Committee Members

Acting Chair: Cr Andy Campbell (WCRC)
Mayor Tania Gibson (GDC)
Mayor Helen Lash (WDC)
Cr Phillip Rutherford (BDC)
James Caygill (NZTA)
Blair Shrimpton (DOC)

WEST COAST REGIONAL COUNCIL

BULLER DISTRICT COUNCIL Te Kaunihera O Kawatiri

MĀWHERA GREY DISTRICT COUNCIL

WESTLAND District Council | Te Kahui o Poutini

Meeting of the West Coast Regional Transport Committee

(Te Huinga Tu)

Wednesday, 5 August 2026

1:30pm

West Coast Regional Council Chambers,

388 Main South Road, Greymouth and

Live Streamed via Council's YouTube channel:

@westcoastregionalcouncil5171

West Coast Regional Transport Committee Meeting

(Te Huinga Tu)

Agenda

(Rarangi Take)

Pg No.

1. **Welcome *(Haere mai)***

2. **Apologies *(Ngā Pa Pouri)***

   Mayor Tania Gibson (GDC)

3. **Declaration of interest**

4. **Confirmation of the minutes for meeting dated 15 April 2026** **1**

5. **Public Forum**

6. **Reports**

7. **General Business**

Meeting Close

D. Lew

Chief Executive

Purpose of Local Government

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option promotes the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Health and Safety Emergency Procedure

In the event of an emergency, please exit through the emergency door in the Council Chambers. If you require assistance to exit, please see a staff member. Once you reach the bottom of the stairs make your way to the assembly point at the grassed area at the front of the building. Staff will guide you to an alternative route if necessary.

	West Coast Regional Transport Committee Meeting Minutes – 5 December 2025
Author	Kaya Clement – Policy Technician
Authoriser	Matt Smith, Group Manager, Regulatory and Policy
Public Excluded	No

Report Purpose

The purpose of this report is to receive the minutes of the West Coast Regional Transport Committee Meeting of 15 April 2026

Recommendations

It is recommended that the Committee resolve to:

1. *Confirm that the minutes of the West Coast Regional Transport Committee meeting held on 15 April 2026 are true and correct record.*

Attachments

Attachment 1: Minutes of the West Coast Regional Transport Committee meeting held on 15 April 2026.

MINUTES OF THE REGAIONAL TRANSPORT COMMITTEE MEETING

WEDNESDAY 15 APRIL 2026

COMMENCING AT 2PM

WCRC CHAMBERS, 388 MAIN SOUTH ROAD, PAROA, GREYMOUTH

Present: Chair Cr Peter Ewen (WCRC), Cr Andy Campbell (WCRC), Cr Alan Gibson (GDC), James Caygill (NZTA), Blair Shrimpton (DOC)

Present via Zoom: Mayor Helen Lash (WDC), Cr Rosalie Sampson (BDC)

In attendance: Matt Smith (WCRC), Max Dickens (WCRC), Kaya Clement (WCRC), Paddy Blanchfield (GDC) , Marianne Bimont (WCRC), Paddy Blanchfield (GDC),

In attendance via Zoom: Karl Jackson (WDC)

Apologies: Darryl Lew (WCRC), Mayor Tania Gibson (GDC) and Cr Reilly Burden (WDC).

Moved: J. Caygill, Seconded, Cr A. Gibson *Carried*

Declaration of interest: There were no declarations of interest made.

Confirmation of minutes dated 4 December 2025:

Miniutes of the RTC meeting dated 4 December 2025 are true and correct.

Mayor H. Lash noted that there is a slight correction to spelling of Lynette Beirne's name. This correction was noted and made.

Matters Arising:

M. Dickens noted that all action points from the meeting dated 4 December 2025 have been completed.

Councillor A. Gibson brought to the Committee's attention a complaint from a Total Mobility user regarding a taxi company. Staff have taken the matter on for investigation, and the Council will follow up with both the Total Mobility user and the taxi company concerned.

Chair's Update from the Regional Transport Chairs Meeting:

Chair P Ewen provided an update on the recent South Island Regional Transport Committee Chairs' meeting held in Christchurch. Members were advised that the meeting focused on transport funding, resilience, and the financial constraints facing the transport sector under current Government priorities. It was noted that regional councils presented a united position on the need for continued investment in transport infrastructure and resilience.

Discussion centred on the implications of reduced Government funding, with concern expressed that deferred maintenance would result in increased long-term costs and reduced network reliability. Members acknowledged that investment in resilience and preventative maintenance would be essential given the increasing frequency of severe weather events.

The Committee discussed the future of Special Purpose Roads, particularly the Jacksons Bay Road and Karamea-Heaphy Road. Members highlighted the strategic importance of both roads as lifeline routes that support local communities, industry, tourism, freight, emergency response and access to ports. Concern was expressed regarding the potential transfer of maintenance costs to local authorities and the significant financial burden this would place on district councils.

J Caygill confirmed that separate discussions would continue with Buller and Westland District Councils regarding the future funding of the roads and acknowledged the importance of both routes to their communities.

Chair P Ewen also highlighted resilience planning undertaken by NZTA, noting that the Hokitika to Greymouth corridor had been identified as one of the region's highest priority transport links due to its importance for access to emergency services, freight movements and regional connectivity. Members supported continued advocacy for investment in resilience projects, including the retention of Bailey bridges as part of emergency response planning.

Staff also advised members of several recent transport developments, including:

- Future-proofing of the Coal Creek Bridge to allow for future clip-on structures.
- Ongoing uncertainty regarding Interislander ferry replacements and future operating arrangements.
- The cessation of the Westport pilot service, reducing the number of operating airports on the West Coast.

REPORTS:

6.1 Total Mobility Update

Staff presented an update on the Total Mobility Scheme, including the Government-directed changes to the national funding model. Members were advised that the proposed reduction of the fare cap from **$30.00 to $27.00** was required to align with NZTA funding requirements and enable councils to continue receiving additional Government funding.

Staff explained that although the increased subsidy introduced in 2022 had significantly improved accessibility and increased patronage, the resulting growth in demand had placed considerable pressure on council budgets nationally. It was noted that councils have no ability to limit scheme usage and must continue to provide the service to all eligible users.

Members expressed disappointment that a successful programme designed to improve transport accessibility for vulnerable residents was effectively being scaled back due to funding pressures. The Committee acknowledged the importance of the scheme, particularly on the West Coast where limited public transport options make Total Mobility an essential service.

Discussion also covered:

- How taxi operators are reimbursed under the scheme.
- Concerns raised by a Cr A Gibson regarding feedback from users experiencing delays in accessing taxi services.
- The impact of rising fuel prices and taxi surcharges on Total Mobility costs.
- Temporary mobility parking and disability parking matters requiring further discussion with territorial authorities.

Staff acknowledged the work undertaken to improve the Total Mobility Scheme and recognised Kaya Clement for her ongoing management of the programme and preparation of the report.

Resolved:
That the Regional Transport Committee:

1. Receives the Total Mobility report and accompanying attachments; and
2. Approves the revised Total Mobility fare cap of **$27.00**, effective in accordance with NZTA funding requirements.

Moved: Cr A Gibson, Seconded, Cr R Sampson *Carried*

6.2 Regional Land Transport Plan Update

Staff provided an update on the development of the Regional Land Transport Plan (RLTP), advising that work remained in the early stages of stakeholder engagement. Staff acknowledged the strong collaboration received from the district councils in developing the programme.

Members discussed the uncertainty surrounding future Government Policy Statement (GPS) priorities, noting that the timing of the upcoming general election may delay confirmation of national funding priorities. NZTA advised that councils should prepare for potential changes to funding settings during development of the RLTP and remain flexible as priorities evolve.

Discussion focused on:

- The importance of resilience investment and protecting existing transport assets.
- The value of district councils' asset management planning work.
- Proposed increases to Low Cost Low Risk funding thresholds for resilience projects.
- The need to clearly distinguish between essential ("must-have") and desirable ("nice-to-have") transport projects.
- Improving data collection to better demonstrate the impact of weather events and support future funding applications.

Members also discussed the need for local authorities to prioritise investment where it would deliver the greatest benefit, recognising that future funding constraints would require difficult decisions regarding levels of service.

Staff thanked district councils and committee members for their continued collaboration throughout the RLTP development process.

Resolved:

That the Regional Transport Committee:

1. To receieve the report

Moved: J Caygill, Seconded, Cr A Gibson *Carried*

Chair P Ewen called the meeting to a close at 03:20pm

6.1

Title	**2027 Regional Land Transport Plan Engagement Summary and Next Steps**
Author	Max Dickens, Policy Manager Marianne Bimont, Planner
Authoriser	Matt Smith, Group Manager Regulatory and Policy
Public Excluded	No

Report Purpose

This report summarises the outcomes of early engagement on the 2027 Regional Land Transport Plan (RLTP), seeks approval of the draft Vision, Objectives and objective weightings, and outlines the next steps in developing the Plan.

Report Summary

Early engagement identified transport accessibility, freight resilience and active transport safety as key issues for the West Coast. The proposed Vision, Objectives and objective weightings have been developed in response and are recommended for approval. Work is now underway to develop supporting policies, priorities and NLTP funding proposals, with the RLTP and Regional Public Transport Plan (RPTP) remaining on track for adoption in 2027.

Recommendation

It is recommended that the Committee resolve to:

1. **Receive** the report.
2. **Approve** the draft 2027 RLTP Vision.
3. **Approve** the draft 2027 RLTP Objectives,
    a. **Approve** the draft Objective weightings, and;
    b. **Approve** the development of supporting policies and priorities.

Issues and Discussion

Background

The RLTP is a statutory document prepared under the Land Transport Management Act 2003 (LTMA). It sets the West Coast's transport priorities and identifies the activities proposed for inclusion in the National Land Transport Programme (NLTP). The Government Policy Statement on Land Transport (GPS) provides the Government's strategic direction and investment priorities for the land transport system. The RLTP must give effect to the GPS while reflecting regional transport needs and priorities. A table containing a timeline of key deliverables is contained in Figure 4.

Development of the RLTP is informed by the direction in the GPS, and engagement with key stakeholders and the community. RLTPs run through a three and six year cycle, the six-yearly review is a full redevelopment, and the following three-year review is (usually) a small update on the preceding one. The West Coast's 2024 RLTP was a 'refresh,' and therefore the 2027 RLTP will be a full review. This report represents the first policy decision in preparing the 2027 RLTP. It seeks agreement on the strategic direction before staff develop the detailed policies, priorities and programme of activities.

