



# WEST COAST REGIONAL LAND TRANSPORT STRATEGY

ANNUAL REPORT

2006/2007

September 2007



## **Overview and Summary**

The West Coast RLTS provides the framework that incorporates the visions and policies local communities and organisations have about our land transport system, providing a direction for the development of the transport system for the next 10 years. This Annual Report provides an outline of the progress and implementation of the West Coast Regional Land Transport Strategy (RLTS).

This is the second year of the new RLTS, which was adopted by Council in February 2006. Over this past year progress has continued to further improve the transport network and user safety as detailed throughout this report.

It is an exciting time for the West Coast with new development now occurring and in the pipeline for the future, and it is important that these initiatives are supported through robust transport networks.

I am delighted to see that funding for the replacement of the Arahura Road Rail Bridge has been approved, with an agreement reached between Transit and Ontrack to see this take place. The replacement of this structure will further improve the resilience of the State Highway network, securing one of the most strategically important pieces of roading infrastructure on the West Coast.

A close working relationship has continued with agencies such as Transit New Zealand, Land Transport New Zealand, ONTRACK, and the local agencies including the four local authorities, and the West Coast Road Safety Committee. They have provided much of the information included in this Annual Report and I thank them for their contributions and commitment over the past year.

John Clayton

**Chairman**

**West Coast Regional Land Transport Committee**

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## 1 Introduction

### 1.1 Purpose

This report reviews the West Coast Regional Council's performance and achievements of its regional land transport planning functions for the 2006/2007-year.

Section 5 of the Land Transport Management Act 2003, Interpretation, states that:

*land transport –*

*(a) means –*

*(i) transport on land by any means;*

*(ii) the infrastructure, goods, and services facilitating that transport; and*

*(b) includes coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes)*

The Land Transport Act 1998 section 175(1) requires the West Coast Regional Council to prepare a Regional Land Transport Strategy (RLTS) for the West Coast region. In November 2003 the Land Transport Management Act repealed section 175(2) of the Land Transport Management Act, and the purpose of the Regional Land Transport Strategy is now as follows:

***"175 (2) Every regional land transport strategy must –***

*(a) contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system; and*

*(b) take into account how the strategy –*

*(i) assists economic development; and*

*(ii) assists safety and personal security; and*

*(iii) improves access and mobility; and*

*(iv) protects and promotes public health; and*

*(v) ensures environmental sustainability; and*

*(c) take into account the land transport funding likely to be available within the region during the period covered by the strategy; and*

*(d) avoid, to the extent reasonable in the circumstances, adverse effects on the environment; and*

*(e) take into account the views of affected communities; and*

*(f) take into account the need for persons and organisations preparing regional land transport strategies to give early and full consideration to land transport options and alternatives in a way that contributes to the objectives referred to in paragraphs (d) and (e) when preparing a regional land transport strategy; and*

*(g) take into account the need to encourage persons and organisations preparing regional land transport strategies to provide early and full opportunities for persons and organisations listed in section 179(1) to contribute to the development of those regional land transport strategies; and*

*(h) identify an appropriate role for each land transport mode in the region, including freight traffic, public passenger transport, cycling, and pedestrian traffic; and*

*(i) include any regional passenger transport plan (within the meaning of section 47 of the Transport Services Licensing Act 1989) that has been prepared by the regional council that has prepared the strategy; and*

*(j) take into account any national land transport strategy and National Energy Efficiency and Conservation Strategy; and*

*(k) identify land transport outcomes sought by the region and the strategic options of achieving those outcomes; and*

- (l) *identify any strategic options for which co-operation is required with other regions; and*
- (m) *identify persons or organisations who should be involved in the further development of strategic options; and*
- (n) *include a demand management strategy that has targets and timetables appropriate for the region; and*
- (o) *provide for the strategy to be independently audited; and*
- (p) *take into account any guidelines issued by the Minister for the purposes of this section."*

The current RLTS was developed in consultation with the major agencies involved in transport, business, and the community, and was adopted by the West Coast Regional Council on 14 February 2006. The Strategy identifies the land transport outcomes sought by the region and the strategic options for achieving those outcomes.

