Committee Members

Chair: Cr Ashley Cassin (WCRC)
Deputy 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)

Monday, 11 November 2026

9:00 am

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)

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1. Welcome *(Haere mai)*	
2. Apologies *(Ngā Pa Pouri)*	
3. Declaration of interest	
4. Confirmation of the minutes for meeting dated 5 August 2026 and 25 August 2026	1-7
5. Public Forum	
6. Reports	
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6.2.1 Attachment 1: Out of Cycle RLTP Report 25 August 2026 7. General Business	21
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

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Minutes of the Regional Transport Committee Meeting

Tuesday 4 August 2026

Commencing at 1pm

WCRC Chambers, 388 Main South Road, Paroa, Greymouth

Present: Chair Ashleey Cassin (WCRC), Clr Andy Campbell (WCRC), Clr Alan Gibson (GDC)

Present Via Zoom: Mayor Helen Lash (WDC), Clr Philip Rutherford (BDC), James Caygill (NZTA)

In Attendance: Darryl Lew (WCRC), Matt Smith (WCRC), Max Dickens (WCRC), Kaya Clement (WCRC)

1. Welcome and Apologies

The Chair, Asher Casson, opened the meeting and welcomed members to the August 2026 meeting of the West Coast Regional Transport Committee.

An apology was received from Mayor Tanya Gibson.

Resolution: That the apology from Mayor Tanya Gibson be accepted.

2. Declarations of Interest

Members were invited to declare any interests in relation to the agenda. No declarations of interest were raised.

3. Confirmation of Previous Minutes

The minutes of the meeting held on 15 April 2026 were presented for confirmation.

Resolution: That the minutes of the West Coast Regional Transport Committee meeting held on 15 April 2026 be confirmed as a true and correct record.

Moved: A Gibson, Seconded, A Campbell Carried.

4. Public Forum – Great Valley Pathways Vision

Presenter: Jason Pierre

Jason Pierre addressed the Committee on behalf of a group of community members exploring the development of a shared off-road cycle and walking pathway connecting Greymouth with Grey Valley communities, including Dobson, Kaiata, Stillwater and surrounding areas.

The key points raised were:

- Existing road conditions between Greymouth and the Grey Valley present significant safety challenges for cyclists and pedestrians, particularly along narrow, winding sections without adequate shoulders.
- There is growing community interest in developing a safe, separated pathway to connect local communities with Greymouth.
- The group is currently at the concept-development stage and is seeking to establish community support, identify relevant stakeholders and understand potential pathways for progressing the project.

Longer-term vision

The broader vision is to establish a connected pathway from Greymouth through Kaiata, Dobson and Stillwater, potentially extending towards Paroa and other northern communities.

The pathway could also connect existing recreational and tourism infrastructure, including the West Coast Wilderness Trail and other regional cycle trails.

Funding and stakeholder considerations

The presenter acknowledged that funding and ownership arrangements had not yet been established. The immediate focus is on demonstrating community demand, developing the concept and undertaking preliminary discussions so that the project is better positioned to access funding opportunities in the future.

Committee discussion included:

- The need to investigate KiwiRail requirements and rail corridor restrictions.
- The potential use of existing road reserves, subject to engineering and geographical constraints.
- The challenges presented by the narrow space between the road, river, railway and private land.
- The importance of demonstrating latent demand for walking and cycling infrastructure.
- The potential for the project to deliver both local transport benefits and tourism opportunities.

A Committee member offered to pass on relevant funding opportunities that may arise through work associated with the West Coast Wilderness Trail.

It was also noted that the new Coal Creek overbridge would be designed to allow for potential future clip-on infrastructure, providing an opportunity for future walking and cycling connections.

Outcome:

The Committee acknowledged the presentation and the community's interest in progressing the Great Valley Pathways concept. The importance of continued stakeholder engagement, demonstrating community demand and identifying future funding opportunities was recognised.

