

West Coast Regional Council

Regional Land Transport Plan

2024 - 2034



THE WEST COAST
REGIONAL COUNCIL

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Foreword

As Chair of the West Coast Regional Transport Committee, we are pleased to present the 2024-2034 West Coast Regional Land Transport Plan.

This is a three-yearly interim review of the Plan and we have continued to take a strong collaborative focus with territorial authorities, NZ Transport Agency and Department of Conservation in developing the Plan for the region.

Mandated under the Land Transport Management Act 2003, this 10-year Plan is not just a statutory requirement but a blueprint for our region's transportation future. It sets out our strategic direction, priorities, and the activities proposed to achieve these priorities, guiding investment in our land transport network. The activities that are focused on are aligned with the region's needs and aspirations and will inform the National Land Transport Programme (NLTP), paving the way for funding and delivery of these critical workstreams.

The West Coast faces unique challenges and opportunities, given our geography, economic landscape, and the pressing need for resilience against climate change impacts. This Plan addresses these by focusing on:

- Enhancing the resilience of our transport infrastructure to support our communities, especially in light of increasingly frequent and impactful weather events and natural hazard risks.
- A transport network that is fit for purpose, supporting connectivity and efficiency to enhance the economic, social, and cultural needs of our communities.
- A safer transport network and system.

This Plan builds on the previous 2021-31 RLTP and is informed by key documents such as the Government Policy Statement (GPS) on Land Transport, key West Coast regional strategic documents, and importantly, the input we receive from our communities and iwi through the consultation process.

Thanks to everyone who has contributed to shaping of this Plan. Your insights, expertise, and commitment have been invaluable. As we move forward, we are confident that the 2024-2034 West Coast Regional Land Transport Plan will guide us towards a more connected, productive, and resilient future for all who call the West Coast home.

Collectively, let us together embark on this journey to transform our land transport landscape, ensuring it meets our shared aspirations and challenges head-on, for the benefit of our current and future generations.



Peter Ewen
Chair

South Island Regional Transport Committee Chairs Group

The transport system provides the arteries and veins that bring life to our communities, support regional prosperity and improve the overall wellbeing of the South Island. The transport system connects our communities, allowing people to travel safely and efficiently across our diverse landscapes, and enables the safe and efficient movement of freight. It is imperative to ensure the transport network is working as effectively as possible.

The South Island Regional Transport Committee Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes in the South Island through better interregional collaboration and integration.

The Group is focused on ensuring the South Island stays at the forefront of Government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than seven regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by the Government. We want to be seen by Government as a group of 1 million people with a common aspiration for our transport system. Notwithstanding, each region in the South Island has unique characteristics, but at the same time, will share similar transport priorities and challenges.

These shared priorities form the priorities of this Group and are listed below.

Priority areas

- 1 Advocacy for transportation in the South Island, including tracking how central government investment, including the National Land Transport Fund and Provincial Growth Fund, is being allocated across the country
- 2 Resilience of the transport network
- 3 Freight journeys across the South Island
- 4 Tourism journey improvements across the South Island
- 5 An enabling funding approach for innovative multi-modal (road, rail, air, sea) solutions
- 6 Explore opportunities for inter-regional public transport.

Introduction

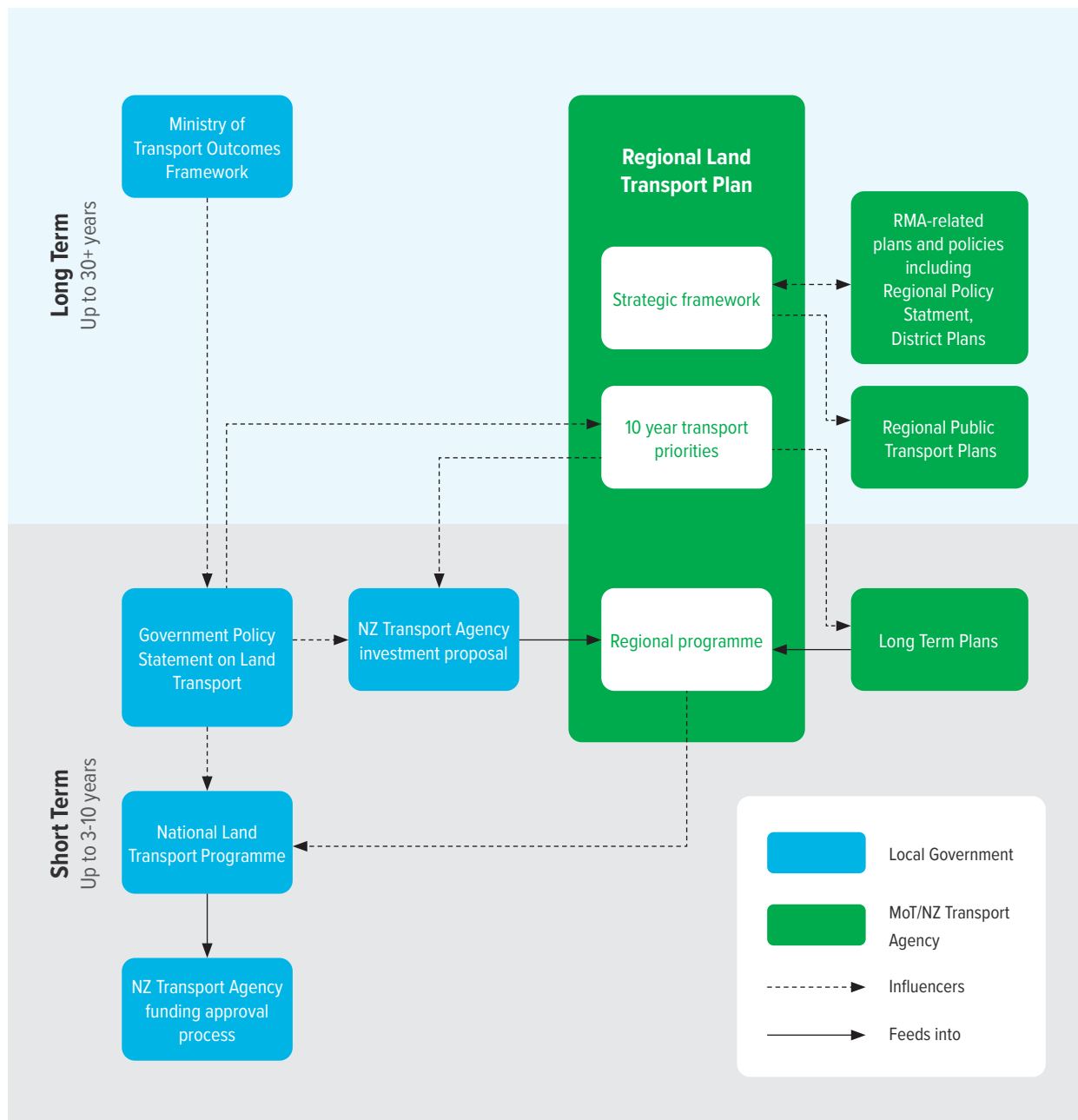


The West Coast Regional Land Transport Plan (RLTP) sets out the current state of our transport system, the challenges we face, and the priorities for land transport in the region over the next ten years, to achieve an effective, resilient and safe land transport system. The Plan outlines the proposed programme for 2024-34 that will deliver on the strategic direction for getting there.

The Plan sets out:

- The context in which the transport system operates
- The vision and strategic objectives for the transport system
- The priorities for investment – key areas where further investment is required in order to achieve the vision and objectives
- A prioritised regional programme of transport activities.

The RLTP incorporates the regional programmes of six approved organisations: West Coast Regional Council; Buller, Grey, and Westland District Councils; NZ Transport Agency (West Coast) state highways; and Department of Conservation. The aim is to agree a regional programme which contributes to the social and economic wellbeing of our communities who rely on the transport network for their very existence. With limited funds to pay for everything, addressing the key problems and opportunities in this RLTP is the focus for the next 10-years. There are a number of strategic documents that guide and inform the wider transport network. The diagram below shows the relationship between the Regional Land Transport Plan and other wider transport, land use planning and funding documents:



INTRODUCTION

In developing the RLTP, the West Coast Regional Transport Committee has considered the strategic direction provided by the Government through the Ministry of Transport's Outcomes Framework and the draft Government Policy Statement on Land Transport. In addition, other key strategic local, regional, and national documents have been considered in the development of this Plan.

The previous Plan was developed during the Covid-19 pandemic, and while the pandemic is behind us this current Plan has been developed in a period of economic challenges, particularly rising costs of service delivery, and political change which create uncertainty.

Despite these challenges, the region's vision and objectives for the land transport system are unchanged. The Regional Transport Committee will continue to advocate strongly at a national level for the region's transport network to be acknowledged and any required improvements progressed.



Image credit: RoadyNZ

Our Region



Our Region

Environment / Taiao

The West Coast, a remote region with limited alternative transportation options, plays a pivotal role in safeguarding the social and economic well-being of its residents. Situated in the southern reaches of New Zealand, this sparsely populated area extends approximately 600 kilometers from north to south, situated between the Tasman Sea and the Southern Alps. Its unique natural environment and challenging topography significantly shape both its economy and transportation infrastructure.

The West Coast is known for its rugged coastline, high mountains, forests, lakes, rivers, lagoons and karst systems. The ‘untamed natural wilderness’ of the region makes it a preferred destination for visitors. Approximately one quarter of all public conservation lands in New Zealand can be found on the West Coast making it a key asset of the region.

In addition to its geographic isolation, the West Coast is exposed to a range of natural hazards including extreme weather events, flood-prone river systems, proximity to the Alpine Fault, landslips, and exposed coastal areas. With yearly rainfall totals averaging between 2,000mm and 11,000mm, the West Coast is the wettest region in New Zealand. These hazards frequently disrupt the transportation network, which serves as a lifeline for remote communities and the multitude of New Zealanders and international visitors who flock to the region.

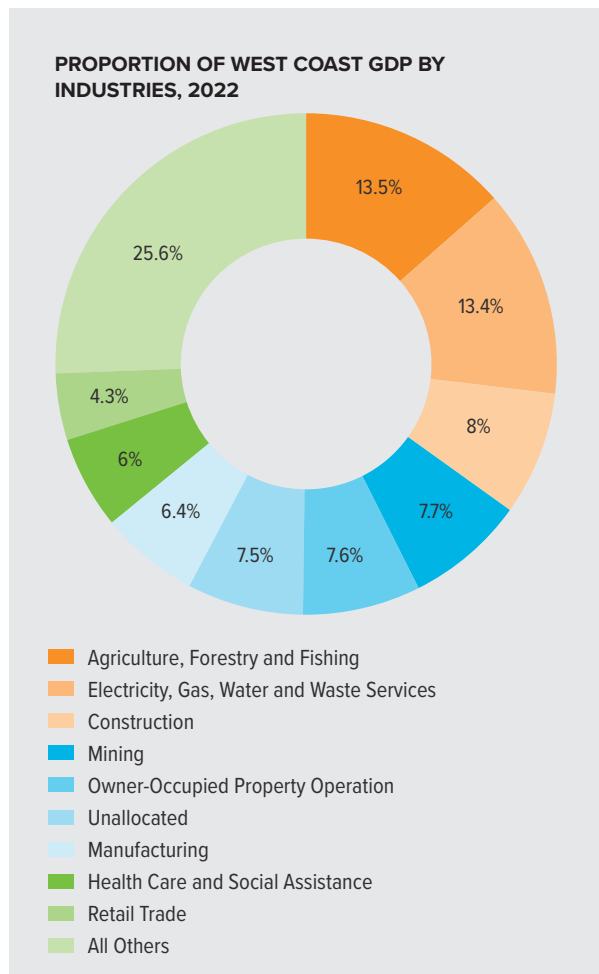
Approximately half of the West Coast population reside in the three main towns of Westport, Greymouth and Hokitika. The remaining population are dispersed in small towns throughout the region, connected in the majority by the State Highway. Maintaining a resilient road network remains a key priority.

Economy / Ohanga

The West Coast is the country’s fifth largest region, but the smallest population by size with just 1.4 people per square kilometre compared to 15 in wider New Zealand. This has created a reliance on a small number of industries- largely dependent on the region’s natural resources. The concentrated economic activity within a few sectors has meant the region is more vulnerable to adverse effects, including climate change and commodity price fluctuations.

The West Coast has seen reasonable growth in GDP over the past few years. GDP increased by 6.9% between March 2021 and March 2022, higher than the national average increase of 5.3% over the same period. GDP has continued to grow a further 2.4% to June 2023, reaching a total of \$2,430M. Tourism is now the fastest growing economy for the region and relies on safe, reliable access.