## **1.2 Annual Report on the Regional Land Transport Strategy**

Every Regional Council is required to prepare an annual report on the progress in implementing the RLTS as per Section 182(1) of the Land Transport Act 1998. This report fulfils that purpose by detailing and commenting on the progress made in the second year of the implementation of the 2006-2016 West Coast RLTS and covers the period from July 2006 to June 2007.

This report must be forwarded to the Land Transport New Zealand Board, the Commissioner of Police, the Secretary of Transport, Transit New Zealand, and is to be made available to the public within three months after the close of the financial year to which it relates.

## **1.3 Vision**

The overall vision for regional land transport on the West Coast is for:

*"A transportation system supporting increased prosperity, safety, and sustainable quality of life for future and current generations"*

The Goals and Policies documented within the RLTS work towards achieving this vision.

## **1.4 Report Structure**

This report summarises the progress made in the 2006/2007 year in implementing the policies contained in the RLTS.

Section 2 outlines the specific progress made towards implementing the policies contained in the strategy. The report discusses the broad objectives and policies and how they have been implemented. It also details the activities carried out by the key agencies such as the West Coast Regional Council and Regional Land Transport Committee, Transit New Zealand, the three District Councils, and other interest groups including the West Coast Regional Road Safety Co-ordinating Committee.

Section 3 highlights future issues that will require consideration.

## 2. Report on Progress

The West Coast RLTS is reviewed every three years. The latest review saw the RLTS thoroughly revised to take into account the changing legislation and the increasing level of development on the West Coast.

The current RLTS was made operative in 2006 and has a 10-year timeframe. The projects and programmes found within the strategy will be implemented over this longer timeframe as required on a strategic basis. Projects for which there are measurable indicators, within the last 12-month period or framework, will be discussed in detail, while others with a longer developmental phase will only be flagged at this time.

### 2.1 Economic Well-being

**Policy 5.1** - Assist economic development in the West Coast region.

Over the last financial year much work has been undertaken which has had an effect on assisting with economic development in the region.

The replacement of the Arahura road-rail bridge has now been approved. Design for the bridge and approaches has been completed and construction will commence by the end of the year. This is a joint project to be undertaken between Transit New Zealand and Ontrack.

#### Rail

##### Ontrack

Ontrack have continued their upgrade programme on the West Coast rail network. The upgrade programme included:

- Over 12km of new rail was laid and 4000 new concrete sleepers were installed, with the bulk of this work being completed on the Stillwater to Westport line. This is having a favourable impact on speed restrictions and significantly enhancing reliability of this route.
- Many of the rail bridges have now reached the end of their life and an extensive and challenging bridge replacement programme is ongoing. Over 20 bridges were either completely rebuilt, or had their timber spans replaced with steel. A further 20 bridges will be refurbished over the next year.

##### Toll Rail

- Toll carried out trials of 45 wagon coal trains across to Christchurch and these were very successful. This means that the capacity of the line can now be raised to at least 5 million tonnes per annum, which is over double what is currently being carried on the line.
- Toll has commenced a further coal wagon build programme and will have 33 more wagons in their fleet by the end of 2007.

## Roads

### Transit

Transit have continued their upgrade programme of the West Coast State Highway. The long-term security of the State Highway network remains an issue, particularly at key locations. Work on the network has included:

