

West Coast Regional Transport Committee Meeting

- Meeting Time: 10.30am, 1 May 2020
- Location: Zoom – link sent to Committee Members
Livestream – West Coast Regional Council Facebook

Agenda

- i. Apologies
- ii. Minutes of the last meeting of the Regional Transport Committee dated 14 June 2019 1
- iii. Matters arising from previous Minutes
- iv. Key functions of the Regional Transport Committee and Terms of Reference (N. Costley – WCRC) 6
- v. Overview of regional transport and core work programme (N. Costley – WCRC) 12
- vi. Draft Government Policy Statement on Land Transport (N. Costley – WCRC) 18
- vii. COVID-19 – Economic Recovery Infrastructure submissions (N. Costley – WCRC) 20
- viii. New Zealand Transport Agency update (J. Harland / Steve Higgs - NZTA) 21
- ix. District Council Asset Management Plan (K. Jackson – Westland District Council) 26
- x. West Coast Road Safety (K. Jackson – Chair: West Coast Road Safety Committee) 28
- xi. General business
- xii. Next meeting

THE WEST COAST REGIONAL TRANSPORT COMMITTEE

MINUTES OF THE MEETING OF THE WEST COAST REGIONAL TRANSPORT COMMITTEE HELD ON 14 JUNE 2019 AT THE COUNCIL CHAMBERS, GREY DISTRICT COUNCIL GREYMOUTH – COMMENCING AT 10.30 AM

PRESENT:

A. Robb (West Coast Regional Council – Chair), J. Harland (NZ Transport Agency), D. Havill (Westland District Council), P. Haddock (Grey District Council), N. Clementson (West Coast Regional Council), G. Howard (Buller District Council)

IN ATTENDANCE:

N. Costley (West Coast Regional Council), M. Duff (Buller District Council), M. Sutherland (Grey District Council), A. Kaye (Grey District Council), P. Connors (NZ Transport Agency),

1. Apologies:

W. Costello (Department of Conservation), K. Jackson (Westland District Council),

Moved (Clementson/Howard) that the apologies be accepted.

2. Confirmation of Minutes dated 18 October 2019

The Minutes of the last meeting of the RTC were confirmed.

Moved (Harland/Haddock) That the Minutes of the West Coast Regional Transport Committee meeting, dated 18 October 2018, be confirmed as correct.

Carried

3. Matters arising from the previous Minutes

P. Haddock questioned the action that has been undertaken in regards to pinch points across the region, and whether there are any planned to be fixed prior to the next tourist season? Noted that he is still receiving calls from truck drivers concerned about areas where they have to cross the centreline. P. Connors said that they are aware of them, they are on the list but they do not meet the priority to be funded at this time. P. Haddock noted that some of these pinchpoints only need a 'hair cut', and look to be an easy job. P. Connors requested that complaints are forwarded to NZTA. D. Havill noted that he was also receiving feedback on this matter.

No other matters raised.

4. Request to vary the West Coast Regional Land Transport Plan 2018-21

Speed management is a high priority of the current government in order to reduce fatalities and serious injury crashes. NZTA is requesting each of the RTC's to vary their RLTP's to include their region specific state highway speed management guide implementation. This will then unlock funds to undertake this work.

P. Haddock noted that there had been some discussion in the media around this. J. Harland said that Minister Genter has ruled out a blanket speed ban. Will be looking at this matter region by region and the areas of risk. If the variation goes through then it will unlock funding for NZTA to look at speeds, ground truth issues and work through a proposition that is consulted on before finally being gazetted. There is a good process around it. P. Haddock agreed with the concept as long as it is not going to impact long stretches of road that shouldn't be as this could instead increase driver frustration. D. Havill noted his concern about how the variations in speed may affect the length of time to a destination and the length of time truck drivers can drive.

Moved (Howard/Harland) That the West Coast Regional Transport Committee:

1. Notes that the following state highway activity is proposed as a variation to the Regional Land Transport Plan:
 - a. West Coast SH Speed Management Guide Implementation
2. Determines that the requested variation is not significant.
3. Agrees to vary the Regional Land Transport Plan by adding the above proposed activity to Table 9 – “Activities included in the West Coast Regional Land Transport Plan” in the RLTP.
4. Recommends the variation and change to the West Coast Regional Council.

Carried

5. Buller District Council transport matters

G. Howard spoke to the items outlined in his letter which were matters raised at various consultation meetings on the BDC Annual Plan. G. Howard noted that the footpath work had commenced around the swing bridge near Reefton which he was very pleased to see.

G. Howard noted that the public safety concerns around Ngakawau/Hector came up a lot during their Annual Plan consultation. There was also concern regarding the speeds through Hector and a digital speed sign is sought for this area.

Discussion around the Rough River highlighted its importance to contribute to the overweight over-dimension route and for transport oversized equipment. GDC are about to commence a present value end of life report to determine when the bridge requires replacement, however are looking at upgrading options firstly. Bridge is 83 years old. N. Clementson commented on the challenges involved with transporting oversized equipment around the region. The Stillwater Underpass is narrow and low and cannot be used. J. Harland requested that the sums involved in the cost for transportation detours are included in the business case.

G. Howard noted that there was no resolution sought for the matters raised in the letter, instead they wanted to bring the letter to the table to ensure they are noted. A request was made that a response is provided from NZTA following the RTC meeting.

6. Transport Special Interest Group and South Island RTC Chairs Group Update

N. Costley provided an update on the work progressing at the Transport Special Interest Group and South Island Regional Transport Committee Chairs Group. J. Harland requested potential dates for when will see the RLTP review material come through.

Moved (Haddock/Clementson) That the RTC receives this report.

Carried

7. Economic development

K. Stratful provided an update on several economic development initiatives in the tourism and freight space and their potential impact on the transport network. There is a proposal to rename the West Coast State Highway to align with the Untamed Natural Wilderness branding. K. Stratful also noted that he is providing input into various groups in regards to using the appropriate data to ensure that the right outcomes are achieved.

Tourism West Coast have completed a review on the West Coast as to visitor type etc. The FIT rate continues to increase with now almost 90% of all tourists travelling as FIT as opposed to coach tours. The coach tours are not going to the places the tourist’s want in the region. Tourism growth is reducing back to the standard 5% from the 14% experienced following the Untamed brand launch. The Chinese market is also slowing down.

There remains potential new business opportunities which could generate significant new freight task to the transport network on the West Coast and its connections with Canterbury. There are issues in trying to move this via alternative modes. A. Robb noted that this was a good update and a key issue for the future will be in ensuring that the increased freight is on the most appropriate mode.

7. Road Safety Update

The Chair of the Road Safety Committee had sent his apologies. N. Costley provided a brief update on the re-tendering of the contract for the next financial year. To date Ivan Wilson (through TPP) has done very good work promoting driver safety around the region during the term of the current contract which expires at the end of June this year.

8. Ms Karen Dow's petition to Parliament on drugged drivers

N. Costley presented the paper around the petition to parliament on drugged drivers. G. Howard questioned why would follow through on recommendation 2. J. Harland provided more detail around this in being that the petition only sought one outcome. The Ministry of Transport Discussion Document is taking a holistic approach to the issue and is seeking to identify the best possible way in which to manage this problem. The wording of recommendation 2 was to be amended to better reflect that the RTC supports her intent but recognising that the petition does not go wide enough.