5. Regional Land Transport Plan (RLTP) Engagement Summary

The Committee received an update on engagement undertaken in preparation for the 2027 Regional Land Transport Plan.

The report summarised feedback received from stakeholders and communities. Key themes included:

- Bridge restrictions: Concerns regarding bridge weight limits and the impact on freight movements.
- Transport choice: The need for improved transport options for elderly residents, commuters, young people and those accessing education, recreation and other services.
- Network connectivity: Gaps in the existing transport network, including areas not adequately serviced by Total Mobility.
- Funding constraints: Increasing financial pressures facing regional and district road controlling authorities.

The Committee discussed the proposed vision and objectives presented during the preceding workshop. Further development was considered necessary before these could be finalised.

It was proposed that recommendations relating to the proposed vision and objectives be withdrawn and brought back to the Committee at an out-of-cycle meeting for further discussion and approval.

Resolution: That the report be received, with the recommendations relating to the proposed vision and objectives (recommendations 2 and 3) removed and brought back to the Committee following further development.

Moved: Chair A Cassian, Seconded, J Caygill
Carried.

6. Regional Public Transport Plan 2027 Update

The Committee received an update on the Regional Public Transport Plan and the upcoming continuous programme funding submissions to NZTA.

The report outlined the funding required to maintain existing services and operations.

Total Mobility

The Committee was advised that Total Mobility remains an essential service for the West Coast, which currently has no conventional public transport network.

Key matters discussed included:

- The potential for Total Mobility demand to increase significantly, creating budget uncertainty for the Regional Council and NZTA.
- Changes previously approved to the public and private fare contributions and the reduction in the fare cap.
- Initial information indicating that Total Mobility trip numbers had declined nationally, although the West Coast had experienced one of the smallest reductions.
- The possibility that changes to fare structures may have a different impact on the West Coast due to the absence of alternative public transport options.
- The need for further analysis as only one month's data was available under the new fare structure.

The Committee also discussed differences in Total Mobility usage across the three West Coast districts.

Factors contributing to these differences included:

- Limited taxi operating hours in Westland until recently.
- Differences in the availability of hoist-equipped vehicles, particularly between Westport and the southern districts.
- The age profile of the respective district populations.
- Accessibility challenges associated with existing vehicles, particularly for people requiring hoist facilities.

The presenter undertook to investigate the latest usage figures and circulate further information once the recently received national report had been reviewed.

Continuous Programme Funding

The Regional Council is preparing to submit its continuous programme funding application to NZTA.

The submission is intended to maintain existing services and operational requirements rather than seek new improvement funding.

The submission was expected to be relatively straightforward, with the deadline understood to be towards the end of the month.

Resolution: That the report be received.

Moved H Lash, Seconded, A Gibson Carried.

7. General Business

7.1 Chair's Introduction

The Chair, Ashley Cassin, formally introduced himself as a West Coast Regional Councillor and the designated Chairperson of the Committee.

He highlighted his interest in cycling and regional transport infrastructure and acknowledged the importance of reliable transport connections across the West Coast and neighbouring regions.

7.2 Acknowledgement of Previous Chair

The Committee acknowledged and thanked Peter Ewan for his contribution and the time he had dedicated to the Regional Transport Committee.

7.3 State Highway Speed Limit Consultation

The Committee was advised of a further NZTA consultation regarding speed limits on state highways.

The possibility of resubmitting the previous Committee and district council submission, which identified locations where speed limit changes were sought, was discussed.

The Committee noted:

- Some locations previously identified may already be included in the current consultation.
- A cross-reference is required to identify which previous requests have been addressed and which remain outstanding.
- NZTA advised that previous submissions had been considered carefully, but changes can only proceed where demonstrated community demand meets the relevant criteria.
- The 2024 Speed Rule has introduced more restrictive requirements for reviewing and changing speed limits.

The Committee discussed the importance of continuing to demonstrate local community support for proposed speed limit changes.

Action: Max to review the current speed limit consultation against the previous Committee submission and identify any outstanding locations and potential further action.