Despite having a comparative advantage in mining, the West Coast has experienced a decline in this sector since 2010. Nevertheless, the extraction of gold has witnessed significant growth. Electricity, Gas, Water and Waste Water Services made up the largest contribution to overall growth in the West Coast, the industry grew 35.1% between 2021 and 2022 and contributed 3.1 percentage points to the three districts 6.9% growth. Other growth industries include Health Care and Social Assistance and Professional, Scientific and Technical Services. Coal from the West Coast is still used for the manufacturing of steel.



The West Coast has a relatively high share of GDP from exports, with a significant contribution coming from goods-producing and primary industries. Primary industries, in particular, account for a substantial 21.2% of the region's GDP, which is considerably high compared to the national GDP of 27.2%. Exported goods are primarily transported by road and rail to neighbouring regions for further distribution nationally and overseas. The local road network is critical to connect businesses and freight hubs, rail links and the state highway network. These links feed into the ports for export, highlighting the importance of an intermodal transport network for the extractive industry. When our roading network is disrupted by emergency events, our economy is equally disrupted.

Over the past 15 years, the West Coast has experienced significant growth in domestic and international tourism markets, and in some areas has become particularly reliant on tourism. Guest nights per capita are five times the national average and 50% of tourism spend comes from international visitors. Overall tourism card spending data is up around 32% per annum and is now sitting 16% above pre-pandemic (2019) levels. However, this trend does not account for the higher inflation present in recent years and spending activity appears to be plateauing at these levels. Tourism is also a major contributor to employment in the region, supporting 22.5% of filled jobs. Tourism was, before Covid-19, the largest contributor to employment in the region. The region's reliance on tourism, makes it particularly vulnerable to economic shocks, as was seen with Covid-19.

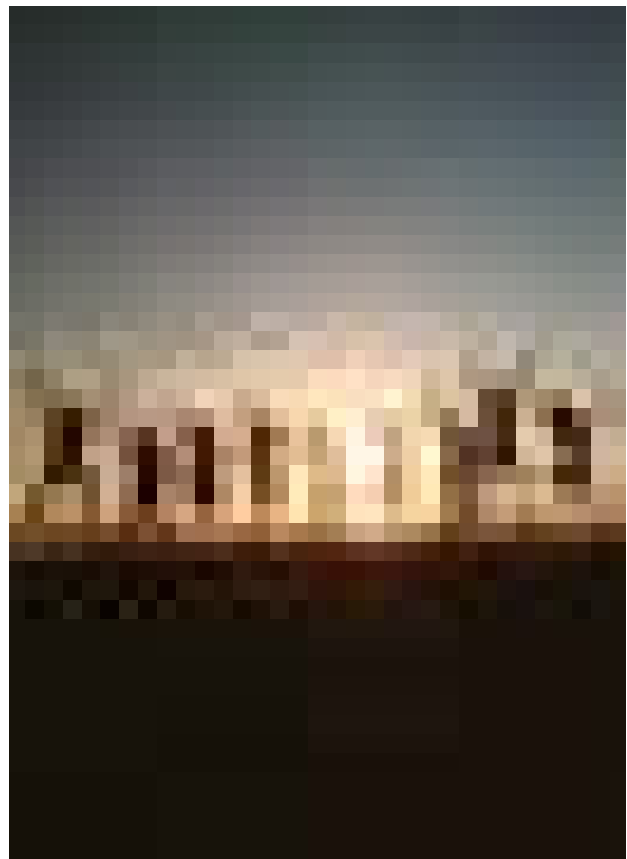
The rich and diverse natural environment comprising the mountains, lakes, rivers, lagoons, coastal beaches and outlooks dotted with historic settlements are major attractions to the region. The Lonely Planet describes the drive down the West Coast from Punakaiki to Greymouth as one of the 'top ten coastal drives in the world'. Travel along the West Coast often forms part of a larger tourist journey that includes Christchurch, Arthur's Pass and Queenstown and/or Nelson, Buller Gorge, Reefton and Lewis Pass. The glaciers in Westland are the third most common reason overseas visitors give for coming to New Zealand. Along with Lake Matheson, the Glaciers host approximately 1 million visitors per annum with international visitors making up 76% of visitors. The majority of visitors to the northern West Coast visit Punakaiki, Cape Foulwind, Denniston and the Oparara Arches. Of these, the Dolomite Point walk at Punakaiki is the most popular destination with approximately 450,000 visitors per annum.

The West Coast tourism product is completely dependent on the transport network, primarily the State Highways, but also the local and Department of Conservation roads to travel the 'final mile' to access the destination. Visitors to the region travel predominantly via self-drive vehicles as opposed to buses, as they seek the 'off the beaten track' experiences and require a safe and reliable transport network as they visit the scenic wonders of the West Coast.

Our people

The West Coast is the country's fifth largest region by land area, but the smallest by population size. According to the 2018 census data, the West Coast region had a population of 31,575. Using the Statistics New Zealand Estimated Resident Population, the region is forecast to have reached a population of 32,700 in 2022, this is down 0.6% from the 2021 forecast. West Coast is one of the few regions in New Zealand projected to have a decline in population over the next two decades with an estimated (medium scenario) 6% decline from 2018-43 to a population of 30,600. Demographically, the West Coast's population is not dissimilar to the rest of New Zealand, although it does have a slightly smaller proportion of school age and younger children, and a slightly higher proportion of the population of retirement age.

While official projections indicate a population decline, this may be incorrect. With house prices increasing and a housing shortage throughout New Zealand, more people may consider purchasing in regions where prices are more affordable. The average current house value in the West Coast Region was \$369,005 in 2023, which was lower than the New Zealand median of \$939,146. There has been recent government and local stakeholder investment into Upskill West Coast, a plan for supporting qualifications and employment opportunities to retain people and businesses on the West Coast. Work is also underway to encourage more people to relocate to West Coast.



Mana whenua

The West Coast lies within the takiwa (tribal area) of Ngāi Tahu, the South Islands largest iwi. Ngāi Tahu extends from White Bluffs/ Te Parinui o Whiti (southeast of Blenheim), Mount Mahanga, and Kahurangi Point in the North to Stewart Island and the Subantarctic Islands in the south. Te Rūnanga o Ngāi Tahu is the mandated iwi authority for Ngāi Tahu whānui and was established by the Te Rūnanga o Ngāi Tahu Act 1996.

Ngāi Tahu comprises 18 rūnanga (governance areas) corresponding to traditional settlements. Te Rūnanga o Ngāi Tahu recognises the hapū who hold mana whenua in the West Coast, Ngāti Mahaki o Makaawhio and Ngāti Waewae.

- **Te Rūnanga o Ngāti Waewae** is the mandated representative body of Ngāti Waewae, a hapū of Ngāi Tahu. Their takiwā is centred on Arahura and Hokitika and extends from the north bank of the Pouerua River to Kahurangi and inland to the main divide. Ngāti Waewae shares the area between the Hokitika and Pouerua Rivers with Ngāti Māhaki. Te Rūnanga o Ngāti Waewae is based at Arahura Marae, where the whare tipuna (meeting house) is Tūhuru, named after a great fighting chief of Poutini Ngāi Tahu.
- **Te Rūnanga o Makaawhio** is the mandated representative body of Ngāti Māhaki ki Makaawhio, a hapū of Ngāi Tahu. Their takiwā is centred at Makaawhio (Jacobs River) and Mahitahi (Bruce Bay) and extends from the south bank of the Hokitika River to Piopiotahi and inland to the main divide. Ngāti Māhaki share the area between Pouerua the and Hokitika Rivers with Ngāti Waewae. Te Rūnanga o Makaawhio is based at Te Tauraka Waka a Māui Marae, where the whare tipuna is Kaipō, named after an ancestor of all Poutini Ngāi Tahu.

Prior to the 2010's these two hapū of the West Coast had little to no involvement in the decision-making process for local government. In 2018 the West Coast was selected as a focus region for the government's Provincial Growth Fund with \$140 million dedicated to growth projects in the area. Eligibility to this funding depended, in part, on having Treaty partnerships in place. In response to this, the Ministry of Māori Development, Te Puni Kōkiri (TPK), focused on improving relationships between Ngāti Waewae, Ngāti Māhaki ki Makaawhio, and the Council and public sector agencies in the region. The improved relationship between mana whenua and West Coast local authorities is now seen as a success story for Treaty partnerships in New Zealand.

The success of this relationship is illustrated by the signing of the Mana Whakahono ā Rohe Iwi Participation Agreement, New Zealand's first Iwi Participation Agreement. Iwi Participation Agreements are tools under the Resource Management Act, designed to assist tangata whenua and local authorities to discuss, agree and record how they work together, including how tangata whenua will be involved in resource management decisions. This relationship is relevant when planning for regional land transport because transport network investment can shape land patterns within a region. Likewise, Land use planning can have a significant influence on travel choice and transport network demand.

Ngāi Tahu are heavily involved in the development of Te Tai o Poutini Plan – the West Coast combined District Plan (TTPP). This is the combined District Plan for Buller, Grey and Westland District Councils and it replaces the Councils current individual Plans. The Proposed TTPP includes seven values, principles and practice that guide the approach to planning for the region, These are:

- **Kaitiakitanga** – Kaitiaki were the non-human guardians of the environment which, in effect, communicate the health and vitality of their respective environments. Accordingly, Section 7(a) of the RMA requires the Council to have particular regard to kaitiakitanga. The outcomes of kaitiakitanga are likely to include the management of natural resources in a way that ensures that all taonga (which includes all natural resources) are available for future generations.
- **Tino Rangatiranga** - Tino rangatiranga involves having the mana or authority to exercise the relationship of Poutini Ngāi Tahu and their culture and traditions with the natural world. This is expressed through the relationship between Ngāi Tahu and WCRC and Ngāi Tahu's active involvement in TTPP.
- **Mauri** - Mauri is the life force in the physical world. In the environment, mauri can be used to describe the intrinsic values of all resources and of the total ecosystem.
- **Mahinga kai** - Mahinga kai refers to Ngāi Tahu cultural values in association with food and other natural resources and includes such resources as those used for weaving, carving, and rongoā Māori or Māori medicine. It also includes the places where such resources are gathered such as rivers and coastal waters.
- **Ki Uta Ki Tai** - reflects the holistic nature of traditional resource management, particularly the interdependent nature and function of the various elements of the environment within a catchment. This principle requires an integrated management approach across the land and water boundary, which is significant to the development of the transport network.
- **Wāhi tapu** - places of particular significance that have been imbued with an element of sacredness or restriction (tapu) following a certain event or circumstance.
- **Taonga** - Taonga include sites and resources such as wāhi tapu, tauranga waka, and mahinga mātaītai, other sites for gathering food and cultural resources, tribally significant landforms, and features.

Our transport system



Our transport system

Our transport network provides the connections communities need to live day to day. This connectivity is essential for the economic, social and cultural wellbeing of the West Coast. Transport links create a vibrancy and vitality to our communities, towns, and region.

Road network

Despite the West Coast having less than 1 percent of New Zealand's population, state highways within the region account for 8 percent of the total length of the national state highway network, almost three times as high as the national average. The performance of the state highway is therefore particularly important for the West Coast.

The network of state highways and local roads, as well as a freight rail connection linking Hokitika, Greymouth and Westport to Lyttleton, is critical for the rural-based economy, moving goods to production centres and on to domestic and international markets. The geographically dispersed nature of primary sector industry (mining, agriculture and forestry) requires heavy vehicles to drive on low volume roads that are narrow, winding and often not designed with these vehicles in mind. Intermodal connections are essential to the future of the efficient movement of freight for the region. Logs are now coming into Greymouth to be transferred from road to rail. The inland port at Stillwater provides for the transfer of coal from truck to rail. River ports in Greymouth and Westport currently provide little in the way of freight transport.

At a regional level, the roading network is heavily reliant on the one north-south route – State Highway 6, providing the main arterial road functions for the West Coast and the linkages to neighbouring regions of Tasman and Otago. The local road networks extend off this main arterial, and there are few other options for making journeys up and down the coast. State Highways 7 and 73 provide important links to Canterbury and the ports in Christchurch.

Together, the three councils own and operate approximately 1,945 km of roads. In addition, NZ Transport Agency operates approximately 870 km of state highway across the West Coast region¹. The Department of Conservation also administer a relatively short length of roads to provide access to public conservation land; some of these connect to the local road network.