J. Harland noted that 1 in 3 people driving are affected by drugs whether they be prescription or recreational.

Recommendations

Moved (Howard/Clementson) That the West Coast Regional Transport Committee:

1. Agrees to write to Ms Dow to extend members' sympathies on the loss of her son and provide information on its decision at this stage.
2. Support the intent of Ms Dow's petition at this stage pending the outcomes of the Ministry of Transport work on changing the drug driving testing and enforcement system
3. Works with other RTCs to ensure a consistent approach across the sector to respond to this matter and Ms Dow's petition.

Carried

9. Updates from NZTA

J. Harland provided two updates to the RTC. These included the:

- Safe network system – the SNP work is anticipated to save 160 deaths and serious injuries per year. The West Coast network is in better shape than some others due to work invested through visiting drivers work. The focus on the top of the South, including the West Coast, will come in 2020/21. The variation approved today will help to identify those areas that need the work.
- RTC update – this included a briefing on the changes to funding priorities, although this has had little impact on the West Coast the programme underway, urban mobility and mode shift, investment decision-making framework, streamlining the business case approach and travel demand management.

J. Harland also noted the survey being circulated now and encouraged all present to provide feedback.

RTC members made a number of comments following the presentations. P. Haddock believes that the inconsistency in the markings on NZ roads is contributing to accident rates. These markings are confusing in situations such as determining when it is safe to pass. J. Harland noted that some work upgrading the markings had been completed in Queenstown and that there was potential to consider this for the West Coast.

P. Haddock questioned who's responsibility it was to ensure that areas alongside the road are maintained in a fit state to allow for trucks and other vehicles to pull over safely. Many of them are full of pot holes and are dangerous or non-inviting. P. Connors said that this is something for the maintenance contractor and would follow up.

D. Havill noted his concern re the amount of water on the roads during rain events.

N. Clementson noted the improvement in drivers pulling over in the Lower and Upper Buller Gorge as a result of new signage having been installed.

P. Haddock noted that the 'bump' in the road following the improvement works undertaken east of Arthurs Pass is causing issues.

K. Stratful queried the management of loose rock that falls onto the road and appears to be just swept to the side of the road, raising the concern that this material would just be washed back onto the road in another heavy rainfall episode. P. Connors noted that that rock is swept to the side of the road to provide a bund type of protection to reduce the ability for other material to fall onto the road.

J. Harland introduced Leanne Scott who is providing comms support to Jim and Pete.

10. Review of the West Coast Walking and Cycling Strategy 2009

The late item was discussed. K. Stratful noted that there is a PGF project to review the cycle trails on the West Coast. While this is to the side of what was being proposed in the letter from Active West Coast, this project will provide background information to the wider Strategy. J. Harland recommended that the walking and cycling strategy be reviewed as part of the development of the next RLTP as it will inform planning and potential spending. The RTC supported this approach.

N. Costley to respond to Active West Coast updating them on the work underway and how the RTC will address the review of the strategy as part of the next RLTP review.

11. General business

K. Stratful raised the interesting ideas from McKinsey and Co about the future of transport – disruption technologies suggesting that the future is air and that road strategies can be dumped in the future.

Given the likelihood of this being the last RTC meeting of the current members A. Robb took the opportunity to acknowledge and thank J. Harland for his contribution and support, especially with what has been going on internally with NZTA. Jim has served the West Coast very well and is thought of highly throughout the region. A. Robb also thanked P. Connors before acknowledging the good relationships around the table and thanking the wider committee members for all of their efforts.

G. Howard also endorsed the work and support of both J. Harland and P. Connors. G. Howard noted that it had been great to be involved in the work of the RTC and the progress that had been made.

J. Harland thanked the contributions from both G. Howard and A. Robb. Transport is all about connecting communities. J. Harland noted that while there isn't always agreement the RTC do like to work together.

P. Haddock also indicated his support to the above acknowledgements noting that at time the feedback and comments may sound harsh but believe it is their role to relay these messages. The improvements have seen on the network, particularly in recent years, have been great. Implementation of the passing lane strategy and the construction of the new Taramakau Bridge have been the icing on the cake.

D. Havill noted that this was his last meeting, as well as acknowledging the amount that has been achieved over the past three years. He drives over the new Taramakau Bridge every day and acknowledges how great it is. The Mingha Bluff work is also a significant safety improvement.

Meeting closed at 12.04

Actions

- RTC members to direct concerns (phone calls etc) re the network (pinchpoints) to NZTA
- NZTA to respond to BDC letter in Agenda
- N. Costley to provide RLTP review timeframes to J. Harland
- N. Costley to draft letter to Ms Dow
- N. Costley to draft response to Active West Coast
- P. Connors to follow up with contractor on management of pull over areas on the state highway

Prepared for: West Coast Regional Transport Committee
 Prepared by: Nichola Costley – Manager Strategy and Communications
 Date: 25 April 2020
Subject: Key functions of the Regional Transport Committee and Terms of Reference

Purpose

The purpose of this report is to advise Members of the function of the Regional Transport Committee and provide a draft Terms of Reference for the Committee for consideration.

Regional Transport Committee

Creation and membership of Committee

The *Land Transport Management Act 2003 (LTMA)* requires the reconstitution of each Regional Transport Committee (RTC) following triennial local elections.

Following the local government elections in October 2019, the RTC is now required to be reconstituted. The RTC consists of only those agencies that make a funding contribution, and includes:

- Two Regional Council representatives (Chair and Deputy Chair)
- One District Council representative from each of the following:
 - Buller District Council
 - Grey District Council
 - Westland District Council
- One representative from the NZ Transport Agency.

A representative from the Department of Conservation also sits on the RTC given their roading controlling authority on the West Coast. However, while they have the same speaking rights as legislated appointments, they do not have voting rights.

Role of Committee

As required by the LTMA each regional transport committee is required to:

- Prepare a regional land transport plan, or any variation to the plan, for the approval of the West Coast Regional Council (*LTMA section 106(1)(a)*)
- Prepare and adopt a policy that determines significance in respect of:
 - Variations made to the regional land transport plan
 - Activities that are included in the regional land transport plan (*LTMA section 106(2)*)
- Provide any advice and assistance the regional council may require in relation to its transport responsibilities (*LTMA section 106(1)(b)*).

Draft Terms of Reference

Additional responsibilities have been outlined in the attached draft Terms of Reference for the Regional Transport Committee. Members are requested to review this draft Terms of Reference and be prepared to discuss the content. Subject to any amendments raised at the meeting, members will be requested to endorse the Terms of Reference. This will not restrict members from submitting additional amendments in the future.

Members should note the possible future requirement for a KiwiRail representative to join the Committee under changes proposed to the *Land Transport (Rail) Legislation Bill 2019*. It is unlikely that such a change will be required for the West Coast in the short-term, and an amendment to the Terms of Reference would be made in that eventuality.