7.4 Out-of-Cycle Meeting – RLTP Vision and Objectives

The Committee discussed arrangements for an out-of-cycle meeting to consider the revised vision and objectives for the 2027 Regional Land Transport Plan.

It was suggested that the meeting take place towards the end of August, subject to member availability.

Max advised that he would:

- Circulate the existing draft work to Committee members.
- Invite feedback and suggested changes before the meeting.
- Prepare revised proposals incorporating feedback.
- Confirm the relevant NZTA submission deadline.
- Circulate proposed dates and times, providing members with reasonable notice.

The Committee supported progressing this work as soon as practicable.

8. Meeting Closure

There being no further business, the Chair closed the meeting at 02:10pm and thanked members for their attendance.

Action Register

No.	Action	Responsible
1	Continue developing the Great Valley Pathways concept and engage with relevant stakeholders, including landowners and agencies.	Jason Pierre / Community group
2	Share relevant funding opportunities with the Great Valley Pathways group as they become available.	West Coast Wilderness Trail representative
3	Investigate rail corridor and crossing requirements with KiwiRail for the proposed pathway.	Great Valley Pathways group
4	Further develop the 2027 RLTP vision and objectives following Committee feedback.	Max
5	Circulate the existing RLTP draft to members and invite feedback ahead of the out-of-cycle meeting.	Max
6	Confirm the RLTP submission deadline and circulate proposed dates and times for an out-of-cycle meeting.	Max
7	Investigate and circulate updated Total Mobility usage figures following review of the latest national report.	Max
8	Review the current state highway speed limit consultation against the previous Committee submission and identify outstanding locations.	Max

MINUTES OF THE OUT OF CYCLE REGIONAL TRANSPORT COMMITTEE MEETING

TUESDAY 25 APRIL 2026

COMMENCING AT 2PM

WCRC CHAMBERS, 388 MAIN SOUTH ROAD, PAROA, GREYMOUTH

Present: Clr Andy Campbell (WCRC), Mayor Tania Gibson (GDC), Mayor Helen Lash (WDC)

Present via Zoom: Chair Ashley Cassin (WCRC), Clr Philip Rutherford (BDC), James Caygill (NZTA)

In attendance: Darryl Lew (WCRC), Matt Smith (WCRC), Max Dickens (WCRC), Kaya Clement (WCRC)

Apologies: No Apologies were to be made.

Declarations of Interest: No declarations of interest were made.

4. Reports

4.1 Regional Land Transport Plan (RLTP) Engagement Summary

Presenter: Max Dickens – Policy Manager

Max Dickens presented the updated Regional Land Transport Plan engagement summary and sought the Committee's approval of the draft 2027 RLTP vision and objectives to enable further development of the plan.

The updated report reflected feedback received from the previous Committee workshop and included revised presentation slides for reference.

Max advised that the proposed vision and objectives had been refined to better reflect:

- The objectives and direction of the 2024 Government Policy Statement (GPS).
- The current transport funding environment.
- Community expectations and feedback regarding improved active transport connections.
- Increasing community interest in public transport options.
- The importance of supporting both the West Coast community and industry.

The Committee acknowledged the work undertaken to incorporate previous feedback and expressed support for the revised vision, particularly the balance between community and industry needs.

Funding and investment considerations

Discussion highlighted the challenges associated with delivering transport improvements within the current funding environment.

Max advised that the approach would be to work with the three district councils to develop realistic continuous programme funding bids, alongside improvement project bids.

This would ensure potential projects were identified and positioned for consideration should funding availability or government priorities change.

The Committee also noted information circulated separately regarding Total Mobility uptake and the Minister of Transport's comments on land transport investment, including expectations around future transport revenue and expenditure and a potential move away from funding by 2030.

The challenges associated with maintaining existing infrastructure while responding to increasing costs and changing funding arrangements were acknowledged.