There are two Special Purpose Roads (SPR) on the West Coast:

1. Karamea Highway (including Karamea-Kohaihai Road) in the Buller District
2. Haast to Jacksons Bay Road in the Westland District

Both roads are part of the national transition of SPR roads to local road status, and subsequent change in funding from the current 100% funding assistance rate (FAR) to the normal rate of each local authority. An agreement was reached between NZ Transport Agency and Buller District Council and Westland District Council in September 2023 for the SPRs to remain for the duration of this triennium.



¹ <https://www.nzta.govt.nz/planning-and-investment/learning-and-resources/transport-data/data-and-tools/>

The Department of Conservation has 179 kilometres of roading within the West Coast Region, 68% of which is eligible for NZ Transport Agency funding. The roads predominantly provide access to public conservation land destinations, while approximately 80kms are restricted access roads.

Continual weather-related emergencies are affecting the resilience of Glacier-access roads, contributing to the accelerated retreat of The Franz Josef Glacier and Fox Glacier caused by climate change. This evolution in the glaciers is reshaping the visitor experience. To ensure resilience and diversity in the West Coast offerings, it will be vital to shift focus away from the heavily reliant glacier-centric experiences and introduce opportunities for visitors in more resilient lowland front country areas.

Rail

The rail network is an asset of national and regional importance. Across the West Coast, rail transportation primarily serves the freight sector, particularly coal, forestry, and dairy. The Hokitika branch line predominantly supports Westland Milk Products by transporting raw materials to the factory and distributing finished products to various markets. The coal transportation on lines to Rapahoe, Westport, and Ngakawau has seen a decrease over the past decade. Loading points in Greymouth and Stillwater facilitate the transfer of goods from road to rail.

The TranzAlpine passenger rail service, running between Christchurch and Greymouth, is renowned as one of the world’s top 10 rail journeys according to the Lonely Planet. Currently, there are no commuter rail services available on the West Coast.

To assist with New Zealand’s move towards a low-carbon economy, rail services is expected to grow across the country. Recognising that rail produces at least 70 percent less carbon emissions per tonne of freight carried compared with heavy road freight, rail network holds the potential to play a significant role in reducing greenhouse gas emissions and enhancing resilience and safety on interregional routes to Canterbury. Ensuring the ongoing physical and economic security of the rail link is crucial for the future of the West Coast. In the event of a further reduction or cessation of coal exports via rail, increasing capacity for other exports is provided an opportunity.

SOUTH ISLAND RAIL NETWORK



Public transport

The West Coast has a limited public transport network, mainly due to its small and scattered population. However, some private operators offer services in response to specific demands, such as tourism and school buses. Additionally, the Councils receive subsidies for taxi services in Westport, Greymouth, and Hokitika, as well as for a regional total mobility scheme that includes wheelchair hoists.

The Council's current Regional Public Transport Plan (RPTP) from 2015 has been reviewed, and the new Draft West Coast RPTP 2023 has been out for consultation. The statutory document, developed under the Land Transport Management Act (LTMA) outlines the Council's intentions and policies regarding public transport throughout the West Coast. The plan focused on services that are funded and subsidised by the West Coast Regional Council to continue to service eligible people with impairments to access appropriate transport. This provides a level of independence, enhances community participation and enables access to services for those who are transport-disadvantaged.

While the updated RPTP continues to focus on subsidised services, key updates between the Draft RPTP 2023 and the current plan is the proposal to investigate the need for some form of on-demand transport for the region through the next Long Term Plan process.

Walking and cycling

A West Coast Cycle Trail Review conducted by Beca in 2020 outlines the opportunity to develop a strategy to link the cycle trails together and address ongoing maintenance and operational costs. Currently, there has been significant public sector investment in tourism, in particular cycle trail establishment. Initial investment by both the private and public sector has generated strong cycle tourism visitation across the region, particularly for New Zealanders, which generates wider economic benefits. However, funding the maintenance and operation of the established trails is vital to safeguarding the forecasted economic benefits for local businesses and the community, which the review estimates to be \$15.2 million to \$25.4 million of tourism spend in 20 years.

High-quality cycle commuter routes and shared trails continue to be developed around urban centres, with the ambition for these tracks to form a regional network. A trail highlight, The West Coast Wilderness Trail, is divided up into four roughly equal sections between Greymouth and small old gold town of Ross. Running 120km from Kumara to Ross, the trail is popular among both families and individuals, trailing through rainforests, tumbling rivers, unspoiled lakes and beaches, backdropped by the Southern Alps.

A recently constructed trail spanning from Westport to Charleston, the Kawatiri Coastal Trail, is expected to be fully completed in early 2024. Currently, the Pūwaha, Kawau, Omau, Tauranga and Waitakere sections are fully open and being enjoyed by locals and visitors alike.

The West Coast is well known for its day and multi-day walking tracks, and more recently mountain bike tracks including Heaphy Track, Old Ghost Road and the Papanui Track. Walking facilities were a focus of the 2022 community survey, with themes emerging around a need for improved footpath condition, and provision of better walking and cycling infrastructure in urban areas.



Image credit: BareKiwi

Buller’s recently completed Walking Action Plan is focused on encouraging ‘more walking, more cycling, more often’. This document provides an action plan that identifies a wide range of infrastructure, supporting policies and delivery actions for the next 10 years. Buller has recently received significant funding to invest in walking and cycling connections between the town centre and river in Westport, this anchor project will provide a connection between existing trails in the area and act as a catalyst for future investment in active modes in the town centre.



Figure 2: The West Coast Wilderness Trail

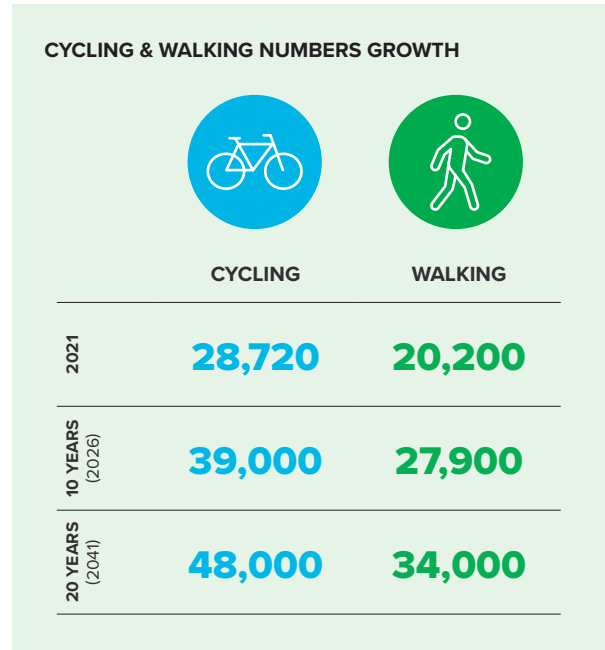


Figure 3: West Coast Cycle Trail Review by Beca

Airports

Commercial flight services are available at Westport and Hokitika airports through providers like Sounds Air and Air New Zealand. Sounds Air operates daily return services between Westport and Wellington. Air New Zealand provides services between Hokitika and Christchurch. The airport at Greymouth caters to private planes and the hospital transfer service. Located at the Greymouth aerodrome site is the helicopter search and rescue base, land search and rescue base and St Johns Ambulance – all adjacent to Grey Base Hospital.

Ports

While independent of the local road network, the ports at Greymouth and Westport are identified as lifeline assets and important contributors to future economic growth in the region. The 2020 Ports strategy applied a Protect, Optimise and Grow framework recognising that while the ports are currently underutilised, industries such as Heavy Mineral Sands (HMS) can generate substantial economic value through shipping exports, with potential for additional sectors including Fishing. However, the strategy first and foremost recognises the importance of protecting the ports to secure their future and create commercial and climate resilience for the West Coast.

Subsequently the 2022 West Coast Transport and Logistics Strategy made recommendations for improving the performance and benefits achieved for the region from each port. This strategy considers all transport modes; shipping, rail and road, and seeks to develop a logistics model that meets the needs of industry, transport operators, ports and stakeholders. Opportunities were identified for shipping to increase the resilience and commercial opportunities for the West Coast. Key recommendations are:

- Development West Coast, West Coast Regional Council, the three local authorities, and West Coast Resilience Committee align to develop and implement a shipping strategy.
- The alliance work to articulate broader objectives for government funding application into NZ Transport Agency for the new coastal shipping activity class.
- A submission for funding has been made by Grey District Council for inclusion in the 2024-27 NLTP.

Transport and land use integration

Population growth and land use change are two significant drivers of demand for land transport. The West Coast has a relatively stable population and is not expected to face the same level of growth experienced in other regions. Furthermore, there is limited ability to change land use on a large scale in the region due to land administered by the Department of Conservation being the primary land use.

Land use change is not purely assessed on the immediate roads or connections involved. The effects on the wider transport network are considered to identify where potential future infrastructure may be required to service any additional load. Territorial authorities are responsible for the land use through their district plans. The District Plans will soon be replaced with a combined District Plan – Te Tai o Poutini Plan. Te Tai o Poutini Plan will look at spatial planning across the region as well as considering issues such as climate change mitigation and adaptation.

Inter-regional connections

The West Coast is heavily reliant on the transport network of the entire South Island, as well as the Cook Strait ferry which provides the vital road and rail link for people and freight to the North Island. The road network currently underpins the regional economy and provides for essential goods and services. Manufactured and retail goods are typically delivered from distribution centres in Christchurch on a daily basis. A reliable and resilient road network is critical to maintaining these links.

The 'tourist loop' refers to; State Highway 73 from Christchurch to the West Coast, down State Highway 6 through South Westland to Southland and Central Otago, and then State Highway 1 back to Christchurch. This loop highlights the cross-boundary activity and illustrates the inter-regional connectedness when planning for tourism.

There is ongoing concern around the movement of vulnerable road users, particularly cyclists and motorcyclists, along inter-regional State Highways, particularly as they travel within a high-speed environment. For example, due to a lack of alternative routes, some State Highways have been classified as NZ Cycle Trail 'Heartland Rides' (State Highway 6 between Hokitika and Hawea) despite not meeting the prerequisite of being 'quiet, back-country roads'. There are sections of these routes that are not fit for purpose for cyclists.

Future opportunities and scenarios



Future opportunities and scenarios

There are a number of strategies that have been developed or are under development that will impact the transport network across the region.

Securing the future of the West Coast Ports



In recent years the West Coast ports of Westport, Greymouth and Jackson Bay have been making a loss following a decline in export cargoes. Assets of all three ports are, or have been, in declining condition reflecting their financial performance and low cargo volumes.

Development West Coast commissioned a feasibility study to determine the best way forward for the three ports. The study identified several executable strategies categorised into three components; protect, optimise, grow.

Subsequently the Provincial Growth Fund has provided funding of \$8 million for new fishing jetties and berths for Westport and Greymouth including new dredge, slipway and floating pontoons for Greymouth, and an additional \$3.1M for Westport for port infrastructure.

Furthermore, the National Land Transport Programme (NLTP) managed by NZ Transport Agency has allocated \$30 million towards coastal shipping activity to support capital investments. As a result, the Aotearoa Shipping Alliance, which is an alliance between Ngati Waewae (mana whenua of the West Coast, Te Rimu Trust, Tainui Kawhia Incorporated and Westland Mineral Sands) has received \$7 million split between to West Coast and East Cape to upgrade barge services. The funding includes procuring and upgrading vessels, upgrading ports and training crews.

Currently minerals and large exports for coastal shipping are transported out of the West Coast to Nelson Port via the Buller Gorge. However, is expected that with the barge upgrades funded by the NLTP future loads will potentially be barged out to seagoing vessels directly from Westport and Greymouth.

The future of the West Coast ports is closely linked to what happens with projects that create bulk product that requires transportation, for example mineral sand and either the export of the raw product to Christchurch for processing or processing this on the West Coast and exporting it through a West Coast port.

South Island Freight Plan

The 2015 South Island Freight Plan describes the importance of primary production, particularly mining and agriculture including dairy, to the West Coast economy, and the role of road and rail primarily to move goods into and out of the region. All of the West Coast's freight is exported domestically, with the bulk moving east to Canterbury. The 2015 Plan forecast an increase in freight task for the West Coast of 2.7m tonnes between 2012-42, from 5.5 million to 8.2 million. This increase is equivalent to an additional 89,000 (44 tonne) truck trips per year across the West Coast by 2042. Over the same time rail freight is forecast to have a minimal increase of 0.11 tonnes, which will not impact on the West Coast's rail infrastructure.

