



# WEST COAST REGIONAL LAND TRANSPORT STRATEGY

ANNUAL REPORT

2008-09

September 2009



## Overview and Summary

The West Coast Regional Land Transport Strategy (RLTS) provides the framework that incorporates the vision 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 is the third Annual Report for the RLTS and it provides an outline of the Strategy's progress and implementation.

The newly appointed Regional Transport Committee has continued the close working relationship between the agencies on the Committee and I thank them for their contributions and commitment to the transport sector over the past year, particularly with the development of the Regional Land Transport Programme 2009-12 (RLTP).

A deferral for the review of the RLTS was successfully sought from the Minister in order to allow time to prepare the RLTP and review the changes to transport legislation. The review of the RLTS will take place in the 2009/10 year.

The key direction for the RLTS is to ensure continued improvement, integrity, and safety of the transport network. Development and growth in the region through tourism and other industries can only be supported through robust transport networks.

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

- Buller District Council
- Grey District Council
- Kiwirail
- New Zealand Transport Agency
- Westland District Council

Ross Scarlett

**Chairman**

**West Coast Regional Transport Committee**

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## **1 Introduction**

### **1.1 Purpose**

This report reviews the performance and achievements of the West Coasts regional land transport planning functions for the 2008/2009-year.

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. The purpose of the RLTS is to contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system, with the Strategy taking into account how it will:

- Assist economic development;
- Assist safety and personal security;
- Improve access and mobility;
- Protect and promote public health; and,
- Ensure environmental sustainability.

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 third year of the implementation of the 2006-2016 West Coast RLTS and covers the period from July 2008 to June 2009.

### **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**

Section 2 outlines the specific progress made towards implementing the policies contained in the Strategy in the 2008/09 year. It also details the activities carried out by the key agencies such as the West Coast Regional Council and Regional Transport Committee, the New Zealand Transport Agency, 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.

Appendix 2 provides an overview of the West Coast Transport System.

## 2. Report on Progress

The West Coast RLTS is reviewed every three years (this will change to 6 years after the next review in accordance with the Land Transport Management Amendment Act 2008).

The current RLTS was made operative in 2006 and has a 10-year timeframe. The projects and programmes found within the strategy will be prioritised and implemented over this longer timeframe as required.

### 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.

#### KiwiRail

In the last 12 months the Government bought the rail and ferry operations from Toll Holdings Ltd to add to its Ontrack assets, consisting of the railway track, bridges, and signalling systems. The company is now called Kiwirail, and Ontrack is a division of Kiwirail.

The West Coast is an important part of the rail network and several significant investment decisions have been made in the last 12 months that will have substantial benefit for the West Coast economy. These include:

- Kiwirail continues to invest strongly in the West Coast rail network, with over 8000 new concrete sleepers and over 10 km of new rail installed in the last 12 months. In addition to this, the replacement of the Arahura road/rail bridge is now well under way with completion expected in early 2010. The bridge upgrade programme is continuing with many other bridges replaced or significantly upgraded in the last 12 months. Much of this work is being carried out by West Coast based companies.
- The Pike River Coal Co commissioned a new coal load out facility and 2 km long rail siding at Ikamatua. This was completed in November 2008. Coal exports through this facility are due to begin in September 2009. The development of this new coal traffic has been the catalyst for a planned increase in train size from the present 30 wagon coal trains to 45 wagon trains. This extra traffic will require an extra 50 new coal wagons in the fleet and these are being manufactured at Hillside Workshops in Dunedin at present. Fifteen wagons have been completed to date.
- Westland Milk Products is building a large new dairy store at Rolleston which will require new rail sidings to be constructed together with expansion of their existing sidings at their Hokitika plant. This work has begun and will be complete by the end of 2009.
- The Kiwirail Board has approved the replacement of the iconic Tranz Alpine train with a fleet of new carriages. Work has begun on designing suitable new rolling stock and the tender/construction process will begin shortly.

#### New Zealand Transport Agency

Many of the NZ Transport Agency's programmed works will provide incremental benefits to the wider economic development on the West Coast by ensuring route security, more reliable journey times, and faster and safer travel. The high level of core maintenance, and the high level of service that is provided to maintain the road, especially over the winter period, provide significant and tangible benefits to the haulage industry in particular.