Regional Transport Advisory Group

Membership of the West Coast RTAG

Regional Transport Advisory Groups (RTAG) are groups of technical officers involved in functions relating to transport. This includes district and regional council officers, NZ Transport Agency staff, and other individuals involved in the transport sector as and when required. Although not refer to in legislation, these advisory groups have an important function in assisting RTC's in co-ordinating the development and monitoring of regional land transport plans for their region.

Here on the West Coast, the Regional Transport Advisory Group (RTAG) is made up of representatives from the:

- West Coast Regional Council
- Buller District Council
- Grey District Council
- Westland District Council
- New Zealand Transport Agency
- Department of Conservation
- Development West Coast
- Any other organisations/individuals invites to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

Role of the West Coast RTAG

The West Coast RTAG has been established to assist the RTC on various technical matters related to transport planning. The role of the RTAG is to advise the RTC on matters relating to:

- The development of a RLTP for the region
- The development of a significance policy in response to any variations made to the RLTP and activities to be included in the RLTP
- Providing any general technical advice and assistance the RTC may request in relation to its transport responsibilities.

Recommendations

That the West Coast Regional Transport Committee:

1. *Notes the role of Regional Transport Committees as required by the Land Transport Management Act 2003;*
2. *Receives and adopts the Terms of Reference, subject to any comments received.*

**WEST COAST REGIONAL TRANSPORT COMMITTEE
TERMS OF REFERENCE 2019-2022**

To be approved at the Regional Transport Committee meeting of 1 May 2020

Establishment

The West Coast Regional Transport Committee is established pursuant to the Land Transport Management Act 2003.

Membership

The West Coast Regional Transport Committee (RTC) comprises:

- Two Regional Council representatives (Chair and Deputy Chair)
- One District Council representative from each of the:
 - Buller District Council
 - Grey District Council
 - Westland District Council
- One representative from the New Zealand Transport Agency.

Total membership of this committee equals six.

This is dictated by Section 105 of the *Land Transport Management Act 2003*.

Objective

To undertake the functions as prescribed by the *Land Transport Management Act 2003*.

Meeting Schedule

The Regional Transport Committee meets on an as required basis, depending on the issues to be addressed. Members will be advised in advance of the meeting schedule where possible.

Role and Functions

The role and functions of the Regional Transport Committee for the West Coast are as follows:

1. To undertake the statutory requirements of the *Land Transport Management Act 2003 (LTMA)* (Appendix One).
2. To prepare the Regional Land Transport Plan or any variations, for approval by the West Coast Regional Council (*LTMA section 106(1)(a)*).
3. To prepare and adopt a policy that determines significance in respect of:
 - a. Any variations made to the Regional Land Transport Plan.
 - b. Activities included in the Regional Land Transport Plan (*LTMA section 106(2)*).
4. To provide any advice and assistance the Regional Council may request on its transport responsibilities generally (*LTMA section 106(1)(b)*).
5. To undertake monitoring to assess implementation of the Regional Land Transport Plan (*LTMA section 16(6)(e)*).
6. To consult on a draft Regional Land Transport Plan for the West Coast region in accordance with the consultation principles specified in section 82 of the *Local Government Act 2002*).
7. To complete a review of the Regional Land Transport Plan during the 6-month period immediately before the expiry of the third year of the Plan (*LTMA section 18CA*).
8. To advise the Regional Council on any significant legislative changes, programmes, plans or reports relating to the region's transport system.
9. To represent and advocate for transport interests of regional concern.
10. To consider and submit of transport related policies, plans and consultation documents issued by the Ministry of Transport, New Zealand Transport Agency, regional/district councils, and other relevant organisations as considered appropriate.

11. To engage with other regional transport committees and working parties (e.g. South Island Regional Transport Chairs Group) as required.
12. To consider advice and recommendations from the West Coast Regional Transport Advisory Group.

Terms of membership

Should a vacancy occur in the membership of the Regional Transport Committee, the relevant organisation will be requested to nominate a replacement.

Members of the Regional Transport Committee are expected to regularly report back to their organisation on matters discussed at committee meetings.

Quorum

Four members, of whom at least one shall be a Regional Councillor.

Voting

All members shall have full speaking rights; however if advisors are appointed, they are not entitled to vote.

Support

The West Coast Regional Transport Committee will be supported at a strategic level by the West Coast Regional Transport Advisory Group.

The West Coast Regional Council will provide secretariat services for meetings, including administrative support and policy advice.

Regional Transport Advisory Group

The West Coast Regional Transport Advisory Group is a working group of technical officers from various organisations on the West Coast, which advises the West Coast Regional Transport Committee on matters relating to:

- The development of a Regional Land Transport Plan for the region.
- The development of a significance policy in respect of any variations made to the Regional Land Transport Plan and activities to be included in the Regional Land Transport Plan.
- Providing and general technical advice and assistance the Committee may request in relation to its transport responsibilities.

The West Coast Regional Transport Advisory Group will be administered by the West Coast Regional Council and is made up of the following organisations:

- West Coast Regional Council
- Buller District Council
- Grey District Council
- Westland District Council
- New Zealand Transport Agency
- Department of Conservation
- Development West Coast
- Any other organisations/individuals invited to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

Appendix One: Requirements of the Land Transport Management Act 2003 relating to Regional Transport Committees

105 Regional transport committees

- (1) As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.
- (2) Each regional council must appoint to its regional transport committee:
 - (a) 2 persons to represent the regional council; and
 - (b) 1 person from each territorial authority in the region to represent that territorial authority; and
 - (c) 1 person to represent the Agency.
- (3) *... (relates to unitary authorities)*
- (4) A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.
- (5) *Repealed*
- (6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.
- (7) At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting, -
 - (a) has a deliberative vote; and
 - (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- (8) *Repealed*
- (9) Despite subsection (1) to (3), 2 or more adjoining regional councils or Auckland Transport and 1 or more adjoining regional councils may agree in writing to establish a joint regional transport committee and prepare a regional land transport plan, in which case subsections (4), (6) and (7) apply with all necessary modifications.
 - (9A) *... (relates to joint regional transport committees)*
 - (9B) *... (relates to joint regional transport committees)*
 - (9C) *... (relates to joint regional transport committees)*
 - (10) *... (relates to joint regional transport committees)*
 - (10A) *... (relates to joint regional transport committees)*
 - (10B) *... (relates to joint regional transport committees)*
 - (11) *... (relates to districts falling into the regions of more than 1 regional council)*
 - (12) *... (relates to districts falling into the regions of more than 1 regional council)*
 - (13) *Repealed*
 - (14) *... (relates to districts falling into the regions of more than 1 regional council)*
 - (15) *... (relates to the Auckland Regional Transport Committee)*

106 Functions of regional transport committee

- (1) The functions of each regional transport committee (other than the regional transport committee of Auckland) are:
 - (a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and
 - (b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
- (2) Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of:
 - (a) variations made to regional land transport plans under section 18D; and
 - (b) the activities that are included in the regional land transport plan under section 16.
- (3) *... (relates to joint regional transport committees)*

107 Procedure of committee

- (1) *Repealed*
- (2) The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the regional transport committees.
- (3) The Agency is not, as a result of being represented on a regional transport committee, bound to:
 - (a) include any matter in a national land transport programme under section 19C; or
 - (b) approve an activity or a combination of activities under section 20.
- (4) ... (*relates to the Auckland Regional Transport Committee*)

Prepared for: West Coast Regional Transport Committee
 Prepared by: Nichola Costley, Manager Strategy and Communications – West Coast Regional Council
 Date: 24 April 2020
 Subject: **Overview of regional transport and core work programme**

Purpose

The purpose of this report is to provide an overview of regional transport and the Committee's core work programme for the new triennium.