- Emergency works have again been a key work area due to heavy rainfall, coastal erosion, and significant damage to the road surface due to frost. At Bruce Bay, close to \$4 million has been spent maintaining the rock works to ensure that State Highway 6 remains open. At Rapahoe, similar work has been undertaken to maintain and/or extend the rock works to protect the coastal road. A strategic study of key vulnerable locations, to encompass sites such as Bruce Bay, Meybillie Bay, and Rapahoe is proposed so that Transit can determine the longevity and most economic solution for these areas.
- A contract for the Gates of Haast Investigation work will shortly be let to explore possible options.
- Work has been undertaken at State Highway 73, Rough Creek to Mingas Bluff, to remove some of the key pinch points. The design work of realignment is currently in its early stages.
- Information to users of the State Highway links to other regions have been improved through the provision of new road signing improvements over State Highway 7 Lewis Pass. Similar signs will be erected over State Highway 73 imminently, and will enable better real time display of the conditions on the alpine passes, which can be vital to commercial operators. Future plans for such signage to be extended elsewhere within the region is under consideration, where the ability to influence travel for safety or minimising disruption is feasible.
- Transit also continues to improve its road condition reporting systems and ensure that closures are well known to the commercial operators, emergency services, and tourists via newspaper and radio advertising for any planned road closures.

Transit has continued improvements for tourism and visitor services on the West Coast including:

- Having been party to the development of a visitor waste management strategy. Transit have instigated a review of the stopping places and rest areas on the West Coast, principally those on the State Highway network. Transit have already undertaken some work at several sites including the State Highway 6 Monument, and Paringa access improvements. Direction arrows have been implemented across the network to further indicate direction of travel to international visitors when leaving known tourist destinations or routes.
- In conjunction with the Buller District Council, at the iconic destination of Punakaiki, improvements to the State Highway parking and access to non-state highway parking are nearing completion. A pedestrian refuge will be constructed opposite the blowholes, to help define the crossing point for pedestrians.

### Buller District Council

In the Buller District, the primary work undertaken to improve the safety or security of the network included:



- The new access road to Millerton and Stockton mine was completed during the year. The project was a large road construction project for the Buller District costing \$2.4million. The existing road was under threat from slips and rock fall. The new road provides certainty of access to residents of Millerton as well as Stockton coalmine.

#### Grey District

A number of projects to improve the safety or security of the network have been undertaken. These include:

- Maintenance and integrity of the road network has continued through 32.7 kilometres of road resealed at a cost of \$807,000. Additional maintenance work included general repairs, street cleaning, bridge maintenance, amenities, traffic services, and streetlights at a cost of \$2 million.
- Just over \$800,000 was spent on essential emergency work repairs to reinstate roads that were affected by storms and flood damage over the 2006/07 year.
- A 5.7 kilometre seal extension on Logburn Road in the Atarau area was completed. Costing \$1.56 million this was the most significant item in the capital works budget and was carried out in preparation for a significant increase in heavy truck movements in the area associated with the Pike River Coal Mine development.
- A total of \$80,000 was spent to consolidate options for a Port Access Study.
- A further \$50,000 was spent on advanced design to progress other required road improvements for the Pike River Mine development.
- A 1.6 kilometre seal extension was completed on the Waipuna Road.

#### Westland District

A number of projects to improve the safety or security of the network have been undertaken. These include:

- Emphasis continues to be placed on the maintenance and renewal of the existing roading network in Westland District.
- A high level of service continues to be achieved little or no disruption to traffic occurring during the past year. A few minor slips in the South Westland area restricted some roads to single lane but these were all cleared within 24 hours.
- Twenty-nine kilometres of road were resealed and approximately 0.5 kilometres of seal extension was completed in 2006/2007. Approximately 1 kilometre of footpath was chip sealed.
- Council continues to take a full role in regional transportation studies and in regional safety promotion. Council strongly promotes reliability and safety improvements to the State Highway network with particular emphasis on the urgent needs for replacement of the Arahura Bridge to ensure route reliability, safety improvements between Klondyke and Arthurs Pass on State Highway 73, and investigation of slope stability in the vicinity of the Gates of Haast Bridge.

## **Coastal Shipping and Ports**

Although coastal shipping and supporting infrastructure, including ports, are defined as part of "Land Transport" in the Land Transport Management Act 2003, for the purposes of integrated land transport management and funding, there are as yet no Government systems in place to support and integrate the planning for and funding of coastal shipping and ports in a similar manner as those applying to roads and railways. A Domestic Sea Freight Strategy is being prepared by the Ministry of Transport which may rectify this situation. A discussion document was released in May 2007. In the meantime, the following developments have taken place or are planned. To date there has been no funding support from the National Land Transport Programme or other Government sources, but it is anticipated that opportunities will arise for this to change.