Currently the South Island Regional Transport Committee Chairs Group has approved an update to the 2015 South Island Freight Plan as a priority project, focusing on integrated road, coastal, and rail freight. The first phase of this project is expected to provide an understanding of inter- and intra-regional freight movements and demand, existing and planned infrastructure, and opportunities and challenges.

Franz Josef Master Plan & Waiho River Franz Josef Flood Protection Work

A formal risk assessment was undertaken in October 2023 for all key flood protection infrastructure on or near the Waiho River, in the vicinity of the Franz Josef township and State Highway. All areas were identified as having a risk rating of High or Critical for failure over the next 10 years.

Over the short-term, the avulsion into the Tatare Stream north of the Waiho River and township seriously increases risk to Havill's stop-bank and the town oxidation ponds, and moderately increases risk to the 55kph State Highway Corner and Link stop-bank.

The risk can be partially reduced by relaxing the river to the south downstream to occupy more of its floodplain (which is currently private farmland). However, substantial risk reduction is only realised once all stop-banks on the south side of the river are removed, including the NZ Transport Agency stop-banks from the SH6 Bridge to Canavan's Knob. If the river is not released to the south, the risk of a north stop-bank failure impacting the town and State Highway will increase with time.

Westland District Council will be budgeting for this development in the 2024-34 Long Term Plan and NZ Transport Agency has allocated funding to support investigations and business case development in 2024/25.

West Coast Cycle Trails

The West Coast cycle trails present the opportunity for a better connected, integrated, and funded network of trails in the region. There is an existing network of trails which are all at various stages of maturity with projects in the planning, funding application or construction phases. The intent is to create distinct clusters of cycle trails within each of the districts to provide opportunities for streamlining current trail operations. Clustered cycling developments are attractive for tourists and present opportunities for additional bed nights and increased spending.

The local authorities have included funding for walking and cycling activities to improve connectivity and safety between local road networks and the network of off-road cycle trails. The Councils are also seeking to support ongoing maintenance of these trails, in many cases the trusts who operate them have been funded for capital works only and struggle to fully fund necessary maintenance and renewals.

Pounamu Pathway

The Provincial Growth Fund has invested \$18 million into the Te Ara Pounamu Pathway project to support the rollout of state-of-the-art innovative digital technology to tell the West Coast's unique cultural and historical stories, for the first time, to Aotearoa New Zealand and the world. Pounamu (greenstone) is unique to the West Coast. Tourists will be able to follow the linked pathway, visiting the four new visitor experience centres in separate locations across the region, as they learn more about the history of Māori across the West Coast. This project is of significant importance to Ngāti Waewae and Ngāti Māhaki ki Makaawhio. The first tourism hub is expected to open in Greymouth in December 2023, providing an important connection between those travelling via the TranzAlpine and the township.

Tohu Whenua

Tohu Whenua is a visitor programme that connects New Zealanders with their heritage and enhances their sense of national identity by promoting significant historical and cultural sites. The programme is in partnership with the Ministry of Culture and Heritage, Heritage New Zealand Pouhere Taonga and has the goal to establish a credible and connected network of heritage sites suitable for visitors. There are six Tohu Whenua sites on the West Coast representing Māori culture, early settlement and mining history; Waitua, Reefton, Denniston Mine, Brunner Mine Hokitika Point and Te kopikopoki o te Waka.

Walking and Cycling

Enabling walking and cycling as alternative modes of transport, and for recreation and tourism purposes is a focus for each of the District Councils, and while Buller have developed their own walking and cycling strategy, there is a strong desire to develop a combined regional Walking and Cycling Strategy. Given the landscape of the region, there is an opportunity to build on existing work underway, increasing the reputation of the West Coast as a cycle destination, and identifying all existing and proposed cycle routes in the region.

There is an opportunity to develop and improve access to walking and cycling networks through a combined regional strategy. Developing safe and accessible walking and cycling networks within urban centres will open opportunities to increase use of active transport as a competitive mode of transport, rather than just for recreation. Increasing the share of people using active transport will aid in reducing carbon emissions (thereby meeting key objectives of this Plan) as well as resulting in improved health and wellbeing outcomes for our communities.



Image credit: Stewart Nimmo

Policy context



Policy context

A number of statutes and policy and planning documents provide the legislative and policy context for land transport planning and investment at the national, regional and local level. These have informed the development of this Regional Land Transport Plan.

Core statutes

Land Transport Management Act 2003

The Land Transport Management Act (LTMA) 2003 is the principal statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

Resource Management Act 1991 and reformed system

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

The RMA is currently undergoing changes that may change how infrastructure is planned, consented and delivered. New legislation will require a more integrated approach to land use and infrastructure planning. It emphasises agile and future focused infrastructure that responds to environmental change, demographic and change and economic growth. Land use planning can have a significant influence on travel choice and transport network demand. Likewise, transport network investment can shape land use patterns within a region.

Local Government Act 2002

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

Climate Change Response (Zero Carbon) Amendment Act 2019

The Climate Change Response Act 2002, amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019, provides a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the Paris Agreement to limit the global average temperature increase to 1.5 degrees Celsius above pre-industrial levels. This Act led to the development of the Emissions Reduction Plan 2022 (ERP) and National Adaptation Plan 2022 (NAP).

Transport is a major source of emissions in New Zealand and internationally, and therefore will have a key role in contributing to achieving this target. And the direction set at a national level has informed the development of this RLTP, key actions recommended by these Plans include:

- Reduce reliance on cars and support people to walk, cycle and use public transport.
- Adopt low emissions vehicles.
- Decarbonise heavy transport and freight.
- Consider risks to the land transport system from climate hazards, including sea-level rise, flooding, and landslides.
- Adapt to climate change through design, delivery, operation and use of the land transport system.

National policy context

Transport Outcomes Framework 2018

In 2018, the Ministry of Transport worked with other government agencies to develop a Transport Outcomes Framework for the transport system. This framework takes a strategic, long-term and integrated approach to transport and makes clear what government is aiming to achieve through the transport system in the long term. It is an enduring document meant to last beyond government of the day change. The five outcomes are:

- Inclusive access – enabling all people to participate in society through access to social and economic opportunities, such as work, education and healthcare.
- Healthy and safe people – protecting people from transport-related injuries and harmful pollution and making active travel an attractive option.
- Environmental sustainability – transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality.
- Resilience and security – minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.
- Economic prosperity – encouraging economic activity via local, regional and international connections, with efficient movements of people and products.

All of these outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development and regional development strategies. In March 2020 a set of indicators for the five outcomes were developed to track the performance of each outcome.

TRANSPORT OUTCOMES FRAMEWORK



Government Policy Statement (GPS) on Land Transport (draft)

The GPS sets out the government’s priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional Land Transport plans must be consistent with the GPS, and NZ Transport Agency must give effect to it with regards to land transport planning and funding.

At the time of writing the previous central government released a draft GPS 2024, however this has not been adopted and is currently under review by the new government coalition. As a result, the GPS 2021 is the most recent version adopted into legislation. The draft GPS 2024 priorities are similar to GPS 2021 but with the inclusion of ‘maintaining and operating the system’, a clear indication of the importance of each road controlling authority’s ‘core’ programme.

Broadly, the West Coast transport programme is well aligned with both GPS 2021 and 2024, with emphasis on maintenance and renewals, safety, resilience including climate change, and freight.

2021 GPS Strategic Priorities	2024 GPS Strategic Priorities (draft)
<ul style="list-style-type: none"> • Safety. • Better transport options. • Improving freight connections. • Climate change. 	<ul style="list-style-type: none"> • Maintaining and operating the system. • Increasing resilience. • Reducing emissions. • Safety. • Sustainable urban and regional development. • Integrated freight system.

Arataki

Arataki is NZ Transport Agency’s 30-year view of what is needed to deliver on the government’s current priorities and long-term objectives for the land transport system. Arataki outlines the context for change, the step changes in existing responses that it believes are needed, and the levers the Transport Agency will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries. Arataki version v1.1 was released in September 2023 to include updates to reflect the severe weather events of 2023. It includes a new climate adaption lens as well as updates to the Strategic Context and five regional directions. Key insights were identified for the West Coast and these have informed the development of this RLTP. Areas of high focus for the West Coast include:

- Ensuring the state highway network is well maintained, resilient and safe
- Addressing the regions relatively poor safety record
- Ensuring key tourism and freight routes are safe and resilient.

SCALE OF EFFORT TO DELIVER OUTCOMES IN TE TAI O POUTINI - WEST COAST



Arataki v1.1: Scale of effort to deliver outcomes in Te Tai o Poutini - West Coast

Road to Zero: NZ Road Safety Strategy 2020 – 2030

Road safety is a critical outcome sought for local residents and visitors to the West Coast. Road to Zero, released in December 2019, sets the vision for New Zealand’s transport system where ‘no one is killed or seriously injured on our roads’. The Speed Management framework supports the delivery of the Road to Zero Action plan.

The Speed management framework sets out a new approach to speed management planning which significantly changes the way speed limits are set and ensures decisions about speed limit changes are made in the context of safety-related infrastructure improvements. The Land Transport Rule: Setting of Speed Limits 2021 outlines requirements for all road controlling authorities to develop speed management plans which outline a 10-year vision and 3-year implementation plan for a whole-of network approach to speed management. And the direction set at a national level has informed the development of this RLTP.

ROAD TO ZERO STRATEGY



New Zealand Infrastructure Strategy 2022-2052

In 2019, New Zealand’s Infrastructure Commission, Te Waihangā, was established as a Crown entity. In 2022, it released the New Zealand Infrastructure Strategy 2022-2052, seeking to revamp infrastructure planning and address issues including population growth, economic development, underinvestment, and climate change. While the Strategy does not make specific recommendations to the West Coast, it outlines key goals that have strong alignment to the objectives of this Plan: achieving net-zero emissions, supporting communities, enhancing cities, boosting resilience, and transitioning to a circular economy. This strategy aligns with ongoing Local Government reforms, emphasising a holistic infrastructure management approach.

National Adaptation Plan

New Zealand’s first National Adaptation Plan, released by the Ministry for the Environment in 2022, aims to address climate change impacts and enhance resilience, particularly in the Transport sector. It focuses on three key objectives: reducing asset vulnerability to climate change, ensuring new infrastructure is climate-ready, and improving adaptive capacity through renewal programs.

Critical actions to support resilient infrastructure include developing risk assessment guidance, exploring resilience standards for infrastructure, integrating adaptation into Treasury decisions, and implementing the NZ Transport Agency Climate Change Adaptation Plan. To reduce inequality in outcomes, it’s essential to create system-level guidance and tools. This is especially crucial for regions like the West Coast with low populations facing increased climate change risks, emphasising the need for support in building adaptive capacity.

Tiro Rangi – NZ Transport Agency's Climate Adaptation Plan 2022-26

Published in December 2022, Tiro Rangi is NZ Transport Agency's long-term plan for adapting the land transport system to climate change. The plan begins the step-change in climate adaptation, to change the way we plan, invest in, design, deliver, operate and use the land transport system. It lays a strong foundation for adaptation over two years to 2024, with actions building on existing initiatives and prioritise those that will unlock future action:

- Better understand and manage climate risks to NZ Transport Agency.
- Ensure that our strategic system planning and investment direction is enabling climate adaptation.
- Embed climate adaptation in our investment decision-making processes and delivery.
- Ensure that robust evidence underpins our work on climate adaptation.
- Embed te ao Māori worldview and build a partnership approach to climate adaptation for transport.
- Get ready to work together on climate adaptation.

National Resilience Programme Business Case

NZ Transport Agency released the National Resilience Programme Business Case in June 2020 to create an evidence base of risked posed to New Zealand's transport network on a local and national level. This is used to inform decision making to support a more resilient network.

The Programme Business Case identified 21 major risks to the West Coast region, majority of which were environmental and weather concerns along the state highways. The risks were identified through the National Climate Change Risk Assessment Framework and are expected to be exacerbated by increasing climate change effects.

New Zealand Rail Plan

The Ministry of Transport's draft New Zealand Rail Plan outlines the Government's long-term vision and priorities for New Zealand's national rail network, for both freight and passenger networks. The Land Transport (Rail) Legislation Bill will amend the LTMA to bring about the proposed rail policy framework for rail.