Background

As this is the first meeting of the new triennium, it is appropriate to introduce new members and refresh returning member on key aspects of the role of the Committee, including introducing their advisory group, key documents and previewing the work programme for the next three years.

The Regional Transport Committee

Meeting schedule

The West Coast Regional Transport Committee (RTC) will meet as required during 2020.

Membership

The following table notes the Committee membership for this triennium:

Representing	RTC position	Name	External Position
WCRC	Chair	Cr Allan Birchfield	Chair, rep. Grey District
WCRC	Deputy Chair	Cr Peter Ewen	Councillor rep. Grey District
BDC	Member	Jamie Cleine	Mayor, Buller District Council
GDC	Member	Pater Haddock	Councillor, Grey District Council
WDC	Member	Ian Hartshorne	Councillor, Westland District Council
NZTA	Member	Jim Harland	Director Regional Relationships

Past Regional Transport Committees have had a representative from the Department of Conservation appointed to sit alongside the legislated members. This representative has the same speaking rights but no voting rights. Continuing from previous Committees, this representative is Wayne Costello.

Regional Transport Advisory Group (RTAG)

Membership

The following table notes the RTAG membership:

Name	Organisation position	Office
Nichola Costley	Manager Strategy and Communications	West Coast Regional Council
Eric de Boer	Manager Infrastructure Delivery	Buller District Council
Mel Sutherland	Infrastructure Services Manager	Grey District Council
Karl Jackson	Transportation Manager	Westland District Council
Steve Higgs	Lead Strategic Planner	NZ Transport Agency
Heath Milne	Chief Executive Officer	Development West Coast
Wayne Costello	Operations Manager	Department of Conservation

Meeting schedule

The RTAG usually meet prior to each RTC meeting to ensure they are able to make any necessary recommendations to the Committee. There are likely to be additional meetings of the RTAG over the coming year in relation to the work associated with the development of the Regional Land Transport plan.

The majority of RTAG members also attend RTC meetings, both for their information and to support Committee members with any queries that arise.

Other key transport groups

West Coast Road Safety Coordinating Committee

Made up of the four West Coast Councils, NZTA and other organisations with an interest in road safety, the coordinating committee has contracted Tai Poutini Polytech to administer and deliver the Community Road Safety Programme on behalf of the Committee. Road Safety Committee meetings are held quarterly. Many members of the RTAG are also members of the Committee, with Karl Jackson (Transportation Manager, Westland District Council), chairing the Committee. A report on the Road Safety Committee can be found in later in these meeting papers.

South Island Regional Transport Committee Chairs

The [South Island Regional Transport Committee Chairs Group](#) was established in May 2016. Chairs met then to consider the case for South Island-wide collaboration. Chairs agreed that they have a common view of the problems and opportunities, and that they would have a significantly greater impact together. The key focus areas agreed were shared advocacy, critical freight and visitor journeys, and improved data collection.

Key work programme items since 2016 have included:

- Advocacy on central government policy (through submissions and meetings with Ministers)
- A [study](#) commissioned by the Group which considered the opportunity for freight mode shift from road to rail. Analysis indicated an investment of approximately \$20-\$30 million could shift the equivalent of 8% of existing road freight to rail, raising rail freight volumes by about 40% and result in \$12-\$18 million savings per year.
- Working with NZTA to generate a [report](#) to better understand current and forecast visitor flows to the South Island.

This Group was to meet towards the end of April 2020 with a number of new members following the local elections in 2019. This has been put on hold for the time being due to the impact of COVID-19

Transport Special Interest Group (TSIG)

This is an officer group established under the Regional Sector of LGNZ. All regional councils, unitary authorities and Auckland Transport are represented on TSIG – being the organisations that are responsible for regional transport planning, identifying regional transport investment priorities (and provisions of public transport services). The primary role of the TSIG group is to collaborate and advocate on regional transport matters. It also provides a formal national forum to liaise with the Ministry of Transport and the NZ Transport Agency. The TSIG usually meets in Wellington quarterly. The WCRC representative on the RTAG group is a member of the TSIG.

Road Controlling Authorities Forum (RCAF)

This is a society of road asset managers and roading professionals from all territorial local authorities, the Department of Conservation and the NZ Transport Agency, which meets in Wellington three times a year. The local authority representatives on the RTAG are generally members of the RCAF.

For more information - <https://www.rcaforum.org.nz/>

Core transport planning documents and anticipated work programme

The core work for the RTC and RTAG through to the end of April 2021 is developing the RLTP 2021, while providing feedback on a variety of national and regional workstreams. Once approved, the RTC will consider any variations to the Plan.

Also of significance to the RTC's role in land transport, is the delivery of the Regional Public Transport Plan, ongoing advocacy on land transport issues of interest or concern to the West Coast, and involvement in key transport groups.

Regional Land Transport Plan (RLTP)

The Committee's statutory responsibility focuses on the preparation and implementation of a Regional Land Transport Plan (RLTP or the Plan), which has a three-yearly planning/review cycle (to match those of Council Long Term Plans), through a technical lifespan of six years. The Plan is prepared by the Committee on guidance of the RTAG, and is required to be consistent with the Government Policy Statement (GPS) of the time.

The RLTP provides strategic guidance to land transport in the region, and sets out how the region proposes to invest to achieve its objectives. It has two key components, which reflect the legislative requirement of the *Land Transport Management Act (LTMA)*:

- a strategic policy framework
- a list of activities for which organisations in the region are seeking assistance from the National Land Transport Fund.

RLTPs can also be understood as a region's bid for funding support from the Government, generally through the NLTF.¹ Activities included by councils in the RLTP are generally co-funded by councils (through local share) and NZTA (through the NLTF). NZTA provides funding at the Normal Funding Assistance Rate (FAR) for most activities. A table of normal FARs for each council for the 2018-2021 NLTP period can be found [here](#).

Activities not included in the RLTP cannot receive funding from the NLTF. However, RLTPs must include all regionally significant expenditure on land transport activities, regardless of funding source.

The current RLTP, which was reviewed in 2017/18 and has been in effect since 1 July 2018, continues to be operative through to 30 June 2021. Requests to vary the current Plan are also undertaken as required. Once approved by the Regional Council in April 2021, the new RLTP will be subject to requests for variation from time to time as new projects come up for funding approval.

The following diagram illustrates where the RLTP sits in relation to the other key transport planning documents as a national and regional level, along with the core funding streams involved.