Re-alignments and passing opportunities have been undertaken in providing the passing lanes at Otira and Kiwi Jacks (Fox Hills), re-alignments at SH6 12 Twelve Mile, SH6 Bullock Creek Re-alignment (North of Punakaiki), SH6 Fox Hills, and curve re-shaping at SH7 Cliffs Cutting and Palmers Bend. Pavement re-habitations have also provided opportunities for

improvements to road geometric alignments, such as SH73 Jacks Hut, and SH6 Kiwi Jacks, in which widening of the carriageway to the required strategic width was also carried out.

Improvements continue to be made to the driver information systems to improve driver knowledge and timely choice of route selection based on its availability or restrictions, notably over the Alpine passes. Such measures have been largely welcomed by the haulage groups. This year has seen the addition of an additional Variable Message Sign (VMS) at Fox Glacier to indicate conditions over the Haast Pass; this is complemented by one at SH6 Makarora on the Otago boundary. This has been supported by significant improvements to the co-ordination of the highway information through development of in-house systems to manage events, VMS, and links to media and the NZTA Highway Information webpage.

Investment in structures has also been significant this year, with the ongoing work to the replacement of the Arahura Bridge and preparatory works to re-locate the permanent SH6 Ten Mile Bridge. Both sets of work will ultimately ensure continued access to this route by permitted over-dimension vehicles and remove route security issues (rockfall at Ten Mile Bridge). Removal of weight restrictions over the three SH6 Suspensions bridges (Westland) has enabled all Class 1 vehicles to now travel through South Westland.

Additional Economic Stimulus Monies were provided by the Government in March 2009 to fund additional work at SH6 Smithys Creek (Fox Hills), extension of the Gates of Haast Bridge painting, and to upgrade safety assets such as guardrails. The money was additional to that already funded with the aim of generating additional work for the construction industry.

#### Buller District

In the Buller District projects undertaken to assist economic development included:

- Maintaining the roading network to an acceptable standard, including resealing of 20km of roads.
- The Council has supported Pike River Coal Company as they have developed their coal handling facility at Ikamatua.
- Council has undertaken the initial stages of a bridge assessment for route security.

#### Grey District

Projects to assist with economic development in the Grey District included:

- Maintenance and integrity of the road network has continued with renewals works at \$2.28 million which includes \$0.98 million in resealing 37 km of road.
- General maintenance of 606 km of road network at \$1.95 million. This work includes general repairs, street cleaning, bridge maintenance, amenities, traffic services, and streetlights.
- Renewal of the Camp Creek Bridge (18m span) in the Rotomanu area commenced and was 60% complete at the end of the financial year. This renewal also improves the capacity of the network by replacing a single lane Class 1 structure with a two lane structure that meets current heavy traffic loading standards.
- Just over \$385,000 was spent on essential emergency work repairs to reinstate roads that were affected by storms and flood damage over the 2008/09 year. Fortunately this was down on the previous two years being \$800,000 in 2006/07 and \$640,000 in 2007/08.
- \$1.5 million – 6 km Atarau road strengthening project to allow for the cartage of coal over District roads from the Pike River coal mine processing facility to the handling facility at Ikamatua. The project is programmed over 2008/09 and 2009/10 and is currently 60% complete.

#### Westland District

Projects undertaken in the Westland District to assist economic development included:

- Maintaining and renewing the existing local road network in Westland.

- Apart from temporary closures of the Haast Jackson Bay Road which had temporary closures due to storm damage, a high level of reliability of the network was achieved, with all roads open at all times
- 26 km of road was resealed.
- 3 km of seal extension projects planned for the year were deferred into the 2009/2010 year.

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

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

- Working collaboratively with the NZ Transport Agency and the West Coast Councils to develop the first of the 3 year Regional Transport Programmes. The Programme required the identification of roading projects with regional significance (those projects on the State Highway or using R funds) to be prioritised.
- A submission was made to the Ministry of Transport on the revised Government Policy Statement seeking that R funding, or another form of regionally allocated funds, be continued past the 10-year R funding period.
- The Committee submitted on the Canterbury Regional Land Transport Programme to seek an earlier commencement of the design phase in the 2009-12 RLTP, and consequently the construction phase in the 2012-15 Programme for the Mingha Bluff to Rough Creek project.
- The Committee also submitted on the Southland Regional Land Transport Programme to seek the deletion of the Haast to Hollyford Investigation listed as an activity of Inter Regional Significance as this project had not been included in the West Coast Programme and consequently funding had not been allocated to it.

### **3.2 Environmental Well-being - Sustainability**

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

The NZ Transport Agency has been a key driving force behind the development of the West Coast Regional Walking and Cycling Strategy in conjunction with the four Councils. The Agencies are keen to continue to seek opportunities for further improvement for sustainable modes of transport within the competing priorities for road safety.