One Network Framework

The One Network Framework (ONF) is a tool to establish road network function, performance measures, operating gaps and potential interventions for each road and street type. This approach builds on the previous One Network Road Classification (ONRC) and recognises that streets not only keep people and goods moving, but are also places for people to live, work, and enjoy. The ONF organises transport links by their place and movement roles into road and street types. The ONF is designed to contribute to improving road safety and build more vibrant and liveable communities



Local and regional policy context

West Coast Regional Policy Statement

The West Coast Regional Policy Statement (RPS) sets the regional direction for future management of natural and physical resources, providing the foundation for the development of regional and district plans. The RPS guiding principles are People, Economy & Environment, Effectiveness, Adaptive Management and Affordability. The RPS includes policies relating to managing natural hazards and climate change.

West Coast Combined Transport Programme Business Case & Activity Management Plan 2024-27

The Transport Programme Business Case is the third iteration of a combined approach to support the West Coast Councils initial continuous programme (maintenance, operation, and renewals) submission to NZ Transport Agency for the 2024-27 National Land Transport Programme. The joint approach recognises the degree to which many issues and opportunities are common to all three Councils and their communities, and supports a regional approach to providing a safe, productive, resilient, and cost-effective transport system.

It is a recommendation based on best available data, evidence, and knowledge to deliver the programme of work that addresses identified issues and opportunities, and maximised whole-of-life value and outcomes for the assets and Council's transport service delivery.

Te Tai o Poutini Plan (West Coast combined District Plan)

Every district in New Zealand is required to provide a district plan that identifies community values and how to achieve them by managing where and how services are delivered, and how resources are used. Te Tai o Poutini Plan (TTPP) is the combined District Plan for the Buller, Grey and Westland District Councils. TTPP will be the first combined district plan and will replace the current individual district plans.

TTPP will include a specific section to address transport matters, as well as broader infrastructure provisions. The provisions, including rules, will cover roading, rail, airports, heliports and ports. Nationally significant infrastructure, such as the state highway and rail network, will be recognised, as well as other transport infrastructure. Designations will also be updated through this plan process. Given the critical nature of transport networks to everyday life, this Plan will have a significant influence on addressing matters associated with hazards and risks, subdivision, zones and development areas.

The plan being undertaken over a five-year period (beginning in March 2019) and is expected to be completed and operative 2024.

West Coast Economic Development Strategy 2018-2025

The West Coast Economic Development Strategy aims to make the region a thriving place to live and work. Key strategies include attracting new businesses, adding value to existing ones, investing in tourism and infrastructure, maximising land use, improving education and training, and supporting the Māori economy while meeting the needs of an aging population. These strategies build upon previous work like the Tai Poutini West Coast Growth Study and the West Coast Economic Development Action Plan 2017, which highlighted the importance of transport links for economic growth, road resilience, visitor experiences, and regional trails for tourism. Ensuring the West Coast has resilient transport infrastructure, including routes that can cater to HPMV and 50MAX vehicles, is one of the identified building blocks to executional success.

West Coast Regional Public Transport Plan

West Coast Regional Council develops the Regional Public Transport Plan for the West Coast, it sets out the Council's intentions and policies regarding public transport over the coming years. Currently the region does not have a comprehensive public transport network, due to its small and dispersed population base.

As there are no subsidised public transport bus services in the region, the draft 2023 Plan instead focuses on those services that are funded and subsidised by the Regional or District Councils of the West Coast, primarily the taxi services and the Total Mobility Scheme. It signals the need for investigation of potential opportunities to incorporate shared services or on-demand transport where appropriate to improve access to essential services and social and economic opportunities.

These initiatives will be led by the Regional Council, though there may be some partnership / supporting arrangements delivered by the District Councils as needed.

West Coast Regional Walking and Cycling Strategy

The West Coast Regional Walking and Cycling Strategy 2009 promotes the uptake of walking and cycling activities through the region. There has been a number of new walking and cycling initiatives since the development of this strategy, which has prompted the investment of an updated plan, which has been included for within this RLTP.



Image credit: Stewart Nimmo

Strategic framework



Strategic framework

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 livability of places.



REGIONAL LAND TRANSPORT PLAN – 30-YEAR VISION

A safe, resilient and connected multi-modal transport network which enables the West Coast to thrive

Strategic objectives – we will deliver our vision and targets through...

OBJECTIVE 1	OBJECTIVE 2	OBJECTIVE 3	OBJECTIVE 4	OBJECTIVE 5
<p>RESILIENCE</p> <p>A transport network that can better cope with unknown stresses, natural disasters, and the impact of climate change.</p>	<p>ASSET CONDITION</p> <p>A transport network that is fit for purpose.</p>	<p>SAFETY</p> <p>A transport system that is safe for all users.</p>	<p>CONNECTIVITY</p> <p>A multi-modal transport network that enables all users to meet their economic, social, and cultural needs.</p>	<p>REGIONAL ADVOCACY</p> <p>Improved advocacy for regional transport needs.</p>

HEADLINE TARGETS

<p>RESILIENCE</p> <p>Reduced number of closures on the strategic road network.</p>	<p>ASSET CONDITION</p> <p>Reduced assets not fit for purpose.</p>	<p>SAFETY</p> <p>Reduction in deaths and serious injuries on West Coast roads.</p>	<p>CONNECTIVITY</p> <p>Increase in active modes, more walking and cycling activity.</p>
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The regional vision



The regional vision

Having a safe, resilient and connected multi-modal transport network which enables the West Coast to thrive is the vision set by the Regional Transport Committee, recognising the critical nature of a safe, resilient and well-functioning transport network to the economic and social wellbeing of our communities.

The key problems we need to address within the next ten years are:

- A transportation network that is increasingly vulnerable to adverse events, resulting in economic and social disruption.
- Aging and insufficient infrastructure (such as HPMV restricted bridges, unsealed roads, constrained pavement widths), combined with the changing needs of transport users over time (e.g. changes in the freight task), means there are pockets of infrastructure across the region that are no longer fit for purpose.
- The natural topography and dispersed settlement pattern contribute toward some challenging driving conditions. This combined with high proportion of visiting drivers who are unfamiliar with the local environment, drivers with poor behaviours (such as travelling at inappropriate speeds, under the influence of alcohol or drugs, or by motorcycle) contribute to crashes that cause death or serious injury.

The main benefits of addressing these problems are:

- Improved network reliability to better respond to the effects of natural hazards and climate change.
- A transport network that is fit for purpose efficiently connecting users to their destinations.
- A safer transport network and system.

To achieve this vision, the Regional Transport Committee has established long term strategic objectives, short term (10 year) investment priorities, and agreed a policy framework that will help guide and deliver this Regional Land Transport Plan.

In response to these problems and investment benefits, the West Coast's ten-year transport investment priorities are:

- Adapting our transport network to reduce the impact of adverse events.
- Investing in our transport network so it is fit for purpose.
- Implementing safer systems.
- Connecting our networks and users.

In addition to addressing these problems, four additional opportunities the Regional Transport Committee will be pursuing are:

1. Taking a South Island wide approach to transport in conjunction with the South Island Regional Transport Committee Chairs Group.
2. Advocating for better mode integration and mode shift when opportunities present themselves.
3. Supporting tourism and the regional dispersal of tourism benefits.
4. Encouraging the creation of a connected network of cycle rides, and cycling facilities, throughout and between the communities of the region.

The benefits of realising these opportunities include:

- Improved performance and capability of the transport network and network resilience.
- Regional economic development, productivity and connectivity.
- Greater value for money.

10-Year Objectives, Policies, and Priorities



10-Year Objectives, Policies, and Priorities

Describes what the region will do to deliver the 30-year vision, and the short-to-medium term focus for investment.

Improved advocacy is not achieved through investment in transport infrastructure, but rather is a key to unlocking future benefits. So, it is not included as a separate Objective here, but is integrated into the other four recognising Council’s function across all activities.

1 Objective 1: Resilience

A transport network that can better cope with unknown stresses, natural disasters, and the impact of climate change

Primary problem	Primary benefits
Our transportation network is increasingly vulnerable to adverse events, resulting in economic and social disruption.	<ul style="list-style-type: none"> ✓ Improved network resilience and travel time reliability ✓ Increased productivity and reduced economic losses ✓ Maintain community wellbeing

The case for investment

The West Coast, known for high rainfall, faces transport network vulnerabilities during major storms. Many towns sit by rivers, often protected from flooding. Still, severe storms cause road and rail issues, including flooding, erosion, landslides, and bridge damage. The West Coast relies on state highways and faces challenges with network closures due to limited alternative routes.

Network disruptions impact economic, social, and cultural well-being, worsened by climate change and rising sea levels. The West Coast requires a transport network that can better cope with unknown stresses, natural disasters and the impacts of climate change.

Summary of evidence

In December 2022 an estimated \$3.2m of damage was caused to roading infrastructure in Westland by two significant storm events (February 2022, November 2022) where a total of 150 damaged sites were recorded through Buller’s local road network.² In 2019, another storm causing high located flooding and damage to pavements and bridges had costed \$1.7m of damage to the same district.

In 2019 the Waiho River bridge south of Franz Josef township was destroyed during a severe rain event, closing the route and causing major disruption to the entire region and economic loss, primarily related to freight and tourism.

With the region being relatively isolated relying heavily on SH6, SH73, and the Midland Rail Line to connect communities, move freight and people, these corridors are all at high risk of damage or disruption from the effects of climate change or other natural hazards. Road closures have a significant impact on impact on the freight and tourist sectors which are critical economic drivers for the region.³

2 https://bullerdc.govt.nz/your-council/key-projects/roadmap-to-recovery-for-buller-s-roads/?fbclid=IwAR1FUhtuv9VWLbEyObvuUPdc95ssQ1j6Nc-qwBDa50jPm21ZBy_tilkDVuao

3 <https://westcoastemergency.govt.nz/wp-content/uploads/2018/06/6-Transportation.pdf>

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

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.

Other priority implementation areas

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.

Key investment partners	Measure	Long-term results	Data sources
<ul style="list-style-type: none"> Local Councils NZ Transport Agency Department of Conservation KiwiRail 	Duration and frequency of road closures on key routes	Maintain or improve current levels of service (as determined by relevant AO)	Transport Insights

2

Objective 2: Asset Condition

A a transport network that is fit for purpose

Primary problem

Aging and insufficient infrastructure (such as HPMV restricted bridges, unsealed roads, constrained pavement widths), combined with the changing needs of transport users over time (changes in the freight task), means there are pockets of infrastructure across the region that are no longer fit for purpose.

Primary benefits

- ✓ Wider economic benefit (productivity and regional economic benefit)
- ✓ Improved freight task optimisation
- ✓ Improvement in levels of service
- ✓ Reduction in asset failure risk

The case for investment

The West Coast economy is heavily reliant on the export of primary products, and tourism sector, through the transport network. However, the region’s roading infrastructure is aging and is inadequate for the types of vehicles using it. The Road Structures Lifecycle Management Plan has identified concerns, including deferred maintenance, poor bridge condition, and the need for replacements.

In particular, weight restrictions on bridges are a significant network constraint resulting in transporters being unable to travel on the most direct or preferred route. In may circumstances the network is unable to adequately cater to changes in network users. Inadequate infrastructure presents an increasingly unacceptable risk to the economic and social wellbeing of our communities. Investment in our aging and insufficient infrastructure will lead to increase in reliable travel times, gains in productivity and reduction in emissions (reduction in total freight journeys and improved travel time).

State Highway 73 is vital for upgrading to High Productivity Motor Vehicle (HPMV) standards, but the project will take several years. Visitors are using local roads to explore new attractions, increasing traffic. Some attractions are at the end of less maintained roads, posing safety risks. Pinch points where trucks cross the centerline can lead to conflicts with tourist vehicles.

Across the local road network, a number of transport assets are reaching, or have reached, the end of their economic life. Bridges pose a particular problem, and with high rainfall and an extensive network of streams and rivers, communities are particularly reliant on these assets.

Summary of evidence

Heavier vehicles on the network are placing increasing demands on infrastructure. Many bridges are weight restricted, limiting access for HPMV and 50MAX trucks. On the local network:

- Approximately 59 bridges are restricted for 50MAX and HPMV.
- A total of 30 bridges have been identified needing improvement or replacement over the next 10-years (11 in Buller, 14 in Grey, and 5 in Westland).
- A total of 4 bridges have been identified for improvement due to level of service deficiencies (1 in Buller, 2 in Grey and 1 in Westland).

State Highway 7 is the dedicated HPMV route between the West Coast and Canterbury. However, HPMV vehicles are travelling with reduced capacity via State Highway 73 to reduce travel distance and time, particularly from the Grey and Westland Districts.

Growth in visitors into new parts of the region has seen higher numbers of vehicles (including campervans) on low volume rural roads that were not designed with these users in mind. Constrained pavement widths and unsealed roads pose safety issues.