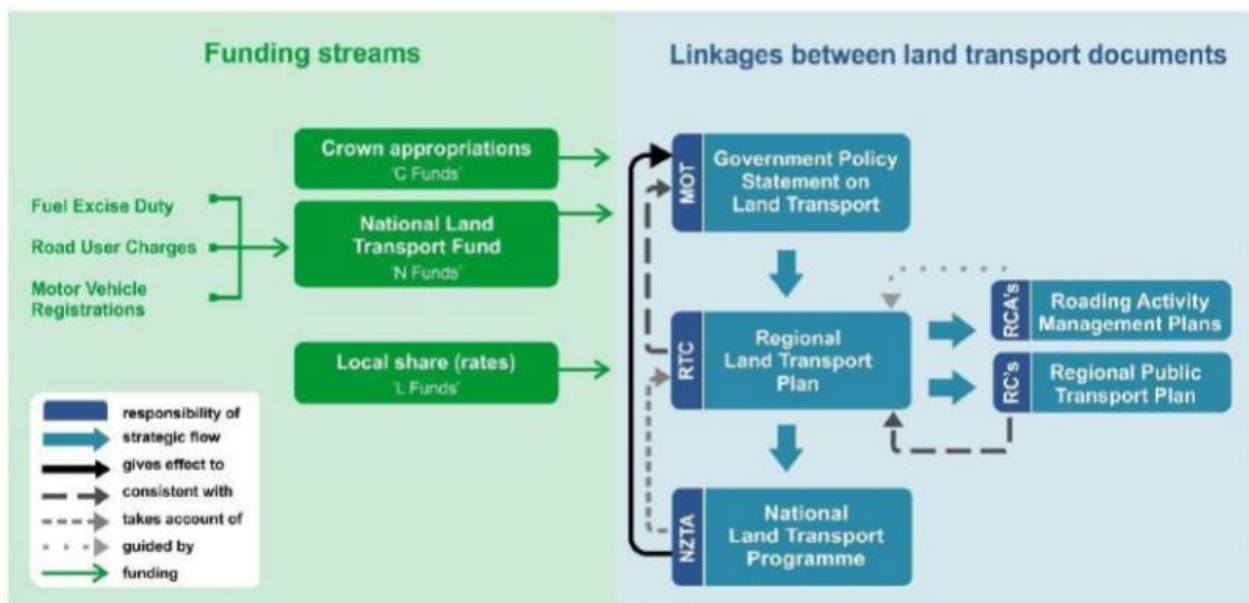
The statutory requirements for RLTPs are set out in Part Two of the LTMA. Essentially:

- regional councils must ensure their RTC prepares an RLTP every six years on the regional council's behalf
- regional councils are responsible for approving the RLTP for their region for submission to NZTA
- RLTPs must meet specified requirements of form, content and consultation (a detailed list of requirements is set out in section 16 of the LTMA)
- RTCs must also complete a review of the RLTP in the six months immediately before the end of the third year of the plan.
- Variations to the RLTP can be made as a consequence of the three-year review or if there is good reason.

¹ The NLTF is a ring-fenced transport fund made up of fuel excise duty, road user charges, a portion of the annual vehicle licensing fee, and income from the sale and lease of state highway property. NZTA has statutory responsibilities for the allocation and investment of the NLTF, which occurs through the NLTP.

We are entering a new RLTP development cycle, with the next RLTP due with NZTA in April 2021. The RTC will be briefed on the process and timeframes for developing the RLTP 2021-2031 in the next month. However, members should note the following general points:

- In developing the RLTP, RTCs must ensure that all statutory requirements as to form, content and process are met, as well as making sure any guidance issued by NZTA is also considered. NZTA is currently developing guidance for the next RLTP in consultation with Transport Special Interest Group (TSIG).
- Regional councils across New Zealand have also been working together through TSIG to develop an aligned approach to RLTPs. TSIG considers that a more consistent content, structure and approach will make RLTPs more valuable, easier to put together and easier for NZTA and other users to navigate. As such, the RLTP development process for this cycle will also have regard to the guidance developed by TSIG.



The operative RLTP, along with other transport planning documents that the Council is responsible for, are provided at <https://www.wcrc.govt.nz/publications/transport-plans>

Government Policy Statement on Land Transport (GPS)

Every three years, the Government releases a Government Policy Statement on Land Transport (GPS), which sets out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period. It sets out how funding is allocated between activities such as road safety policing, state highways improvements and local and regional roads.

The *Land Transport Management Act 2003 (LTMA)* sets out the scope and requirements for the GPS.

The GPS influences decisions on how money from the National Land Transport Fund (NLTF or the Fund) will be invested across activity classes, such as state highways and public transport. It also guides the NZ Transport Agency and local government on the type of activities that should be included in RLTPs and the National Land Transport Programme (NLTP).

The NZ Transport Agency's NLTP contains all the land transport activities, including road maintenance and improvements, public transport, and walking and cycling activities, that the Agency anticipates funding from the National Land Transport Fund over a three-year period. It reflects the strategic direction set by the GPS for that period.

The GPS 2021 has been drafted by the Ministry of Transport and is currently out for formal engagement now. The Ministry is endeavouring to release the final version on 1 July 2020, as this will guide the development of all RLTP's for the corresponding period of 1 July 2021 to 30 June 2024. It should be noted that the outcome of the General Election on 19 September 2020 (at last report) may result in a change to the GPS at a late stage in development of the RLTP. More information on the draft GPD is outlined in a report later in these meeting papers.

One of the primary aims of the RLTP is to secure national funding through the NLTP for activities within the region.

Other workstreams feeding into development of the RLTP and NLTP

In addition to the key guiding document of the GPS, a myriad of national workstreams feed into development of the RLTP and NLTP. These include, but are not limited to:

- Ministry of Transport *Road to Zero: National Road Safety Strategy 2020-2030*
- NZTA's Investment Decisions-Making Framework (IDMF)
- NZTA's *Arataki* (10 Year Strategic View)
- MoT's *Accessible Streets* package of rule changes
- NZTA's *Transport Investment Proposal* (TAIP)
- MoT's *Draft NZ Rail Plan*
- One Network Framework (ONF)

Other regional or local workstreams also contribute to development of the RLTP, including:

- District Council Combined Activity Management Plan
- Council Long Term Plan for the four Council in the region
- West Coast Regional Public Transport Plan (RPTP)

Non statutory strategies

The West Coast Regional Council has one non-statutory strategy in place directly concerning transport which is due for review:

- West Coast Regional Walking and Cycling Strategy

This strategy will be reviewed alongside the RLTP work programme.

Development West Coast, with PGF co-funding, conducted a review looking at the current status and strategic direction for West Coast cycle trails. Given the rapid rise in the number of high quality cycle ways on the West Coast and their increasing popularity, this review is timely to ensure the opportunity is maximised. While this review was focussed on off road networks, some of these already provide alternatives to cycling on roads.

This information will be used, where applicable, when reviewing the Regional Walking and Cycling Strategy.

For more information - <https://www.dwc.org.nz/Resources-Information/west-coast-cycle-trail-review-2020.html>

Public Transport

Apart from the taxi services operating in Westport, Greymouth and Hokitika, there are currently no operating public transport services.

Regional Public Transport Plan (RPTP)

Every council providing public transport services is required to develop a RPTP. While the West Coast does not have public transport in the form of bus services, council funding of the taxi services in Westport and Hokitika, to ensure their ongoing viability, requires the development of a RPTP.