Resolutions:

The Committee considered the following three recommendations:

1. That the Regional Land Transport Plan Engagement Summary report be received.
2. That the draft 2027 Regional Land Transport Plan vision be approved.
3. That the draft 2027 Regional Land Transport Plan objectives, including their weightings, be approved to enable the development of supporting policies and priorities.

Outcome: The recommendations were supported by the Committee, enabling further development of the 2027 RLTP.

Moved: Chair A Cassin, Seconded Mayor T Gibson Carried

5. General Business

5.1 West Coast Transport Priorities and Infrastructure Challenges

A Committee member provided observations on the key transport challenges facing the West Coast.

Total Mobility and Public Transport

The importance of the Total Mobility scheme was emphasised, particularly for elderly and disabled residents who cannot drive.

The scheme was described as a critical service, enabling people to access essential services such as medical appointments, supermarkets and other daily activities.

The Committee noted that, in the absence of conventional public transport across the West Coast, Total Mobility remains a particularly important service for local communities.

Challenges were also highlighted for residents travelling from areas such as Hokitika to access services at Greymouth Hospital.

The Committee discussed the significant cost of providing conventional public transport, noting that larger regional centres such as Greater Wellington and Environment Canterbury operate extensive networks requiring substantial public subsidies.

It was observed that a bus service on the West Coast would similarly require significant subsidy, potentially in the order of 70–80% of operating costs.

Given current financial constraints, the ability to fund such a service was questioned, reinforcing the importance of maintaining Total Mobility.

Chair A Casin called the meeting to close at 2:22pm

6.1	**Total Mobility Update**
Author	Matthew Smith, Group Manager Regulatory and Policy
Authoriser	Darrly Lew, CEO WCRC
Public Excluded	No

Report Purpose

This report updates the Committee on delivery and uptake of the Total Mobility scheme, changes to its funding structure, the outcomes of the national Total Mobility review, and development of the 2027 Regional Public Transport Plan.

Report Summary

Total Mobility remains the West Coast's only subsidised transport service for eligible users and provides an essential means of accessing healthcare, shopping and other day-to-day activities. From 1 July 2026, the government reduced the subsidy from 75% to 65% and lowered the maximum subsidised fare from $30 to $27. Data for July to September indicates that overall trip numbers have remained relatively stable, while the proportion of trips exceeding the subsidised fare cap has increased substantially. Users are therefore paying a greater share of their travel costs, particularly for longer journeys.

The national Total Mobility review has identified potential improvements to provider availability, scheme administration and concessions. However, implementation is continuing and no additional funding entitlement for the West Coast has been established. Work is progressing on the 2027 Regional Public Transport Plan (RPTP), which will focus primarily on Total Mobility while also identifying existing transport services and

Recommendations

It is recommended that the Committee resolve to:

1. Receive the report.

Issues and Discussion

Background

Total Mobility (TM) is currently the only subsidised transport service available to eligible users on the West Coast. It provides an essential means of accessing healthcare, shopping and other day-to-day activities.

Over the 2024–27 period, staff supported the transition from the paper chit system to a digital system, providing greater oversight of users and trips. Staff have also worked

to train local assessors, reducing barriers to eligibility assessment. Previously, applicants generally needed to obtain an eligibility assessment from a doctor

Fare Structure Changes
From 1 July 2026, central government reduced the Total Mobility subsidy from 75% to 65% and lowered the maximum subsidised fare on the West Coast from $30 to $27. These changes increase the share of each fare paid by users, with the greatest impact on longer journeys where fares exceed the subsidy cap.

Current situation
The fare changes were intended to reduce demand. However, trip numbers have remained relatively stable over the first three months following implementation. Monthly trips decreased from 2,685 in June to 2,502 in July, before increasing to 2,642 in August and 2,726 in September.

The proportion of trips exceeding the subsidised fare cap increased from 27.2% in June to between 72.5% and 75.5% from July to September. June was under the previous fare structure, so the figures are not a like-for-like comparison. The data indicates that a substantially greater proportion of trips now exceed the cap, but the longer-term effects of the changes on demand and users' ability to travel are not yet known.