Stakeholder Engagement Wrap-up

Staff have recently completed community and stakeholder engagement to inform RLTP development, and a report was provided to the April 2026 RTC on its progress (Attachment 1). The key concerns can be summarised as:

- Poor access to transport options for those who cannot, or choose not to, drive.
    - Total Mobility is a well-utilised service, but it is not always accessible.
- Efficiency and resilience concerns for freight and general network connectivity, particularly regarding bridges.
- Safety concerns for active transport[1] users, particularly on rural roads.

Feedback received through early engagement has been used to refine the proposed strategic framework. In particular, it has reinforced the importance of improving transport accessibility, maintaining a resilient and reliable freight network, and improving options for vulnerable road users. These themes are reflected in the proposed Vision and Objectives.

2027 RLTP Strategic Framework, Vision, Objectives, Priorities

The strategic framework is the longer-term policy framework that outlines the 10-to-30-year outlook for the RLTP. The LTMA requires the Regional Transport Committee (RTC) to identify the objectives the RLTP seeks to achieve and to be satisfied that the policies, priorities, and activities included in the Plan contribute to achieving those objectives.

When developing a strategic framework, section 14 of the LTMA[2] states the RTC must be satisfied that the RLTP:

- Is consistent with the GPS on land transport,
- Has taken into account any national energy efficiency and environmental strategy,

[1] NZTA defines active transport as "Forms of transport that involve physical exercise – for example walking and cycling. For planning purposes, this is the most common term used to group pedestrians and cyclists."

[2] https://www.legislation.govt.nz/act/public/2003/118/en/latest/#DLM226230

- Has taken into account relevant RMA documents (National Policy Statements, Regional Policy Statements, and RMA Plans), further information can be found in Appendix 1.

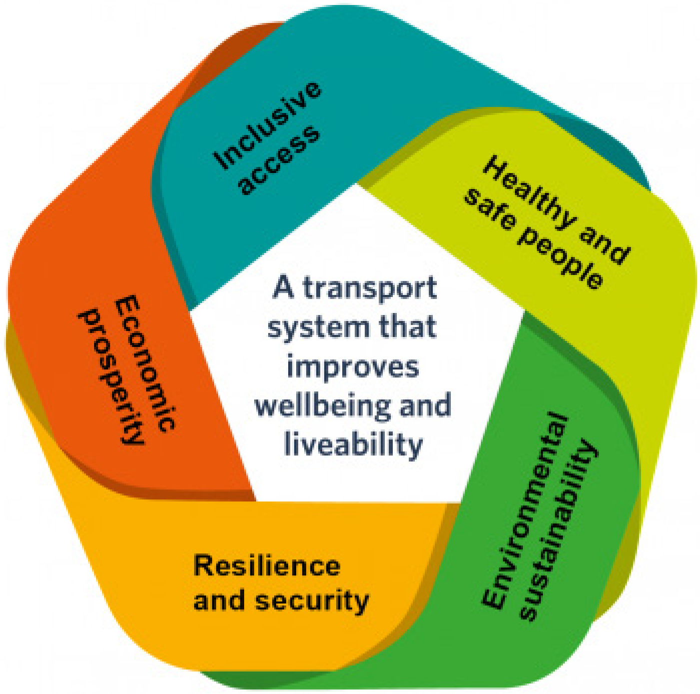


Figure 1: Ministry of Transport National Outcomes Framework

RLTPs are required to build their own strategic framework beneath this national framework, meaning the Outcomes Framework acts as the umbrella under which regional priorities are developed, rather than a separate or parallel structure. In practice, this means:

- The regional vision should reflect the region's desired long-term future state, but remain aligned with the national outcomes sought by the Ministry.
- The regional objectives (required under s16(1) of the LTMA 2003) describe what the region will do to help deliver that vision, and should demonstrably support or contribute to the national Outcomes Framework rather than conflict with it.
- Headline targets (typically three to five, e.g. mode shift, emissions reduction, road safety) translate these objectives into measurable, region-specific commitments.
- Priorities identify the key transport issues and investment areas that require focus over the next 10 years.

Although not technically prescribed by the LTMA, the Ministry of Transport Outcomes Framework provides a nationally recognised way of describing the long-term outcomes expected from the transport system. Using it ensures the RLTP aligns with national transport outcomes while allowing the Committee to express regional priorities through its own vision, objectives and policies.

Section 16(2)(a) of the LTMA requires the region to set out its 10-year transport priorities. These priorities are based on the regional objectives mentioned above, but are more focused, targeting the most urgent short- to medium-term barriers to achieving the long-term Vision.

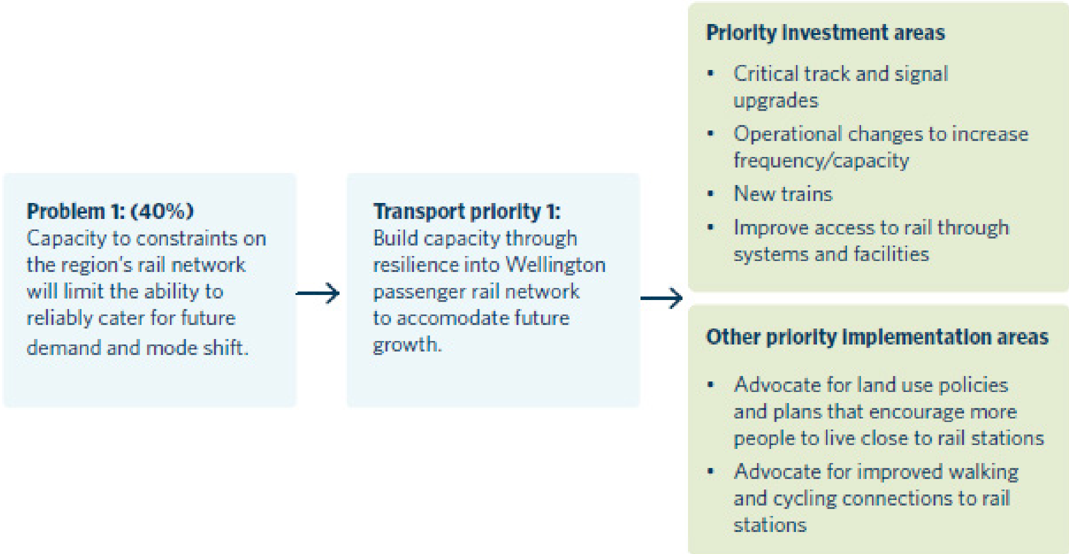


Figure 2: NZTA Example of a problem statement and Prioritisation Response

This report requests that the Committee confirm the Objectives and weightings discussed during the workshop.[3] This will guide development of the draft 2027 RLTP and the prioritisation of transport activities. These represent a relatively small shift compared to those in the 2024 RLTP, but signal the Committee's preferred strategic direction for the Region's transport network and provide flexibility to respond to changes in the next GPS. The draft Objectives and weightings intend to both reflect the realities of the constrained funding environment and the West Coast's unique resilience challenges, but leave capacity to react to feedback from the community.

Policies and Priorities

If the Committee approves the draft regional priorities, staff will develop corresponding policies for the 2027 draft RLTP. For example, Objective 1 for the 2024 RLTP was 'Resilience.' The supporting policies for this were:

[3] The workshop slides will be made public upon its completion.

Policies	
Policy 1:	Ensure the transport network is designed and maintained to a level where impacts from natural hazards (e.g. climate change and severe weather events) are minimised.
Policy 2:	Enhance the resilience of critical assets and corridors to maintain essential lifelines during disruptions.
Policy 3:	Foster collaboration with West Coast councils, network providers, and neighbouring regions to enhance route security, with a particular focus on vital lifeline routes and interregional strategic corridors.
Policy 4:	Advocate for a sustained commitment to resilience projects for the West Coast transport network.

Fit with strategic context

Aligns with the GPS, Transport Outcomes Framework and other national initiatives by investing to increase network resilience to natural hazards and climate change.

Contributes to the Transport Outcomes Framework for economic prosperity.

Priority investment areas	Other priority implementation areas
The West Coast Regional Council, Westland DC, NZ Transport Agency and Department of Conservation will be developing a preferred approach at Franz Josef township to flood protection, State Highway 6 alignment and Waiho River bridge, and access to the Franz Josef Glacier. State Highway resilience improvements recommended by the National Resilience Programme Business Case. Haast to Hawea and Granity seawall have been included in the 10-year State Highway programme. Karamea Highway (landslip and erosion) and Jackson Bay Special Purpose Road (coastal erosion and flooding) resilience improvements. Department of Conservation will be developing a preferred approach for providing continued access to the Franz Josef Glacier.	Regional understanding of network vulnerabilities arising from climate change and natural hazards, and development of adaptation / mitigation plans for critical assets and routes. Investigation of additional items in the NZ Transport Agency National Resilience Programme Business Case that of major or extreme risk that require further investigation to identify a suitable response.

Figure 3: 2024 West Coast RLTP Example

The new policies and priorities will be worked through with operational staff from NZTA and the District Councils to ensure they are focused on the Region's most significant transport issues, reflect operational needs, and provide a robust basis for prioritising activities for inclusion in the draft RLTP.

The draft priorities are strategic investment priorities rather than individual projects. They provide the basis for assessing and prioritising future activities for inclusion in the RLTP and NLTP. A blank draft RLTP template is in Attachment 2 for reference. The South Island RTC Chairs Committee also recently proposed including an introductory section in all South Island RLTPs, introducing some key figures and context for the South Island's transport needs.

Regional Public Transport Plan

The Regional Public Transport Plan (RPTP) is a statutory Plan that sets the direction for public transport services in the Region. It sits underneath the RLTP and sets the strategic direction for the Region's TM service for the next three years. The last RPTP was also passed in 2024,[4] so this RLTP programme includes the development of a new RPTP as they run on the same three and six year cycle. The West Coast is the only region that does not run any form of public transport. Further information on the Coast's Total Mobility network is contained in a separate report.

Next Steps

Integration with the NLTP and 2027 GPS

The next draft GPS is currently expected later in the cycle than usual. Initial programmes are submitted by Road Controlling Authorities[5] (RCAs) and Public Transport Authorities[6] (PTAs) for initial consideration into the NLTP process. These 'bids' ensure that NZTA can review proposals before their initial inclusion in the NTLP.