Key achievements made by the NZ Transport Agency towards environmental sustainability include:

- Many of the improvements to seal width and re-alignments or curve shaping works have been considered for all road users, as applicable to the site. The additional widths provided, and the improved visibility offered by such improvements, typically ensure safety is improved for cyclists, where that is practicable and/or desirable.
- Pedestrian/school crossing points have been provided at SH6 Karoro and SH67 Westport for schools to encourage such activities, whilst simultaneously providing for a safe crossing of the State Highway.
- Collaborations with improvements to walking and cycling facilities to the Glaciers has been agreed and acted upon with the Department of Conservation, and physical works are planned to commence in 2009/2010 financial year.
- Construction works, and indeed scheme developments, have also been actively encouraging the use of material won from construction, or the re-use of the existing where possible, such as utilising rock to form embankment protection at SH73 Jacks Hut and at SH7 Palmers Bend, and pavement rehabilitation works which typically re-use the existing surface once it is milled and re-laid, reducing the need for dumping and/or sourcing new material.



Grey District Council staff contributed mainly on a voluntary basis to the development of a feasibility and preliminary design study for an active transport pathway from Greymouth to the Camerons/Taramakau area, a distance of 16 km. The study has been completed and has been used as an input to a regional pathways application to the Government.

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.

### 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, and the NZ Transport Agency 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 2004 to 2008 – whole Region

|                             | 2004       | 2005       | 2006       | 2007       | 2008       | <b>Total</b> | 5-year Average |
|-----------------------------|------------|------------|------------|------------|------------|--------------|----------------|
| Fatal crashes (deaths)      | 10         | 6          | 4          | 6          | 7          | <b>33</b>    | 7              |
| Serious crashes             | 26         | 29         | 32         | 32         | 26         | <b>145</b>   | 29             |
| Minor crashes               | 64         | 72         | 86         | 85         | 91         | <b>398</b>   | 80             |
| <b>Total injury crashes</b> | <b>100</b> | <b>107</b> | <b>122</b> | <b>123</b> | <b>124</b> | <b>576</b>   | <b>115</b>     |
| Non-injury crashes          | 253        | 205        | 200        | 215        | 194        | <b>1067</b>  | 213            |

Source: New Zealand Transport Agency

Programmes undertaken during the 2008/09 year included:

- Rural and Urban Speed;
- Drive Sober;
- Fatigue;
- Intersections;
- Restraints;
- Bikewise/Chaos at the School Gates; and,
- Winter Driving

Activities undertaken in these areas are described in further detail below:

#### Rural and Urban Speed

Radio advertising continues 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. Speed campaigns around school buses were also run. Funding for a

Viasis Plus Speed recording device was sourced from the four Councils, ACC, and the NZ Transport Agency (Engineering). This recording device will replace the failing speed trailer.

#### Drive Sober

Print and radio broadcast material were developed for promotions to complement the national programme. Relationships with the SADD coordinator were built to focus on the younger drivers as this age group is showing an increase in alcohol related driving statistics.

#### Fatigue

Fatigue stops were held at Hari Hari in December, Springs Junction in February, and a combined stop with Selwyn District at Lake Pearson in March. Water (hydration), cookies (food energy), and leaflets on fatigue were provided to drivers at each stop.

#### Intersections

Intersections continue to result in a high number of crashes. 27% of injury crashes on local roads occur at intersections (12% on State Highways). Promotional work capitalised on the national theme and catch phrases. Surveys undertaken at key locations provided the local information (non-compliances) in the promotional material.

#### Restraints

Restraints compliance continues to be an issue on the West Coast. Programmes to encourage the use of restraints involved Plunket, Safekids, and Police. Printed material, videos and car seat displays, as well as car seat safety checks were all used.

#### Bike-wise / Chaos at the School Gate

Promotional work was undertaken with cyclists at events to promote helmet use and safe cycle practices. Events such as the Mayoral Cycle Challenge attracted both young and not so young cyclists. The Chaos at the School Gate programme is intended to make the school gate environment safer. There has been strong support for this programme with several schools signing up to Feet First and the development of a KEA Crossing in the Grey District for a primary school crossing on the State Highway.

#### Drive to the Conditions

This programme focussed on driving to the conditions, particularly those experienced in winter. In conjunction with ACC demonstrations and hands on opportunities to fit snow chains enabled drivers to become more confident and up skilled them on when and how to fit chains in winter conditions.

The NZ Transport Agency 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.