### Port of Greymouth

- Pike River Coal Company (PRC) announced that up to 1.3 million tonnes per annum of coal from its mine now under development is to be trucked 47 km to the Port of Greymouth and shipped by purpose built coastal ships with a capacity of up to 12,000 tonnes to the Port of Taranaki where it is to be loaded on export ships with a capacity of up to 65,000 tonnes. The first coal is expected to be delivered to the Port in about June 2008.
- PRC has obtained resource consents for trucking the coal on district roads and State highways.
- Grey District Council, as owner of the port, has formed a council controlled trading enterprise, Port Westland Ltd (PWL), to manage the port. PWL has jointly, with Port Taranaki Ltd, formed Greyport Terminal Company Ltd (GTC) to develop and operate the cargo functions of the port.
- GTC has prepared plans for port development including coal receipt, stockpiling, and ship loading, strengthened and new berths, lengthened ship turning area, and improved entrance condition monitoring equipment and navigation aids. Capital cost is expected to be up to \$ 22 million. Construction is expected to commence in mid 2007-08.
- The new shipping service has the potential to cater for other products, which might require further development of cargo handling capacity.
- PWL is negotiating with fish receiving companies regarding options for managing and developing fish unloading wharves, the first step in the transport chain from fishing vessels to processing plants and export outlets.

### Port of Westport

- Buller Port Services Ltd, as manager of the port for its owner, Buller District Council, has developed plans for handling increased tonnages of coal and improving dredging capacity.
- Holcim NZ Ltd, the major port customer which ships out about 450,000 tonnes per annum of cement, is considering options for its New Zealand cement production which include redeveloping the existing Westport cement works, building a new larger capacity works at Westport, or building a new works near Oamaru. Evaluation of the two Westport options includes assessing port improvements and provision of a larger cement carrying vessel.

## Advocacy

### West Coast Regional Council and West Coast Regional Land Transport Committee

Both the Council and Committee have been involved with ongoing transport advocacy on roading and funding issues. This has included:

- A submission to Transit New Zealand on its Draft 10-year State Highway Plan and Forecast for 2007/08 to 2016/17 highlighting areas of concern on the West Coast. Comments included support of the work undertaken to secure funding for the replacement of the Arahura Bridge and the timeframe for construction, and the work that has been undertaken on the Gates of Haast to date with a wish to see further investigations continue in this area. There was also strong support for the development of a West Coast Cycle Strategy, a Passing Lanes/Opportunities Strategy, and a Strategic Study for State Highway 6.

Concerns were raised regarding the maintenance and operations programme, which remained the same as the 2006/07 – 2016/17 Plan, and encouraged further community consultation in the siting of stock effluent disposal facilities.

An additional project at McKendries Corner was asked to be considered in the Forecast, as well as encouraging further work to be undertaken on strengthening the route security of State Highway 73 from Rough Creek to Mingas Bluff with the reinstatement of the Strategic Study listed in the previous Forecast for the Canterbury region.

- Prioritisation of R funding projects, including those identified to be on the State Highway network were determined by the members of the Committee and submitted by 10 April 2007.
- The Committee also wrote to the Minister of Transport in support of Southlands request to review the R Funding policies around local share contributions.

Land Transport New Zealand have completed a Technical and Procedural Audit of the Grey and Westland District Council's roading maintenance programmes in late 2006 and assessed that the level and quality of roading maintenance carried out is realistic and acceptable. Buller District Council will audited in November 2007.

## 3.2 Environmental Well-being - Sustainability

### **Policy 5.2 - Ensure transport decisions promote environmental sustainability**

- In consideration of resource consents regarding roading issues, the district Councils have standards within their own District Plans to ensure local environmental impacts are avoided, remedied, or mitigated.
- Staff from the Grey District and West Coast Regional Council participated in meetings associated with a proposed Coastal Pathway to be developed in the Grey District, from Blaketown through to Karoro (stage one), and Paroa (stage two). A \$20,000 contribution was allocated from the Grey District Council to progress this project. This will work towards the encouragement of a safe and attractive walking and cycling environment.