Month	Trips	% Trips above fare cap
June 2026	2,685	27.2%
July 2026 (new fare cap and structure)	2,502	73.4%
August 2026	2,642	72.5%
September 2026	2,726	75.5%

Figure 1: Trip data, Fare Structure Change

The figures suggest that the scheme continues to be well used despite increased costs to users. Many trips are likely to be for essential activities, and users on the West Coast generally have limited alternatives to Total Mobility. Continued monitoring will help establish whether the fare changes affect demand, users' ability to travel, or the cost of delivering the scheme.

Total Mobility is available in four urban areas on the Coast, but does not meet all regional transport needs. Staff are developing a map of existing publicly available transport services for inclusion in the RPTP. Feedback also indicates a need for a single, accessible directory of services, including health shuttles and community transport options. Volunteer transport services provide a valuable resource,

although availability can vary. Better information would help people understand the options available to them.

2026 Total Mobility Government Review
The Ministry of Transport consulted on proposals for the national Total Mobility scheme between 16 December 2025 and 22 March 2026. Ministers announced decisions in August 2026 (attachment 1).

The proposals proceeding include:

- establishing a national purpose statement for Total Mobility;
- reviewing funding incentives for wheelchair-accessible vehicles, including per-trip payments and Funding Assistance Rates;
- reviewing provider standards, safeguards and procurement guidelines to accommodate a wider range of potential providers; and
- developing a proposal for a national public transport concession for Total Mobility users, including consideration of a free companion fare.

NZTA will also update its requirements for public transport authorities to support greater consistency in eligibility assessments across regions.

Ministers decided not to proceed with:

- mandatory documentary evidence requirements for all new applicants.
- compulsory periodic reassessments of existing users; and
- nationally mandated limits on subsidised trips.

Feedback indicated that these measures could increase administrative costs, create barriers for disabled people and restrict essential travel for those most reliant on the scheme.

Implementation of the agreed changes will continue into 2027. They may create opportunities to improve provider availability and scheme administration. However, the implications for the West Coast remain uncertain, and no additional funding entitlement has been established. Staff will monitor implementation and assess any implications for local service delivery and funding as further details emerge.

2027 Regional Public Transport Plan
The RPTP sets out how public transport services are planned, funded and delivered across a region. It sits under the Regional Land Transport Plan (RLTP) and provides strategic direction for public transport investment and service delivery. Regional councils and other public transport authorities prepare an RPTP alongside the RLTP cycle.

The West Coast RPTP will focus primarily on Total Mobility and set out the region's approach to delivering and funding the scheme. Planning will need to account for current demand, anticipated growth in uptake in Hokitika, and the costs of maintaining the service. The increased availability and operating hours offered by the new Hokitika operator are expected to support further uptake.

The plan will also identify existing transport services and potential improvements that could be progressed if additional funding becomes available. A clear picture of existing services, unmet transport needs and future demand will help the region respond to funding opportunities and make informed decisions about transport provision.

Considerations

Implications/Risks

Changes to the Total Mobility subsidy and fare cap have increased the costs faced by users, particularly those undertaking longer journeys. While demand has remained relatively resilient, ongoing cost pressures may affect users' ability to access essential services. Continued growth in uptake may also increase funding pressures for the region.

There is a risk of missing future funding opportunities if the NLTP bids and RPTP do not clearly articulate the region's current needs, anticipated demand and longer-term service opportunities. Given the uncertainty around future government funding priorities, forward-looking planning is important to ensure potential improvements can be progressed if additional funding becomes available.

Views of affected parties

Feedback received from key TM stakeholders, including disability groups and operators are critical in the ongoing provision of services. Input received during the early 2027 RLTP/RPTP development have also been raised where relevant.

