



# WEST COAST REGIONAL LAND TRANSPORT STRATEGY

ANNUAL REPORT

2007/2008

September 2008



## Overview and Summary

The West Coast RLTS provides the framework that incorporates the vision 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) for the 2007/08-year.

This is the third year of the RLTS, which was adopted by the Regional 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.

Improving the integrity and safety of the transport network is paramount. Continued development and growth in the region through tourism and other industries can only be supported through robust transport networks.

A close working relationship has continued between the agencies on the Regional Land Transport Committee and I thank them for their contributions and commitment to the transport sector over the past year.

The following organisations have assisted the Regional Council to complete this Annual Report and their assistance is gratefully acknowledged:

- Buller District Council
- Development West Coast
- Grey District Council
- Land Transport New Zealand
- Ontrack
- Port of Greymouth
- Port of Westport
- Transit New Zealand
- Westland District Council

I would like to thank all members who were a part of the last Regional Land Transport Committee as we move forward to the new Regional Transport Committee format.

Ross Scarlett

**Chairman**

**West Coast Regional Land Transport Committee**

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## **1. Introduction**

### **1.1 Background**

The Land Transport Act 1998 requires each Regional Council to establish a Regional Land Transport Committee (RLTC). The primary responsibility of this committee is to prepare a Regional Land Transport Strategy (RLTS) to set the strategic direction for a region's land transport network. Every RLTS must contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system.

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**

Section 182(1) of the Land Transport Act requires the preparation of an Annual Report, which documents progress in implementing the RLTS. This report fulfils that purpose by detailing and commenting on the progress made in the third year of the implementation of the 2006-2016 West Coast RLTS and covers the period from July 2007 to June 2008.

A copy of 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.

In preparing this report, the Council has asked those organisations with responsibilities in relation to the Strategy to report on the actions and activities that they have taken over the last year to implement the Strategy. This feedback has been incorporated into the Report.

### **1.3 Vision**

The vision for 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, policies, and methods documented within the RLTS work towards achieving this vision, and the report measures progress towards achieving the overall vision.

### **1.4 Report Structure**

Section 2 of this Report summarises the progress made over the past three years in achieving the Goals set for 2016.

Section 3 identifies the work that has been undertaken in regards to each of the policies and methods for the 2007/08-year. 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.

Section 4 of the Report highlights future issues that will require consideration by the new Regional Transport Committee.

## 2. Report on Progress in Achieving Goals

This Report measures the progress achieved against each of the Goals set in the Strategy. These were to be achieved by 2016 and in some cases the Goals have been achieved in full, in part, and/or are ongoing. Examples provided are predominantly from the 2007/08-year, except where they have been achieved in earlier years.

### 2.1 Economy: Freight and Tourism

The movement of freight and tourism traffic underpins much of the economic activity on the West Coast. With substantial growth occurring, and expecting to continue to occur in the future, there is a need to ensure route reliability is achieved and efficiency retained. In addition, improving the quality of experience for visitors is also necessary. The following goals are aimed at progressing this. These goals are ongoing in nature, therefore examples of where actions have been undertaken in the 2007/08-year are listed for each.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
a) Appropriate protection, improvement, and development of key routes to gateways and markets within the West Coast region and inter-regionally.	<ul style="list-style-type: none"> <li>– SH 6 Gates of Haast investigation.</li> <li>– SH 73 – RLTC and WCRC lobbied for work to be undertaken. Further investigations for Minga Bluff underway. Strategic Route Security study being prepared.</li> <li>– SH 6 Route security study initiated for inter-region protection of routes.</li> </ul>
b) Development of freight hubs with efficient inter-modal transfer facilities.	<ul style="list-style-type: none"> <li>– Discussions underway to access funding for 'future proofing' Port of Greymouth and Port of Westport under Seachange Strategy initiative.</li> <li>– Pike River Coal Company are developing a new truck to rail freight hub at Ikamatua to allow coal to be transported via the Midland Line to Lyttelton Port.</li> <li>– Truck to rail freight hub recently upgraded at Stillwater for Francis Coal Company (Roa Mine) to transport coal via the Midland Line.</li> </ul>
c) Rail network upgrading, improvement, and risk reduction.	<ul style="list-style-type: none"> <li>– Upgrade of rail on Stillwater-Westport line replacing lighter rails with heavyweight rail.</li> <li>– Arahura road rail bridge on the Hokitika branch replacement commenced.</li> <li>– Smaller bridges either replaced or had spans replaced as part of annual programme.</li> <li>– Large active slip at Tawhai tunnel near Reefton required extensive earthworks in 2008 such that it is no longer a threat to the line.</li> </ul>
d) Supporting replacement or upgrading of substandard bridges on key routes.	<ul style="list-style-type: none"> <li>– Arahura road rail bridge replacement has commenced 2008.</li> <li>– Goat Bridge replacement investigation complete, and design has commenced.</li> <li>– Strengthening of three SH6 suspension bridges in Westland completed February 2008.</li> </ul>
e) Continued development of an integrated and high quality travel experience for visitors and West Coast residents in relation to roadside services for travelers (e.g. information, and scenic rest areas).	<ul style="list-style-type: none"> <li>– Punakaiki improvements to parking and pedestrian access in area.</li> <li>– Review of stopping places and rest areas on the SH network.</li> <li>– Directional arrows implemented on network to indicate direction of travel at tourist stops.</li> </ul>
f) Maintenance of a regional network of facilities/services for travelers and road users	<ul style="list-style-type: none"> <li>– Visitor Waste Management Strategy developed.</li> <li>– Pamphlet for campervan discharge facilities</li> </ul>