Operational responsibilities**Total mobility**

Under the Total Mobility scheme, the Council provides transport assistance through approved taxi organisations to assist people with impairments, who would be unable to use public transport if it were available on the West Coast, to get out and about in their communities.

The Council's Total Mobility scheme provides discounted fares for eligible members up to half the cost of a normal fare, with a maximum subsidy of \$15 per trip (50% of the regional fare cap of \$30). While the country is at Alert Level 3 or 4 as a result of the impacts of COVID-19, or until 30 June 2020, total mobility fares are free up to the regional fare cap of \$30.

Advocacy

As previously indicated, the RTC and RTAG will be involved in advocacy work relating to the operational and policy work of national and other regional land transport organisations. This may include the draft GPS, national speed management guidelines, draft RLTPs of neighbouring regions as well as other policy initiatives that will arise over the next three years.

Recommendation

That the West Coast Regional Transport Committee receives this report.

Prepared for: West Coast Regional Transport Committee
Prepared by: Nichola Costley – Manager Strategy and Communications, West Coast Regional Council
Date: 27 April 2020
Subject: Draft Government Policy Statement on Land Transport

Purpose

To provide an update to members on the Draft Government Policy Statement for Land Transport currently out for consultation.

Background

The Ministry of Transport is seeking feedback on the Draft Government Policy Statement on land transport 2021/22-2030/31. The GPS helps to guide investment in land transport by providing a long-term strategic view of the Government's priorities for investment in the land transport network.

The GPS provides direction and guidance to those who are planning, assessing, and making decisions on investment of over \$4 billion a year from the National Land Transport Fund (NLTF). It also provides signals for a further \$1 billion co-investment each year by local government.

The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work and simplifying them. The Government is proposing to prioritise safety, better transport options, improving freight connections, and climate change. This is the first time there has been an effort towards making

Regional roadshows had been planned but were halted as a result of COVID-19 restrictions. The Ministry has provided the opportunity to watch the presentations online.

The Ministry is also seeking feedback on the Draft New Zealand Rail Plan. This Plan will inform the funding and strategic investment priorities for rail through the GPS.

Click [here](#) for draft GPS 2021 videos.

Click [here](#) for draft Rail Plan video.

The Impact of COVID-19

The COVID-19 virus has impacted almost every aspect of life in New Zealand. The Draft GPS was written, and released, before the true impact of COVID-19 could be realised and does not reflect these issues experienced. The Ministry is closely considering the social and economic effects of the coronavirus and how they could impact our transport system over the medium and longer terms. However, the Ministry is still seeking feedback on Government's 10 year aims and the policy framework these are set within.

Next steps

In comparison to previous GPS's, this draft is well written, structured and succinct. The 'front end' of the document, the overall strategic direction of the draft GPS, is appropriate noting that while the greatest demands on transport systems are in the areas with greater populations, the contribution to the national economy from the regions needs to be recognised. There is also a much greater integration of rail and coastal shipping.

The Transport Special Interest Group (TSIG) has been working to inform the LGNZ submission on the Draft GPS. Feedback from the West Coast has gone into this process. The final LGNZ submission will be reviewed to ensure that it captures the views of the West Coast, or whether an additional submission will need to be made. Should a regional submission be made, this will be circulated around the Regional Transport Committee for approval.

The period of submissions has been extended by two weeks until 5.00pm, Monday 11 May 2020.

Recommendation

That the West Coast Regional Transport Committee receives this report.

Prepared for: West Coast Regional Transport Committee
 Prepared by: Nichola Costley – Manager Strategy and Communications, West Coast Regional Council
 Date: 26 April 2020
 Subject: **COVID-19 – Economic Recovery Infrastructure Submissions**

Purpose

The purpose of this report is to provide the RTC with an update on the funding bids made for infrastructure proposals in response to the impacts of COVID-19.

Background

The challenges of COVID-19, both today and in the time to come, are of an unprecedented scale; by meeting these challenges as a region we can ensure we are best placed to help our economy and our communities to recover and prosper.

Significant work is already underway to plan for our region’s economic and social recovery in the short, medium and long term, but we know to be successful, we need a unified approach across national, regional and local authorities, Maori, industry and community groups.

The most significant impact has been on employment and felt particularly strongly by those in the hospitality and tourism industries. Numerous Central Government organisations are approaching Councils, Economic Development Agencies and other key stakeholders to identify key projects which can provide immediate employment opportunities. To date, the Regional Council has made submissions on 23 March and 13 April 2020, on behalf of the Regional and District Councils.

Note that another submission was made in November 2019 in response to a request from the PGF, containing many of the same projects. None of these projects were successful in obtaining funding from the PGF at that time.

Projects submitted

Project	PGF – Nov 2019	COVID-19 March 2020	COVID-19 April 2020
Moonlight Creek Bridge replacement (Grey)	X	X	X
Rough River Bridge replacement (Grey)	X	X	X
Tidal Creek #2 Bridge replacement (Buller)	X	X	
Kohaihai seal end extension (Buller)	X	X	X
William Stuart Bridge replacement (Grey)		X	X
Bridge maintenance (Grey)			X
Seismic bridge strengthening (Grey)			X

Recommendation

That the West Coast Regional Transport Committee:

1. *Receives this report*
2. *Supports in principle the submissions that have been made to date, and any other submissions that would promote transport connectivity through COVID-19 recovery work.*

Prepared for: West Coast Regional Transport Committee
 Prepared by: Jim Harland, Director Regional Relationships South Island & Steve Higgs, Lead Strategic Planner
 Date: 24 April 2020
 Subject: **NZTA Update to West Coast Regional Transport Committee**

National Land Transport Programme Update

Workshop Sessions

NZTA held a number of NLTP information sessions with local government during February which covered the following areas:

- proposed changes to the Investment Decision-Making Framework (IDMF) we're currently consulting on
- Arataki, our 10-year plan of what's needed to deliver the government's objectives for the land transport system
- what's needed for the Transport Agency Investment Proposal (TAIP) and
- how we're working with you to support your RLTP development

The Christchurch session in particular was well attended. The sessions provided an opportunity to engage with NZTA staff. We would appreciate any feedback on how they were received.

Arataki

Arataki is the NZ Transport Agency's 10-year view from a national perspective and summarised at a South Island and regional level. It represents the NZ Transport Agency's best understanding of what is needed to deliver on the government's current priorities and how best to work with you to shape the best land transport system for New Zealand.

We sought feedback on Arataki during February – March and a further version has been added to the website. Further iterations are being considered to reflect the impact of Covid-19 and changes to the draft GPS. In summary we do not see this document as being static, but evolving over time to reflect changing priorities.

For the West Coast, the information contained in Arataki indicates a focus on improving safety, managing climate change and resilience.

The information contained in Arataki will be used to inform the Transport Agency Investment Proposal (TAIP), which is currently being developed.