The revised timing of the GPS compresses the programme development process for NZTA and RCAs and PTAs. Organisations are required to develop and prioritise proposed activities before the draft GPS has been released, meaning investment decisions will need to be based on the current policy settings while retaining sufficient flexibility to respond to changes once the new GPS is available. Given the timing of the GPS release relative to the 2026 General Election, organisations are also managing uncertainty around the future national policy direction and investment priorities. This places greater importance on developing a programme that is evidence-based, adaptable, and able to respond to changes in Government direction if required.

In addition to the GPS, NZTA is expected to release a draft Investment Prioritisation Method (IPM) for consultation later in 2026. The IPM sets out how activities submitted through RLTPs will be assessed and prioritised for inclusion in the NLTP. Staff will review the draft IPM once released and consider any implications for the proposed programme before the RLTP is finalised.

Key Deliverables

The Table below outlines the timeframes for developing regional priorities in conjunction with NZTA developing the NLTP, and timeframes for completing development of the West Coast RLTP.

[4]https://www.wcrc.govt.nz/repository/libraries/id:2459ikxj617q9ser65rr/hierarchy/Documents/Publications/Transport%20Plans/Regional%20Transport/Final%20RPTP%2022052024.pdf

[5] On the West Coast, these are the District Councils, NZTA, and to a smaller extent the Department of Conservation.

[6] Usually Regional Councils. On the Coast, this is the West Coast Regional Council.

Deliverable	Timeframe
RTC approves programme of priorities. These are then submitted to NZTA.	August 2026
WCRC and RCAs submit continuous programmes[7] to NZTA	August 2026
Draft Investment Prioritisation Method[8] will be released by NZTA for consultation.	October 2026
Draft GPS released	November 2026 (approx.)
Updated programme and improvement activities submitted to NZTA	December 2026
RTC approves draft RLTP for public consultation	February 2027
Consultation and hearings	May 2027
RTC approve final RLTP	June 2027
Submit approved RLTP to NZTA	July 2027

Figure 4: Key Deliverables

Considerations

Implications/Risks

The development of the 2027 RLTP is subject to a number of risks and uncertainties. Delivery will need to align with national timeframes set by NZTA, and delays in key inputs such as Activity Management Plans, or supporting analysis could impact progress. The RLTP is also being developed within a constrained and evolving funding environment, which is likely to limit the scope of the final programme and require prioritisation of activities.

The next GPS may introduce changes to national direction and investment priorities, requiring the RLTP to be adapted as further guidance becomes available. There is also a need to ensure alignment between regional priorities, territorial authority inputs, and national expectations.

Significance and Engagement Policy Assessment

This report is considered to have a low level of significance under the Council's Significance and Engagement Policy. It seeks agreement to the draft strategic

[7] A continuous programme is business-as-usual investment. It funds the ongoing operation, maintenance, renewal, and minor optimisation of existing transport assets and services so they continue to deliver the expected level of service. It is distinct from improvement activities, which are projects or programmes intended to expand capacity, improve service levels, or create new infrastructure.
[8] Determines how proposed investments will be evaluated and prioritised for funding through the National Land Transport Programme

direction (Vision and Objectives) for the draft 2027 RLTP but does not adopt the RLTP, commit funding, or make decisions that directly affect levels of service. Community and stakeholder engagement has already informed development of the draft strategic framework, and the draft RLTP will be subject to statutory public consultation before it is considered for adoption by the Committee.

Tangata Whenua views

Staff engage our Poutini Ngāi Tahu partners on the matters above as needed.

Views of affected parties

Engagement with key stakeholders and the community has informed the proposed strategic direction for the 2027 RLTP. Ongoing collaboration with RCAs, NZTA and other partners will continue as the draft RLTP is developed. The draft RLTP will be publicly consulted on in accordance with the Land Transport Management Act 2003 before it is finalised.

Financial implications

While there are no direct financial implications associated with this report, the RLTP will influence future transport investment across the West Coast. Funding from the National Land Transport Fund is limited and nationally contested, meaning not all proposed activities are likely to receive funding. The RLTP provides the framework for prioritising activities and supporting funding applications through the National Land Transport Programme.

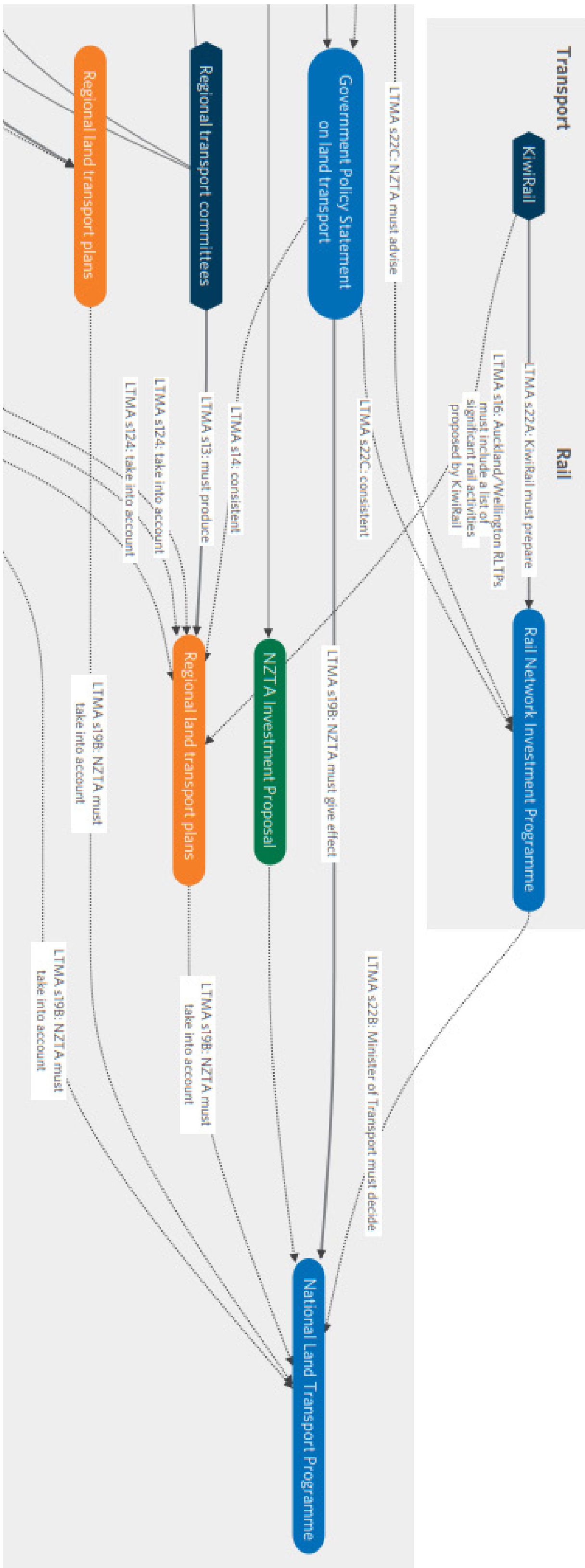
Legal implications

The RLTP must comply with the Land Transport Management Act 2003, ensuring lawful consultation, reporting, and alignment with NZTA requirements.

Attachments

Attachment 1: 2027 Regional Land Transport Plan Update, 15 April 2026 RTC
Attachment 2: Regional Land Transport Plan Template

Appendix 1: NZTA Legislation Diagram [Key section][9]



[9] https://nzta.govt.nz/assets/P-and-I-Knowledge-Base/docs/2427_PLA-About-Diagram-of-relationships-tagged-2025-09.pdf

7.2	**2027 Regional Land Transport Plan Update**
Author	Max Dickens, Policy Manager
Authoriser	Matt Smith, Group Manager Regulatory and Policy
Public Excluded	No

Report Purpose

This report provides an update on the early stages of development of the 2027 Regional Land Transport Plan (RLTP) and outlines the next steps in the process.

Report Summary

RLTP work is tracking well against current timeframes. Staff have commenced early engagement with key stakeholders and are collating feedback to inform programme development. Concurrent work is also underway with District Councils and NZTA to ensure that key deliverables remain on track.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*

Issues and Discussion

Background

The 2027 Regional Land Transport Plan (RLTP) is a statutory document that sets out the West Coast's transport priorities and investment programme for the 2027–2030 period. Development of the RLTP is now underway, with work progressing in line with indicative timelines. Early stages have focused on project planning and early engagement with key stakeholders.

Staff are ensuring that this programme aligns with the Long-Term Plan, Annual Plan, 2024 Government Policy Statement on land transport (GPS), and other key documents. This work is being supported by ongoing development of Activity Management Plans (AMPs) across the region, which will inform the RLTP programme.

Early Stakeholder Engagement Feedback

Staff have commenced early engagement with key external stakeholders such as community groups, transport companies, and special interest groups. The feedback can be grouped into three key categories:

1 - Insufficient public access to transport options for those who cannot, or wish not to drive.

Engagement with community groups identified that these can be separated into three relatively distinct categories:

- Those who travel a fixed route between urban centres such as Hokitika – Greymouth on a regular basis. This can be to attend work, medical appointments, or go to the shops.
- Those who are eligible for Total Mobility but have difficulties accessing it for a variety of reasons.
- Those who travel (or wish to travel) from more rural towns such as Whataroa or Reefton once a week for shopping and other appointments.

2 - Efficiency and resilience concerns for freight, particularly regarding bridges.
Freighting companies have concerns regarding connectivity on the Coast, and particularly bridge weight limits. Rail services are relatively well utilised but can also carry different risks.

3 - Safety concerns for active transport users, particularly on rural roads.
State Highway 6 was raised as an area of concern, particularly travelling north of the Cobden bridge. An update to the 2009 Walking and Cycle Strategy[1] was also raised repeatedly.

This initial feedback was discussed at the first Regional Transport Advisory Group (RTAG) of this triennium, which was held on 12 March 2026. The RTAG is made up of key stakeholders, such as the District Councils, NZTA, DOC, and Development West Coast. RTAG provides technical advice, which supports RTC and the development of the RLTP.

Asset Management Plans
Territorial authorities (Buller, Grey, and Westland District Councils) are progressing their AMPs in a combined process, with most work being undertaken in-house. Existing problem statements have been reviewed and refined to reflect a changing funding and policy environment, including increasing financial constraints and the need to balance affordability with maintaining levels of service. There is a growing emphasis on resilience, particularly in response to more frequent and localised extreme weather events, alongside the need to maintain regional connectivity and support freight movements.