Goals for this Strategy by 2016	Actions undertaken to achieve goals
(toilets, campervan discharge facilities, and stock truck effluent disposal sites).	developed and reviewed annually. – Investigation into appropriate sites for stock truck effluent disposal sites ongoing.
g) Consistent high quality visitor information signage on regional routes.	– Electronic variable messaging signs for SH 73 and SH 7 installed 2007/08. – Development West Coast and Transit finalising Terms of Reference to review regional tourism signage as part of Tourism Major Regional Initiative.
h) Appropriate District Plan and other mechanisms in place to recognise the need for and enable 'freight hubs' and marshalling activities to take place. That they also recognise that noise and other activity appropriate to the activity may occur in order to avoid risks of these activities being curtailed due to adjoining more sensitive land uses.	– Plan change for an industrial subdivision on northern boundary of Westport approved. This will allow for development of freight bases amongst other activities. – Plan changes recognising mixed-use developments for Kaiata Park.

## 2.2 Transport Choice

The RLTS promotes the potential for more trips to be made by walking and cycling. The following goals aided in the achievement of this:

Goals for this Strategy by 2016	Actions undertaken to achieve goals
a) 12% of journeys to work made by walking (9.9% or 1206 people's work trips were by foot in 2001).	The 2006 Census indicated that 10.9% of journeys to work were made by foot. Current activities promoting walking as a modal choice include the Health Eating Healthy Action initiative.
b) 5% of journeys to work made by cycle (3.8% of journeys to work were made by cycle in 2001).	– 2006 Census – 3.4%. – Bike Wise Week promotes the benefits of cycling and is held annually in March. – Health Eating Healthy Action – promotes more active lifestyle choices.
c) Increased use of walking and cycling for short trips.	Regional Walking and Cycling Strategy under development. The Strategy will look at how to eliminate barriers to increase walking and cycling trips.
d) Improved satisfaction with access options from smaller urban centres to health care and other essential services.	Not measured at this time.

## 2.3 Roads: Efficiency, Safety, and the Environment

The RLTS recognises the need to improve the road network and the way in which it is used. The following goals are aimed at improving the efficiency and safety of the roading network. The majority of the goals in this section are ongoing and examples from the 2007/08-year are provided for reference.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
a) A fully developed network of passing bays/lanes on the State Highway and recognised local road heavy transport routes.	Passing Opportunities Strategic Study to be undertaken by Transit in 2008/09. R Funding has been set aside for constructing these in the future.
b) Ongoing investments to improve the reliability and security of service of regional routes (including Klondyke corner to Arthurs Pass and the replacement of the Arahura Bridge).	– Government is funding the replacement of the Arahura bridge. – Issues for Arthurs Pass to Klondyke Corner have been lobbied by the RLTC and WCRC. More work is now being undertaken and expected over coming years.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
c) Ongoing investment to improve the reliability and security of critical road and rail bridges.	<ul style="list-style-type: none"> <li>– Arahura bridge replacement commenced.</li> <li>– Ontrack annual maintenance programme is continuing.</li> <li>– Preliminary investigation completed on Rough River Bridge.</li> </ul>
d) Safer driving conditions and amenity through continuous improvements to key tourist and freight routes, and glacier roads.	<ul style="list-style-type: none"> <li>– Design progressed on the McKendries Corner SH project.</li> <li>– Glacier Road sealing with associated walking and cycling development, endorsed by the RLTC for R Funding contribution, will improve safety for all users.</li> </ul>
e) Improvement to safety of approaches to current one-lane bridges. Where provisions of additional crossing capacity is the solution there is also need to recognise and if possible contribute their contribution to the West Coast's character and heritage.	<ul style="list-style-type: none"> <li>– RLTC called for strategic approach to the elimination of remaining one-lane bridges on the SH network.</li> <li>– Signalisation of SH 6 Iron Bridge and Fern Arch to be undertaken in 2008/09.</li> <li>– Old bridge spans of the Cobden Rail Bridge and Arahura Road Rail Bridge to be used in heritage park(s).</li> </ul>
f) Feasibility investigations completed for alternative or new freight and tourism routes.	<ul style="list-style-type: none"> <li>– Port, ship design, and resource consents were completed for the transport of coal via Port of Greymouth to the Port of Taranaki. However, coal is now being railed to Port of Lyttelton.</li> <li>– Options identified for road and rail links to Port of Greymouth.</li> <li>– Investigations initiated for multi-cargo coastal shipping services from Greymouth.</li> <li>– Port of Westport Coal loading facility study completed to promote a single export point for potential coal producers.</li> </ul>
g) Contain network wide carbon dioxide emissions to no more than 10 percent above 2001 levels.	No measurements have been taken to date.
h) By 2010 reduce the 5-year average of deaths per year from road crashes to below 5 (9 deaths from 1 January 2004 to 31 December 2004).	<p>Currently the 5-year average is at 6 deaths (6 deaths from 1 January 2007 – 31 December 2007).</p> <p>Transit has continued to provide edge protection, junction improvements, and seal widening and/or realignment to reduce the likelihood and severity of loss of control accidents.</p>
i) Reduce deaths and hospitalisations from road crashes to 70 or below by 2010 (5 year average to 2004 is 79).	<p>Achieved for 2007 year. Deaths and hospitalisations were 70 from 1 January 2007 to 31 December 2007. (Currently the 5-year average is at 75 deaths and hospitalisations).</p>
j) Implementing safety management systems in each territorial authority.	<p>Achieved: Implemented for Buller, Grey and Westland District Councils and adopted by the respective Councils in 2006. Regional review to be carried out in 2008/09 subject to availability of staff.</p> <p>Transit continues to maintain and update the database of crashes and attended incidents for the SH network. This identifies future schemes for inclusion in the Capital Works Programme.</p>