Policies

Policy 1: Prioritise investment in maintenance, renewals, and the replacement of key assets.

Policy 2: Ensure transport infrastructure and services meet agreed community and technical levels of service.

Policy 3: Provide for High Productivity Motor Vehicle capability on strategic routes, including State Highway 73 and key local roads.

Fit with strategic context

Aligns with the GPS by investing to maintain and operate the system and improve freight connections.

Contributes to the GPS and other national initiatives to improve resilience and reduce emissions.

Consistent with the Transport Outcomes Framework for economic prosperity.

Priority investment areas

End-of-life replacement of bridges and structures to modern freight and seismic standards.
Sealed and unsealed road network maintenance and renewals meet agreed levels of service.

Other priority implementation areas

Bridge improvements to meet HPMV standard.
Drainage improvements in response to severe weather events and climate change impacts.

Key investment partners	Measure	Long-term results	Data sources
<ul style="list-style-type: none"> Local Councils NZ Transport Agency 	Reduction in HPMV / 50MAX restricted bridges	Improve asset condition	NZ Transport Agency/Council asset database
<ul style="list-style-type: none"> Department of Conservation KiwiRail 	Duration and frequency of road closures on key freight and tourism routes	Maintain or improve current levels of service (as determined by relevant AO)	Transport Insights

3

Objective 3: Safety

A transport system that is safe for all users

Primary problem

The natural topography and dispersed communities create demanding driving conditions. This combined with high visitor numbers unfamiliar with the local roads and those engaging in risky driving behaviours, such as speeding, motorcycles or driving under the influence, results in accidents that lead to fatalities or severe injuries.

Primary benefits

- ✓ Reduced deaths and serious injuries
- ✓ Enhanced community wellbeing and reduction in the social cost of crashes
- ✓ Reduced risky behaviour by drivers

The case for investment

Many West Coast visitors consider travelling on local roads a part of the iconic West Coast experience. Safety is a concern, especially for tourists navigating unfamiliar, winding, and sometimes narrow roads. High visitor traffic, local residents, freight vehicles, and cyclists create additional safety issues. Pinch points, where vehicles cross the centerline, add to the risks.

The Road to Zero Strategy is ambitious, posing challenges for the West Coast, as crash statistics are low but underreporting is high. Despite low total deaths and serious injuries, the region has the highest per capita rate in the country. Issues include vehicle run-off, head-on collisions, driver behavior (alcohol, drugs, seatbelts, and speeding), inexperienced road users, and high numbers of visiting drivers. The region’s dispersed settlements and long journeys contribute to the problem, with many motorcycle accidents.

The Communities at Risk Register assesses personal risk, a measure of crash likelihood based on road network usage, not affected by population size. The social and economic consequences of serious injuries or deaths are significant, even though West Coast figures are relatively low compared to other regions. The national goal is zero road-related incidents.

Summary of evidence

The Te Ringa Maimoa Transports insights crash data on Safety reports the number of crashes with reported fatal and severe injuries over the past 10 years. The data reveals that the West Coast Region tracks above the national average for personal risk (risk to the individual of fatal or serious casualties per million vehicle kilometres travelled).

Although there has been a declining trend in total number of reported crashes over the past two decades, more can be done to reduce the number of fatalities and crashes the roads in the West Coast. Further, NZ Transport Agency’s Communities at Risk register 2022 shows that Buller District is of concern, ranking 17 out of 67 Territorial authorities in the personal risk category for all deaths and serious casualties.⁴

Policies

Policy 1: Prioritise investment to align with the Road to Zero Road Safety Strategy.

Policy 2: Ensure continuous improvement in regional road safety through road safety programmes and interventions that are targeted to the highest risk users and locations.

Policy 3: Advocate for safer active travel modes such as on-road / off-road paths and trails for walking and cycling.

⁴ <https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2022.pdf>

Fit with strategic context

Aligns with the GPS by investing in road safety improvements and promotion to address and influence network risk, community attitudes, and driver behaviour.

Supports Road to Zero vision by focusing on infrastructure improvements in the highest risk locations.

Consistent with the Transport Outcomes Framework for health and safe communities.

Priority investment areas

Prioritise safety improvement through maintenance and renewals.

Road safety promotion.

Other priority implementation areas

Safety improvements on key tourist routes, and rural roads where cyclists and pedestrians are present.

Key investment partners	Measure	Long-term results	Data sources
<ul style="list-style-type: none"> Local Councils Department of Conservation NZ Transport Agency New Zealand Police ACC Community Public Health 	Deaths and serious injuries	Reduction in the number of crashes that result in death or serious injuries	NZ Transport Agency Crash Analysis System
	Injury crashes involving motorcyclists	Reduction in the number of crashes that results in motorcyclist deaths or serious injuries	NZ Transport Agency Crash Analysis System
	Drivers at fault, or part fault, in injury crashes with and overseas licence	Reduction in the number of crashes that involve drivers holding an overseas license that result in death or serious injury	NZ Transport Agency Crash Analysis System

4

Objective 4: Connectivity

Multi-modal transport network that enables all users to meet their economic, social, and cultural needs

Opportunity

Investing in a multi-modal network will enhance the economic, social and cultural needs of our communities, as well as contributing to the Governments priority of a low emission New Zealand.

Primary benefits

- ✓ Increase use of active modes, such as walking and cycling, for shorter trips
- ✓ Increase in the numbers and use of electric and hydrogen powered vehicles
- ✓ Contribution to a reduction in transport emissions
- ✓ Revitalisation of communities and towns

The case for investment

In the West Coast, where the risk of being isolated by road is realising, alternative transport routes become critical for evacuations and transport of emergency supplies. Beyond increasing resilience and security, a multi-modal suite of transport options also opens up opportunities for economic development while improving environmental sustainability in the region.

Transitioning to a low-emission New Zealand requires addressing land transport’s substantial greenhouse gas emissions. While this transition can be a costly and time intensive exercise, promoting alternative transport options for communities and large-scale sectors can lessen the environmental footprint, while increasing economic and social well-being. This includes:

- Increasing investment in footpaths and cycleways to promote walking and cycling for local commuters and tourists.
- Enhancing bridges to accommodate high-capacity vehicles on more direct routes.
- Investing in the future of freight transport that considers multi-modal transport including rail and ports.
- Developing infrastructure for electric and hydrogen vehicles (cross-agency effort).

Summary of evidence

A 2009 Coastal Shipping and Freight Mode Choice report undertaken for NZ Transport Agency considered the externalities arising from freight movement via different modes. It revealed that on a tonne-km basis, the costs associated with externalities are significantly higher for road transport compared to rail (6 times as high) and costal shipping (12 times as high).

Ports play a vital role as economic hubs, connecting New Zealand to international markets and facilitating substantial trade volumes, both domestically and globally. In 2020, the region received funding of \$125,000 from the Provincial Growth Fund (PGF) to conduct a feasibility study for the upgrade of the Westport and Greymouth ports. Currently, over \$17m has been invested in port projects in the region, reinforcing the government’s recognition of the critical role played by ports in enhancing the resilience, efficiency, and carbon reduction measures within freight networks.

Personal, and light vehicle travel use is pertinent in the region as well, with 84% of work commutes being made by private vehicles. The potential for expanding public transportation is currently limited due to the dispersed nature of the relatively small population centres. However, improving and investing in a network of cycle trails would increase the uptake of commuters cycling shorter distances.

In addition to cycling, walking facilities were a focus of the 2022 community survey, with themes emerging around a need for more dedicated pedestrian crossings, improved footpath condition, and provision of a connected walking and cycling network in urban areas.

Policies

Policy 1: Support effective connections between different transport modes to enable multi-modal travel and movement of freight.

Policy 2: Develop, and maintain, walking and cycling networks that are safe and well-integrated with other modes of transport to connect our communities and enhance visitor experience.

Policy 3: Investigate opportunities to facilitate more efficient multi-modal freight movements, including potential for coastal shipping.

Fit with strategic context

Aligns with the GPS and other central government initiatives by investing to encourage mode shift in urban and rural areas.

Supports Road to Zero vision by creating safe active travel networks and infrastructure.

Consistent with the Transport Outcomes Framework for health and safe communities.

Priority investment areas

Walking and cycling infrastructure improvements to deliver safer and connected active travel networks.

Investment in planning / infrastructure to improve road, rail, and coastal shipping freight connections.

Other priority implementation areas

Regional walking and cycling strategy and action plan (load roads).

Seek opportunities for additional funding sources for new off-road walking/cycle trail projects.

Key investment partners	Measure	Long-term results	Data sources
<ul style="list-style-type: none"> Local Councils NZ Transport Agency Department of Conservation KiwiRail 	Increase use of cycle in town centres	Number of cycle trips counted in town centres	Cycle counts
	Increase in provision of dedicated cycleways / trails	Lengths (kms) of dedicated cycleways / trails provided	Council asset database
	Increase in footpath connectivity and level of service	Lengths (kms) of footpath provided Average condition of paving on footpaths	Council asset database
	Number of electric vehicle charging points	Increase in electric vehicle charging points	NZ Transport Agency

Headline targets

RESILIENCE	ASSET CONDITION	SAFETY	CONNECTIVITY
<p>Reduction in road closures, and number of vehicles impacted by road closures, associated with natural hazards or unplanned events.</p> <p>This target is measured using data collected by the local authorities and NZ Transport Agency, and reporting in the Te Ringa Maimoa Transport Insights portal.</p> <p>The baseline year will be 2023/24.</p>	<p>Reduction in assets that do not meet agreed level of service or technical standards for freight loading, safety, and resilience (e.g. seismic).</p> <p>This target will be measured using data collected by the local authorities and NZ Transport Agency and reported the Activity Management Plans and in the Te Ringa Maimoa Transport Insights portal.</p> <p>The baseline year will be 2023/24.</p>	<p>Reduction in deaths and serious injuries on West Coast roads.</p> <p>This target aligns with the local authorities mandatory annual reporting measure and target for deaths and serious injuries. Measurement will be based on annual crash data collected via the NZ Transport Agency Crash Analysis System (CAS).</p> <p>The baseline year will be 2023/24.</p>	<p>Increasing travel in the West Coast by active (walking and cycling) transport modes.</p> <p>This target will be measured using data from the Census as well as any supporting traffic count, cycle count, public transport patronage data sourced through local authorities and West Coast Regional Council.</p> <p>The baseline year will be figures from the 2023 Census.</p>

Fit with strategic context

The table below outlines how each investment objective aligns with the outcomes in the Ministry of Transport Outcomes framework, the priorities identified in the Government Policy Statement on Land Transport, and the strategic objectives of this Regional Land Transport Plan. Collectively, the priorities align with all the outcomes, priorities and objectives in these documents.

		MOT Outcomes					GPS Priorities					RLTP Objectives					
		Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity	Maintaining and operating the system	Increasing resilience	Reducing emissions	Safety	Sustainable Urban and Regional Development	Integrated freight system	Resilience	Asset condition	Safety	Connectivity	Regional Advocacy*
Investment priority	Adapting our transport network to reduce the impact of adverse events	✓			✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
	Investing in our transport network so it is fit for purpose	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	Safer systems implemented (Road to Zero)	✓	✓							✓	✓	✓			✓		
	Connecting our network and users	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	

*regional advocacy is not achieved through investment in transport infrastructure, but rather is a key objective to unlock further investments.

Regional transport programme and funding



Regional transport programme and funding

This section of the RLTP forms the regional programme of land transport activities for the West Coast region for which funding is sought from the National Land Transport Fund (NLTF) and subsequent inclusion in the NLTP.

The local authority projects and budget forecasts included here are draft for RLTP consultation purposes only, this RLTP consultation does not supersede the separate consultation via each organisation's Long-Term Plan process which will be used to approve the final 10-year programmes and budgets.

The minimum requirements for inclusion are set out in Section 16(3) of the LTMA, which requires RLTPs to contain details of programmes and projects being submitted for funding from the NLTF for the first six years of the RLTP. The front end, or strategy section, of an RLTP provides evidence of the problems, the long-term direction (objectives, policies, measures) and priorities that activities in the programme will need to contribute and respond to.

Key outtakes from Activity Management Plans

Since 2015 the Buller, Grey, and Westland District Councils have taken a collaborative approach to development of the regional Transport Programme Business Case (PBC) and Activity Management Plans (AMP) to provide details of their proposed investment programme. In 2023 the Councils prepared the third iteration of these plans to support each Council's 2024-34 Long-Term Plans and submission to NZ Transport Agency for the 2024-27 National Land Transport Programme.