Attachments

6.2	**2027 Regional Land Transport Plan Update**
Author	Matthew Smith, Group Manager Regulatory and Policy
Authoriser	Darryl Lew, CEO WCRC
Public Excluded	No

Report Purpose

This report updates the Committee on development of the 2027 Regional Land Transport Plan (RLTP), expected constraints on transport funding, and key regional priorities. It seeks the Committee's direction on the types of improvement activities and projects to include in the draft RLTP.

Report Summary

The 2027 RLTP is being developed while Government investment priorities and funding levels remain uncertain. The draft Government Policy Statement on Land Transport (GPS) has been delayed until early 2027. This makes it harder for councils and NZTA to prioritise projects, confirm funding and plan their Long-Term Plans. The RLTP should identify essential projects as well as lower-priority projects that could proceed if funding becomes available.

Recommendations

It is recommended that Council/the Committee resolve to:

1. Receive the report.
2. Provide direction on the types of improvement activities and projects to include in the draft 2027 RLTP, recognising that Government funding priorities remain uncertain and that projects without external funding may need to be deferred.

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 activities proposed for inclusion in the National Land Transport Programme (NLTP). The Government Policy Statement on Land Transport (GPS) sets the Government's strategic direction and investment priorities for land transport. The RLTP must give effect to the GPS while reflecting regional transport needs and priorities. It will also include a joint statement from the South Island Regional Transport Committee Chairs

Group, representing and advocating for the South Island's transport perspective to central government

On 25 August 2026, the Committee agreed to the initial vision, objectives and objective weightings (Attachment 1). These were submitted through NZTA's Transport Investment Online (TIO) portal. Staff also submitted an initial bid for the Council's continuous public transport (Total Mobility) programme. The next key NZTA deliverables are:

Deliverable	Timeframes
TIO opens for entry of improvement activities, plus Low Cost Low Risk (LCLR) bid information	1 October 2026
Final bids for continuous programmes and draft improvement bids, plus LCLR submitted	11 December 2026
Final Improvement bids and LCLR submitted for inclusion in RLTPs	March 2027
Submission of RLTPs to NZTA	August 2027
Last day for adoption of the National Land Transport Programme	31 August 2027

Current situation

Early Indications around Improvement Programme Funding Constraints

The Government has indicated that funding available to Road Controlling Authorities (RCAs) and Public Transport Authorities (PTAs) for improvement activities is likely to be heavily constrained, reflecting reduced transport revenue and competing investment priorities. NZTA has advised that RLTPs should identify both essential projects ('must-haves') and lower-priority projects ('nice-to-haves'). This would allow projects to be reconsidered if Government priorities change or additional funding becomes available.

Low Cost Low Risk (LCLR) projects are relatively small transport improvements with lower costs and risks. They can include local safety improvements and upgrades to existing infrastructure. The delay to the GPS creates uncertainty about funding for these projects. Until Government investment priorities are confirmed, district councils and NZTA have limited certainty about which projects can proceed and when.

National Policy Delays

The draft GPS has been delayed until early 2027. This makes it difficult for PTAs and RCAs to anticipate Government investment priorities. The GPS sets funding ranges for activity classes, such as roads, safety, walking and cycling, which inform the NLTP. The delay also complicates councils' Long-Term Plan processes because the local share of transport costs must be reflected in budgets and rates decisions.

State Highway Investment Proposal (SHIP) and State Highway Asset Management Plan (SHAMP)

The State Highway Investment Proposal (SHIP) is NZTA's 10-year programme of proposed state highway activities, covering maintenance, operations, renewals and improvements.

NZTA released the draft SHIP 2027–37 in September 2026. Maintenance and renewals remain its highest investment priorities, with a focus on protecting existing assets and maintaining reliable transport connections. The draft programme is indicative: inclusion does not guarantee funding or delivery. Final decisions will depend on GPS 2027 priorities, available funding and NLTP prioritisation.