## 2.4 Demand Management

Demand management policies are a way of reducing conflicts between heavy vehicles and other traffic, or reducing the demand for travel. In the West Coast context, traffic congestion is not a key issue and many people have few alternatives to using a motor vehicle. Therefore the RLTS has focussed on reducing conflicts between heavy and private vehicles. The following goals are aimed at reducing this conflict and are ongoing. Examples of where actions have been undertaken in the 2007/08 year are listed below for each.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
a) Where appropriate, support the use of heavy freight using rail.	<ul style="list-style-type: none"> <li>- Pike River Coal Company have decided to transport coal via the Midland Line from the West Coast to Lyttelton (Canterbury).</li> </ul>
b) Where appropriate, support the use of increased gross tonnage of heavy trucks.	<ul style="list-style-type: none"> <li>- Costs and benefits are being assessed to transport coal from Pike River coal mine to a new truck to rail freight hub at Ikamatua. Report due August 2008 with proposed increased gross tonnage of heavy trucks.</li> </ul>
c) Where appropriate, support the increased use of coastal shipping.	<ul style="list-style-type: none"> <li>- Investigations are underway for commencing a smaller-scale, multi-cargo coastal shipping service from Greymouth.</li> <li>- Discussions have commenced with Ministers of Transport and Finance, Ministry of Transport and NZ Transport Agency regarding financial support for sustaining the Port of Greymouth as an element of the New Zealand transport infrastructure.</li> <li>- A Charter has been signed with Port Taranaki, Port of Westland, Port Tarakohe, and Southport to promote coastal shipping along a Western "Blue Highway".</li> </ul>
d) Have appropriate District Plan and other mechanisms in place to enable consideration of all transport modes.	<ul style="list-style-type: none"> <li>- Likely that the Grey District Plan will need to be reviewed to more adequately address all transport modes in line with recent legislation changes.</li> <li>- Grey District Plan provisions require that the subdivisions provide for:               <ul style="list-style-type: none"> <li>o Safe and effective vehicle and pedestrian access;</li> <li>o Adequate provision for open space and reserves, including pedestrian linkages.</li> </ul> </li> <li>- Resource consents in place for port development, and road-sea freight interface at the Port of Greymouth.</li> </ul>
e) Where appropriate, support the development of cycle/walkway routes e.g. pilot project of the Karoro to Greymouth Coastal Cycle Path.	<ul style="list-style-type: none"> <li>- RLTC overseeing the development of a Regional Walking and Cycling Strategy for the West Coast. RLTC support of the Coastal Pathway (in principle).</li> <li>- Grey District Council is supporting development of the Coastal Pathway initiative.</li> <li>- Feasibility review of Coastal Pathway underway</li> </ul>

## 2.5 Land Use Planning

The RLTS recognises the need to promote the ability to service local needs locally (thereby reducing the amount of travel between destinations) and for the integration of transport networks and for local and regional growth and development. The following goals are aimed at achieving this.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
<p>All District Plan's include appropriate designations and criteria for land use assessments to ensure opportunities for use of rail, increased gross freight tonnage of heavy trucks, and coastal shipping, as well as ensuring walking and cycling are enabled and supported to the extent appropriate to the circumstances.</p>	<p>Partly achieved:</p> <ul style="list-style-type: none"> <li>- All existing local roads in Grey District designated. All existing SH's in Grey District designated. With the exception of the Greymouth-Rapahoe rail-line, all other existing rail lines through Grey District designated. Greymouth airport designated.</li> <li>- Resource consents are in place for port development and the road-sea freight interface at the Port of Greymouth. Protection of rail-sea interface provided on Port land, but the rail to port link protection has not been achieved.</li> </ul>
<p>Encouragement of good urban designs to provide safe and direct connectivity for walking and cycling.</p>	<ul style="list-style-type: none"> <li>- Not currently in Grey District Council Plan, but information has been presented to Council. Likely the good urban design principles may be included in future District Plan reviews.</li> <li>- Coastal Pathway initiative will link communities between the Taramakau Rover and the Greymouth urban area when complete.</li> </ul>

### 3. Report on Progress under the Policies of the RLTS

This section outlines the broad policies and methods and how they have been implemented over the course of 2007/08. It also details the activities carried out by the key agencies under each of these.