#### New Zealand Transport Agency

- Safety has continued to be addressed in a holistic manner, with continued improvements to surfacing, skid resistance, minor improvements, re-alignments, passing opportunities, curve corrections, obstruction removal and edge protection all contributing to providing greater assurance of safety throughout the network.
- Lighting upgrades have been made in Franz Josef to ensure pedestrian safety, and further improvements will be made at the Fox township also.
- Pedestrian/school crossing points have been provided at SH6 Karoro and SH67 Westport for schools.
- Many works have also aimed to ensure that the State Highway network is not affected by natural events, which by default improve safety as well. Proactive works such as blasting loose or damaged material to remove or reduce the impact, has reduced the imminent risk at certain sites (SH73 Wallace Pt and Yorkeys). However, there have been significant natural events over the last year which have resulted in damage to the network. At such

times the NZ Transport Agency have always been able to ensure the safety of the users of the road, and have ultimately aimed to re-instate the network in a manner whereby the risk of re-occurrence in the future is minimised through use of rock armouring, river training, or stopbank improvements.

#### Buller District Council

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

- A footpath facility provided at Punakaiki by road widening to allow safe pedestrian passage from the Punakaiki River to Dolomite Point was completed.
- Additional guard rails have been installed on the Karamea Highway.
- Further widening has been undertaken on Darkies Terrace Road which provides access to an important tourist attraction.
- 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:

- Minor safety projects costing \$313,155 were completed which consisted mainly of contributions to farmers for the installation of 4 stock underpasses, and intersection improvements.
- The \$1.5 million – 6 km Atarau road strengthening project also included road widening and other safety improvement components (vertical and horizontal curve easing). The project is programmed over 2008/09 and 2009/10 and is currently 60% complete.

#### Westland District Council

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

- The Council continuing to take a full role in regional transport planning and road safety promotion.
- A Strategic Study was completed which identified safety priorities on the local road network.
- Approximately 1 km of footpath was resurfaced to maintain quality for walking.

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

Subsidised Total Mobility taxi services continue to be provided to people who are transport disadvantaged in the main centres of Westport, Greymouth, and Hokitika. In 2008/09 a total of 16,829 passenger trips were made. This continues a decreasing trend in trip numbers which may be a reflection of the current economic times. At the conclusion of the 2008/09-year, the Total Mobility Scheme had a client base of 576 patrons with 49 new users registered during the year.

A pilot project trialling shuttle services providing for the Total Mobility to outside the region commenced in 2007/08. Only West Coast Shuttle took up the opportunity. West Coast Shuttle again provided this return service to Canterbury in the 2008/09 year. A total of 28 trips were made by Total Mobility users on this service during 2008/09.

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.

The NZ Transport Agency have made improvements for access and mobility which have been advanced with the local authorities. Notably these improvements include contributions to the Westport Urban Design strategy and works to upgrade Weeniks Road Intersection in

Greymouth. Junction improvements have also improved access, such as SH67 Waimangaroa, SH67a Carters Beach, SH6 Four Mile Junction, plus improvements to crossing points at SH67 Westport and SH6 Karoro.

In Westland, access and mobility have been taken into account in the design of new footpaths and streetscape improvements.

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

- The development and adoption of the West Coast Regional Walking and Cycling Strategy identifies methods to increase active modes of transport in the region.
- Work has been undertaken throughout all Districts to ensure the continued maintenance and integrity of quality footpaths.
- In the Buller District further work has been undertaken on footpaths and kerb crossings to improve the routes identified by transport disadvantaged particularly on routes used to access doctors and the hospital.
- Planning continues on the 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 to transport related decision making from Iwi has continued through representation on the Regional Transport Committee.
- Cultural considerations have been incorporated into the design and construction of the new Arahura Bridge.

### **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:

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

The primary piece of work for the Regional Transport Committee for the 2009/10 year will be the review of the Regional Land Transport Strategy. The Minister of Transport granted a deferral for the Strategy until August 2010 in order to be able to complete the development of the Regional Land Transport Programme. Now that the Programme has been submitted, work will commence on reviewing the Strategy in light of the new legislation and other corresponding documents.

The amendments to the Act ensure that the Strategy will have an extended outlook of 30 years which is a challenge to address in any sector.

#### **Implementation of the Regional Land Transport Programme**

The development of the Regional Land Transport Programme was overshadowed by uncertainty regarding the funding available for the programmes as a result of the newly elected government. There may be a need for the Committee to revisit the priorities accorded to regional projects to ensure that projects important to the region are undertaken in a timely manner once the National Land Transport Programme has been released.