West Coast priorities identified in the draft SHIP include Crown-funded resilience improvements on SH6 between Haast and Hāwea announced in Budget 2026; proposed works at the SH6 Epitaph Landslide, subject to funding; and planning for resilience improvements at Franz Josef. Proposed bridge renewals include the SH6 Coal Creek Overbridge and the bridges at Stoney Creek and Kellys Creek. Safety priorities include improvements at SH6/Bright Street in Greymouth and progressing a site for a Commercial Vehicle Safety Centre.

The State Highway Asset Management Plan (SHAMP) sets out the interventions required over three- and 10-year periods to manage the state highway network to the standard expected by road users. It covers operation, maintenance and renewal of state highways and includes resilience measures to manage risk and maintain network performance.

The SHAMP provides the case for maintenance, operations and renewals investment sought through the SHIP. Once the NLTP is confirmed, it informs the programmes of work delivered by NZTA's regional teams.

<u>Key Regional Priorities for the 2027 RLTP</u>
Early stakeholder engagement indicates that the following issues are likely to be priorities for the West Coast. They should inform the draft 2027 RLTP and the region's submission on the draft GPS when it is released.

Maintaining levels of service across a large, topographically challenging and sparsely populated region

The West Coast has an extensive transport network serving a relatively small population. Maintenance and improvement costs are therefore spread across fewer

ratepayers and users, making it difficult to maintain a safe and reliable network within available budgets. The region's difficult terrain limits transport routes to relatively narrow corridors.

2010/11 changes to axle weight limits have increased the rate of deterioration and reduced the expected service life of the network

As at 2024, the West Coast had 1,101 bridges, including 628 on local roads. Changes to axle-weight limits have implications for the sustainability of the roading network. Under the fourth-power rule, pavement wear increases disproportionately as axle loads increase, so relatively small increases in axle weight can cause substantially greater pavement wear. Distributing a vehicle's load across more axles does not, by itself, increase a bridge's load capacity, which depends on its design and condition.

Under the 2024 GPS, end-of-life bridge renewals (WC 216) moved from the 'Renewals' activity class to 'Local Road Improvements'. Bridge replacement therefore competes with other improvement projects in a more constrained funding pool. Staff recommend advocating, when the draft 2027 GPS is released, for WC 216 to be returned to its previous activity class. NZTA is also working on standardising bridge design for the 2027–30 period (Appendix 1). Although the Coast has rail freight options, roads and bridges remain essential for resilience, connectivity and freight movement.

Special Purpose Roads (SPRs) and Funding Assistance Rates (FAR) decisions
The West Coast has two Special Purpose Roads (SPRs), one in Buller and one in Westland. NZTA has confirmed the funding arrangements for both roads for the 2027–30 National Land Transport Programme (NLTP), providing greater certainty for transport and financial planning.

The confirmed Funding Assistance Rate (FAR) is 100% for Karamea Highway and 95% for Haast–Jackson Bay Road throughout the three-year period. The 100% FAR for Karamea Highway is a positive outcome for Buller. The confirmed rates also provide greater certainty for planning and maintaining both roads.

Buller District Council's normal FAR will decrease from 75% to 74% in 2027/28, 73% in 2028/29 and 72% in 2029/30. Grey District Council's FAR will decrease from 64% to 62% over the three-year period. Westland District Council's FAR for local roads will increase from 64% to 65% and remain at that level.

Considerations

Implications/Risks

There is a risk that not including projects in the West Coast RLTP would result in missing out on potential funding in the 2027-30 cycle. An example of this is the lack of inclusion of Total Mobility hoist vehicle funding in the 2024-27 RLTP. This would not need to have been matched by the Regional Council, as fundraising is commonly used to bridge the gap between available funding and the cost of accessible transport services and vehicles. NZTA funding support remains important, as it makes the purchase of hoist-equipped vehicles more attainable and reduces the reliance on fundraising alone.

Significance and Engagement Policy Assessment

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

Financial implications

There are no financial implications associated with this report.

Legal implications

There are no legal implications associated with this report.