#### 3.1 Economic Well-being

Over the last financial year much work has been undertaken which has had an effect on assisting with economic development in the region. This work has been tagged to the relevant policies and methods in the RLTS, which are identified below.

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

#### Method 5.1.1

*Protect the primary function of the strategic land transport network via District Plan strategic network provisions and adequate ongoing investment in maintenance and network development.*

#### Transit

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

- 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, continued monitoring and replacement of the rock works has ensured 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. Extensive rock armouring has been required at State Highway 6 Woodpecker Bay to ensure that this route is maintained. This section of low-lying coastal road has seen rapid loss of the verge in the June/July swells.
- A strategic study of key vulnerable locations, to encompass sites such as Bruce Bay, Woodpecker Bay, and Rapahoe and areas prone to slips or dropouts is underway so that Transit can determine an asset management and possible capital investment strategy.
- 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.
- Have continued to improve road condition reporting systems to ensure that closures are well known and accurately conveyed to the media. Planned closures are advertised in advance so that commercial operators, emergency services, and tourists know to make alternative arrangements as required.
- Transit and Buller District Council have completed a study to look at funding for intersection improvements.

#### Buller District Council

- Road maintenance has continued within the District in accordance with recognised and acceptable maintenance practices.

#### Grey District Council

- General maintenance to preserve the integrity of the 620kms of road network at an investment of just over \$2.067 million.
- Renewal works (reseals, pavement reconstruction and heavy bridge repairs) cost \$1.83 million.
- \$644,000 was spent on essential emergency work repairs to reinstate roads that were affected by storms and flood damage.

Greymouth Port activity includes:

- Review of future operation at Greymouth Port including seeking funding from Government under "Seachange Strategy" initiative.
- Resource consents are in place for port development and the road-sea freight interface at the Port of Greymouth. Protection of rail-sea interface provided on Port land, but the rail to port link protection has not been achieved. Protection on port land is also now at risk due to lack of port finance and need to dispose of land.

#### Westland District Council

- The Westland District Plan recognises the strategic importance of the roading network. LTCCP and Land Transport New Zealand (LTNZ) funding ensures ongoing investment on the network.
- A high level of service continues to be achieved with little or no disruption to traffic occurring during the year. A few minor slips in South Westland restricted some roads to single lane, but these were cleared within 24 hours.

#### Ontrack

- Ontrack is continuing to invest heavily in the railway network on the West Coast with an extensive programme of bridge replacements and track upgrading that will ensure that the railway continues to meet the needs of its customers into the future.

#### **Method 5.1.2**

*Proactively invest in priority strategic land transport network developments that improve flows of people, goods and services in the West Coast, and the quality of the travel experience*

- The replacement of the Arahura Road Rail Bridge has commenced. This is a joint project to be undertaken between Transit and Ontrack and expected to be complete in 2010.
- Transit has initiated a Route Security Study for State Highway 6, which will also consider passing opportunities and cycling pinch-points. A Rest Areas and Stopping Places Strategy is also to be developed.
- The Buller District Council commenced a seal extension programme in the 2007/08 year for sections of the Arapito Road.
- Port of Westport has been party to a Charter signed with Port Taranaki, Port of Westland, Port Taranaki and Southport to promote coastal shipping along a Western "Blue Highway".
- The Grey District Council has undertaken various works including:
  - Extensions to kerb and channel (Jacks Road – South Beach), and new footpath in Ward Street, Runanga, plus other minor improvements cost \$160,000.
  - Due to other commitments, the planned new footpaths in Kaiata (\$300,000) have been carried forward into 2008/09.
  - Subdivision developments will involve transfer of new roads to Council. Approximately 500m of new road and 1km of footpaths were added. Other subdivision developments are still in their maintenance period with Council assuming responsibility once this period expires.
- Greymouth Port activity includes:
  - Port, ship design, and resource consents were completed for an alternative export route via the Port of Greymouth to the Port of Taranaki for the transport of coal.
  - Negotiations are underway for commencing a smaller-scale, multi-cargo, coastal shipping service from Greymouth.
  - Discussions have commenced with the Ministers of Transport and Finance, the Ministry of Transport and the New Zealand Transport Agency regarding financial support for sustaining the Port of Greymouth as an element of the New Zealand transport infrastructure.
- Westland District Council has developed its land transport network using 100% ratepayer funding due to projects not meeting LTNZ funding criteria. New road has been constructed at Jacksons Bay.
- Ontrack is currently constructing a coal loading siding at Ikamatua for loading Pike River Coal Co coal. This is due to be operational in November 2008 and will handle 1.3 million tonnes per annum.

**Method 5.1.3**

*Regulatory decision-making and public investment recognises the need for economic development and seeks to avoid the costs that inefficiencies and unnecessary duplication can impose*

- Buller District Council approved resource consents for coal handling facilities at Ikamatua for Pike River Coal, which allows for transportation of coal by rail to ports.
- In the Grey District, Pike River Coal Company decided to transport coal via the Midland line from the West Coast to Lyttelton (Canterbury). The Council has commenced investigation into the option of 66.8 tonne gross laden trucks transporting coal from Pike River to the Ikamatua Rail siding.