Further Information:

Arataki Page <https://www.nzta.govt.nz/planning-and-investment/planning/arataki/>

South Island Summary <https://www.nzta.govt.nz/assets/planning-and-investment/docs/arataki/pan-regional-summary-south-island.pdf>

West Coast Regional Summary <https://www.nzta.govt.nz/assets/planning-and-investment/docs/arataki/regional-summary-west-coast.pdf>

Government Policy Statement

The GPS sets out the Government's strategic direction for the land transport system over the next 10 years and is updated every three years. It provides guidance on how we invest the National Land Transport Fund (NLTF), and how we assess and prioritise activities for RLTPs and the NLTP.

The draft GPS 2021 continues the strategic direction of GPS 2018, but provides stronger guidance on what Government is seeking from land transport investments. We encourage you to read the document and be part of discussions with the Ministry of Transport over the next few weeks.

We're taking time now to fully consider the draft GPS and ensure that our approach to prioritisation aligns with the direction in the draft GPS.

The closing date for submissions and feedback on the draft GPS 2021 and the draft Rail Plan has been extended by two weeks. The new closing date is now 5pm, 11 May 2020.

Investment Decision Making Framework

The New Zealand Transport Agency is reviewing how investments are developed, assessed and prioritised. The Investment Decision-Making Framework (IDMF) Review involves three stages - investigation, design, and implementation. We are currently in the design phase with the release of the draft design report and consultation document in December 2019. This focused on the assessment of investment proposals, and the development of business cases and low cost, low risk programmes. Consultation has now closed and we are reviewing all feedback and will provide a summary of the feedback we've received available in April.

We expect to release a draft prioritisation approach for consultation towards the end of April, and we're looking into a variety of ways to provide you with opportunities to share your input.

Urban mobility – using systems thinking

NZTA is working on how it can become more effective in its involvement with land use planning, transport planning and urban design to minimise car dependency. We want to work with councils as they plan for growth and land use change through spatial planning (and other regional or district planning processes). This will ensure that the best use is made of existing infrastructure and that increased housing density can support access to public transport and naturally lead to more walking and cycling.

Our 'Liveable towns and cities' video outlines how land use planning, transport planning and urban design work together to create vibrant and accessible towns and cities, where people have options for how they get around.

https://www.youtube.com/watch?v=EjzF28hrtCo&feature=emb_logo

NZ Upgrade Programme

The Government announced a \$6.8b upgrade programme for transport projects throughout New Zealand. As part of the NZ Upgrade Programme, \$300m is allocated for regional investment opportunities. Thirteen state highway projects are being funded through this investment. The projects will address key challenges our regional state highway networks face including safety risks, resilience and congestion problems, accessibility and travel time reliability.

The West Coast the projects include:

- SH67 Granity seawall
- SH6 Tatara Bridge Franz Josef safety improvements
- West Coast State Highway single-lane bridges safety retrofit

Further information can be found at

<https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/regional-package/>

The package of projects throughout the regions will contribute to a safer and more resilient transport network and will support regional development.

Accessible Streets

The NZTA and Ministry of Transport are proposing a collection of rule changes regarding the accessible streets rules package. These rules are designed to improve safety for footpath users, encourage active modes of transport, and support the creation of more liveable and vibrant towns and cities.

Everyone who uses the transport network will be affected by these proposed changes. We want to be sure we consider your views, and the impact that the proposed new rule and proposed rule changes could have.

Accessible Streets is a package of rule changes that intends to:

- make our footpaths, cycle lanes, and shared paths safer and more accessible for everyone
- respond to the increasing use of micro-mobility devices on our streets and footpaths
- create a national framework with ability for local councils to make changes to suit local conditions
- make traveling by bus and active transport modes safer and more efficient, and support the creation of more liveable and vibrant towns and cities.

The rules provide a national framework that clarifies how and where vehicles and devices can be used, while allowing councils to make changes to suit local conditions.

COVID-19

During the Alert Level 4 lockdown period only essential state highway maintenance work has been undertaken following strict health and safety protocols. This work was necessary to keep the network safe for the movement of essential goods and support lifeline functions.

Waka Kotahi projects and non-essential state highway maintenance work will be able to resume under Alert Level 3 in accordance with strict health and safety protocols. There will be site plans for each work site which will align with strict industry standards provided by Construction Health and Safety NZ. The timing of the restart of work on each site will differ depending on their complexity.

Waka Kotahi has provided advance payments to roading contractors during the lockdown to support the industry so can be ready for work at Alert Level 3.

Refer to the NZTA website for further information nzta.govt.nz/COVID19.

NZTA Activity on West Coast

For the West Coast the most notable projects are:

Improvements

Work has begun on the Ahaura Bridge replacement, with the contractor now established on site. To date establishment and preliminary work has been undertaken, including archeological investigations, stream diversion, a start to bulk earthworks on the new road alignment, and construction of the temporary foundation for the crane pad on the north side of the bridge. Work has been temporarily suspended by COVID Level 4 restrictions, but is now programmed to recommence with the move to L3 on Tuesday 28th April.

Although not improvement works by definition, major work has been continuing at several sites:

- SH6 Gates of Haast, as part of the ongoing emergency works repairs from ex-cyclone Fehi to repair major scour under existing protection works which were causing slumping in the highway above the river (this work has been continuing under the essential works provisions of COVID-19 Level 4 restrictions);
- SH6 Bruce Bay, also repairing damage to the sea protection works from cyclone Fehi (this work was suspended during L4 restrictions);

- At the Waiho River, where the stop bank on the south side between the SH6 bridge and Canavans has been raised by 1.5m to provide additional resilience; and
- SH6 Mount Hercules – ongoing emergency works repairs from the December 2019 rainfall event (continuing during L4 restrictions)

Design work is also well underway on several projects which will commence construction this year:

- Punakaiki cycleway – funded by the PGF in conjunction with the Dolomite Point Redevelopment Project. Design has been completed and is now being distributed to the community for feedback, with construction due to commence in June.
- The first tranche of an ongoing upgrade of single lane bridge sites funded from the NZ Upgrade Programme - installation of compliant side protection at SH6 Tatare River Bridge and SH73 Taipo River Bridge. As well as installation of compliant guardrail, a clip-on cycleway will also be installed onto the Tatare River Bridge - this will utilize the componentry removed from the former road/rail bridge at Taramakau.
- Gravity seawall – protection of SH6 where it is at risk immediately adjacent to the sea and at the Ngakawau bridge. Currently in the design and consenting phase, this project is also being funded by the NZ Upgrade programme.

West Coast Maintenance and Operations

Favourable weather conditions enabled an early completion to the 2019/20 state highway resurfacing programme in February, and good progress has also been made on pre-reseal repairs required for the 2020/21 sealing season.

The annual high-speed data survey for the West Coast state highway network was also completed in early February. Analysis of some of the data has been used to identify approximately 7 lane/km of highway requiring treatment for sub-standard skid resistance this year, with this work programmed for May and June. Other data has been used to help justify the Annual Plan request for the 2020/21 programme and the next 3-year NLTP request.

Most state highway routine maintenance work was able to be continued from 26th March under the essential services provisions of the COVID Level 4 restrictions, and with the required health and safety protocols, all maintenance work activities will recommence with the move to L3 on Thursday 26th March. A full and comprehensive recovery plan has been developed by Waka Kotahi documenting the continuity plan and procedures to be followed as the pandemic continues through to elimination, which is mirrored by our contractor's and consultant's own plans.