The AMPs are being developed with a stronger focus on fit-for-purpose, risk-based decision-making. This includes signalling potential future changes to levels of

[1]https://www.wcrc.govt.nz/repository/libraries/id:2459ikxj617q9ser65rr/hierarchy/Documents/Publications/Transport%20Plans/Regional%20Transport/Regional%20Walking%20and%20Cycling%20Strategy/West%20Coast%20Walking%20and%20Cycling%20Strategy%202009.pdf

service, particularly on low-use and remote parts of the network and taking a more flexible approach to asset management outcomes such as bridge renewals and post-event reinstatement.

Councils are also working collaboratively to strengthen regional consistency while allowing for different delivery approaches based on internal capability. This includes shared approaches to data, programme development, and validation of forward works programmes, supported by targeted technical input where required.

Overall, the AMP process is focused on delivering a realistic and deliverable programme within constrained funding, while maintaining critical infrastructure and supporting the region's transport priorities.

Next Steps

The last RLTP will serve as a strong template for the 2027 refresh. As development progresses, a key focus will be on continuing early and meaningful engagement with stakeholders, partners, and the public. This will help ensure that community concerns and priorities are clearly understood and reflected, particularly within a constrained funding environment where trade-offs will be required. Effective engagement will be critical to building a shared understanding of these constraints, managing expectations, and supporting transparent decision-making.

The next draft Government Policy Statement on Land Transport (GPS) is expected around August 2026 and may introduce changes to national direction and investment priorities. The RLTP development process will need to remain flexible to respond to this, with the ability to refine the programme as further guidance becomes available.

Key Deliverables

Deliverable	**Timeframe**
Draft GPS released	August 2026 (approx.)
RTC approves programme of activities and priorities. These are then submitted to NZTA.	August 2026
Updated programme and improvement activities submitted to NZTA	December 2026
RTC approves draft RLTP for public consultation	February 2027

Consultation and hearings	May 2027
RTC approve final RLTP	June 2027
Submit approved RLTP to NZTA	July 2027

Considerations

Implications/Risks

The development of the RLTP is subject to a number of risks and uncertainties. Delivery will need to align with national timeframes set by NZTA, and delays in key inputs such as Activity Management Plans, or supporting analysis could impact progress. The RLTP is also being developed within a constrained and evolving funding environment, which is likely to limit the scope of the final programme and require prioritisation of activities.

The next GPS may introduce changes to national direction and investment priorities, requiring the RLTP to be adapted as further guidance becomes available. There is also a need to ensure alignment between regional priorities, territorial authority inputs, and national expectations.

Significance and Engagement Policy Assessment

Not applicable as this report provides an update on early development work and does not seek decisions on the content of the RLTP.

Tangata Whenua views

Staff engage our Poutini Ngāi Tahu partners on the matters above as needed.

Views of affected parties

Engagement is ongoing with both the public and providers on this matter.

Financial implications

Government policy and funding decisions will have significant implications for Councils/ratepayers on the Coast. This will be managed through the RLTP process.

Legal implications

The RLTP must comply with the Land Transport Management Act 2003, ensuring lawful consultation, reporting, and alignment with NZTA requirements.

Attachments

None

[Insert region name]

Regional Land Transport Plan

Executive Summary

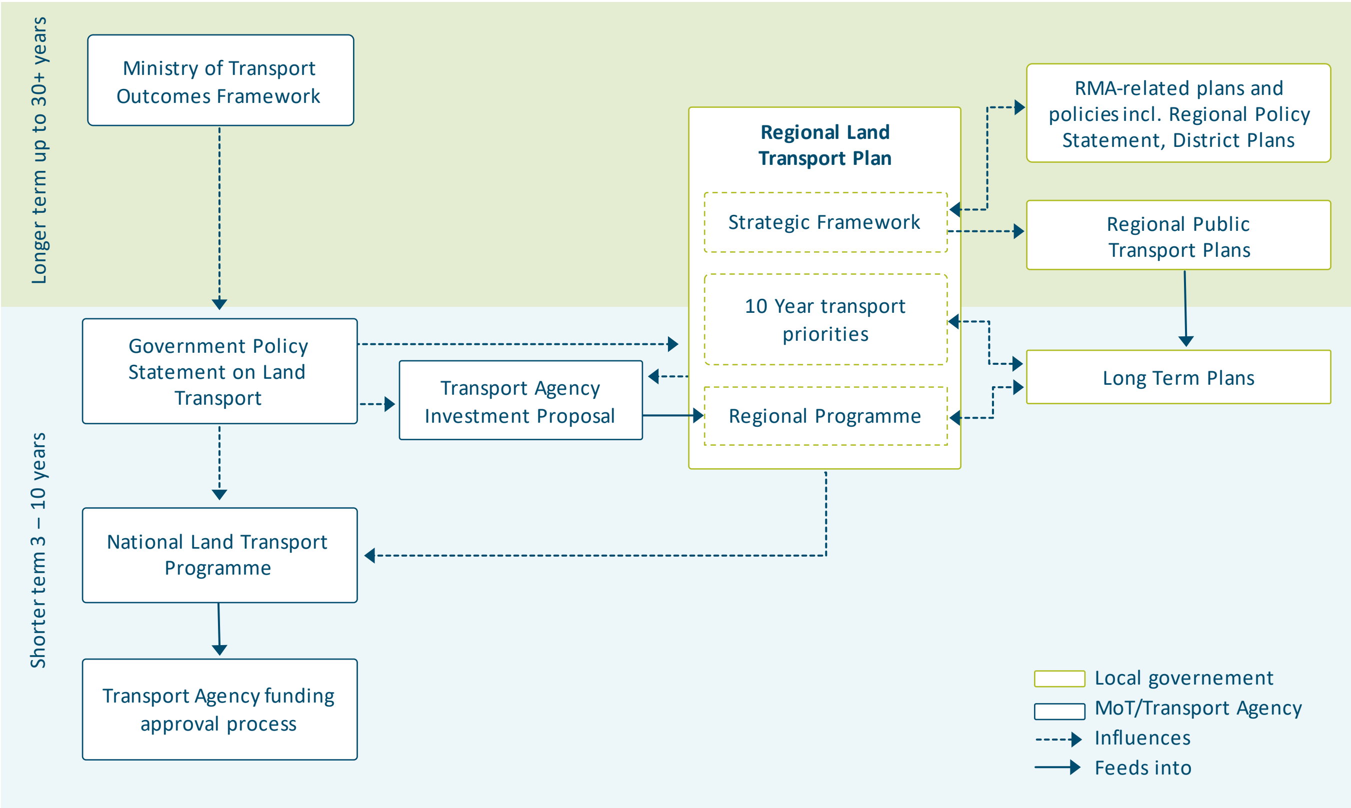
[Type text here]

Introduction

[Type text here]

This RLTP is the primary document guiding integrated land transport planning and investment within the *[insert region name]*.

The relationship of the RLTP with other key the wider transport and land use planning and funding context is set out in the diagram below.



Strategic Context

[Type text here]

Our region

[Type text here]

Our people

[Type text here]

Our transport system

[Type text here]

Future scenarios and opportunities

[Type text here]

Strategic framework [Template A]

The Land Transport Management Act 2003 seeks an effective, efficient, and safe land transport system.

Ministry of Transport's Outcomes Framework

The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Outcome 1	Outcome 2	Outcome 3	Outcome 4	Outcome 5
Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity

Regional Land Transport Plan – 30-year vision

[Describe the region's desired long-term future in one sentence]

Strategic objectives – we will deliver our vision and targets with…

[Include up to six objectives that describe what the region will do to deliver the 30-year vision and headline targets. Objectives are something measurable that work is directed towards. Delete boxes you don't need.]

Objective 1 [Title] [Describe objective]	Objective 2 [Title] [Describe objective]	Objective 3 [Title] [Describe objective]
Objective 4 [Title] [Describe objective]	Objective 5 [Title] [Describe objective]	Objective 6 [Title] [Describe objective]

Headline targets

[Include up to six objectives that describe what the region will do to deliver the 30-year vision and headline targets. Objectives are something measurable that work is directed towards. Delete boxes you don't need.]

[Headline target title] [Describe target in 1 sentence]	[Headline target title] [Describe target in 1 sentence]	[Headline target title] [Describe target in 1 sentence]
[Headline target title] [Describe target in 1 sentence]	[Headline target title] [Describe target in 1 sentence]	

Objectives and policies [Template B]

[Right click image to change picture for your region]

Objective 1: [Type from strategic objectives in Template A. Create one page per objective]

Policies for Objective 1 [Write one-sentence policies that show how objectives will be achieved]
P1: [type text here]
P2: [type text here]
P3: [type text here]

Ten year transport priorities [Template C]

Transport priority 1: [type text here]

[Enter the title for each priority identified through the problem/opportunity identification process. Use a separate page for each one – could be more than four below]

Problem	The case for investment
[Describe the core problem(s)/problem statement(s)]	[Write a short, concise and compelling investment story in plain English that makes the overarching need for investment clear: state the underlying problem(s) clearly and concisely; identify the desired outcome(s); be clear about who stands to benefit, and why]
Benefits	**Fit with strategic context**
[Describe the benefits(s)]	[Explain how the proposed investments fits with existing strategies and plans set out in the strategic context section of the RLTP, including Transport Outcomes Framework, RLTP Objectives and GPS Objectives]
Summary of evidence	**Long term results/Measure**
[Write a summary of supporting evidence that indicates why the problem(s) is important – use bullet lists, graphics, etc. as relevant. Don't include any ILM maps]	[Select key indicators from monitoring framework (see Template D)]
Key investment partners	
[Identify key investments partners for this investment area]	

Priority investment areas (signals for the regional programme of activities)

1. [List key programmes and investment areas that will address this problem]
2.
3.
4.

Other priority implementation areas

[e.g. through Crown, PGF, etc.]