**Method 5.1.4**

*Minimisation of transport related energy consumption through integrated land use planning, route alignment improvements, and new links.*

- Transit continues to aim for State Highway information to be more accurately and timely conveyed so that alternative routes can be chosen in advance. Variable Message signs to be engaged to show real-time availability of alpine passes for the same.
- The Grey District Council has continued with general maintenance to preserve the integrity of the 620km of road network at an investment of just over \$2.067 million. Renewal works (reseals, pavement reconstruction, and heavy bridge repairs) cost \$1.83 million. Both these basic tasks avoid increasing vehicle operating costs including energy consumption.
- Negotiations are underway for commencing smaller-scale, multi-cargo coastal shipping service from Greymouth. This will provide for new transport links via coastal shipping.

**Method 5.1.5**

*Investment in more effective management of existing transport systems and promotion of integration of all major modes to be recognised as being important as new investment solutions.*

- As reported previously, investigation is underway into having heavier truck weights for transporting coal in the Grey District.
- Westland District Council is proposing to combine all roads in the District under a single management regime to improve effectiveness and efficiency.

**Method 5.1.6**

*Identify and give funding priority to West Coast transportation infrastructure and/or services with emphasis on:*

- *Ensuring efficient freight movements:*
  - Ontrack and Toll have successfully trialled increasing the size of coal trains to 45 wagons from the current 30 wagons. This is an increase in capacity of the network of 50% and will ensure that rail is able to continue to meet current and anticipated customers needs well into the future.
  - Grey District Council commenced investigation into heavier truck weights for transporting coal on local routes (Pike River Coal to Ikamatua rail siding).
  - Financial support is being sought for sustaining Port of Greymouth into the future.
  - Port of Westport Coal loading facility study completed to promote a single export point for potential coal producers.
- *Reinforcing the quality of the travel experience for visitors and residents alike;*
  - Transit and the Councils have continued their programme of maintaining the roading network on the West Coast. For Westland, transport infrastructure is council's largest expenditure item and priority is given to this funding.
  - 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 visitor interest spots.

- At Punakaiki, in conjunction with the Buller District Council there have been improvements made to the State Highway to provide better parking and access. In the first season of use all the facilities functioned as expected.
- In the Grey District, general maintenance, street cleaning, and renewal of primarily footpaths and related facilities, at an investment of \$330,000 (locally funded) have been undertaken.
- *Mobility assistance support;*
  - The Buller and Westland District Councils support the continuation of the Taxi Services in their Districts, which in turn provides an opportunity for mobility assistance in the District.
  - The Regional Council continues to provide funding and administration of the Total Mobility Programme.
  - The Regional Council initiated the Pilot Service of allowing shuttle services to provide the Total Mobility Service to those travelling between the West Coast and neighbouring regions.
- *Walking and cycling;*
  - A Regional Walking and Cycling Strategy is under development. This will identify measures to increase the prevalence of walking and cycling on the West Coast through the elimination of current barriers and development of infrastructure to support modal shift.
  - Feasibility study on the Coastal Pathway is under development.
  - Footpath construction and improvements continue throughout the three Districts.
  - In the Grey District extensions to kerb and channel (Jacks Road – South Beach), and new footpath in Ward Street Runanga plus other minor improvements at a cost of \$160,000. Due to other commitments the planned new footpaths in Kaiata have been carried forward into 2008/09.
- *Regional economic development and alternatives to road (including the economic and social benefits of rural road sealing projects);*
  - Review of regional tourism signage is under development.
  - Buller District Council has commenced a seal extension programme in the 2007/08 year for sections of the Arapito Road.
  - Westland District Council has a seal extension programme identified over the next 8 years. This will be funded by through Regional (R) funds supplemented with a local share component.
- *Safety (including strengthening or developing additional 'lifeline' routes); and,*
  - Alternative or additional routes are limited in the West Coast due to the geography and topography of the region. A Strategic Study on State Highway 6 has been commenced to look at securing this route from natural hazards including coastal erosion, river flooding, rock falls and slips.
  - Transit continues to undertake minor safety initiatives, strategic seal widening, and safety retrofitting and dealing with out of context curves to improve safety on the State Highway network.
  - Lifeline reports for the region and each of the districts were completed in June 2006 on the impact an Alpine Fault Earthquake would have on the networks integrity. Work on vulnerable aspects of the network are reported to biannual meetings of the West Coast Engineering Lifelines Group.
- *Eliminating all weight restrictions of state highway bridges.*
  - South Westland suspension bridges on State Highway 6 are all now at Class 1 capacity as of February 2008.
  - All Grey District Council bridges have been maintained at a minimum of Class 1 loading.

## 3.2 Environmental Well-being - Sustainability

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

#### Method 5.2.1

*Promoting alternatives to roads as a means of reducing traffic growth through improving integration between transport and land-use.*

- Development of the Coastal Pathway linking communities between the Taramakau River and Greymouth will provide an alternative route to roads. This is currently in its investigation phase.
- The Grey District Council private plan changes and resource consents for Kaiata Developments and Paroa Estates have been required to consider the safe and effective access for pedestrians and vehicles, and for the adequate provision for open space and reserves, including pedestrian linkages as part of the Subdivision section of the District Plan.

