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# **AGENDA**

## **Meeting of the West Coast Regional Transport Committee**

**Wednesday 29 March 2023**  
commencing at 10.00am

To be held at the West Coast Regional Council  
and  
Live streamed via the West Coast Regional Council's Facebook Page:  
<https://www.facebook.com/WestCoastRegionalCouncil>

## **Membership of the West Coast Regional Transport Committee:**

Chairperson: Peter Ewen (West Coast Regional Council)

### Members:

Peter Haddock	Clr, West Coast Regional Council
Toni O'Keefe	Clr Buller District Council
Tania Gibson	Mayor, Grey District Council
Reilly Burden	Clr, Westland District Council
James Caygill	Waka Kotahi NZTA
Wayne Costello	Department of Conservation

# West Coast Regional Transport Committee Agenda

1. Welcome (*Haere mai*)
2. Apologies (*Ngā Pa Pouri*)
3. Declarations of Interest
4. Confirmation of Minutes (*Whakau korero*) – XX July 2022
5. Matters Arising from the Minutes of XX July 2022

## Reports

6. Chairmans Report
7. Briefing for the Incoming West Coast Regional Transport Committee and updated Terms of Reference (Nichola Costley – West Coast Regional Council)
8. Update on Approved Organisation Work Programmes from the Regional Land Transport Plan
  - 8.1 Buller District Council (Eric DeBoer)
  - 8.2 Grey District Council (Dinesh Budhathoki)
  - 8.3 Westland District Council (Karl Jackson)
  - 8.4 Waka Kotahi NZ Transport Agency (James Caygill)
9. Regional Speed Management Plan (Dinesh Budhathoki – verbal update)
10. General Business

## Workshop

Regional Public Transport Plan (Nichola Costley – West Coast Regional Council)

**THE WEST COAST REGIONAL TRANSPORT COMMITTEE**

**MINUTES OF THE MEETING OF THE WEST COAST REGIONAL TRANSPORT COMMITTEE  
HELD ON 14 SEPTEMBER 2022 – COMMENCING AT 10.30 AM**

**PRESENT:**

A. Birchfield (West Coast Regional Council – Chair), P. Ewen (West Coast Regional Council), P. Haddock (Grey District Council), J. Cleine (Buller District Council), J. Caygill (Waka Kotahi, NZ Transport Agency)

**IN ATTENDANCE:**

N. Costley (West Coast Regional Council), H. Milne (Development West Coast), K. Jackson (Westland District Council), D. Budhathoki (Grey District Council), M. Creamer (Waka Kotahi, NZ Transport Agency), E. DeBoer (Buller District Council), M. Sutherland (Buller District Council)

**1. Apologies:**

W. Costello (Department of Conservation)

Note that James Caygill was running late.

**Moved** (P. Haddock / P. Ewen) that the apologies be accepted.

*Carried*

**2. Declarations of interest**

There were no declarations of interest made.

**3. Confirmation of Minutes dated 26 May 2021**

P. Haddock noted a correction to the Minutes that the previous meeting finished at 11.45am.

**Moved** (P. Ewen / J. Cleine) that the Minutes of the West Coast Regional Transport Committee meeting, dated 26 May 2021, be confirmed as correct.

*Carried*

**4. Matters arising from the previous Minutes**

P. Haddock re-emphasised the importance of removing pinch-points. If there is an accident in one of these areas, Waka Kotahi could not say that it had not been brought to their attention. Find it unacceptable that trucks must cross the centreline when negotiating corners on the state highway. The poor condition of pull over areas, particularly on State Highway 73 east of Arthurs pass, were highlighted at a recent Road Safety Committee meeting. If they are sealed then it provides opportunity for vehicles to pull over. Unsealed they pose a real issue. This matter is brought up time and again with no real action.

**5. Aotearoa New Zealand's first Emissions Reduction Plan**

N. Costley noted that the Emissions Reduction Plan (ERP) sets out policies and strategies for meeting the first emissions budget period and sets a direction for emissions reductions in the second and third budget periods. The report focusses on the land transport parts of the plan as opposed to the entire plan. There are three key focus areas and various targets and actions that sit beneath these. These themes will come through the next Government Policy Statement on Land Transport.

J. Cleine asked for clarity on these measures and who was going to monitor the XYZ and would this be drilled down to the company level or is it just for the regional plan, or a national achievement noting the difficulties of achieving for the West Coast in comparison to other regions. N. Costley said that she did not know the answer to the question but noted that would follow up on this.

P. Haddock sought clarity on who was not included in the exemption. His reading was that it was only men from urban areas not included. J. Caygill noted that there is work underway on a social leasing scheme and how to subsidise people upgrading cars. Looking at a trial for South Auckland and Christchurch. NZTA is learning as they go.

J. Cleine asked his question again. J. Caygill noted that the full fleet target is a national target. The VKT target and change in travel behaviour will be broken up regionally – these are tiered.

J. Cleine queried focus area 3 and the reduction of emissions from freight transport and how would this be measured and by who. J. Caygill said that he did not know at this time. The Ministry of Transport will need to work through these matters – how to measure it etc. Do not believe that there is a target for the region to be worried about at this time. Need to just keep an eye on it at the moment.

A. Birchfield asked how realistically freight was to be decarbonised. J. Caygill noted that part of it will be mode change but that this will be at the margins due to the nature of the freight. There is some investment in coastal shipping. Increased interest to see what can be shifted to rail. What can the big operators do in regards to batteries and managing these for a trip, and the 'last mile' challenge and electrifying this part of it.

P. Ewen noted the requirements on the grid to power such fleets. J. Caygill agreed that there was significant investment required in the power grid. A. Birchfield commented that are supposed to be making roads safer and all talk about is decarbonisation and climate change. J. Caygill noted that Waka Kotahi's funding programme is focussed on safety. There will be more of this direction coming through in the next NLTP and this will be something for Local Government to give feedback on.

**Moved** (P. Ewen / J. Caygill) that the West Coast Regional Transport Committee receive this report.

*Carried*

## 5. Regional Speed Management Plans

N. Costley spoke to the paper and advised the role of the RTC in the Regional Speed Management Plan (RSMP) process. Expect that the first RSMP will be a compilation of the district SMPs.

D. Budhathoki commented that the Councils will be working to progress the reduction of speeds around schools and supported the proposal for the Councils to progress the RSMP.

J. Caygill noted that will be consulting on the Interim Plan at the end of this year or early next. It will capture all of the work in train. From a West Coast perspective it will include some school work and will finish off the next stage of the Reefton to Springs Junction – Maruia speed review. Do not anticipate that there would be any surprises. Noted that they are not interested in having arguments with communities but where there is a desire to see a reduced speed then will progress this.

P. Haddock said that there had been a lot of discussion around the table about not having wide spread reductions but note that there are certain areas that need speeds reduced. Appreciate comments that have accepted feedback.