### 3.3 Social and Cultural Well-being

**Policy 5.3** - Ensure transport related decision-making supports improvement in safety and personal security

The cornerstone of road safety works continues to be local authority involvement in the programming and budgeting of road safety projects. The Road Safety Co-ordinating Committee, comprised of the four local authorities, Police, Transit New Zealand, and Land Transport New Zealand, continued its oversight of the Road Safety Co-ordinator and road safety projects.

There is a continual need to improve the road network and the way it is used. One of the Road Safety goals identified in the RLTS is to reduce the 5-year average of deaths per year to below 5 by 2010. Currently the 5-year average for road fatalities on the West Coast is at 7. Crash numbers and severity for the West Coast are provided in Table 1 for a comparative analysis.

Table 1: Crash numbers and severity 2002 to 2006 – whole Region

	2002	2003	2004	2005	2006	<b>Total</b>	5-year Average
Fatal crashes	12	5	10	6	4	<b>37</b>	7
Serious crashes	19	26	26	29	30	<b>130</b>	26
Minor crashes	59	80	64	72	86	<b>361</b>	72
<b>Total injury crashes</b>	<b>90</b>	<b>111</b>	<b>100</b>	<b>107</b>	<b>120</b>	<b>528</b>	<b>105</b>
Non-injury crashes	179	161	250	203	197	<b>990</b>	

Source: Land Transport New Zealand

Regional issues targeted during the 2006/07 year included rural speed, fatigue, safe kids, bike wise, and defensive driving. District programmes focussed on the issues of drive sober, urban speed, intersections and restraints.

Key work outcomes from the Regional Road Safety Programmes run include:

#### Fatigue

- Three temporary fatigue stops, run with the assistance of police and volunteers, saw 844 vehicles take up the opportunity to stop and have a break while travelling.

#### Rural Speed

- Results from the checkpoint trailer identified some areas in the region where speeds continue to be higher than the posted limit (State Highway 65 and 69 in particular).
- Some speeds in the South Westland area continue to be of concern and are to be targeted.

### Safe Kids Week

- Young people and restraints were targeted in this programme which was an area identified by police as not coming up to the national level on the West Coast.

### Bike Wise Week

- Cycle rodeo activities were taken to schools in South Westland with all schools south of Ross targeted.
- Safety on bicycles was the message pushed with all students, with cycles and helmets checked for compliance.

Key District programme outcomes included:

### Drive Sober

- The majority of the public have got the message, indicated through the booze-bus results, and the message now needs to be focussed to target the 'hard-core' drinking drivers.
- A new offer was made to the public through the offer of a reduced fare home with the local taxi service for Thursday, Friday, and Saturday nights over 6 weeks of the height of the festive/summer season. All three taxi services appreciated the effort made to reduce the numbers of drunk drivers and had slightly increased patronage. However it was unclear how successful this campaign has been.

### Speed – Rural and Urban

- Speed through urban streets of the 4 main towns remains an issue even after heavy advertising carried out in most available media.
- Rural road speeds in general have reduced although there are a number of speedsters still being reported on district link roads to State Highways and particularly on roads to remote rural communities.

Local newspapers and radio continue to be comprehensively used by the Regional Road Safety Co-ordinator to educate the public about the key issues of concern and to instil within the public a road safety culture.

The District Councils and Land Transport New Zealand have also completed a Safety Administration Programme. The Programme is designed to address road safety problems that are highlighted by accident statistics.

Transit and the road controlling authorities undertook further traffic safety infrastructure works as outlined below. All three districts have continued to maintain their roading networks in accordance with recognised roading standards.