#### Method 5.2.2

*Promote more efficient motor vehicle use through the implementation of Business Travel Plans.*

- No action has been undertaken towards adopting this method to date, as funds have not been budgeted.

#### Method 5.2.3

*Reducing CO<sub>2</sub> emissions through implementation of central government national policy directives.*

- General maintenance of the roading network by all road-controlling authorities assists with reducing CO<sub>2</sub> emissions by reducing vehicle operating costs and minimising delays on the network.
- Development of the Regional Walking and Cycling Strategy and redevelopment of the Grey Port will also affect modal shifts which may assist with containing if not reducing carbon emissions.

#### Method 5.2.4

*Using planning controls and design guides to reduce local environmental amenity impacts (noise exposure, safety perceptions).*

- 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.
- Transit advocates for setbacks for noise along urban areas of the State Highway.
- Transit is investigating using the financial contribution provisions in the Buller District Plan to fund future intersection upgrades.

#### Method 5.2.5

*Make greater provision and use of low energy transport options through encouragement of safe and attractive walking and cycling environments.*

- The Regional Walking and Cycling Strategy will address these issues and aid in developing safer and more attractive walking and cycling environments.
- General maintenance, street cleaning, and renewal of footpaths and related facilities in each district also aids in achieving this method.

#### Method 5.2.6

*Promote use and development of energy efficient road networks and traffic management solutions.*

- General renewal works undertaken by each road-controlling authority aids in general efficiency and traffic management solutions.

### 3.3 Social and Cultural Well-being

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

#### Method 5.3.1

*Improving safety outcomes across all modes through prioritised investment in identified risk areas.*

Transit and the three District Councils undertook further road safety infrastructure works in the 2007/08-year as outlined below. All three Councils continue to maintain their roading networks in accordance with recognised roading standards.

- Transit continues to maintain the State Highway network 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, 5.1 kilometres of road were rehabilitated and seal widening was undertaken, 89.7 kilometres were resealed. The use of a de-icer, Calcium Magnesium Acetate, continues to be successfully employed over the Lewis, Rahu, and Arthurs Passes and is being trialled on the Haast Pass in the 2008 winter to determine its effectiveness there as well.
- In Buller, minor safety works are used to prioritise safety works throughout the District. In 2007/08 guardrails have been added to corners on the Karamea Highway, and widening with corner realignment has minimised a dangerous section of Darkies Terrace Road.
- In Grey, capital works primarily focused on minor safety works such as intersection improvements (Atarau), visibility improvements (Te Kinga) and safety guardrails. Of significance is that while \$2.38 million of capital works were programmed only \$0.31 million was spent due to Pike River Coal Company deciding not to use the West Coast Coastal Shipping option but to transport coal via rail to Lyttelton.
- In Westland a number of minor safety works have been undertaken including removing the side of the Okuru Bridge in Haast and replacing them with guardrail, and alignment improvements to the Upper Kokatahi Road/Kowhitirangi Road Intersection. There has been a continued emphasis on maintaining and renewing the network of 705 kilometres of road, of which 299 kilometres is sealed, 269 bridges, and 65 kilometres of footpaths

Transit has made a number of discrete safety improvements over the past year, including:

- Seal widening and removal of two vertical curves (i.e. humps) on State Highway 6 Lawson to Mahers.
- Guardrail provision at State Highway 6 Lake Wahapo, and Newmans Lookout, and State Highway 73 Kelly's Creek, and Peg Leg corner.
- Seal widening and barrier work continues between Kaiata and Omoto on State Highway 7.
- Junction improvements at State Highway 7 Stillwater, State Highway 73 Moana turnoff, and State Highway 6, Alma Road and Dunollie.
- Tree removal in the Haast Valley has been undertaken to remove rotten and/or hollow trees.
- 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.
- Contribution has been made to a stock underpass on State Highway 69 near Waitua.
- Further study of the need for traffic control at Iron Bridge, Fern Arch, and Hawkes Crag in the Buller Gorge.

#### Method 5.3.2

*Communicating the benefits that reduced dependence on motor vehicles can make towards improving safety to the community.*

- Communicating these benefits is in its first stages with the development of the Regional Walking and Cycling Strategy.
- BikeWise Week enabled the promotion of safe bike use in the community throughout schools in the Greymouth, Grey Valley, and Reefton areas.



### Method 5.3.3

*Alignment of actions with 'Road Safety 2010'.*

- Actions undertaken on the West Coast are consistent with those promoted within the 'Road Safety to 2010' document.
- 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.
- 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 6. Crash numbers and severity for the West Coast are provided in Table 1 for a comparative analysis.

Table 1: Crash numbers and severity 2003 to 2007 – whole Region

	2003	2004	2005	2006	2007	<b>Total</b>	5-year Average
Fatal crashes (deaths)	5	10	6	4	6	<b>31</b>	6
Serious crashes	26	26	29	32	32	<b>145</b>	29
Minor crashes	80	64	72	86	85	<b>387</b>	77
<b>Total injury crashes</b>	<b>111</b>	<b>100</b>	<b>107</b>	<b>122</b>	<b>123</b>	<b>558</b>	<b>113</b>
Non-injury crashes	165	253	205	200	214	<b>1037</b>	

Source: Land Transport New Zealand

- Road safety programmes implemented on the West Coast for the 2007/08 year included speed, fatigue, intersections, alcohol, restraints, Bike Wise, and Safe Kids.