[e.g. non-transport solutions, such as land use policies]

Transport priority 2: [type text here]

[Enter the title for each priority identified through the problem/opportunity identification process.
Use a separate page for each one]

Problem	**The case for investment**
[Describe the core problem(s)/problem statement(s)]	[Write a short, concise and compelling investment story in plain English that makes the overarching need for investment clear: state the underlying problem(s) clearly and concisely; identify the desired outcome(s); be clear about who stands to benefit, and why]
Benefits	**Fit with strategic context**
[Describe the benefits(s)]	[Explain how the proposed investments fits with existing strategies and plans set out in the strategic context section of the RLTP, including Transport Outcomes Framework, RLTP Objectives and GPS Objectives]
Summary of evidence	**Long term results/Measure**
[Write a summary of supporting evidence that indicates why the problem(s) is important – use bullet lists, graphics, etc. as relevant. Don't include any ILM maps]	[Select key indicators from monitoring framework (see Template D)]
Key investment partners	
[Identify key investments partners for this investment area]	

Priority investment areas (signals for the regional programme of activities)

1. [List key programmes and investment areas that will address this problem]
2.
3.
4.

Other priority implementation areas

[e.g. through Crown, PGF, etc.]

[e.g. non-transport solutions, such as land use policies]

Transport priority 3: [type text here]

[Enter the title for each priority identified through the problem/opportunity identification process.
Use a separate page for each one]

Problem	The case for investment
[Describe the core problem(s)/problem statement(s)]	[Write a short, concise and compelling investment story in plain English that makes the overarching need for investment clear: state the underlying problem(s) clearly and concisely; identify the desired outcome(s); be clear about who stands to benefit, and why]
Benefits	**Fit with strategic context**
[Describe the benefits(s)]	[Explain how the proposed investments fits with existing strategies and plans set out in the strategic context section of the RLTP, including Transport Outcomes Framework, RLTP Objectives and GPS Objectives]
Summary of evidence	**Long term results/Measure**
[Write a summary of supporting evidence that indicates why the problem(s) is important – use bullet lists, graphics, etc. as relevant. Don't include any ILM maps]	[Select key indicators from monitoring framework (see Template D)]
Key investment partners	
[Identify key investments partners for this investment area]	

Priority investment areas (signals for the regional programme of activities)

1. [List key programmes and investment areas that will address this problem]
2.
3.
4.

Other priority implementation areas

[e.g. through Crown, PGF, etc.]

[e.g. non-transport solutions, such as land use policies]

Transport priority 4: [type text here]

[Enter the title for each priority identified through the problem/opportunity identification process.
Use a separate page for each one]

Problem	The case for investment
[Describe the core problem(s)/problem statement(s)]	[Write a short, concise and compelling investment story in plain English that makes the overarching need for investment clear: state the underlying problem(s) clearly and concisely; identify the desired outcome(s); be clear about who stands to benefit, and why]
Benefits	**Fit with strategic context**
[Describe the benefits(s)]	[Explain how the proposed investments fits with existing strategies and plans set out in the strategic context section of the RLTP, including Transport Outcomes Framework, RLTP Objectives and GPS Objectives]
Summary of evidence	**Long term results/Measure**
[Write a summary of supporting evidence that indicates why the problem(s) is important – use bullet lists, graphics, etc. as relevant. Don't include any ILM maps]	[Select key indicators from monitoring framework (see Template D)]
Key investment partners	
[Identify key investments partners for this investment area]	

Priority investment areas (signals for the regional programme of activities)

1. [List key programmes and investment areas that will address this problem]
2.
3.
4.

Other priority implementation areas

[e.g. through Crown, PGF, etc.]

[e.g. non-transport solutions, such as land use policies]

Programming and funding

Sub-heading

[Type text here]

Monitoring indicator framework [Template D]

[Right click image to change picture for your region]

[Describes how monitoring will be undertaken to assess implementation of the RLTP (s16(6)(e) of the LTMA/how your transport priorities fir with the Transport Outcomes. Use one table for each Transport Outcome to outline the measures, indicators and data sources to be used to monitor progress. Include measures for the headline targets identified in Template A, and indicators (Long term results/Measure) from Template C.]

Outcome: Inclusive access

Measure	Indicator	Specifications	Data Sources
1: [type text here]	• [type text here]	• [type text here]	• [type text here]
2:	•	•	•
3:	•	•	•
4:	•	•	•

Outcome: Healthy and safe people

Measure	Indicator	Specifications	Data Sources
1: [type text here]	• [type text here]	• [type text here]	• [type text here]
2:	•	•	•
3:	•	•	•
4:	•	•	•

Outcome: Environmental sustainability

Measure	Indicator	Specifications	Data Sources
1: [type text here]	• [type text here]	• [type text here]	• [type text here]
2:	•	•	•
3:	•	•	•
4:	•	•	•

Outcome: Resilience and security

Measure	Indicator	Specifications	Data Sources
1: [type text here]	• [type text here]	• [type text here]	• [type text here]
2:	•	•	•
3:	•	•	•
4:	•	•	•

Outcome: Economic prosperity

Measure	Indicator	Specifications	Data Sources
1: [type text here]	• [type text here]	• [type text here]	• [type text here]
2:	•	•	•
3:	•	•	•
4:	•	•	•

Appendices

[Type text here]

6.2	**Regional Public Transport Plan 2027 Update**
Author	Max Dickens, Policy Manager; Kaya Clement, Planning Technician
Authoriser	Matt Smith, Group Manager Regulatory and Policy
Public Excluded	No

Report Purpose

This report provides the Committee with an update on the Total Mobility (TM) scheme and the changes that have now been implemented, including the revised fare cap, subsidy levels, and the associated funding changes introduced by central government.

Report Summary

This report provides an update on the 2027 Regional Public Transport Plan (RPTP) and National Land Transport Programme (NLTP) process. It outlines recent changes to the Total Mobility scheme, summarising the programme's financial position. Key updates include:

- From 1 July 2026, the TM subsidy reduced from 75% to 65% and the fare cap reduced from $30 to $27 per trip, alongside additional NZTA funding.
- The 2025/26 financial result showed increased demand for the scheme, with higher fare costs partially offset by additional NZTA funding and savings in other areas, resulting in a net unfavourable variance of $39,499.
- Preparation of the 2027–30 National Land Transport Programme funding bid is underway, including continued funding for Total Mobility and implementation of the new RPTP.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*

Issues and Discussion

Background

The current Regional Public Transport Plan (RPTP) was adopted in 2024[1] alongside the Regional Land Transport Plan (RLTP) process. RLTPs are reviewed through a three and six-year cycle. The three-year cycle provides an opportunity to refresh plans and respond to changing circumstances, while the six-year cycle provides for the renewal and adoption of a new plan. The 2027 RLTP represents the next renewal of the plan, providing an opportunity to reassess public transport priorities and ensure the plan remains fit for purpose. Developing a new RPTP will ensure the region continues to meet its statutory obligations and remains eligible for National Land Transport Fund (NLTF) investment in eligible public transport activities.

The TM scheme provides subsidised taxi services for eligible people with disabilities who are unable to use conventional transport independently. On the West Coast, where there is no public transport network, Total Mobility plays a particularly important role by helping residents access essential services, employment, education, shopping, and social activities. As a result, it is a critical transport service for many people who would otherwise face significant barriers to travel.

Total Mobility Review

Through 2024 and 2025, staff undertook a comprehensive overhaul of the Total Mobility system (Attachment 1). This included the introduction of a digital card system, replacing the outdated paper chit system. It also involved expanding the pool of assessors in order to improve accessibility to the service. Previously, only GPs could approve new users. As of July 2026, there are currently 624 people signed up to Total Mobility across the West Coast with 78% having used the TM system in the past 12 months.

[1]https://www.wcrc.govt.nz/repository/libraries/id:2459ikxj617q9ser65rr/hierarchy/Documents/Publications/Transport%20Plans/Regional%20Transport/Final%20RPTP%2022052024.pdf

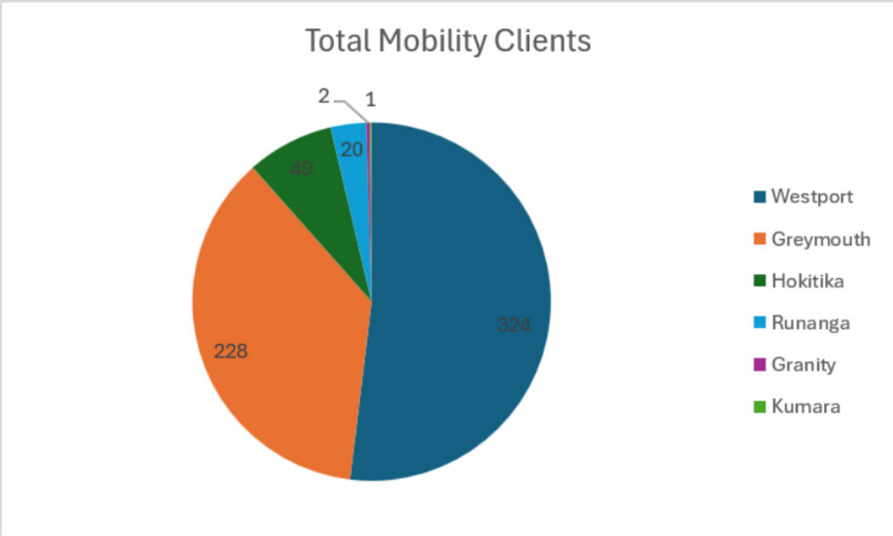


Figure 1: Total Mobility Clients by area

Over the 2025-26 financial year, 28,003 trips were taken with 2,230 of those being hoist trips. The majority of these trips were taken in the Buller region, likely due to the large elderly population.

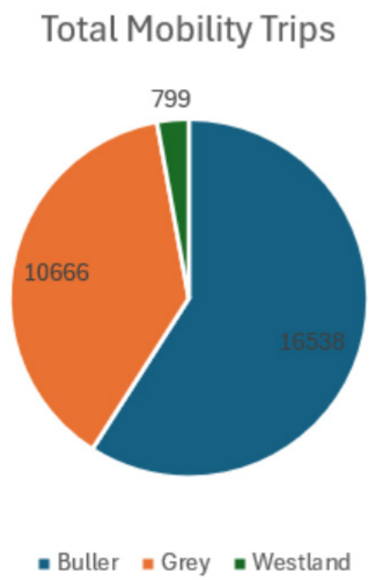


Figure 2: Total Mobility trips by region

Fare Structure Change and NZTA Community Connect (CERF) redeployment
The Community Connect initiative, introduced by Government in July 2023, significantly improved affordability and access to Total Mobility services by reducing the cost of travel for eligible users from 50% to 25%. While this was a successful and well-utilised initiative, the resulting increase in demand was considerably higher

than forecast, leading to increased scheme costs nationally. This created additional financial pressure for Public Transport Authorities (PTAs).