#### **Network challenges**

The NZ Transport Agency has carried out Route Security Studies over the West Coast SH6 and SH73 to develop an understanding of the best practices and techniques that can be employed to monitor and ensure the route security of these key routes. Specific sites have been looked at in terms of recent and current activity, and use has been made of previous works or studies that have been undertaken. The aim is to identify and develop a strategy for potential timely intervention of necessary works to ensure the route remains secured, and safe. Gates of Haast for route reliability and Mingha Bluff to Rough Creek for route safety remain key network issues.

In addition, a study to identify the best method for providing opportunities for passing and overtaking over the entire West Coast State Highway is currently underway. This has been identified as a key driver for increasing safety on the network.

Both studies will be developed with the specific needs and requirements of the West Coast environment to ensure that the solutions offered provide the best possible combination of measures across the whole community.

The prevalence of one lane bridges on the network will continue to affect safety particularly for those unfamiliar with the road conditions on the West Coast. The NZ Transport Agency has a national strategy for the replacement of these structures. However, due to the benefit cost ratio, West Coast bridges are not expected to place highly in the priority order for replacement.

## Appendix 1

### Regional Transport Committee Members (as at 30 June 2009)

#### Funding Members

|                    |   |
|--------------------|---|
| Cr. Ross Scarlett  | West Coast Regional Council - Chairman        |
| Cr. Peter Ewen     | West Coast Regional Council - Deputy Chairman |
| Cr. David Barnes   | Buller District Council - Councillor          |
| Cr. Peter Haddock  | Grey District Council - Councillor            |
| Cr. Kerry Eggeling | Westland District Council - Councillor        |
| Mark Yaxley        | New Zealand Transport Agency                  |

#### Interest Representatives

|                   |                              |
|-------------------|------------------------------|
| Warren Gilbertson | Economic Development         |
| John Canning      | Safety and Personal Security |
| Cheryl Brunton    | Public Health                |
| Gloria Hammond    | Access and Mobility          |
| Jo Macpherson     | Environmental Sustainability |
| Rick Barber       | Te Runanga o Ngati Waewae    |
| Terry Scott       | Te Runanga o Makaawhio       |

### Regional Transport Advisory Group Members (as at 30 June 2009)

|                 |                              |
|-----------------|------------------------------|
| 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    |
| Wayne Osmers    | New Zealand transport Agency |
| Mike Blyleven   | New Zealand Transport Agency |

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

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

## Appendix 2

### Overview of West Coast Transport System

|   | <b>Region</b> | <b>New Zealand</b> | <b>Region as % of NZ</b> |
|---|---------------|--------------------|--------------------------|
| Population                              | 32,000        | 4,228,000          | 1%                       |
| Land area (km <sup>2</sup> )            | 23,336        | 275,446            | 8%                       |
| Imports (gross tonne) <sup>1, 2</sup>   | 800,000       | 76,000,000         | 1%                       |
| Exports (gross tonne) <sup>1, 2</sup>   | 2,400,000     | 67,000,000         | 4%                       |
| Gross Domestic Product (GDP) (\$)       | 1,109,400,000 | 163,387,000,000    | 1%                       |
| Passenger Transport - Bus - boardings   | 44,884        | 89,683,159         | 0%                       |
| Passenger Transport - Rail - boardings  | -             | 16,913,205         |                          |
| Passenger Transport - Ferry - boardings | -             | 4,224,398          |                          |
| Motor vehicles                          | 23,000        | 2,850,000          | 1%                       |
| VKT (km)                                | 463,900,000   | 39,845,600,000     | 1%                       |
| Fatalities on the roads                 | 6             | 423                | 1%                       |
| Fatal and injury crashes on the roads   | 123           | 12,047             | 1%                       |
| Local roads - urban all (km)            | 286           | 17,251             | 2%                       |
| Local roads - urban sealed (km)         | 263           | 16,869             | 2%                       |
| Local roads - rural all (km)            | 1,611         | 65,432             | 2%                       |
| Local roads - rural sealed (km)         | 788           | 33,432             | 2%                       |
| State Highway - all (km)                | 872           | 10,893             | 8%                       |
| State Highway - sealed (km)             | 872           | 10,837             | 8%                       |
| State Highway - motorway (km)           | -             | 172                |                          |

Source: New Zealand Transport Agency

Data based on 2006/07 figures

1. Crude indication only - based on a ratio determined in 2002 by BAH between inter-national and inter-regional freight movements.
2. Includes both inter-national and inter-regional freight movement.