P. Ewen asked whether a data base of fatalities was held. J. Caygill noted that the numbers are low for the region, especially when just look at fatalities. Are wary of doing this. For 2019 there were 25 deaths and serious injury accidents. One incident can skew West Coast information. This data does not take into account near misses. Data can be pulled for specific sites. M. Creamer noted that one of the challenges is working on numbers that are provided to them. A number of crashes do not show up in the statistics. Noted that some 600 near misses results in one crash. For this reason, are thinking about roads and where is the risk, not where crashes are occurring.

**Moved** (J. Caygill / P. Haddock) That the West Coast Regional Transport Committee:

- i. Receives this report;
- ii. Directs the West Coast Regional Transport Advisory Group to prepare an agreed process to the development of a Regional Speed Management Plan for further consideration;
- iii. Agrees not to prepare an interim Regional Speed Management Plan.

*Carried*

## 6. Waka Kotahi NZ Transport Agency Update

J. Caygill noted that there had been some time between updates.

A. Birchfield sought clarification on the multilingual signs. J. Caygill noted that many signs are pictographic. Any signage would be based on safety. There will be more coming as there is a general expectation for this inclusion. P. Ewen noted that the challenge facing the Agency about complying with their own standards around the number of signs.

P. Haddock asked whether the Agency was going to progress with being able to ticket people caught on camera for not wearing seatbelts. J. Caygill noted that this is something they will be seeking a legislation change on.

P. Ewen noted a reluctance from Central Govt to deal with Councils and had there been any thought in reducing the number of RTC's they have to work with. J. Caygill said that he was not aware of any suggestion for amalgamation of these Committees unless there was a desire to do so.

P. Haddock noted that previous presentations had been more focussed on works programmes. Wanted an update on what was happening in regards to Stoney Creek. J. Caygill said that will come back with an answer on this recognising that would like a more detailed answer.

J. Cleine commented on the Coastal Shipping work and its work around Westland Mineral Sands with opportunities for both Westport and Greymouth Ports. Will have a part to play in the emissions reduction for the West Coast. DWC and the Councils have progressed with a Logistics Strategy. Advancement is now sitting with DWC. This had good information around rail hubs and coastal shipping.

H. Milne noted that the Strategy is about to be ratified.

**Moved** (P. Haddock / P. Ewen) that the West Coast Regional Transport Committee receive the report and provide any feedback to Waka Kotahi NZ Transport Agency on the topics included in the presentation.

*Carried*

## 7. Community Road Safety Concerns

P. Haddock noted the report was about local issues but had been raised at the Road Safety Committee. Wanted to see investigation by Waka Kotahi into options for roundabouts for each end of the Cobden Bridge. Karoro School adjacent speeds continues to be an issue. Would like to see it wrapped up in the speed review work. Speeds through Barrytown around the hotel and the turnoff need to be reduced. There are issues with being able to safely pull out onto the State Highway. Marlborough Street roundabout continues to be an issue for trucks coming around this.

J. Caygill noted that he will look to include the Cobden Bridge for further investigation. For Karoro School, it falls within the new rule and should be included in the Interim Speed Management Plan. The timing for the reduction will fall before 2027. P. Haddock noted Paroa School and its proximity to the 100km speed zone.

**Moved** (J. Caygill / P. Ewen ) that the West Coast Regional Transport Committee to:

- i. Receive the report; and
- ii. Seek feedback from Waka Kotahi NZ Transport Agency on how these community concerns can be addressed.

*Carried*

#### **8. South Island Regional Transport Committee Chairs Group**

N. Costley spoke to the report. J. Caygill noted the value in the work that had gone on particularly in the freight space.

**Moved** (P. Haddock / J. Caygill) that the West Coast Regional Transport Committee receive this report.

*Carried*

#### **9. General business**

P. Haddock asked the Committee to acknowledge the work that Mel Sutherland had done on behalf of Grey District Council during his time there. P. Haddock also noted that this was his last meeting representing the Grey District Council after 15 years. Noted that it had been a pleasure and highlights included the Taramakau Bridge replacement, Arthurs Pass to Mingha Bluff improvements, Ahaura Bridge replacement and route security. And recently replacement of the William Stewart, Moonlight and Rough River bridges, critical for our heavy vehicles. A. Birchfield thanked P. Haddock for his work on the RTC. P. Haddock noted the good staff behind the scenes. A. Birchfield thanked M. Sutherland for his time too.

J. Cleine acknowledged the work of those that had been mentioned. Wanted to raise a letter about the SPR and ensure that this is still on the radar. The inference for BDC to progress the plan was not BDC's understanding of the process. This is a Waka Kotahi driven plan. J. Caygill noted that he was happy to receive further correspondence. There are further discussions to be had.

Meeting closed 11.14am

# 7. Briefing for the Incoming West Coast Regional Transport Committee and updated Terms of Reference

<b>Report to:</b> West Coast Regional Transport Committee	<b>Meeting Date:</b> 29 March 2023
<b>Report by:</b> Nichola Costley, Strategy and Comms Manager – West Coast Regional Council	
<b>Public excluded?</b> No	

## Report Purpose

The purpose of this report is to:

- Provide the West Coast Regional Transport Committee with background information about the Committee
- Seek the Committee’s approval of the West Coast Regional Transport Committee Terms of Reference

## Recommendation

That the West Coast Regional Transport Committee:

- 1. Receive the briefing pack setting out relevant background information about the West Coast Regional Transport Committee included as Attachment 1.*
- 2. Adopts the West Coast Regional Transport Committee Terms of Reference included as Attachment 2.*
- 3. Recommends that the West Coast Regional Council adopts the terms of Reference for the West Coast Regional Transport Committee.*

## Briefing to the incoming Committee

The briefing pack for the incoming West Coast Regional Transport Committee (RTC) is intended to familiarise incoming members with:

- The statutory and non-statutory functions of the RTC
- How the RTC works and is supported
- The work undertaken by the RTC during the previous triennium
- The strategic context and work planned for this triennium, including the statutory review of the Regional Land Transport Plan.

The briefing pack can be found as Attachment 7.1.

## Review of Terms of Reference for the West Coast RTC

The West Coast RTC’s Terms of Reference has been reviewed for this triennium to reflect the statutory requirements from the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule).

The Rule is prescriptive in its requirements of what actions the RTC must take to contribute to a Regional Speed Management Plan (RSMP), with the goal of achieving regional consistency. Key functions for the RTC under the Rule include the following:

- The RTC is responsible for long-term planning, objectives setting and a whole-of-network approach for the RSMP
- The RTC must compile the RSMP using information sourced from the Road Controlling Authorities



- The RTC is responsible for preparing a consultation draft of the RSMP, in consultation with the Road Controlling Authorities
- The RTC must prepare a final draft RSMP and in doing so must communicate with the Road Controlling Authorities about any inconsistent approaches being taken to speed limits across the region
- The final RSMP must be submitted to Waka Kotahi NZ Transport Agency by the RTC.

It is proposed that the above key actions required of the RTC under the Rule are added to the RTC's terms of Reference under the Purpose and Functions section. A summary of objectives related to the RTC's responsibilities under the Rule is also proposed to be added to the Statutory Objectives section.