### Method 5.3.4

*Addressing the safety needs of vulnerable users through prioritised investment in suitable street lighting and urban design.*

- Safety needs of all users are considered within each subdivision application within the requirements of the Grey District Plan.
- Street lighting continues to be reviewed throughout the Districts on a continual basis to ensure that existing standards are maintained.

### Method 5.3.5

*Addressing personal security concerns for pedestrians, cyclists, passenger transport users through identification of risks and targeted safety improvement investments.*

- The Road Safety Coordinator continued to receive concerns from the public and present these to the relevant road controlling authority.
- Street lighting has continued to be funded and maintained.
- In Westland, the Safer Community Council addresses some of these issues.
- Minor safety improvements are carried out where appropriate throughout the region.
- The Draft Regional Walking and Cycling Strategy identified areas of concern with undertaking these active transport modes. These concerns can then be included, where appropriate, in transport programmes.
- The Regional Council undertook a Passenger Satisfaction Survey of users of the Total Mobility service, which assessed the security of passengers using the taxi services throughout the region. No concerns were noted, with personal security rating highly.
- 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.

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

**Method 5.4.1**

*Consideration of access for the vulnerable and transport impaired.*

- Considered through minor safety improvements and as part of new facilities such as the renewal, or development, of footpaths within the Grey District.
- The Buller and Westland District Councils continue to contribute to the funding of the taxi services within their Districts to provide a means of transport to the transport disadvantaged and also to provide an alternative to drink driving.
- Subsidised Total Mobility taxi services were provided to people who are transport disadvantaged in the main centres of Westport, Greymouth, and Hokitika. In 2007/08 a total of 16,829 passenger trips were taken, a reduction of 11% compared to the 2006/07-year. At the conclusion of the 2007/08-year, the Total Mobility Scheme had a client base of 626 permanent users, and 1 temporary user. There were 75 new users registered during the 2007/08 year.
- The Regional Council initiated the pilot service of shuttles being able to provide subsidised transport between the West Coast and neighbouring regions for Total Mobility users.

**Method 5.4.2**

*Recognising roading space needs of users other than motor vehicles through encouragement of suitable designed and located walking and cycling routes (off road where possible) and through road safety campaigns.*

- The development of the Draft Regional Walking and Cycling Strategy identifies the issues inherent with the sharing of the road network between walkers and cyclists with vehicles. A number of recommendations on how to resolve these issues will come out of the Strategy.
- Off road walking and cycling facilities are under consideration as discussed earlier in this report. The Coastal Pathway will be a major link for communities between the Taramakau River and Greymouth urban area.
- BikeWise week, undertaken by the Road Safety Coordinator, is an educational opportunity to teach school children how to use the road appropriately and share it with other road users.

**Method 5.4.3**

*Acknowledging that access is an urban and rural issue (including affordability issues for some users and communities) through targeted reviews to determine potential opportunities to improve access opportunities.*

- In the 2007/08-year, the Regional Council initiated the pilot of enabling shuttles to provide the Total Mobility service between the West Coast and neighbouring regions. Of the two services that took up the opportunity of providing for Total Mobility users, only West Coast Shuttle had passengers use the service. The offer has been made to all shuttle providers again for the 2008/09 year, however at time of writing, only West Coast Shuttle has signed up again to provide this service.
- No further reviews have been undertaken.

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

**Method 5.5.1**

*Promotion of walking and cycling for short urban trips through land use planning, urban design, direct investment in quality footpaths, walkways and cycle ways, and marketing of 'healthy transport alternatives'.*

As detailed previously:

- Work has been undertaken throughout all Districts to ensure the continued maintenance and integrity of quality footpaths.

- The Coastal Pathway project in the Grey District will further encourage walking and cycling in the district.
- The Draft Regional Walking and Cycling Strategy will assist in identifying ways of increasing walking and cycling particularly for short urban trips.
- Increasing costs of fuel may also impact on this modal shift for short trips.
- The West Coast District Health Board has also implemented the Healthy Eating Healthy Action (HEHA) initiative, which encourages more active modes of transport.

#### **Method 5.5.2**

*Reducing dependence on private vehicles through land use planning that enables local needs to be met locally, providing a high level of network 'connectedness' to promote non-vehicle modes, and using parking availability to shift behaviour.*

- Throughout the region, developers are required to provide footpaths in urban developments and encouraged to provide for walking/cycling connections. For example, the Grey District Council was involved with a number of subdivision developments, which will involve the transfer of new roads to Council. This also includes 1km of footpaths.
- District Councils continue with footpath maintenance and renewals.

