kotahi	A Government transport agency created under section 93 of the Land Transport Management Act 2003.