The reviewed Terms of Reference for the RTC is included as Attachment 7.2.

## **Next steps**

The updated Terms of Reference of the RTC will need to be adopted by the West Coast Regional Council. Subject to the RTC's approval of the updated terms of Reference, they will be presented at the next Regional Council meeting.

## **Considerations**

### **Significance Policy Assessment**

There are no matters in this report which require consideration under this heading.

### **Views of affected parties**

There are no matters in this report which require consideration under this heading.

### **Financial implications**

#### *Current budget*

There are no budget implications included in this report.

#### *Future implications*

There are no budget implications in this report.

### **Legal implications**

There are no legal implications in regard to the decision recommended in this report.

## **Attachments**

Attachment 1: Briefing pack

Attachment 2: Terms of Reference for the West Coast Regional Transport Committee

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# Briefing for the incoming West Coast Regional Transport Committee

March 2023

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## Background

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### *Statutory functions of the Committee*

The Land Transport Management Act 2003 (LTMA) is the governing legislation for regional transport committees (RTCs) across the country.<sup>1</sup> The statutory functions of an RTC are outlined in section 106 of the LTMA. These include:

- prepare a regional land transport plan (RLTP) every six years, or any variation to the RLTP in the intervening period, for the approval of the relevant regional council
- adopt a policy that determines significance (and therefore triggers certain consultation requirements) in respect of:
  - variations made to RLTPs
  - the activities included in the RLTP
- provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

The West Coast RLTP is the region's bid for funding support from the Government's National Land Transport Fund (NLTF), which is administered by Waka Kotahi NZ Transport Agency (Waka Kotahi).<sup>2</sup>

The RLTP is a statutory document setting out the current state of the region's transport network, the priorities for investment and a proposed ten-year programme of transport activities.<sup>3</sup> These transport activities are mainly proposed by councils and Waka Kotahi, and co-funded by councils and Waka Kotahi. Activities that are not included in the RLTP cannot receive funding from the NLTF.

RLTPs must be consistent with the Government Policy Statement on Land Transport (GPS). The GPS establishes how the NLTF will be allocated to achieve the Government's transport priorities. It sets the funding ranges for different types of transport activities (known as activity classes), such as public transport, state highway improvements, local and regional roads, and road safety. Each GPS identifies the priorities for the following ten-year period and is reviewed every three years. The current GPS took effect in July 2021.

The Ministry of Transport is currently working to develop GPS 2024. Formal consultation on the draft GPS is expected to be held in early 2023 and the final GPS to be made available later in the year.

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<sup>1</sup> The Land Transport Management Act 2003 can be viewed [here](#).

<sup>2</sup> The National Land Transport Fund (NLTF) is a ring-fenced 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. Waka Kotahi has statutory responsibilities for the allocation of the NLTF, which occurs through the National Land Transport Programme.

<sup>3</sup> Transport activities can be proposed in the RLTP by approved organisations, which on the West Coast includes the Buller, Grey and Westland District Councils, West Coast Regional Council, Waka Kotahi and the Department of Conservation.

More information about the West Coast RLTP is provided in later sections.

### ***Non-statutory functions of the Committee***

The primary role of the West Coast Regional Transport Committee (RTC) is to prepare and amend (where necessary) the West Coast RLTP. However, there is also an opportunity for the RTC to play a broader role in improving transport outcomes on the West Coast and the wider South Island. For example, this can include regional advocacy for legislative and policy changes at the national level.

### ***Committee membership***

In accordance with schedule 7, clause 30(7) of the Local Government Act 2002 (LGA), membership of an RTC is deemed to be discharged following the triennial local elections, and new or re-appointments to the Committee must be made. Regional councils must establish an RTC as soon as practicable following each triennial local election. Section 105 of the LTMA provides for the membership of RTCs, which states that the regional council must appoint to its RTC:

- two councillors from the regional council (one of whom must be the Chair of the RTC and one of whom must be the Deputy Chair of the RTC)
- one councillor from each local council in the region
- one representative from Waka Kotahi.

The RTC's member organisations include the following:

- West Coast Regional Council
- Grey District Council
- Buller District Council
- Westland District Council
- Waka Kotahi

An RTC can also appoint non-voting sector representatives or advisors to the Committee as it deems appropriate. The practice of appointing such representatives or advisors is something that varies across the country.

The Department of Conservation have been invited to attend RTC meetings as a non-voting member due to their role as an Approved Organisation.

## How we work

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### ***Terms of Reference***

The specified functions, responsibilities and delegations of the RTC are set out in the Committee's Terms of Reference. The Terms of Reference is important as it defines the business of the RTC and the extent of the Committee's decision-making delegations.

The RTC's Terms of Reference have been updated this triennium to ensure the Committee has the necessary delegations to implement the new Land Transport Rule: Setting of Speed Limits 2022. Further information about this Rule is provided in later sections.

### ***Meetings and making decisions***

The RTC's Terms of Reference currently states that meetings of the Committee will take place on an as needed basis, but may take place more or less frequently if determined as necessary by the Committee to effectively deliver its functions. There is a quorum at a meeting of at least four members are in attendance, of whom at least one shall be from the West Coast Regional Council. All RTC members are provided full voting and speaking rights. However, if other sector representatives or advisors are appointed to the RTC, they will not be entitled to vote.

The conduct of proceedings at RTC meetings follows the West Coast Regional Council's Standing Orders. Further information about these Standing Orders is available from the Regional Council's website [www.wcrc.govt.nz/publications/council-plans-and-policies](http://www.wcrc.govt.nz/publications/council-plans-and-policies)

The agenda and minutes for RTC meetings are published on the West Coast Regional Council website.

### ***Staff advice and support***

#### Secretariat

West Coast Regional Council staff provide secretariat support to the RTC. This includes administrative support for Committee meetings, programme management and strategic advisory functions.

#### Regional Transport Advisory Group

The West Coast Regional Transport Advisory Group (RTAG) provides advice to the RTC on a range of strategic and technical transport matters for the region and supports the development of the RLTP (including any variations). The group is also instrumental for sharing knowledge across councils and agencies involved in transport on the West Coast.

RTAG membership comprises staff from territorial authorities, West Coast Regional Council, Waka Kotahi, Department of Conservation and Development West Coast. The group meets on an as needed basis.

## *Engagement and participation of Māori*

Local government has a responsibility to take appropriate account of the Treaty of Waitangi in the context they operate, and to maintain and improve opportunities for Māori to contribute to land transport decision-making processes. The LTMA sets out the principles and requirements that are intended to facilitate Māori participation in such processes.

Engagement with Māori on transport matters is currently undertaken on a project-by-project basis. Hui are held with Poutini Ngāi Tahu on various transport plans prior to final drafts being finalised.

## West Coast Regional Land Transport Plan 2021-31

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### *West Coast Regional Land Transport Plan 2021-31*

The LTMA requires RTCs to develop an RLTP every six years and complete a review of their RLTP during the six-month period before the end of the third year of the plan. The major initiative undertaken by the RTC during the last triennium was the development of the West Coast RLTP 2021-31. This RLTP was approved by the RTC in May 2021 and adopted by the West Coast Regional Council in June 2021.