### Transit

- The State Highway continues to be maintained to a high standard through early maintenance intervention and a comprehensive seal-surfacing programme. Due to the wet environment, skid resistance remains a key driver in Transits management of the roads. In the past year, 6.8 kilometres of road were rehabilitated and seal widening were undertaken, 85.9 kilometres were resealed.

- The use of a de-icer, Calcium Magnesium Acetate, continues to be used over the Lewis, Rahu, and Arthurs Passes. This winter it has been used on the Haast Pass to determine its effectiveness there as well.

Many discrete safety improvements have been initiated over the past year, notably:

- Guardrail provision at State Highway 7 Whirlpool Corner, and on State Highway 6 safety improvements at Fern Arch, Costellos, Trickle Creek, Smithys Creek, Hurleys, and 17 Mile.
- Widening and barrier work between Kaiata and Omoto on State Highway 7.
- Junction improvements at State Highway 7 Stillwater, State Highway 73 Moana turnoff, State Highway 6 Alma Road, and Dunollie.
- Goat Creek Bridge on State Highway 73 realignment and replacement is moving towards detailed design.
- McKendries Corner, on State Highway 7, design work is progressing well, with an anticipated construction start on site within the next year.
- Realignment of the road at Paringa Hill north of Franz on State Highway 6.
- Contribution to a stock underpass on State Highway 69 near Cronadun.
- Realignment of the railway crossing at Aickens Corner on State Highway 73.
- Further study of the need for traffic control at Iron Bridge, Fern Arch, and Hawkes Crag in the Buller Gorge.
- Outside of the region but of importance to west Coast travellers, a contribution has been made to improve access to the new visitor facilities at Arthurs Pass on State Highway 73.

#### Buller District Council

Minor road safety projects with the aim of improving road safety through the area include:

- The Karamea/Kohaihai Road, which provides access to the Heaphy Track, has been upgraded by road widening and corner easing. This was a continuation of the project started in the last financial year.
- A section of Darkies Terrace Road was widened and a difficult corner removed to make access up this valley safer. A large culvert was renewed as part of this project. Darkies Terrace Road provides access up the Nile River Valley and as such is an important tourist destination for activities associated with Norwest Adventures.
- A start has been made on a safety footpath from the hotel to Dolomite Point in the Punakaiki area. This section of the State Highway has a high number of pedestrians and by working with Transit New Zealand a solution has been to undertake some minor widening of the State Highway in conjunction with other work to allow for a footpath. The other work will involve a flush median with pedestrian refuge outside the information centre. The accesses into the car parks have also been improved by Transit constructing slip lanes.
- The Programme of footpath refurbishment within both Westport and Reefton has continued.

#### Grey District Council

Minor road safety projects with the aim of improving road safety through the area include:

- A 1.3 kilometre road reconstruction of Te Kinga Hill in the Lake Brunner area was undertaken.
- Other minor safety projects costing \$256,000 were also completed over the 2006/07-year.
- A new 450-metre footpath was constructed in ward Street Runanga, and a new footpath was commenced in Jacks Road, South Beach. Design work is also underway on new footpaths along State Highway 7 through Kaiata Township.

#### Westland District Council

Minor road safety projects with the aim of improving road safety through the area include:

- A number of minor safety projects have been completed within Westland District including removing the side of Turnbull Bridge in Haast and replacing them with guardrail.
- Continued emphasis on maintaining and renewing the network of 705 kilometers of road, of which 299 kilometers is sealed, 269 bridges, and 65 kilometres of footpaths.

**Policy 5.4** - Ensure transport related decision-making recognises access and mobility needs

Subsidised Total Mobility taxi services were provided to people who are transport disadvantaged in the main centres of Westport, Greymouth, and Hokitika. In 2006/07 a total of 18,833 passenger trips were taken, a similar amount to the 2005/06-year. At the conclusion of the 2006/07-year, the Total Mobility Scheme had a client base of 580 patrons.

Following changes to the conditions for Phase 1 of the Total Mobility Scheme, the Regional Council moved to sign up to Phase 1 at its April 2007 meeting in order to qualify for an increase in the financial assistance rate (FAR) from 40% to 50%. This increase in available FAR will come into affect once the cost of the service exceeds the current budget set at \$65,000.