Although a critical service, a recurring issue with TM services across the country is the lack of control that PTAs have over its usage and councils are required to absorb unplanned increases in expenditure. This constraint is also reflected in approved NZTA NLTP budgets, where funding allocations are set for a three-year period and may not readily accommodate increases in demand or operational costs.

On 15 April 2026, RTC approved a central government change in fare structures that places greater emphasis on user contributions (Attachment 1). NZTA also stated that some CERF funding would be redistributed in a lump sum to all Councils. The associated CERF funding top-up was contingent on the implementation of the fare structure changes, providing further financial support to manage ongoing TM funding pressures.

Since 1 July 2026, the subsidy amount has reduced from 75% to 65% as well as the fare cap dropping from $30.00 to $27.00 per trip. This change has been smoothly implemented by staff and operators.

Below is the new fare structure from the 15 April report:

Table 2: Proposed total mobility cost sharing model ($27 fare, 65% subsidy)

Funder	**Amount**	**Portion of fare**
User	$9.45	35%
Crown	$4.05	15%
NZTA	$8.10	30%
Council	$5.40	20%
Total Cost	$27.00	100%

Figure 3: Fare Structure from 1 July 2026 (Source, 15 April RTC Report)

The changes are likely to reduce some pressure on budgets, but also present affordability risks for users, particularly on the West Coast. While some users elsewhere in the country may be able to move to conventional public transport options, West Coast users have effectively no alternatives as it is the only region with no public transport. Therefore, the ability to offset increased TM costs by transitioning users to public transport is not available as it is elsewhere. NZTA approved the redistribution of central government funding. An additional $102,263 was made available for 2025/26 and $93,241 for 2026/27.

West Coast	2025/26				2026/27			
	Previous funding	Approved funding	Diff $	Diff %	Previous funding	Approved funding	Diff $	Diff %
TM	106,893	115,156	8,263	7.7%	-	72,548	72,548	-
TM (Shortfall)	-	94,000	94,000	-	-	20,693	20,693	-
TM subtotal	**106,893**	**209,156**	**102,263**	**95.7%**	**-**	**93,241**	**93,241**	**-**
CSC	-	-	-	-	-	-	-	-
SGC-OP	-	-	-	-	-	-	-	-
SGC-OP (Exempt)	-	-	-	-	-	-	-	-
Total	**106,893**	**209,156**	**102,263**	**95.7%**	**-**	**93,241**	**93,241**	**-**

Figure 4: NZTA CERF Redeployment (Source, Transport Investment Online)

Total Mobility Financial Result for the 2025–26 Financial Year

Overall, the Total Mobility programme recorded a net unfavourable variance of $39,499 against the Annual Plan budget. While expenditure on passenger fares exceeded budget due to increased demand for the scheme, this was partially offset by higher-than-budgeted NZTA subsidy funding and lower expenditure in other areas.

Total mobility financial result for 2025-26 year

	Actuals	Annual Plan Budget	Variance	Variance commentary
Revenue				
Subsidies - Total mobility	(365,834)	(285,220)	(80,614)	1
Subsidies - RLTP	(42,200)	(109,032)	66,832	2
Expenses				
Total Mobility - Hoists	20,760	74,183	(53,423)	3
Total Mobility - Fares	406,476	294,000	112,476	4
Contractors	0	20,000	(20,000)	5
Other	14,728	500	14,228	6
Total	**33,930**	**(5,569)**	**39,499**	

Variance	**Commentary**
1. Subsidies – Total Mobility $80,614 Favourable	The redistributed CERF funding resulted in subsidy revenue being significantly higher than originally budgeted and helped offset increased operating costs.
2. Subsidies – RLTP -$66,832 Unfavourable	The Annual Plan assumed work associated with the Regional Land Transport Plan (RLTP) would be undertaken by external contractors, resulting in a higher subsidy claim. As the majority of this work was instead completed by internal staff, both

	expenditure and the associated subsidy revenue were lower than budgeted.
3. Total Mobility – Hoists $53,423 Favourable	Demand for hoist-enabled vehicle trips was considerably lower than anticipated during the year. As a result, expenditure on hoist trips was significantly below budget.
4. Total Mobility – Fares -$112,476 Unfavourable	Demand for the Total Mobility scheme continued to grow throughout the year, resulting in a higher number of subsidised trips than anticipated. Increased patronage led to fare expenditure exceeding the Annual Plan budget. This reflects the continued uptake and importance of the scheme across the region.
5. Contractors $20,000 Favourable	The Annual Plan included funding for external contractors to undertake work associated with the RLTP. As this work is being completed internally, no contractor costs were incurred during the financial year.
6. Other $14,228 Unfavourable	Expenditure in this category relates primarily to the implementation and operation of the Total Mobility card system. Costs include the backend software provided by Eyede Solutions and the production and supply of Total Mobility cards through Placard. These ongoing operational costs were higher than originally budgeted.

NLTP bids

Preparation of the NLTP submissions for the 2027–30 funding period is now underway. Staff are preparing the continuous programme submission, which includes ongoing funding for the West Coast Total Mobility scheme and the implementation of the RPTP. The draft continuous programme submission is due to NZTA by 28 August 2026, with the final continuous programme bid and draft improvement activity bids due by 11 December 2026. Final improvement activity bids are to be submitted by March 2027. Staff will continue to refine the programme as further guidance is received from NZTA and will bring key milestones and funding proposals to the Committee for consideration as required.

A continuous programme funding bid is required as part of the NLTP submission process. However, determining the appropriate level of funding is challenging given the uncertainty around how the new public transport fare structure may affect patronage and demand. Forecasting is further constrained by the limited availability of reliable patronage data, with the electronic ticketing system having been in place for only one year. Members should also note that inclusion of activities within the NLTP funding bid commits Council to providing the corresponding funding through its Long Term Plan (LTP).

Summary
The 2025–26 financial results reflect continued growth in demand for the Total Mobility scheme, with subsidised fare expenditure exceeding budget due to increased patronage. This was partially offset by additional NZTA funding received during the year and savings achieved through lower hoist usage and the completion of RLTP work by internal staff rather than external contractors. The introduction and ongoing support of the new Total Mobility card system also contributed to operating costs during the year.

Considerations

Implications/Risks

The Total Mobility scheme continues to experience increasing demand, creating ongoing financial pressure for the Council despite additional NZTA funding. While recent fare structure changes are expected to improve the long-term financial sustainability of the scheme, they may reduce affordability for some users. As the West Coast has no scheduled public transport services, Total Mobility remains the primary transport service for eligible people with impairments, making continued funding through the NLTP essential.

Significance and Engagement Policy Assessment

This report does not propose changes to Council policy or levels of service requiring consultation under the Council's Significance and Engagement Policy. Public consultation will be undertaken as part of the development of the 2027 RPTP where required under the Land Transport Management Act 2003.

Tangata Whenua views

Staff engage our Poutini Ngāi Tahu partners on the matters above as required.

Views of affected parties

Public consultation will be undertaken as part of the RPTP development.

Financial implications

Draft continuous programme bids do not commit Council to additional expenditure beyond that already anticipated through the Annual Plan and LTP processes. Submission of the bid is necessary to secure ongoing NLTF investment for the TM scheme and implementation of the RPTP. Any future funding commitments or budget implications arising from the 2027–30 NLTP will be reported to the Committee for consideration through the Annual Plan and LTP processes.

Legal implications

The RPTP is a statutory document prepared under the LTMA 2003. The development and review of the RPTP, and the inclusion of eligible activities for NLTF investment, must comply with the requirements of the Act. There are no other legal implications arising from this report.

Attachments

Attachment 1: 15 April 2026 RTC Report
Attachment 2: 4 December 2026 RTC Report

7.1	**Total Mobility Funding Changes, Reforms and Delivery**
Author	Max Dickens, Policy Manager; Kaya Clement, Planning Technician
Authoriser	Matt Smith, Group Manager Regulatory and Policy
Public Excluded	No

Report Purpose

This report updates the Committee on changes to the Total Mobility funding and implementation, and requests approval to reduce the current fare cap in line with central government requirements.

Report Summary

In December 2025 the Ministry released a discussion document proposing changes to the way the Total Mobility system is implemented. The following changes were not consulted on and will be implemented from 1 July 2026:

- Reducing the subsidy from 75% to 65%
- Reducing regional fare caps nationally
- Redirecting Crown savings to support scheme delivery.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report and attachments.*
2. *Approve the new proposed Total Mobility Fare Cap of $27.*

Issues and Discussion

Background

The Total Mobility Scheme (TM) provides passenger services for West Coast residents who have a significant, temporary or permanent impairment. The West Coast is the only Region that does not currently have any form of public transport, making TM a critical lifeline for those without personal transport. The West Coast is particularly vulnerable to any changes in the delivery of TM. This is due to its ageing population, lack of public transport, dispersed communities, and relatively higher levels of social deprivation.

Qualifying users currently receive 75% of the cost of fares from the Scheme, capped at $30. This means the maximum subsidy a user can currently receive is $22.50 per trip. Most users in the Region are elderly residents who rely on the Scheme to attend medical appointments and social engagements.

The Scheme relies on local taxi companies, with four approved providers (transport operators) across the Region. The Scheme operates in Greymouth, Hokitika, and Westport. In addition, there are nine approved assessment agencies responsible for determining eligibility for the Scheme.

In 2022 the Government increased the subsidy users receive from 50% to 75%, through its Community Connect subsidy (CERF). Although this was well received, demand rose beyond initial expectations which has impacted TM budgets for Councils across the country.

The costs of the Scheme are shared between users, the Crown, the New Zealand Transport Agency (NZTA), and the Regional Council (the Council) (see Table 1 below). Costs for a fare up to the $30 cap are split 25% is paid by the user ($7.50), 25% from the Crown ($7.50), 30% from NZTA ($9.00) and 20% from the Council ($6.00). The Council's contribution is funded through rates.