The West Coast RLTP 2021-31 is available on the Regional Council's website.

Broadly speaking, the RLTP describes the long-term vision for land transport on the West Coast and identifies the short- to medium-term investment priorities that moves the region towards this vision. It is the primary vehicle for discussing and agreeing a clear set of regional outcomes, priorities and improvement projects for transport on the West Coast, and to tell a story about the region and its aspirations for the future of transport.

In this context, a key development for the RLTP 2021-31 was the inclusion of four regional headline targets related to resilience, asset condition, safety and connectivity.

The mid-term review of the RLTP will commence shortly and is due to be completed during the first six months of 2024.

## *Legislative and policy context*

### *Land Transport Management Act 2003*

The LTMA is the principal statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The Act sets out the statutory functions of RTCs, and the core requirements of RLTPs and regional public transport plans (RPTPs).

### *Local Government Act 2002*

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

In April 2021, the Government announced an independent review of local government. This review will identify how the system of local democracy and governance in New Zealand needs to evolve over the next thirty years to improve the wellbeing of communities and the environment, and to actively embody Te Tiriti. The independent panel issued its draft report and recommendations for public consultation in October 2022, with the final report to be completed by mid-2023.<sup>4</sup>

### *Resource Management Act 1991*

The Resource Management Act 1991 (RMA) aims to promote the sustainable management of natural and physical resources. The Act provides the statutory framework for land use planning, and the development of regional policy statements, regional plans and district plans. Land use planning has a significant influence on travel choice and demands on the transport network, while investment in the transport network can likewise shape land use patterns.

The Government is in the process of repealing the RMA and replacing it with three new laws: the Natural and Built Environment Act (NBA), the Spatial Planning Act (SPA) and the Climate Adaptation Act (CAA). These new Acts will work together as a single integrated system. The SPA will seek to provide a more strategic and coordinated approach to long-term regional planning through the development of regional spatial strategies. These strategies will identify how a region will grow, adapt and change in the future, including identifying areas that require infrastructure.<sup>5</sup>

The Natural and Built Environment Bill and the Spatial Planning Bill were introduced to Parliament in November 2022, while the Climate Change Adaptation Bill is expected to follow in 2023.

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<sup>4</sup> More information about the Review into the Future for Local Government can be viewed [here](#).

<sup>5</sup> More information about the resource management system reform can be viewed [here](#).



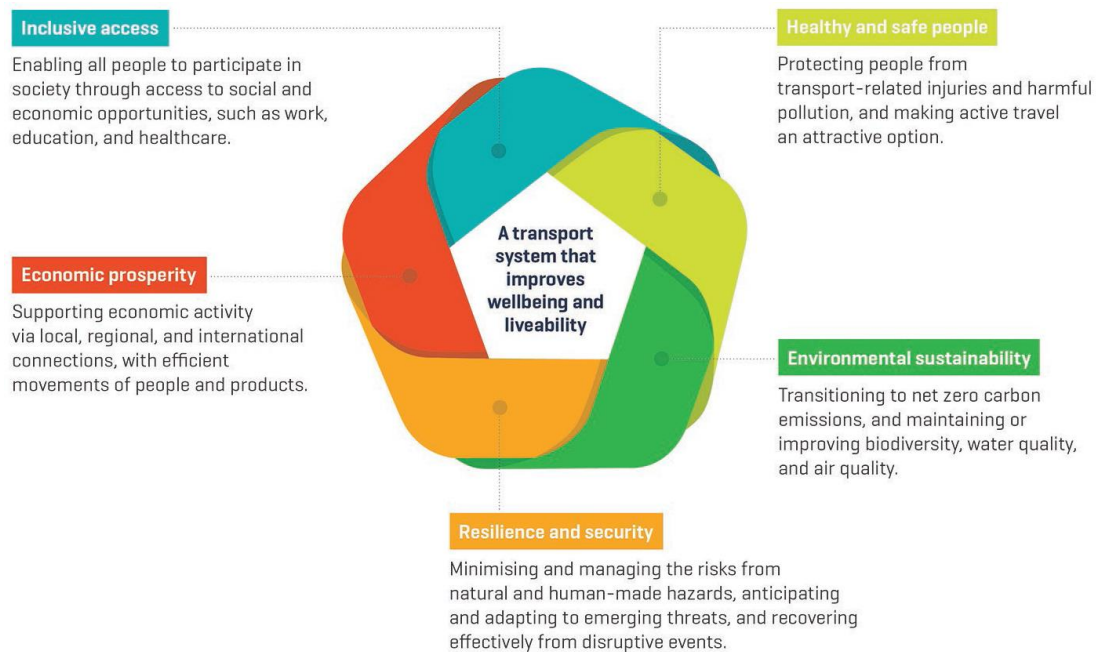
## Climate Change Response Act 2002

The Climate Change Response Act 2002 (CCRA) was amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019. These amendments included setting a target for New Zealand to reduce net carbon emissions to zero by 2050. The transport sector has an important role to play in contributing to achieving this target.<sup>6</sup>

In 2022, the Government released the first emissions reduction plan for New Zealand, which sets the direction for climate action over the next fifteen years. The Emissions Reduction Plan recognises that transport is one of the largest sources of greenhouse gas emissions in New Zealand, and that to reach net zero emissions by 2050, transport will need to be largely decarbonised. The plan includes a goal that by 2035 New Zealand will have significantly reduced transport-related carbon emissions, and have a more accessible and equitable transport system that supports wellbeing.<sup>7</sup>

## Transport Outcomes Framework

The Government's Transport Outcomes Framework provides a strategic, long-term and integrated approach to transport in New Zealand, and makes clear what the Government is seeking to achieve through the transport system over the long-term. The five outcomes that make up the framework (see below) are inter-related and are included in the West Coast RLTP 2021-31 as the foundation of its strategic framework, to ensure alignment with this enduring, long-term national direction.



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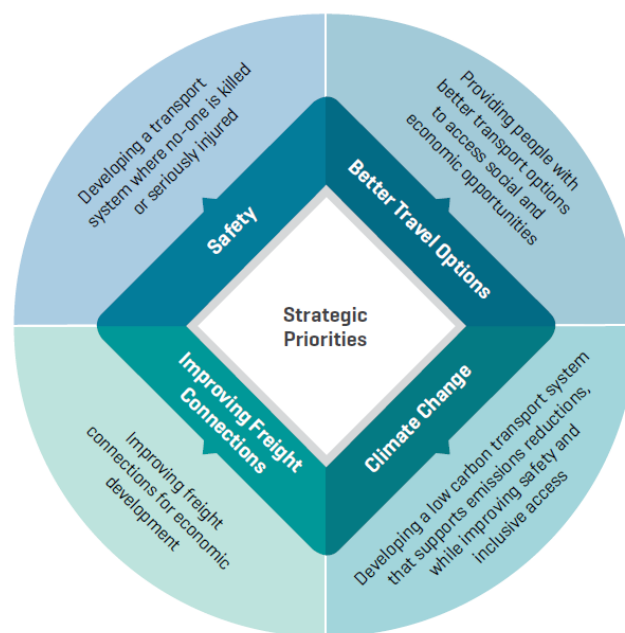
<sup>6</sup> The Climate Change Response Act 2002 can be viewed [here](#).