Views of affected parties

Key stakeholders have been continually engaged through the early development process. The draft GPS and draft RLTP will also be consulted on through early 2027.

Attachments

Attachment 1: Out of Cycle RLTP Report 25 August 2026

Appendix 1: NZTA Update on Bridge Design Standardisation

"The NZTA has long encouraged standardisation in bridge design and construction, with one prominent example being the NZTA standard precast concrete bridge beam drawings that were most recently published in 2008 and are currently going through an update process. The 2008 standard precast drawings provide the basis for most precast bridge beams used in NZ today. Standardisation is a particular focus for NZTA currently and we are actively working on progressing an optimised approach to bridge design and construction through increased standardisation.

The current work on standardisation is progressing through several parallel avenues, one of which is the End-of-Life Bridge Replacement Programme. The first tranche of bridge replacements within the programme will be grouped into several typologies, with standardised features developed for each typology and incorporated into suitable bridges within the programme. Future tranches of bridge replacements will aim to further embed standardised designs.

The NZTA is also developing a standardised approach to bridge superstructure design and construction which aims to develop several standard bridge superstructure designs to IFC level. The intent is that project bridge designers will be able to select a standard superstructure that suits their project from a suite of options. The project bridge designer would then design the piles, abutments, and other site-specific elements but would not need to design, detail, or take design responsibility for the standardised bridge superstructure itself. This standardisation aims to produce efficiencies through consistent bridge forms, components, and detailing between projects.

The initial focus of this work will be to develop a small number of standard bridge superstructure options that apply to the most common bridge types across the network, with the approach being expanded to other bridge forms over time. It is worth noting that, while the aim is to provide standard options that are suitable for most bridges, the standard options will be optimised to suit the majority of sites and consciously exclude situations with uncommon or particularly onerous design requirements which will still require bespoke design."

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.

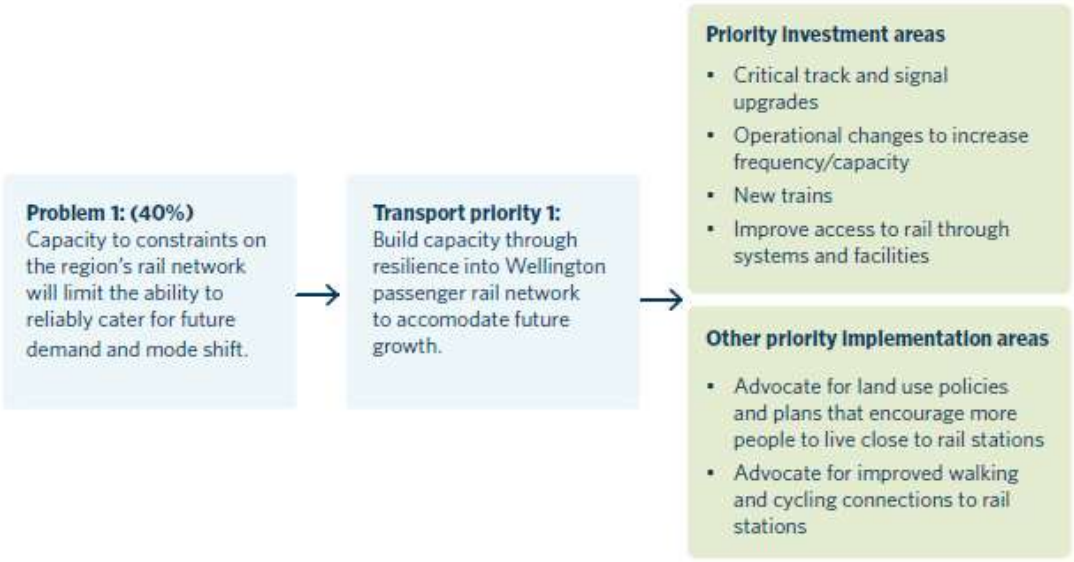


Figure 2: NZTA Example of a problem statement and Prioritisation Response

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.