Table 1: Current total mobility cost sharing model ($30 fare, 75% subsidy)

Funder	**Amount**	**Portion of fare**
User	$7.50	25%
Crown	$7.50	25%
NZTA	$9.00	30%
Council	$6.00	20%
Total Cost	$30.00	100%

Note that the original discount on fares before 2022 was 50%, which was paid 60% by NZTA (the Financial Assistance Rate - FAR) and 40% by the Council. The top-up in 2022, the additional 25% discount, came directly from the Crown.

Changes to TM Scheme which will be implemented from 1 July 2026, and redeployment of CERF funding

This report seeks approval from the Committee to reduce the current fare cap by 10% from $30 to $27 (Table 2). This is in line with central government recommendations. NZTA has indicated that it is planning on redeploying some of the CERF allocation to the West Coast to 'top-up' the budgets.

Although the Council could opt to maintain the current fare cap, the Coast's small rating base and limited budgets would mean that this would need to be funded through additional rates. It would also mean that NZTA would be significantly less likely to redeploy the existing CERF funding to resolve current funding shortfalls.

Table 2: Proposed total mobility cost sharing model ($27 fare, 65% subsidy)

Funder	Amount	Portion of fare
User	$9.45	35%
Crown	$4.05	15%
NZTA	$8.10	30%
Council	$5.40	20%
Total Cost	$27.00	100%

Total Mobility Financial Update

2025/26 Financial Year Total Budget

- Combined Council + NZTA + CERF: $322,843
- Spent: $255,464 (79% of total budget)
- Projected overrun: approximately $60,000.[1]
    - This should be largely mitigated via CERF redeployment, which is essentially contingent on reducing the fare cap by 10%.

Historical Context

- 2024/25 Financial Year: Budget $370,515, Actual Spend $351,780.
- Remaining funds from 2024/25 were rolled over into 2025/26, providing an additional buffer.

Demand Forecasting

The changes the Government will implement from 1 July 2026 will result in lower costs to both the Crown and the Council, increased costs for users, and are expected to modestly reduce demand, particularly for discretionary trips. Savings are expected to come from the reduction in subsidy, increased user contributions, and reduced demand.

Demand Elasticity

Demand for TM is likely to reduce over the next six months. Although the West Coast does not currently have data for winter usage due to the recent switch to a digital system, most regions across the country experience a drop through the winter months.

Beyond this, NZTA has estimated TM demand elasticity (flexibility) somewhere between 0.5 and 1. This means that a 50% fall in prices would lead to a corresponding 25% to 50% increase in user volumes, and a 50% rise in prices would lead to a 25% to 50% fall in user volumes. Demand may fall by 5% to 10% as a result of these changes.

[1] Please note that this was calculated prior to the current fuel crisis.

However, it is worth noting that TM demand on the Coast is potentially less elastic than the national average as many users have no other means of travel and are dependent on it to attend appointments or employment. NZTA's estimates were based on all regions, where some users are able to switch to public transport alternatives.

Potential impacts of the fuel crisis
A larger budget in the final year of the RPTP round ($294,597), and underspending in 2024/25, provide flexibility to cover either potential CERF redeployment shortfalls, or increased operational costs due to the fuel crisis.

Total Mobility Reforms Consultation
Staff submitted on the technical aspects of the consultation in the discussion document (discussion document is Attachment 1, submission is Attachment 2). These included:

- Amending the TM 'purpose statement'
- Introducing new eligibility requirements, including periodic rechecks
- Introducing trip caps
- Incentivising wheelchair accessibility
- Opening up the Scheme to Rideshare App providers (such as Uber)
- Introducing public transport concessions to TM users.

The submission supported some parts of the proposals and raised operational concerns about other parts. For example, one of the ideas proposed was implementing a trip cap that was partially based on travelling to and from work. Although this may find some small savings in trip costs, it would be extremely difficult to administer and would also pose a risk to those who regularly use the Scheme to attend medical appointments. The West Coast is particularly sensitive to changes in the Scheme due to its ageing population, dispersed communities, and lack of public transport.

Fuel Supply Issues and Total Mobility
Staff are in ongoing contact with operators regarding the provision of TM services given the current concerns around fuel shortages. Some operators are choosing to add a temporary surcharge to cover their additional costs.

As noted above, West Coast residents have no public transport alternatives that they can switch to. Other regions are experiencing significant increases in public transport uptake. This makes the region additionally vulnerable to fuel shocks, or changes in TM delivery.

Considerations

Implications/Risks

The changes will have a disproportionate impact on users on lower incomes with higher mobility needs and will increase existing access challenges. There is also an increased risk that users defer or avoid essential trips.

Significance and Engagement Policy Assessment

A 10% reduction in the Total Mobility fare cap likely reaches the threshold for significance as it changes the cost of accessing subsidised transport services for eligible users and has financial implications for the Council. Work is already underway engaging with transport providers, and Council will also undertake public communications to ensure affected users and stakeholders are informed.

Tangata Whenua views

Staff engage our Poutini Ngāi Tahu partners on the matters above as needed.

Views of affected parties

Engagement is ongoing with both the public and providers on this matter.

Financial implications

The changes are likely to positively impact the Council's TM budgets due to a reduction in costs per fare, a likely reduction in uptake, and central government funding being utilised to improve the current shortfall.

Legal implications

Staff will review existing contracts with operators once the government rolls out the new reforms to ensure that they reflect the new funding model, and the potential delivery reforms.

Attachments

Attachment 1: Total Mobility Discussion Document
Attachment 2: WCRC Submission on Total Mobility Reforms

6.2	**Strategic Transport Issues and Legislative Update**
Author	Max Dickens, Policy Manager, Marianne Bimont, Planner Kaya Clement, Planning Technician
Authoriser	Matt Smith, Group Manager Regulatory and Policy
Public Excluded	No

Report Purpose

This report is to update the Committee on current regional transport issues, provides context around recent legislative and policy changes, and seeks approval to submit on proposed changes to heavy vehicle regulations.

Report Summary

- Government reforms are having growing impacts on the West Coast's transport network.
- The Coast's network remains highly vulnerable to severe events and planned closures.
- The new digital Total Mobility system has also improved data quality and analysis, giving Council clearer insights into travel patterns and scheme use.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*
2. *Approve that staff draft a combined West Coast submission on the proposed heavy vehicle permitting system.*

Issues and Discussion

2024 Regional Land Transport

Regional Land Transport Plan (RLTP)

The RLTP 2024-2034 outlines the current state of our transport network, the challenges facing the region and the priorities for future development. For its last review, the draft Plan was consulted on through May 2024 and adopted in July 2024. RLTPs must align with the priorities set by the Government Policy Statement (GPS) for transport.

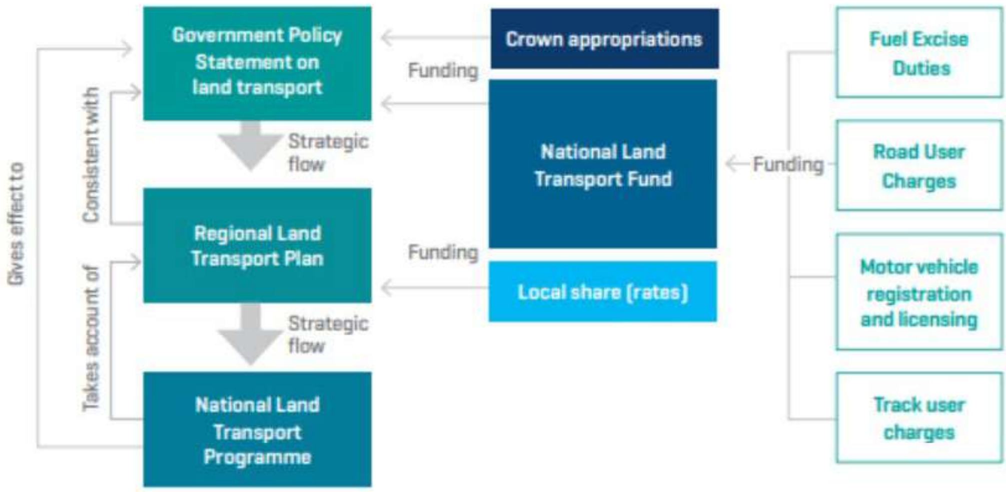
There were generally two sets of competing priorities presented through the consultation process:

- Trucking companies requesting upgrades and safety improvements, particularly to State Highway 6.

- Active transport users requesting improved connections and safety improvements to rural roads, particularly State Highway 6.

The Committee acknowledged the request from several submitters to improve safety for active modes of transport. They also acknowledged the requests by mining companies to significantly upgrade the roading network to assist the trucking industry. However, due to limited resources not all requested amendments could be accepted.

Figure 1. The role of the GPS in the land transport planning and funding system



Source: 2024 GPS

Regional Public Transport Plan

The 2024 Regional Public Transport Plan (RPTP) for the West Coast sits under the RLTP as its operational arm for public transport delivery. The RLTP sets the overall strategic direction for the Region's transport investment and priorities, and the RPTP translates those goals into specific actions for funding public transport services. It provides the framework for how services such as Total Mobility and other community transport options are planned, procured, and monitored, ensuring alignment with the wider transport objectives of accessibility, safety, and sustainability outlined in the RLTP. A general lack of transport options such as public transport was raised in every submission to the 2024 RPTP.

Total Mobility

Total mobility (TM) is a subsidised taxi scheme that allows the vulnerable members of our community to remain independent with the use of a discounted taxi service. This scheme is funded through NZTA (50%), Community Connect (25%) and Council rates (25%). NZTA covers 100% of the additional cost for hoist trips. However, there are ongoing issues with hoist vehicle availability. The West Coast is currently the only Region that does not run a public bus service.

25,918 trips and 2,671 hoist trips were undertaken between September 2024 and September 2025. Below is a breakdown of the cost structure, including central government funding (all amounts are excluding GST):[1]

(Sept 2024 – September 2025)	**WCRC**	**NZTA**	**Community Connect**
Fares	$86,048.75	$258,146.30	$86,048.75
Hoists	$0.00	$26,710.00	$0.00
System Update	$13,938.00	$20,907.00	$0.00
Total	**$99,986.75**	**$305,763.30**	**$86,048.75**

Recent review and update

Total Mobility has recently undergone a complete overhaul with a system upgrade which removes the need for the paper vouchers and replaced it with a card-based system. This new system is easier to administer, gives better data around users and travel patterns, and significantly reduces any risk of fraud or misuse. Implementing this new system has aligned the West Coast with the rest of the country and allows users to use Total Mobility in other regions.