<sup>7</sup> The Emissions Reduction Plan can be viewed [here](#).

## Government Policy Statement on Land Transport

The LTMA requires the Minister of Transport to issue the GPS every three years. The GPS sets out the Government's priorities for expenditure from the NLTF during a ten-year period and how this funding should be allocated across different transport activities, such as public transport, state highway improvements, local roads and road safety. RLTPs must be consistent with the GPS, and Waka Kotahi must give effect to it with regards to land transport planning and funding.

The current GPS took effect in July 2021. GPS 2021 outlines four strategic priorities (see below). The Ministry of Transport is currently in the process of developing GPS 2024. Formal consultation on the draft GPS is expected to be held in early 2023 and the final GPS to be released later in the year.



## Other national policy context

- [Road to Zero, New Zealand's Road Safety Strategy 2020-2030](#) – outlines the Government's vision for road safety in New Zealand, the guiding principles for the design of the road network and road safety decisions, and the road safety targets and outcomes for 2030.
- [Land Transport Rule: Setting of Speed Limits 2022](#) – creates a speed management planning process that considers how safety infrastructure and speed limits can help to achieve a safe transport system in New Zealand.
- [New Zealand Rail Plan](#) – outlines the Government's vision and priorities for rail in New Zealand through to 2030, and the levels of investment needed to achieve this future.
- [Arataki](#) – provides Waka Kotahi's ten-year view of what is needed to deliver on the Government's priorities and objectives for the land transport system in New Zealand.
- [One Network Framework \(ONF\)](#) – provides a tool to establish transport network function, performance measures, operating gaps, and interventions for each road and street type.

## ***Funding context***

The cost of building and maintaining local roads, and walking and cycling facilities, is shared between the Government (through Waka Kotahi) and local councils. The costs associated with public transport are also shared between the Government and both local and regional councils, but state highways and road policing are entirely funded by Waka Kotahi. Local and regional councils contribute to the cost of their land transport activities from rates and borrowing, in what is known as the 'local share'.

The NLTF is a ring-fenced fund made up of fuel excise duty (FED), road user charges (RUC), a share of annual vehicle licencing fees, and income from the sale and lease of state highway property. The NLTF is administered by Waka Kotahi and all the revenue that goes into the fund is spent on the land transport system.

Given much of the revenue going into the NLTF is designed around the use of fossil-fuelled vehicles, the funding available for land transport in New Zealand is being impacted by the transition to a low-emission fleet. A wider range of funding sources beyond the NLTF are therefore increasingly being used to fund transport activities. This includes, for example, funding from the New Zealand Upgrade Programme and the new Climate Emergency Response Fund.

The Ministry of Transport is working to develop an approach to funding land transport in New Zealand that is less tied to the use of fossil-fuelled vehicles and more fit for the future. This changing funding context is driving the transport sector towards increased visibility over all the potential sources of funding that can support the transport system. While the practice has been to treat RLTPs as a bid to the NLTF, it is increasingly important that these plans reflect a more strategic, integrated approach to transport investment, irrespective of the funding source.

## ***Other key governance groups***

### *South Island Regional Transport Committee Chairs Group*

The South Island Regional Transport Committee Chairs Group (SI RTC Chairs) was established in 2016 for the purposes of significantly improving transport outcomes across the South Island through better collaboration and integration. The Group comprises the chairs of each of the RTCs in the South Island, with Waka Kotahi as an optional attendee.<sup>8</sup>

The SI RTC Chairs from previous trienniums identified the following areas as key priorities:

- Continued collaboration and advocacy for transport in the South Island.
- Resilience of the transport network.
- Freight journeys across the South Island.
- Tourism journey improvements across the South Island.
- An enabling funding approach for innovative multi-modal (road, rail, air and sea) solutions.

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<sup>8</sup> More information about the South Island Regional Transport Committee Chairs Group can be viewed [here](#).

- Exploration of opportunities for inter-regional public transport.

## Key work for this triennium

### ***West Coast Regional Land Transport Plan mid-term review***

Under the LTMA, RTCs are required to develop an RLTP every six years and complete a review of their RLTP during the six-month period before the end of the third year of the plan. The West Coast RLTP 2021-31 was completed in mid-2021, meaning the mid-term review of the plan will need to be completed during the first six months of 2024.

The broader scope for this RLTP mid-term review is to support local councils (and other road controlling authorities [RCAs]) to align their transport programmes with the forthcoming GPS 2024.

Planning of the high-level milestones and timeframe of the review is underway. There will be further work required of the RTC in regards to confirming the transport priorities of the region.

The high-level milestones and timeframe for the review are shown in the table. This timeframe seeks to align with national timelines, in order to better synchronise local, regional and national processes.

Period	Key milestones
April – July 2023	<ul style="list-style-type: none"> <li>• Review problem statements and the ten-year priorities and objectives.</li> <li>• Consideration of funding options.</li> </ul>
August – October 2023	<ul style="list-style-type: none"> <li>• RTC consideration and approval of any changes to the priorities and objectives.</li> <li>• RTC confirmation of the strategic front-end of the plan.</li> <li>• Investment programme development</li> </ul>
October – December 2023	<ul style="list-style-type: none"> <li>• Prioritisation of significant projects and activities.</li> <li>• Drafting consultation documents.</li> </ul>
January – April 2024	<ul style="list-style-type: none"> <li>• Consultation, hearings and deliberations</li> </ul>
May – June 2024	<ul style="list-style-type: none"> <li>• RLTP completed.</li> </ul>

### ***West Coast Regional Public Transport Plan review***

The RPTP is a statutory document established under the LTMA. While the LTMA specifies that regional councils are responsible for producing and adopting RPTPs, regional councils are also bound by this legislation to work in partnership with public transport operators and local councils to deliver the necessary services and infrastructure to meet the needs of passengers across the region.

The current RPTP for the West Coast was completed in 2015 and is currently being reviewed.

Due to a small and dispersed population, there are no scheduled public transport services in operation. The RPTP focusses on the delivery of the Total Mobility scheme in the three main towns on the West Coast.

On-demand public transport services have been identified as a potential tool for implementing public transport services. Successful trials have been held in Timaru.

The Emissions Reduction Plan has signalled the need to significantly reduce vehicle kilometres travelled in New Zealand over the next decade. While a key focus will be reducing vehicle kilometres travelled in major urban centres, there will be a need to reduce carbon emissions from transport across the country. This is being reflected in a desire to broaden the public transport conversation beyond that of just an urban issue, as all communities grapple with how to shift towards more sustainable transport options.