It recommends a prioritised programme of investment that has been developed in collaboration with the Council's transport teams and subject matter experts. It seeks to balance affordability with a programme of work driven by data, evidence, and knowledge that addresses identified issues and opportunities, and maximised whole-of-life value and outcomes for the assets and Council's transport service delivery. Key outtakes of the recommended investment programme are:

- An enhanced road maintenance programme that prioritises issues that have been identified through detailed investigations and are supported by an improved evidence base developed over the last three years.
- Supports a reduction, but does not fully address, a large backlog of maintenance and renewals on bridges across the region. An enhanced baseline maintenance and component replacement programme seeks to avoid further increases to this backlog and provides for condition-based renewal of end-of-life bridges.
- While there is a focus on road maintenance and addressing condition-issues, there are flow on benefits for:
 - Freight levels of service through targeted investment in bridges.
 - Road safety through traffic services, intersection design, and bridge safety improvements.
 - Resilience outcomes as the risk of asset failure is reduced and structures are adequately maintained and renewed ensuring access to remote communities.
- Uplift in internal roading team asset management capability and capacity, enhanced transport collaboration between the three councils, and procurement of specialist services to continue improvement in data and evidence for asset management and strategic planning.

NZ Transport Agency State Highways Investment Proposal (SHIP) proposes an enhanced investment programme to improve

maintenance and renewal outcomes, and deliver benefits for resilience, safety, and economic productivity.

Outcome	Key aspects of the programme
Maintaining and operating the system	<ul style="list-style-type: none"> • Road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works. • Drainage renewals to better deal with the effects of climate change. • Safety through the renewal of barriers, safety markings, and digital safety devices. • Forward works planning.
Integrated freight system	<ul style="list-style-type: none"> • Work with rail, port, and freight operators to explore multi-modal freight opportunities as they arise.
Increasing resilience	<ul style="list-style-type: none"> • Stoney Creek bridge replacement. • SH67 Granity seawall to protect from coastal erosion and storm surge. • Franz Josef masterplan and flood protection resilience business case. • Resilience corridor business case for SH6 Haast to Hawea. • Retaining structures, rockfall protection and remote monitoring systems.
Reducing emissions	<ul style="list-style-type: none"> • Shared user path or new bridge to close a 200m gap between Fox Township and the Fox Glacier lookout. • Crossing on SH67A connecting Westport town and new residential development. • Investigating ways to provide better pedestrian access in Westport.
Safety	<ul style="list-style-type: none"> • Completing SH6/SH69 to Charleston safety improvement project. • Beginning investigation and design of other key corridors where significant improvements in road safety can be achieved. • Implement speed reductions near schools, kura and marae, and in townships and key urban and rural areas.

Funding the programme

The regional programme of activities outlines maintenance, operation, renewal and improvement activities for which funding is sought through the NLTP and from the NLTF. Approved activities receive funding from the NLTF at a set Funding Assistance Rate (FAR) as co-funding to each Council’s local share. For 2024-27 the current normal FAR for each organisation is:

- West Coast Regional Council 66%
- Buller District Council 75%
- Grey District Council 64%
- Westland District Council 64%
- Department of Conservation 51%

State Highways and the Special Purpose Roads (Karamea Highway and Jackson Bay Road) receive 100% NLTF funding for approved activities.

The NLTF is not limitless and will not be able to fund all activities identified in the plan, similarly the three local authorities have

identified significant affordability issues to fully fund their local share via general rates. This risks under-investment in essential activities, particularly where maintenance and renewal programmes are reduced, and has potential to create poor outcomes in the medium to long term:

- Reduced levels of service.
- Deteriorating asset condition leading asset failure risk.
- Potential safety and resilience risks.
- Growing backlog of works and higher future costs.
- Loss of economic productivity.

So, other sources of funding outside the NLTF are needed to give effect to the objectives and priorities in this Plan. In recent years the local authorities have been successful in securing funding from alternate Crown sources for land transport projects, these include:

- Provincial Growth Fund (PGF) – Kānoa Regional Economic Development & Investment Unit
- Shovel Ready – Crown Infrastructure Partners
- Infrastructure Acceleration Fund (IAF) – Kainga Ora
- Better Off support funding – Department of Internal Affairs
- Roadmap to Recovery for Buller’s Roads – NZ Transport Agency funding for the reinstatement of roads in the Buller District following significant weather events.

Examples for the upcoming 2024-27 period may include:

- Regional Infrastructure Fund – \$1.2B announced as part the central government coalition agreement.
- Government Resilience Fund – \$20m annually for resilience projects on local roads.
- City and Regional Deals – long-term (10-20 year) deals between local and central government to make joint funding commitments and provide a basis for local authorities to deliver a range of urban and regional initiatives.

With the NLTP taking a national view, it is the Regional Transport Committee’s role to ensure we establish and advocate for a well-planned and supported programme of works. Given the similar challenges being faced across the region, extending beyond just transportation, an integrated and collaborative approach between the four West Coast Council organisations is warranted, particularly to realise opportunities such as a Regional Deal.

Committed Activities

APPROVED ORGANISATION	ACTIVITY	PHASE	TOTAL COST 24-27	STATUS
NZ Transport Agency (West Coast)				
NZTA (West Coast)	Crown Resilience Programme LCLR WTCT	Implementation	\$8,171,532	Funding approved
NZTA (West Coast)	SH6 SH69 to Charleston	Pre-Implementation	\$88,715	Funding approved
NZTA (West Coast)	SH6 Gates of Haast River Erosion	Implementation	\$9,052,500	Funding approved
NZTA (West Coast)	SH6 WTCT Haast to Hawea RESIL IMPR	Single Stage Business Case	\$510,665	Funding approved

Regionally Significant Activities

RLTP Objective – Key

1 Resilience 2 Asset condition 3 Safety 4 Connectivity

ACTIVITY	A/C	PHASE	DESCRIPTION	COST 24/25	COST 25/26	COST 26/27	FUTURE COST 2027-34	TOTAL COST OVER 10YEARS	FUNDING SOURCE	RLTP OBJ.	KEY PRIORITY	REGIONAL PRIORITY
NZ Transport Agency (West Coast)												
SH6 Franz Josef Resilience Masterplan	IM	PBC	Investigate town development and realignment of SH6.	\$1,199,000	-	-	-	\$1,199,000	NLTF	1	Resilience	1
SH6 WTCT Haast to Hawea RESIL IMPR	SHI	Pre-imp	Range of potential interventions.	\$599,500	-	-	-	\$19,275,000	NLTF	1	Resilience	1
		Prop		\$636,000	-	-	-		NLTF			
		Imp		-	\$8,883,500	\$9,156,000	-		NLTF			
SH7 Stoney Creek Bridge replacement	SHI	Prop	Bridge replacement with two-lanes	\$530,000	-	-	-	\$16,117,000	NLTF	4	Levels of service	3
		Pre-imp		\$1,199,000	-	-	-		NLTF			
		Imp		-	\$7,085,000	\$7,303,000	-					
SIP Programme 2024-27 (West Coast)	SHI	Imp	Safety Infrastructure improvements and speed management	\$1,740,499	\$3,113,899	\$367,098	\$38,732,342	\$43,953,838	NLTF	3	Safety	7
<i>(includes SH6 SH69 to Charleston)</i>												
SH67 Granity seawall	SHI	Imp	Seawall protection against storm surges.	\$5,777,000	\$5,886,000	-	-	\$11,663,000	NLTF	1	Resilience	4
SH6 Kumara Junction Commercial Vehicle Regional Safety Centre	SHI	Imp	Kumara Junction	\$109,000	\$218,000	\$2,725,000	\$3,706,000	\$7,023,000	NLTF	4	Safety	9
		Prop		\$21,200	\$243,800	-	-					
		Pre-imp		-	-	-	-					
		Imp		-	-	-	-					
Buller District Council												
Karamea Highway Resilience Improvements	LRI	Imp	Address drainage and asset resilience deficiencies: drainage, culverts, swales, rock/geotextile armouring, retaining, realignment.	\$1,866,000	\$1,933,000	\$1,733,000	-	\$5,532,000	NLTF (SPR)	1	Resilience	4
Karamea Highway Geometry Improvements	LRI	Imp	Geometry improvements at corners to improve road safety.	-	\$900,000	\$900,000	-	\$1,800,000	NLTF (SPR)	3	Safety	4
Westland District Council												
Jackson Bay Road Resilience Improvements	LRI	Imp	Range of potential interventions to address coastal erosion and flood risk.	\$2,000,000	\$2,000,000	\$2,000,000	-	\$6,000,000	NLTF (SPR)	3	Resilience	8

Phase – Key

PBC = Programme Business Case; Imp = Implementation; Pre-imp = Pre-implementation; Prop = Property

Other proposed activities

ACTIVITY CLASS: INVESTMENT MANAGEMENT

ACTIVITY	PHASE	DESCRIPTION	COST 24/25	COST 25/26	COST 26/27	FUTURE NLTP COST 27-30	TOTAL COST	FUNDING SOURCE	RLTP OBJECTIVE
West Coast Regional Council									
Investment management planning	Implementation	Regional Land Transport Plan and Regional Public Transport Plan planning and management.	\$111,869	\$80,008	\$104,971	\$238,923	\$535,771	NLTP	All
Buller District Council									
Investment management planning	Implementation	Asset/activity management improvement and regional strategy development.	\$183,333	\$108,333	\$18,333	\$309,999		NLTP	All
Programme business case development	Implementation	Regional programme business case and activity management plan development.	\$5,000	\$40,000	\$5,000	\$60,000	\$90,000	NLTP	All
Grey District Council									
Investment management planning	Implementation	Asset/activity management improvement and regional strategy development.	\$183,333	\$108,333	\$18,333	\$309,999		NLTP	All
Programme business case development	Implementation	Regional programme business case and activity management plan development.	\$5,000	\$40,000	\$5,000	\$60,000	\$90,000	NLTP	All
Westland District Council									
Investment management planning	Implementation	Asset/activity management improvement and regional strategy development.	\$170,833	\$107,083	\$18,333			NLTP	All
Programme business case development	Implementation	Regional programme business case and activity management plan development.	\$5,000	\$40,000	\$5,000	\$60,000	\$90,000	NLTP	All
NZ Transport Agency (West Coast)									
Investment management planning	Implementation	West Coast Environmental PBC; West Coast Share Digital Data Strategy; Westg Coast Digital Date Warehouse; West Coast Share Digital Engineering/BIM.	\$1,275,614	\$251,447	\$661,098	\$5,246,170-	\$6,434,329	NLTP	All
Programme business case development	Implementation	West Coast System Plan: Refresh of forward activity management plan to reflect regional and national priorities.	-	\$109,000	\$218,000	-	\$327,000	NLTP	All

ACTIVITY CLASS: LOCAL ROAD AND STATE HIGHWAY LOW-COST LOW-RISK IMPROVEMENTS

ACTIVITY	PHASE	DESCRIPTION	COST 24/25	COST 25/26	COST 26/27	FUTURE NLTP COST 27-30	TOTAL COST	FUNDING SOURCE	RLTP OBJECTIVE
Buller District Council									
Local road low-cost low-risk improvements	Implementation	Range of resilience, safety, walking and cycling improvement projects	\$1,845,000	\$190,000	\$290,000	\$3,000,000	\$5,325,000	NLTP	All
Karamea Highway SPR low-cost low-risk improvements	Implementation	See Regionally Significant Activities.							
Grey District Council									
Local road low-cost low-risk improvements	Implementation	Range of resilience, safety, walking and cycling improvement projects	\$420,000	\$1,070,000	\$750,000	\$3,600,000	\$5,840,000	NLTP	All
Westland District Council									
Local road low-cost low-risk improvements	Implementation	Range of resilience, safety, walking and cycling improvement projects	\$1,300,000	\$1,330,000	\$900,000	\$3,600,000	\$7,130,000	NLTP	All
Jackson Bay Road SPR low-cost low-risk improvements	Implementation	See Regionally Significant Activities.							
NZ Transport Agency (West Coast)									
State highway road improvements	Implementation	Range of resilience, safety, efficiency and environmental improvement projects	\$2,021,667	\$2,021,667	2,021,667		\$6,065,001	NLTP	All
State Highway walking and cycling improvements	Implementation	Range of walking and cycling improvements	\$566,667	\$566,667	\$566,667		\$1,700,001	NLTP	All
Department of Conservation West Coast									
Local road low-cost low-risk improvements	Implementation	Range of resilience and safety projects.	\$1,320,000	\$605,000	-	\$3,322,000	\$5,247,000	NLTP	All