Road to Zero: A New Road Safety Strategy for NZ

In December 2019, the Government launched Road to Zero: NZ's road safety strategy 2020-2030. We know everyone, even great drivers, can make mistakes. We need to stop these mistakes turning into tragedies. Road to Zero strengthens every part of the road system with one priority in mind: peoples' safety.

Road to Zero articulates our vision, guiding principles for how we design the road network and how we make road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas we want to focus on over the next decade, and a framework for how we will hold ourselves to account.

This strategy will be implemented through a series of separate action plans that will outline the actions we will take to drive change, as well as the timelines and responsibilities for implementing them. Our initial action plan sets out the fifteen immediate actions we will focus on for 2020-2022 – these can be found here: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>.

Safe Network Programme

To make our transport network safer, central government, local government, and the wider road safety sector all need to work together in true partnership to design and deliver the Safe Network Programme. Through this programme, the Government is increasing its funding contribution to support local government to deliver proven safety interventions on high risk routes across New Zealand. The programme has three key focus areas:

- Safe roads and roadsides – investing in proven infrastructure improvements on our existing State Highway and local roads and intersections.
- Speed management – setting speeds that are safe and appropriate for the level of risk on each road.
- Safe rail level crossings – investing in safety upgrades around rail level crossings.

The Local Road Safe Network Programme provides a streamlined funding pathway and engagement process to work with and support local councils with implementation of road safety interventions to significantly reduce DSI rates on local roads.

Speed reviews

The Transport Agency does not currently have any timeframes for completing any speed reviews on the West Coast. We are aware of the requests from the community for a lower speed limit on SH6 in Blacks Point township and the section of highway from Blacks Point to Reefton. Previously we have advised some members of the community that we will raise these requests for consideration for our next round of speed limits reviews. We are still completing speed limit reviews that commenced in 2019 and have not yet developed the list of roads to be reviewed in the next round.

Safe Vehicles Programme

The Safe Vehicles programme will launch mid-February 2020 with a comprehensive advertising and media campaign. It aims to improve the safety of the light vehicle fleet (prioritised in Government's Road to Zero strategy) by raising awareness of vehicle star safety ratings and of the role a vehicle plays in keeping occupants safe in a crash.

The Safe Vehicles programme includes educating vehicle industry members, car dealers and the public on safety ratings and making sure safety ratings are prominent at every point of the customer purchasing journey.

The Rightcar website will be relaunched with updated information and will be promoted as the best source of vehicle safety information.

Recommendation

That this report be received.

Prepared for: West Coast Regional Transport Committee
 Prepared by: Karl Jackson – Transport Manager - Westland District Council
 Date: 24 April 2020
Subject: Combined Asset Management Plan update

Purpose

To update the Regional Transport Committee on the work underway on the combined Asset Management Plan for the districts on the West Coast.

Background

In 2014/15 the three West Coast Councils, Buller, Grey and Westland District Councils, each prepared their own roading asset management plans which provided input into the 2015-18 National Land Transport Programme. Then, in 2017, the West Coast Councils worked together to develop the 'West Coast Districts Combined Activity Management Plan: Programme Business Case' (2017 C.AMP). As well as providing an opportunity for more efficient delivery of programmes, this joint approach recognised the similar issues and challenges being faced across the region. The 2017 C.AMP was developed at a strategic level, recognising the importance of providing for economic growth in the West Coast region through investment in delivery of the roading activity.

The three District Councils are continuing the combined approach to the development of a 2021 Combined Activity Management Plan (2021 C.AMP). The 2021 C.AMP will have the same functions as its predecessor documents in setting out for each Council proposed expenditure on transport programmes and projects. The key difference is the way it is developed, following NZ Transport Agency's business case approach that aims to ensure that the key investment drivers are understood and responded to appropriately.

Key partners and stakeholders

A collaborative approach has been taken to the development of the 2020 C.AMP. This is essential to identifying the shared transport problems and opportunities, and the community and economic outcomes sought for those living, working and visiting the West Coast.

The key partners of the 2021 C.AMP are:

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

The Partners are committed to continuing to work collaboratively to deliver a value for money investment programme.

Key stakeholder individuals and organisations have provided input to the strategic case to help ensure the success of the project. These include the West Coast Regional Council, Department of Conservation, freight providers and tourism operators. They have had involvement in workshops and provided insights and evidence to informing the Strategic Case.

Building on the West Coast Councils Combined Activity Management Plan 2017

The 2017 West Coast Districts Combined Activity Management Plan (2017 C.AMP) was prepared as a Programme Business Case to determine the preferred way forward for the roading activity and programmes across the districts. It provided the opportunity to streamline processes with consequent cost savings. The joint approach also recognised the degree to which many issues are common to all three Councils and the importance of achieving economic growth in the West Coast region.

The preferred option 'Preparing for Change' was chosen to:

- *Achieve short term improvements through the improvements plan and the commencement of implementation of roading improvements linked to improve resilience and economic development*
- *Prepare the councils for the desired step change in roading performance through the 2021 National Land Transport Programme*

This 2021 C.AMP takes the 2017 document to the next level through implementing the preferred option of 'Preparing for Change' – the 2021 version delivers the step change.

Development of the problem statements

Figure 22 within the draft C.AMP shows the combined Investment Logic Mapping that was carried in 2019. There are 4 problem statements that came out of that process (although the visitor one is an area that will now need to review again).

The C.AMP is still very much a working draft so content will be subject to change. However, the overall message should remain consistent.

For more information

A copy of the draft C.AMP 2021 is available on request.

Recommendation

That this report be received.

Prepared for: West Coast Regional Transport Committee
Prepared by: Karl Jackson – Transport Manager – Westland District Council
Date: 24 April 2020
Subject: West Coast Road Safety

Purpose

To brief the West Coast Regional Transport Committee (RTC) on the West Coast Road Safety Committee.

Background

For some here this will be the first time they would have heard about the West Coast Road Safety Committee (WCRS), so a little background first.

The Committee is a long running successful collaboration between a number of Groups on the West Coast. The primary funding contributors are Buller, Grey, Westland, Regional Councils & NZTA. We also invite in Police, AA, ACC, Crown Public Health, Kiwirail and other groups/individuals interested in Road Safety. The Committee contract the service of a Road Safety Coordinator to liaise with all the various member groups to assist with their road safety initiatives as well as conveying the national messages around road safety and education.

Presently this contract is held by Tai Poutini Polytechnic who employ Glenys Byrne as their Coordinator (Glenys replaced Ivan Wilson as Coordinator when he retired in 2019). This contract is due for retender this year with a 3-year term.

The Committee itself meets on a quarterly basis where we share our own road safety initiatives and discuss/review trends and national messages.

The Group funds public advertising, billboards, education programs and numerous other road activities being carried out in and around the communities.

Visitor drivers have to date been one of our focus areas and this has created a number of both local road and state highway improvements over recent years such as slow vehicle bays, pull over areas, arrows, seal extensions, road widening etc.

Post Covid-19 we will need to revisit the program that we deliver to ensure it can adapt to the changes we are now experiencing around road use.

Recommendation

That this report be received.