The new West Coast RPTP is intended to be completed before the end of this financial year.

### ***Regional speed management planning***

The Land Transport Rule: Setting of Speed Limits 2022 forms the regulatory framework designed to improve how RCAs plan for, consult on and implement speed management changes. This new approach to speed management planning in New Zealand seeks to support the national road safety strategy, Road to Zero.

With respect to the functions of RTCs and regional councils, the Rule:

- introduces a new regional speed management planning approach that aligns with the three-year cycle of the National Land Transport Programme (NLTLP), including a new consultation process that aligns with the three-year regional land transport planning consultation process
- requires RTCs to establish principles and frameworks for determining speeds in their region, and to create a regional speed management plan (RSMP) that uses information from local council's local road speed management plans and from Waka Kotahi's state highway speed management plan
- requires the regional council to facilitate the administrative function of the regional consultation on RSMPs.

Work is underway to develop a fit-for-purpose approach to implementing the Rule on the West Coast. Further information and advice in regard to this approach will be provided to the RTC.

# WEST COAST REGIONAL TRANSPORT COMMITTEE

## TERMS OF REFERENCE 2023

*To be approved at the Regional Transport Committee meeting of 29 March 2023 and adopted by the West Coast Regional Council on 11 April 2023*

### **Establishment**

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

### **Purpose and Functions**

Under section 106 of the Land Transport management Act 2003, the functions of the West Coast Regional Transport Committee are:

- To prepare for approval by the Regional Council a Regional Land Transport Plan or any variation to the Plan
- To provide the Regional Council with any advice and assistance it may request in relation to its transport responsibilities
- To adopt a policy that determines significance in respect of variations to the Regional Land Transport plan and activities included in the Regional Land Transport Plan.

Under the Land transport Rule Setting of Speed Limits 2022, the functions of the West Coast Regional Transport Committee are:

- To develop a long-term 10-year vision for speed management in the region, consistent with government road safety strategy *or* an explanation of the whole-of-network approach to speed management
- To prepare a draft Regional Speed Management Plan, using information sourced from West Coast Territorial Authorities, and consult on the plan.
- To determine if there is any inconsistency in the speeds set by road controlling authorities and make recommendations back to the relevant road controlling authorities
- Once the Regional Speed Management Plan has been finalised, provide this to the Director of Land Transport at Waka Kotahi NZ Transport Agency for certification.

In addition, the West Coast Regional Transport Committee will also:

- Represent and advocate for transport interests of regional concern.
- Engage with other regional transport committees and working parties (e.g. South Island Regional Transport Chairs Group) as required.
- Consider advice and recommendations from the West Coast Regional Transport Advisory Group.

### **Statutory Objectives**

Under the Land Transport Management Act 2003, the West Coast Regional Transport Committee must:

- Develop every six years a Regional Land Transport Plan and recommend this to the Regional Council for approval
- Undertake a review of the Regional Land Transport plan every three years following the preparation of the Regional Land Transport Plan.

Under the Land Transport Rule Setting of Speed Limits 2022, the West Coast Regional Transport Committee must:

- Create a Regional Speed Management Plan
- Undertake a review of the Regional Speed management Plan that aligns with Waka Kotahi NZ Transport Agency timeframes.

### **Membership**

The West Coast Regional Transport Committee comprises:

- West Coast Regional Council  
Two West Coast Regional Council Councillors (who shall be the Chairperson and Deputy Chairperson of the Committee)
- Territorial Local Authorities  
One elected member from each of the Buller, Grey and Westland District Councils
- Crown entities  
One Waka Kotahi NZ Transport Agency
- Sector representatives  
The Regional Transport Committee, at its discretion, can appoint or engage advisors on the terms it sees fit.

### **Quorum**

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

### **Meetings**

The Regional Transport Committee meets on an as required basis as necessary to effectively deliver its functions. Members will be advised in advance of the meeting schedule where possible.

### **Voting**

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

### **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.

### **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
- Waka Kotahi NZ 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.



# 8. Update on Approved Organisation Work Programmes from the Regional Land Transport Plan

<b>Report to:</b> West Coast Regional Transport Committee	<b>Meeting Date:</b> 29 March 2023
<b>Report by:</b> Nichola Costley, Strategy and Comms Manager – West Coast Regional Council	
<b>Public excluded?</b> No	

## Report Purpose

The purpose of this report is to provide the West Coast Regional Transport Committee with an update on the transport programmes of the regions Approved Organisations (AOs).

## Recommendation

That the West Coast Regional Transport Committee receive this report.

## Background

The West Coast Regional Transport Committee requested at their last meeting an update of progress against the work programmes of the Approved Organisations identified in the West Coast Regional Land Transport Plan 2021-2031.

The attached document sets out this information for the Committee.

## Considerations

### Significance Policy Assessment

There are no matters in this report which require consideration under this heading.

### Views of affected parties

There are no matters in this report which require consideration under this heading.

### Financial implications

#### *Current budget*

There are no budget implications included in this report.

#### *Future implications*

There are no budget implications in this report.

### Legal implications

There are no legal implications in regard to the decision recommended in this report.

## Attachments

Attachment 1: Update on Approved Organisation Work Programmes from the Regional land Transport Plan

## 8.1 Update on activities proposed in the RLTP 2021

### Delivery on key outtakes from Activity Management Plans

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

#### District Councils

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

	Status update or actions undertaken to progress		
AMP Outtakes	Buller	Grey	Westland
Bridge Structures are a core focus of this programme alongside substantial uplift in investment to improve asset management capability and capacity in council roading teams	Replacing Christmas Creek as a RTS (Emergency Works) Maintaining existing structures at this stage WSP doing End of Life Present Value (EoLPV) assessments to help justify replacements, any work likely to be programmed in 2023/24 subject to Waka Kotahi approval. SPR \$840,000 LR \$1,050,000	Currently GDC, WDC and BDC has appointed the WSP for the regional asset management for structures and bridges.	WDC has replaced 5 structures within this current NLTP with review being carried out still for an additional 2 structure replacements.
There are some isolated sections of pavement renewals needed, and uplift in resealing activities to achieve desired levels of service over the 20-year programme and beyond	Completed for all three years through for the 2021-24 reseat Programme. SPR \$600,000 LR \$2,100,000 Pavement rehabs is programmed for 2023/4, currently in design phase. SPR \$1055,000 LS \$480,000	ESP as a professional service supplier will become part of the Council teams, be proactive, is able to provide ongoing bridge and other structures asset management support which is fundamental to the continued success of the regional transport partnership and the 2021-24 programme and beyond.	Pavement rehab works are underway with a significant improvement being carried out on Haast-Jackson Bay Road and more local works on Sewell Street already completed.
To reduce the number and duration of road closures the following is needed: - a more resilient network that is less susceptible to road closures and restrictions;	Significant RTS underway. About 25 retaining wall structures or rock facing works to be constructed on local roads (Denniston) and SPR (Karamea Bluffs)	WSP services specifically covers Bridge and Structures asset management services. Management of Regional Roads Asset Management is included in a separate procurement which is managed by Beca.	Resilience improvements are being designed for Haast-Jackson Bay Road where coastal erosion is causing significant trouble.