The provision of a subsidy to assist the continuation of the taxi services in Westport and Hokitika aids both the transport disadvantaged and also provides options to reduce drink driving by providing an alternative transport system. The West Coast Regional Council provides an overview of the total mobility service operating throughout the region.

District Council staff also attended a workshop to give people involved in the design and management of land transport infrastructure an appreciation of the needs of the transport impaired.

**Policy 5.5** - Ensure transport related decision-making protects and promotes Public Health

- Work has been undertaken throughout all Districts to ensure the continued maintenance and integrity of quality footpaths (as detailed previously).
- Planning has begun on designing a Coastal Pathway in the Grey District to further encourage walking and cycling in the district.

**Policy 5.6** - Ensure appropriate incorporation of cultural well-being issues into transport related decision-making

- Input from Iwi has continued through representation on the Regional Land Transport Committee.



### **3 Conclusion – Future Issues**

There are a number of projects to be undertaken or continued in the next year as part of implementing the West Coast Regional Land Transport Strategy. While the majority of these are set actions under the transport authorities own plans, wider issues include:

#### **Setting Priorities for Funding (National Land Transport Programme)**

The Regional Land Transport Committee will continue to be involved in determining priorities for projects within the National Land Transport Programme. This also has a particular focus on establishing priorities of Regional funding now projects have been identified throughout the region under the new RLTS.

#### **Next Steps Review**

Changes to the transport sector following the Next Steps Review will require careful monitoring from the Regional Land Transport Committee, and communication from Land Transport New Zealand, while planning and funding mechanisms are redefined.

#### **Domestic Sea Freight Strategy for New Zealand**

This will require monitoring and advocacy to ensure that West Coast ports and coastal shipping are recognised as a significant part of the region's transport infrastructure and are integrated in Land Transport planning and funding in a manner comparable with that applying to roads and railways.

#### **Reconstitution of the Regional Land Transport Committee**

Following local government elections in October 2007 there will be a need to reconstitute the Committee. The Regional Council will need to confirm its appointees as will each of the Territorial Authorities.

In respect to other parties who are members of the Committee, the Regional Council will seek confirmation from each agency as to who their delegate will be and will confirm agency appointment to the Committee at the following Regional Council meeting. Changes in representatives do not require formal confirmation from the Regional Council because the agency itself is the member and not the individual.

## Appendix

### Regional Land Transport Committee Members (as at 30 June 2007)

Cr. John Clayton	Chair – RLTC
Cr. Bert Waghorn	Buller District Council - Councillor
Cr. Wayne Moen	Grey District Council - Councillor
Cr. Kerry Egging	Westland District Council – Councillor
Colin Knaggs	Transit NZ
Jackie Curtis	Land Transport NZ
Grant Turner	New Zealand RTA
John McCann	Private Road Users (AA)
Neil Campbell	NZ Railways Corporation
Rick Barber	Te Runanga o Ngati Wae Wae
Paul Wilson	Te Runanga Makaawhio
Warren Gilbertson	West Coast Development Trust
David Stapleton	West Coast Coastal Shipping and Ports
Malcolm White	West Coast Road Safety

### Regional Transport Advisory Group Members (as at 30 June 2007)

David Stapleton	West Coast Ports
Wayne Osmer	Land Transport New Zealand
Neil Campbell	NZ Railways Corporation
Warren Gilbertson	West Coast Development Trust
Mike Blyleven	Transit NZ
Simon Moran	West Coast Regional Council
Nichola Costley	West Coast Regional Council
Steve Griffen	Buller District Council
Mel Sutherland	Grey District Council
Rob Daniel	Westland District Council

### Staff of the West Coast Regional Council's Land Transport Team

Chris Ingle	Chief Executive Officer
Simon Moran	Planning and Environmental Manager
Nichola Costley	Regional Planner
Amanda Mahuika	Administration Officer