#### **Method 5.5.3**

*Encouraging modal shifts to enhance air quality and reduce exposure to transport noise or other aspects that can impinge on community and personal health.*

- As reported on previously, the Draft Regional Walking and Cycling Strategy has been the primary means of achieving this at this point.
- Pike River Coal Company's decision to transport coal via rail over the Midland Line as opposed to through the Grey Port has resulted in less traffic movements through the urban area of Greymouth reducing exposure to noise for tourists, shoppers, and businesses along Mawhera Quay. There is also a reduction in the number of communities who would have had coal trucks travelling through.

#### **Method 5.5.4**

*Reducing surface water contamination through promotion of appropriate storm water treatment designs (e.g. grass swales).*

- Transit maintains existing facilities and upgrades these where there is an identified need or in combination with seal widening or realignment.
- Buller District Council maintains grass verges to provide for treatment of road runoff.
- The Grey District Plan has requirements for subdivisions for stormwater treatment.
- This is not considered an issue in the Westland District with low traffic volumes and high rainfall.

#### **Method 5.5.5**

*Minimise noise conflicts between transport routes and adjoining land use by requirements as to appropriate locations and / or noise protection or mitigation as part of new developments.*

- The Grey District Plan requirements deal with this issue.

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

#### **Method 5.6.1**

*Promote liaison and consultation processes that enable clear understanding of issues of significance.*

- Iwi have had the opportunity to have a representative on the Regional Land Transport Committee.
- All Councils consult on Annual Plans and Long Term Council Community Plans.
- Transit is initiating more regular liaison with iwi.

Recent examples of incorporating cultural well-being issues include:

- Consultation on the Arahura Bridge project;

- The development of the Draft Walking and Cycling Strategy which included a waananga with local iwi to discuss relevant issues; and,
- Grey River Heritage Park Joint Committee of Greymouth Heritage Trust, Grey District Council and Te Runanga o Ngati Waewae provides a liaison mechanism for the Port of Greymouth development.

#### **Method 5.6.2**

*Maintain suitable arrangements to enable identification of sites and activities of cultural significance.*

- Transit has an archaeological risk model which it uses as part of the planning for its projects.
- Transit instructs all contractors working on the road network that an Accidental Discovery Protocol exists for any sites identified whilst work progresses. Transit also has a Memorandum of Understanding (MOU) with the Historic Places Trust.
- The Westland District Council has regular contact with iwi, with sites and activities of cultural significance recognised in the District Plan.
- Plan provisions for the other Districts ensure this occurs.
- Historic assessment of Richmond Quay development, Port of Greymouth, completed. Consultation on Port of Greymouth development undertaken with Te Runanga o Ngati Waewae and Greymouth Heritage Trust.

#### **Method 5.6.3**

*Ensure regional transportation initiatives appropriately take account of heritage considerations in decision-making.*

- Transit encourages this through the Accidental Discovery Protocol and MOU with the Historic Places Trust, and with more regular consultation with iwi.
- Grey District encourages this through the District Plan provisions.
- Consultation on Port of Greymouth development undertaken with Te Runanga o Ngati Waewae and Greymouth Heritage Trust.

#### **4. Conclusion – Future Issues**

As per section 176(1)(b) the Strategy must be renewed at least once every 3 years. The RLTS for the West Coast will be reviewed coming into 2009 under the new Land Transport Management Amendment Act 2008. This will be the last Annual Report to be undertaken on this version of the RLTS unless the review is deferred while the new Regional Transport Committee (previously the RLTC) comes up to speed regarding the new legislation.

There are still a number of projects to be undertaken or continued in the coming years as part of implementing the West Coast Regional Land Transport Strategy while the new Strategy is developed. The majority of these are set actions in the transport authorities programmes. Wider issues influencing the transport sector reflect the uncertainty regarding the change in legislation and include:

##### **'Stepping Forward'**

The Land Transport Management Amendment Act 2008 took effect from August 1 2008. As a result there will be a significant number of changes to the way the transport sector operates.

##### Regional Transport Committees

Under the new legislation the former RLTC's have been replaced with Regional Transport Committees. These Committees will have greater responsibilities and functions under the new legislation and will be more closely aligned with the objectives in the Act.

##### Three-year regional land transport programmes

Previously funding programmes were developed annually. Under the new legislation these have been extended to 3-yearly and all programmes, including these for the State Highway, are to be merged into a regional programme. This will place further responsibility on the Regional Council to prepare and submit them with assistance from the other authorities.

##### **Review of the Regional Land Transport Strategy**

The new RLTS will need to take account of the change in legislation.

## Appendix 1

### Regional Land Transport Committee Members (as at 30 June 2008)

Cr. Ross Scarlett	Chair – RLTC
Cr. David Barnes	Buller District
Cr. Peter Haddock	Grey District Council
Cr. Kerry Eggeling	Westland District Council
Colin Knaggs	Transit New Zealand
Mark Yaxley	Land Transport New Zealand
Grant Turner	New Zealand RTA
John McCann	Private Road Users (AA)
Neil Campbell	New Zealand 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 2008)

David Stapleton	West Coast Ports
Wayne Osmer	Land Transport New Zealand
Neil Campbell	New Zealand Railways Corporation
Warren Gilbertson	West Coast Development Trust
Mike Blyleven	Transit New Zealand
Simon Moran	West Coast Regional Council
Nichola Costley	West Coast Regional Council
Steve Griffin	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