<ul style="list-style-type: none"> <li>- improved resilience on key local routes that act as alternatives to the state highway;</li> <li>- efficient maintenance programmes including pavements, structures and drainage with targeted renewals programmes for key routes and critical assets</li> </ul>	<p>12 bundles of work totally \$13.6M</p>	<p>WSP liaise closely with the Roads consultant especially when it comes to submitting funding requests for the 3 year funding cycle.</p>	
<p>To reduce asset failure risk, the following is needed:</p> <ul style="list-style-type: none"> <li>- improvement in the collection, storage and use of asset data to meet the Waka Kotahi AMDS</li> <li>- regular asset conditional assessments to better inform FWP</li> <li>- Planned renewals and maintenance programme.</li> </ul>	<p>BECA and WSP to improve asset data for roads and structures have been appointed. WSP separate bridges in to walking and traffic. Next PBC and AMP for 2024/27 underway Footpath renewals underway LG \$1,245,000</p>	<p>The scope of services includes inspections and developing annual maintenance and renewals forward work programmes, information services/data management, bridge postings and consultancy services associated with investigations, design and supervision of physical works.</p>	<p>Asset Management Data contracts have been awarded to BECA for Roding asset Management and WSP for Bridge Asset Management. These 2 companies are managing the data improvement program and bridge inspection/maintenance programs for the 3 Coast Councils. The process of combining all 3 roading databases into a single West Coast Roding database is also underway as part of the improvement process. This will also help align data structures in preparation for meeting the new AMDS.</p>
<p>To improve the freight task optimization, the following is needed:</p> <ul style="list-style-type: none"> <li>- Targeted capital works programmes to increase the capacity of bridges on key routes to better provide for the transport of freight</li> <li>- Freight movement data (future demand) to allow regional consistency in network assessment for freight capacity / restrictions will allow appropriate prioritisation of improvements.</li> </ul>	<p>Bridges, see above, EoLPV assessments underway.</p> <p>West Coast Transport and Logistics Strategy Feb 2022 – (DWC). This is to be taken into account the West Coast combined Programme Business Case and Activity Management Plan for 2024-27</p> <p>In response to Westland Mineral Sands (MWS) increase in movement of their Heavy Mineral Concentrate (HMC), Council is actively working with the company to identify appropriate freight routes through town to the port.</p>	<p>A key focus is that wsp can take overall responsibility for improving data quality and drives a proactive approach to provide bridge asset management services while upskilling locally based staff.</p>	<p>Further review and analysis of restricted bridge structures is ongoing as part of the Bridge Asset Management Contract.</p>

Waka Kotahi NZ Transport Agency

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

Three key focus areas	Status update or actions undertaken to progress
Undertake end-of-life bridge structure replacement for Ahaura Bridge and Stoney Creek Bridge to maintain connectivity of the road network	Stoney Creek Bridge: Currently at the feasibility stage and expected pre-implementation in the 24-25 NLTP. Ahaura Bridge: completed and at post construction safety audit phase
Undertake investigation and implement suitable safety interventions from State Highway 6 to State Highway 69 to Madmans Road to improve road safety and encourage travelling at appropriate speed for the environment	Covered by SH Speed Management Plan
Develop business cases to investigate appropriate measures to provide long-term solutions that contribute towards a more resilient road network on the West Coast.	Waka Kotahi rates and prioritises risks to the State highway system on a national basis, and uses the priorities as a basis of the State highway improvement programme for resilience. Currently there is a business case for Haast-Hawea under development as well as 5 approved LCLR projects across the West Coast. There are other business case proposals drawn from the nationally prioritised risk list located on the West Coast being considered for the next 24-27 State highway improvement programme as well as other LCLR projects.
Maintenance of the State Highway Network	<p>The West Coast Network Outcome Contract (NOC) has largely completed its Capital works programme this FY, save for drainage renewals (i.e. culvert replacements), which we expect to complete over the next few months.</p> <p>This financial year the NOC have completed their programmes as planned;</p> <ul style="list-style-type: none"> <li>• chip sealed 138 lane kilometres of network (approx. 8%),</li> <li>• asphalted 3.30 lane kilometres</li> <li>• largely completed all preparatory works for reseals for the next financial year.</li> </ul> <p>The NOC has responded and or undertaken numerous Emergency Works events, clearing slip, debris flows, to an approximate cost of \$5m this financial year.</p> <p>An initial preparatory indication of funding for the next NLTP period, 24-27 has been prepared for internal moderation, focused on increasing funding for drainage, tree removal, incident response and seeking further pavement maintenance funding.</p>

## Regional Land Transport Plan – update on programme

### Committed activities

Activity	Phase	Description	Duration	Cost	Status	Update as per 1 March 2023
<b>West Coast State Highways</b>						
Ahaura Bridge	Property	The Ahaura Bridge is a single lane bridge, on State Highway 7, immediately south of Ahaura Township [RS 239/0.0]. SH7 is a lifeline route linking Greymouth to Reefton, and provides network resilience in the event of a natural hazard affecting transport routes in the West Coast Region.	2021-23	\$2,046,119	Committed	
	Implementation	Ahaura Bridge is identified in the National Bridge Replacement Programme. There is a need to act given the importance of the State Highway corridor. Bridge condition is worsening to the extent that it is more economic to replace than continue to repair it. If it is not replaced, weight and speed limits may be required.	2021-22	\$27,000		
<b>Grey District Council</b>						
Rough River Bridge*	Implementation	PGF – Atarau Road, end of life replacement, route also serves as a detour from SH6/SH7 for over dimensional traffic. This is on the northern access route to Blackball and Paparoa Great Walk	2021-23	\$5,000,000	Committed	Almost completed (95%) and new bridge open to traffic now. Minor snag list and final handover is being done at this stage.
William Stewart Bridge (boundary bridge with WDC)*	Implementation	PGF – Kumara – Inchbonnie Road, end of life replacement, route provides access to Taramakau Settlement are with high dairy production, also access for tourists to Lake Brunner	2021-23	\$5,800,000	Committed	Almost completed (95%) and new bridge open to traffic now. Minor snag list and final handover is being done at this stage.
Moonlight Creek Bridge*	Implementation	PGF – Atarau Road, end of life replacement, route also serves as a detour from SH6/SH7 for over dimensional traffic. This is on the northern access to Blackball and Paparoa Great Walk	2021-23	\$2,600,000	Committed	Almost completed (95%) and new bridge open to traffic now. Minor snag list and final handover is being done at this stage.