Previously, only general practitioners (GPs) could approve new TM users. Council staff have now worked with Poutini Waiora and West Coast Health (being the Primary Health Organisation) to expand assessor eligibility to include their staff. Both organisations met with Council staff to review the TM eligibility criteria, and the changes have since been implemented.

This expansion of the assessor pool has improved access to the scheme for a wider range of people with disabilities. Relevant processes and contracts with transport operators have been updated to reflect the new arrangements and ensure alignment with programme requirements. Updated information has also been provided to all assessors to ensure clarity around eligibility - for example, there are no age or income restrictions.

Community Connect

Community Connect is a government initiative aimed at improving access to public transport by increasing fare subsidies for eligible users, including those on the TM

[1] FAR: Funding Assistance Rate, the percentage that central government supports different activity classes.

scheme. Introduced in July 2023 by the previous Government, the programme extended a 25% additional discount for TM users, reducing the cost of transport for people with disabilities and others facing mobility challenges. The Government are reviewing Community Connect, with the potential that it will be removed.

While this has had a widely popular and positive impact on the accessibility of TM due to the reduced fares, it has substantially increased its uptake. This has been impacting Council budgets across the country. Despite paying less per trip, uptake has been so high that most Councils are going beyond their current budgets. Councils do not currently limit usage of TM.

Hoist Vehicles
There are currently no hoist-enabled vehicles available through local taxi operators in the Grey and Westland areas due to variable demand and high running costs. The Buller area has two hoist-equipped vehicles, both owned and operated by taxi companies within that area. Staff have been working with taxi operators regarding the provision of hoist vehicles in the Grey and Westland areas. However, the Council has no means of compelling local companies to provide hoist-enabled vehicles. This situation highlights the opportunity to explore a wheelchair-accessible bus service to meet community transport needs.

St John's has been granted the use of a wheelchair-accessible vehicle to assist individuals requiring transport to and from medical appointments in the Grey and Westland areas. This service operates on a volunteer basis and must be booked at least 48 hours in advance to ensure availability and coordination. This service can only be utilised for the transportation to and from medical appointments.

Community Transport – Options Analysis
During the 2024 RPTP consultation the lack of a formal public transport route was raised in some way by all of the 9 submitters. The matter was also raised during the RLTP consultation and Total Mobility system review.

The RPTP states that:
"Council will explore the potential for undertaking investigation into new passenger transport through the 2024-2034 Long-Term Plan and seek feedback from the community on this activity".

Staff have begun early exploratory work on a trial service for three potential routes:
- Hokitika – Greymouth
- Runanga/Stillwater – Greymouth
- Waimangaroa – Westport - Carter's Beach

A business case is in the early stages of development. Alternative funding options will likely need to be sought if this work progresses due to limited Council budgets and the 2024 GPS reductions of public transport funding.

2024 Government Policy Statement – Budgetary restrictions and impacts on key infrastructure assets

Bridges across the region may start requiring stringent weight limits
In June 2024, the Government released the Government Policy Statement on Land Transport (GPS)[2], introducing changes to both the funding allocations for activity classes and their administration. RLTPs, which outline each region's land transport objectives, policies, and measures over a minimum ten-year period, must align with the GPS. The next draft GPS expected around June 2026.

While the GPS increased funding for road maintenance, it introduced significant new restrictions on how that funding can be used. Funds can no longer be swapped between priorities depending on need. One critical example is the new pothole fund. Although Road Controlling Authorities (RCAs) will receive increased funding, it is tightly ringfenced. Due to age and increased heavy vehicle weights, bridges across the region are getting to a point that they will need increasingly restrictive weight limits. Under the 2024 GPS, councils are unable to access the additional funding in a way that they were before. Bridge weight limits (or even closures) will have a negative impact on the freight industry and productivity.

These restrictions also extend to footpath development
RCAs previously included adjoining footpath maintenance within routine road work to streamline contracting and billing. This can no longer be combined, increasing administrative complexity.

Funding for footpaths must now be applied for separately from a significantly reduced activity class. This has resulted in district councils either reducing levels of service or increasing rates.[3] RCAs are also responsible for footpaths that adjoin to State Highways with a speed limit of 70km/h or below. Work is underway between NZTA and the District Councils to resolve this inconsistency.

There is also a significant risk of new developments not having footpaths, as the walking and cycling activity class budgets may be exhausted by the time they are developed. This would impact accessibility and safety for those who either cannot, or choose not to drive. Business cases for footpaths and cycleways must now also

[2] https://www.transport.govt.nz/assets/Uploads/Government-Policy-Statement-on-land-transport-2024-FINAL.pdf
[3] https://www.greydc.govt.nz/04your-council/council-publications/long-term-plans/2025-2034-long-term-plan

provide evidence of untapped, latent demand.[4] This is paradoxical, as it can be nearly impossible to prove that there is demand when it is being suppressed by current constraints like safety or accessibility. Projects must also undergo 'robust' consultation and provide economic growth and productivity. These requirements do not apply to new roading projects.

For example, the Council receives regular feedback about a lack of safe walking and cycling infrastructure along State-Highway 7 going north of Cobden. However, this is extremely difficult to quantify as it is unknown how many people are either choosing not to travel, making alternative arrangements, or walking/cycling along a dangerous stretch of road. Demand generally becomes clear after infrastructure is developed, not before.

Proposed Changes to Heavy Vehicle Permit System
Three Land Transport Rule consultations opened on 29 October 2025 and will run until 17 December 2025. The consultations cover:
1. Changes to light vehicle inspections (WoF and CoF A reviews).
2. New safety requirements for vehicles entering New Zealand's fleet.
3. Simplifying heavy vehicle permitting.

The proposed changes to heavy vehicle permitting rules *(Attachment 1)* are of concern to RCAs as it is likely to increase the use of heavy vehicles on roads that are not built to withstand the extra weights. This will contribute to road damage and either result in increased maintenance costs or reducing levels of service.

Staff propose that a consultation submission covering the following points be submitted on behalf of the four West Coast councils:
- There is evidence to suggest that some heavy vehicle operators are utilising routes for which they are not authorised and traversing structures not designed to accommodate higher loadings.
  - Owing to insufficient enforcement across rural networks, such practices often go undetected, and any relaxation of existing regulations is likely to exacerbate this issue.
- Enforcement of commercial vehicle compliance appears to be concentrated on the more heavily trafficked sections of the State Highway network and selected local roads.
  - In rural areas, however, the likelihood of encountering a highway patrol officer is markedly lower.

[4] Pg 16, https://www.transport.govt.nz/assets/Uploads/Government-Policy-Statement-on-land-transport-2024-FINAL.pdf

- Staff therefore recommend that more detailed and accurate vehicle-tracking systems be mandated for all large heavy commercial vehicles.
    - Such systems should record comprehensive, downloadable route histories and incorporate alerts for events such as crossing bridges or travelling on roads outside the permitted network.
- While an increase in police presence on rural roads is unlikely, enhanced monitoring mechanisms would help strengthen compliance and improve the overall integrity of the heavy transport sector.

Effective removal of Low Cost Low Risk category
Previously councils have accessed Low Cost Low Risk (LCLR) to fund small-scale transport or infrastructure projects that are inexpensive to implement and carry minimal financial or safety risk. However, the 2024 GPS effectively removed this class, meaning that councils essentially now only have access to roading funding.

This means that it is highly unlikely that district councils will be able to address complaints about severance and poor safety levels in certain areas without rate increases or budget reprioritisations. The new GPS also specified that councils cannot apply for NLTF funding to install traffic calming, but can apply for its removal.

Other matters
School Buses
At a recent Regional Sector Group meeting, the West Coast Regional Council acknowledged Mayor Nick Smith's proposal to transfer management of school bus services from the Ministry of Education to regional councils. While some regional councils support this integration to align school transport with public transit, the West Coast Regional Council expressed support for an opt-out option in the remit. Due to its current lack of infrastructure to run public transport and limited resources, the Council is not positioned to manage school bus services at this time but remains open to future engagement if circumstances change.

South Island Transport Network Vulnerabilities Report
This report compiles existing research to provide a comprehensive overview of the South Island's transport network vulnerabilities, considering natural hazards, infrastructure constraints, and climate change impacts. It focuses on critical routes, regional lifelines, and challenges from seismic activity, flooding, coastal erosion, and extreme weather. Staff at the Regional Council and district levels provided strategic and operational feedback respectively to ensure the Coast's perspective was captured.

South Island Transport Story

The South Island Transport Story *(Attachment 2)* is a strategic document that advocates for coordinated, multi-regional collaboration on transport priorities critical to the South Island's connectivity and resilience. It presents a data-driven case for collective action to address shared infrastructure vulnerabilities, optimise network performance, and align investment across the island to support economic growth, hazard mitigation, and long-term sustainability. WCRC helped develop this document through the South Island transport Committee.

Procurement Strategy

Road Controlling Authorities (RCAs) are required to have a Land Transport Procurement Strategy endorsed by NZTA every 3-years. In 2024 NZTA, as part of a continued drive for a collaborative approach to transport service delivery Buller, Grey, and Westland Councils were approved by NZTA to develop a joint strategy. The intention of this is to enable potential opportunities for joint or aligned procurement over the next 3-years.

Active Transport Strategy

WCRC's Walking and Cycling Strategy was raised during both the RLTP and Grey LTP processes. WCRC has a walking and cycling strategy, although this has not been updated since 2009.[5]

Considerations

Implications/Risks

There are no implications or risks arising from items in this report beyond what is referenced.

Significance and Engagement Policy Assessment

There are no issues within this report which trigger matters in the Significance policy.

Poutini Ngāi Tahu views

Staff are working with our Poutini Ngāi Tahu partners on the matters above as part of our Mana Whakahono ā Rohe agreement. We continue to work closely with them throughout the policy development cycle.

Views of affected parties

No parties will be affected by the subject matter of this report.

[5] https://www.wcrc.govt.nz/repository/libraries/id:2459ikxj617q9ser65rr/hierarchy/Documents/Publications/Transport%20Plans/Regional%20Transport/Regional%20Walking%20and%20Cycling%20Strategy/West%20Coast%20Walking%20and%20Cycling%20Strategy%202009.pdf

Financial implications

There are no current financial implications arising from items in this report.

Legal implications

There are no legal implications arising from items in this report.

Attachments

Attachment 1: Phase 1 Consultation Document
Attachment 2: South Island Transport Story