### RLTP Objective – Key

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

### Improvement activities

Activity	A/C	Phase	Description	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26	Cost 26/27	Total cost over ten years	Funding source	RLTP Obj	Key priority	Regional priority	Update as per 1 March 2023
<b>STATE HIGHWAYS</b>															
SH6 SH69 to Madmans Road	RtZ	Pre-imp	Standard Safety Intervention project to improve safety at this location	\$0	\$3,523,200	\$0	\$0	\$0	\$0	\$22,020,000	NLTF	2	Safety	1	Detailed design is progressing
		Imp		\$0	\$9,248,400	\$9,248,400	\$0	\$0	\$0						
SH6 Greymouth to Hokitika	RtZ	Pre-imp	Standard Safety Intervention project to improve safety at this location	\$0	\$0	\$0	\$4,646,500	\$0	\$0	\$17,305,373	NLTF	3	-	Not to be prioritised	Not in this NLTP
		Property		\$0	\$0	\$0	\$0	\$11,261,673	\$0						
		Imp		\$0	\$0	\$0	\$1,397,200	\$0	\$0						
SH6 Hokitika to Otago Regional Boundary	RtZ	Pre-imp	Standard Safety Intervention project to improve safety at this location	\$0	\$0	\$0	\$1,060,800	\$0	\$0	\$6,630,000	NLTF	3	-	Not to be prioritised	Not in this NLTP
		Imp		\$0	\$0	\$0	\$0	\$5,569,200	\$0						
		Imp		\$0	\$0	\$0	\$0	\$1,209,600	\$0						
SH6 Lancaster Street to Eight Mile Creek	RtZ	Pre-imp	Standard Safety Intervention project to improve safety at this location	\$0	\$0	\$0	\$1,633,600	\$0	\$0	\$6,433,600	NLTF	3	-	Not to be prioritised	Not in this NLTP
		Imp		\$0	\$0	\$0	\$0	\$4,800,000	\$0						
SH7 Hunters Road to Lewis Pass	RtZ	Pre-imp	Packaged activities including safe system transformation activities, safer corridors and safer intersections	\$0	\$0	\$0	\$0	\$0	\$1,268,800	\$6,068,800	NLTF	3	-	Not to be prioritised	Not in this NLTP
		Imp		\$0	\$0	\$0	\$0	\$0	\$0						

Activity	A/C	Phase	Description	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26	Cost 26/27	Total cost over ten years	Funding source	RLTP Obj	Key priority	Regional priority	Update as per 1 March 2023
Stoney Creek Bridge	SHI	Imp	End of life structure replacement	\$0	\$6,580,000	\$0	\$0	\$0	\$0	\$6,580,000	NLTF	2	-	Not to be prioritised	Additional funding will be required for geotech testing once the project team complete desktop study and better understand the project area and a preferred alignment is established.
Coal Creek Bridge	SHI	Imp	End of life structure replacement	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$3,500,000	NLTF	2	-	Not to be prioritised	Not in this NLTP
Cook River (Weheka) Bridge	SHI	Imp	End of life structure replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200,000	NLTF	2	-	Not to be prioritised	Not in this NLTP
Iron Bridge (Buller River)	SHI	Imp	End of life structure replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$4,900,000	NLTF	2	-	Not to be prioritised	Not in this NLTP
Fox River Bridge	SHI	Pre-Imp	End of life structure replacement	\$0	\$0	\$0	\$233,600	\$0	\$0	\$5,833,600	NLTF	2	-	Not to be prioritised	Not in this NLTP
		Imp		\$0	\$0	\$0	\$0	\$0							
Inangahua River Bridge	SHI	Pre-Imp	End of life structure replacement	\$0	\$0	\$0	\$1,226,400	\$0	\$0	\$12,426,400	NLTF	3	-	Not to be prioritised	Not in this NLTP
		Imp		\$0	\$0	\$0	\$0	\$0							
Orowaiti River Bridge	SHI	Imp	End of life structure replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$8,400,000	NLTF	3	-	Not to be prioritised	Not in this RLTP
Dallows Bluff, Granity Rockfall, Hope saddle, O'Sullivan's Bluff, Higgins Bluff	SHI	Detailed Business Case	Detailed business case to resolve resilience issues at these locations	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	NLTF	1	-	Not to be prioritised	The changed project scope involves completing protection works at Ngakawau River Bridge and completing the design and consenting stages for the full Granity Seawall.
Haast to Hawea	SHI	Detailed Business Case	Detailed business case to resolve resilience issues	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	NLTF	1	-	Not to be prioritised	Currently there is a business case for Haast-Hawea under development as well as 5 approved LCLR projects across the West Coast.
Programme Business Case Development - Regional Proportion	IM	Business Case	National Investment Proposal PBC Development (Regional Contribution)	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000	NLTF		-	Not to be prioritised	n/a
Strategic Business Case Development	IM	Strategic Business Case	Development of activity proposals for consideration in the 2021-24 NLTP development delivering on high priority activities from each regional and inter-regional strategic case.	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$500,000	NLTF	-	-	Not to be prioritised	n/a
Walking and Cycling Low Cost Low Risk Programme	W & C	Imp	Walking and Cycling Low Cost Low Risk	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$8,950,000	NLTF	4	-	Not to be prioritised	NZCT-284-SH6&SH7 Reefton-Ikamatua: - Design 70%, delivery planned in summer 23/24. NZCT-200-SH6 Hokitika Bridge clip-on - Expect May 23 design completion. Construction early-mid 2024. Discussions to combine package with Buller River bridge handrails due to proximity. NZCT-201-SH67 Buller River Bridge barrier: - Discussions to combine package with Hokitika River bridge which is a much more complex project. Construction late 2023 - earlier if possible. NZCT-353-SH7 Reefton to Blacks Point: - This is for design only. Requires additional geotechnical investigation and feasibility assessment. NZCT-68-SH6 Taylorville-Greymouth: - Feasibility only, no design or construction.
State Highway Low Cost Low Risk Programme	SHI	Imp	State Highway Low Cost Low Risk	\$1,000,000	\$1,020,000	\$1,040,400	\$1,061,208	\$1,082,432	\$1,104,081	\$10,949,721	NLTF		-	Not to be prioritised	R-WC-SH73 Rock Shelter DSA and Strengthening - Improve safety for Te Araroa Trail hikers. R-WC-SH73 Otira River Bridge Abutment - Rockwork to provide flood resilience and prevent washout of approaches, installation of spurs to hold channel central. Opportunity to complete soon, quick win.
Road to Zero Speed and Infrastructure Low Cost Low Risk Programme	RtZ	Imp	Road to Zero Speed and Infrastructure Low Cost Low Risk	\$1,428,571	\$1,728,571	\$1,728,571	\$0	\$0	\$0	\$4,880,000	NLTF	3	-	Not to be prioritised	RtZ-SH6 Roaring Bill Falls Access & Park: - Initial plan was for DOC to complete carpark, NZTA do the road. Now potentially no funding given by DOC, no update on the design yet.
Speed Management Low Cost Low Risk Programme	RtZ	Imp	Speed Management Low Cost Low Risk	\$0	\$400,000	\$700,000	\$4,880,000	\$0	\$0	\$3,720,000	NLTF	3	-	Not to be prioritised	SHSMP due late 2023
BULLER DISTRICT COUNCIL															