ACTIVITY CLASS: ROAD TO ZERO

ACTIVITY	PHASE	DESCRIPTION	COST 24/25	COST 25/26	COST 26/27	FUTURE NLTP COST 27-30	TOTAL COST	FUNDING SOURCE	RLTP OBJECTIVE
Buller District Council									
Promotion and advertising	Implementation	Road safety promotion	\$31,212	\$31,212	\$31,212	\$93,636	\$187,272	NLTP	Safety
Grey District Council									
Promotion and advertising	Implementation	Road safety promotion	\$53,333	\$53,333	\$53,333	\$160,000	\$320,000	NLTP	Safety
Westland District Council									
Promotion and advertising	Implementation	Road safety promotion	\$53,333	\$53,333	\$53,333	\$160,000	\$320,000	NLTP	Safety

REGIONAL TRANSPORT PROGRAMME AND FUNDING

ACTIVITY CLASS: PUBLIC TRANSPORT

ACTIVITY	PHASE	DESCRIPTION	COST 24/25	COST 25/26	COST 26/27	FUTURE NLTP COST 27-30	TOTAL COST	FUNDING SOURCE	RLTP OBJECTIVE
West Coast Regional Council									
Total Mobility services	Implementation	Total mobility / subsidised taxi services.	\$412,833	\$393,070	\$377,904	\$1,228,230	\$2,412,036	NLTP	Connectivity
Buller District Council									
Bus services	Implementation	Total mobility / subsidised taxi services.	\$56,605	\$56,605	\$56,605	\$169,815	\$339,630	NLTP	Connectivity
Westland District Council									
Bus services	Implementation	Total mobility / subsidised taxi services.	\$30,000	\$30,000	\$30,000	\$90,000	\$180,000	NLTP	Connectivity

ACTIVITY CLASS: COASTAL SHIPPING

ACTIVITY	PHASE	DESCRIPTION	COST 24/25	COST 25/26	COST 26/27	FUTURE NLTP COST 27-30	TOTAL COST	FUNDING SOURCE	RLTP OBJECTIVE
Grey District Council									
Sea freight operations	Pre-implementation	Research to inform new / enhanced sea freight services, operational improvements, and decisions on government support for the sector.	\$100,00	\$100,000	-	-	\$200,000	NLTF (100% FAR)	Connectivity

ACTIVITY CLASS: LOCAL ROAD AND STATE HIGHWAY MAINTENANCE (CONTINUOUS PROGRAMMES)

ACTIVITY	PHASE	DESCRIPTION	COST 24/25	COST 25/26	COST 26/27	FUTURE NLTP COST 27-30	TOTAL COST	FUNDING SOURCE	RLTP OBJECTIVE
Buller District Council									
Local road MOR	Implementation	Maintenance, operation, and renewal of local roads.	\$8,737,773	\$8,706,899	\$8,620,273	\$26,064,944	\$52,129,888	NLTP	All
Karamea Highway SPR MOR	Implementation	Maintenance, operation, and renewal of Karamea Highway Special Purpose Road.	\$3,468,434	\$3,473,642	\$3,450,196	\$10,465,677	20,857,950	NLTP	All
Grey District Council									
Local road MOR	Implementation	Maintenance, operation, and renewal of local roads.	\$13,112,914	\$14,033,719	\$12,774,304	\$41,304,113	\$81,225,050	NLTP	All
Westland District Council									
Local road MOR	Implementation	Maintenance, operation, and renewal of local roads.	\$8,517,482	\$9,121,845	\$9,446,927	\$28,200,433	\$55,286,688	NLTP	All
Jackson Bay Road SPR MOR	Implementation	Maintenance, operation, and renewal of Jackson Bay Road Special Purpose Road.	\$3,301,942	\$3,230,204	\$2,331,143	\$6,046,548	\$14,909,836	NLTP	All
NZ Transport Agency (West Coast)									
State highway MOR	Implementation	Maintenance, operation, and renewal of state highways.	39,799,363	\$42,965,022	\$38,484,997	\$141,467,787	\$262,717,169	NLTP	All
Department of Conservation West Coast									
Local road MOR	Implementation	Maintenance, operation, and renewal of local roads.	\$3,312,567	\$1,143,927	\$1,157,983	\$2,306,361	\$7,920,838	NLTP	All

West Coast region ten-year financial forecast

BULLER DISTRICT COUNCIL

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities – Local Roads										
Expenditure (by GPS Activity Class)										
Road safety promotion	\$31,212	\$31,212	\$31,212	\$31,212	\$31,212	\$31,212	\$31,212	\$31,212	\$31,212	\$31,212
Public Transport Services	\$56,605	\$56,605	\$56,605	\$56,605	\$56,605	\$56,605	\$56,605	\$56,605	\$56,605	\$56,605
Local Road Improvements	\$3,711,000	\$3,023,000	\$2,923,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Local Road Maintenance	\$12,206,207	\$12,180,541	\$12,070,469	\$12,170,544	\$12,177,016	\$12,183,061	\$12,188,939	\$12,194,935	\$12,201,051	\$12,207,289
Investment Management	\$183,333	108,333	\$18,333	\$103,333	\$103,333	\$103,333	\$103,333	\$103,333	\$103,333	\$103,333
Total Expenditure	\$16,188,357	\$15,399,691	\$15,099,619	\$14,361,694	\$14,368,166	\$14,374,211	\$14,380,089	\$14,386,085	\$14,392,201	\$14,398,439
Revenue for Subsidised Activities										
Approved Organisation Revenue	\$2,702,022	\$2,266,491	\$2,252,960	\$2,463,408	\$2,463,408	\$2,463,408	\$2,463,408	\$2,463,408	\$2,463,408	\$2,463,408
National Land Transport Fund Revenue	\$13,486,335	\$13,133,200	\$12,846,659	\$11,898,286	\$11,904,758	\$11,910,804	\$11,916,682	\$11,922,677	\$11,928,793	\$11,935,031
Total Revenue	\$16,188,357	\$15,399,691	\$15,099,619	\$14,361,694	\$14,368,166	\$14,374,212	\$14,380,090	\$14,386,085	\$14,392,201	\$14,398,439

REGIONAL TRANSPORT PROGRAMME AND FUNDING

GREY DISTRICT COUNCIL

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities – Local Roads										
Expenditure (by GPS Activity Class)										
Road safety promotion	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333
Public Transport Services										
Local Road Improvements	\$420,000	\$1,070,000	\$750,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Local Road Maintenance	\$12,356,247	\$12,702,052	\$11,952,637	\$12,479,958	\$12,418,262	\$12,335,892	\$12,108,330	\$12,096,226	\$11,817,402	\$12,097,319
Investment Management	\$166,667	\$166,667	\$18,333	\$97,222	\$97,222	\$97,222	\$97,222	\$97,222	\$97,222	\$97,222
Coastal Shipping	\$100,000	\$100,000								
Total Expenditure	\$13,096,247	\$14,032,052	\$12,774,303	\$13,830,513	\$13,768,817	\$13,686,447	\$13,458,885	\$13,446,781	\$13,167,957	\$13,447,874
Revenue for Subsidised Activities										
Approved Organisation Revenue	\$5,034,649	\$5,371,539	\$4,918,749	\$5,298,985	\$5,276,774	\$5,247,121	\$5,165,199	\$5,160,841	\$5,060,465	\$5,161,235
National Land Transport Fund Revenue	\$8,061,598	\$8,660,513	\$7,855,555	\$8,531,529	\$8,492,043	\$8,439,327	\$8,293,687	\$8,285,940	\$8,107,493	\$8,286,640
Total Revenue	\$13,096,247	\$14,032,052	\$12,774,304	\$13,830,514	\$13,768,817	\$13,686,448	\$13,458,886	\$13,446,781	\$13,167,958	\$13,447,875
Unsubsidised Activities										
Expenditure										
Unsubsidised Operational Expenditure	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200
Total Unsubsidised Expenditure	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200
Total Revenue	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200	\$322,200

WESTLAND DISTRICT COUNCIL

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities – Local Roads										
Expenditure (by GPS Activity Class)										
Road safety promotion	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333	\$53,333
Public Transport Services	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Local Road Improvements	\$1,300,000	\$1,330,000	\$900,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Local Road Maintenance	\$11,819,424	\$12,352,049	\$11,778,070	\$11,096,379	\$11,948,963	\$11,201,639	\$11,651,509	\$12,195,962	\$11,742,662	\$12,013,425
Investment Management	\$170,833	\$107,083	\$18,333	\$98,750	\$98,750	\$98,750	\$98,750	\$98,750	\$98,750	\$98,750
Total Expenditure	\$13,373,590	\$13,872,465	\$12,779,736	\$12,478,462	\$13,331,046	\$12,583,722	\$13,033,592	\$13,578,045	\$13,124,745	\$13,395,508
Revenue for Subsidised Activities										
Approved Organisation Revenue	\$3,609,293	\$3,821,464	\$3,759,844	\$3,772,054	\$4,063,975	\$3,780,877	\$3,929,111	\$3,449,658	\$3,933,554	\$3,938,297
National Land Transport Fund Revenue	\$9,764,297	\$10,051,002	\$9,019,893	\$8,706,408	\$9,267,072	\$8,802,845	\$9,104,481	\$10,128,387	\$9,191,191	\$9,457,211
Total Revenue	\$13,373,590	\$13,872,466	\$12,779,737	\$12,478,462	\$13,331,047	\$12,583,722	\$13,033,592	\$13,578,045	\$13,124,745	\$13,395,508

REGIONAL TRANSPORT PROGRAMME AND FUNDING

WEST COAST REGIONAL COUNCIL

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road safety promotion	\$37,069	\$36,269	\$33,338	\$28,135	\$8,135	\$32,538	\$8,935	\$28,135	\$32,538	\$8,935
Total Mobility Services	\$412,833	\$393,070	\$377,904	\$376,337	\$400,724	\$451,169	\$454,576	\$483,809	\$539,403	\$548,279
Investment Management	\$111,869	\$80,008	\$104,971	\$66,771	\$66,874	\$105,278	\$67,085	\$67,190	\$105,597	\$67,408
Total Expenditure	\$561,771	\$509,347	\$516,214	\$471,243	\$475,732	\$588,985	\$530,596	\$579,134	\$677,539	\$624,622
Revenue for Subsidised Activities										
Approved Organisation Revenue	\$171,174	\$149,112	\$146,345	\$128,988	\$128,303	\$164,444	\$142,063	\$155,901	\$186,511	\$165,477
National Land Transport Fund Revenue	\$390,597	\$360,235	\$369,869	\$342,255	\$347,429	\$424,541	\$388,533	\$423,233	\$491,028	\$459,145
Total Revenue	\$561,771	\$509,347	\$516,214	\$471,243	\$475,732	\$588,985	\$530,596	\$579,134	\$677,539	\$624,622

DEPARTMENT OF CONSERVATION WEST COAST

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities – Local Roads										
Expenditure (by GPS Activity Class)										
Local Road Improvements	\$1,320,000	\$605,000	-	-	\$1,540,000	\$1,782,000	-	-	-	-
Local Road Maintenance	\$3,312,567	\$1,143,927	\$1,157,983	\$734,953	\$778,246	\$793,162	\$808,376	\$823,894	\$839,723	\$932,046
Total Expenditure	\$4,632,567	\$1,748,927	\$1,157,983	\$734,953	\$2,318,246	\$2,575,162	\$808,376	\$823,894	\$839,723	\$932,046
Revenue for Subsidised Activities										
Approved Organisation Revenue	\$2,269,958	\$856,974	\$567,411	\$360,127	\$1,135,940	\$1,261,829	\$396,104	\$403,708	\$411,464	\$456,703
National Land Transport Fund Revenue	\$2,362,609	\$891,953	\$590,571	\$374,826	\$1,182,305	\$1,313,332	\$412,272	\$420,186	\$428,259	\$475,343
Total Revenue	\$4,632,567	\$1,748,927	\$1,157,983	\$734,953	\$2,318,246	\$2,575,162	\$808,376	\$823,894	\$839,723	\$932,046

Unsubsidised Activities

Expenditure										
Unsubsidised Operational Expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333
Total Unsubsidised Expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333
Total Revenue										

NZ TRANSPORT AGENCY (WEST COAST)

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Walking and Cycling Improvements	\$566,667	\$566,667	\$566,667	\$623,334	\$623,334	\$623,334	\$685,667	\$685,667	\$685,667	\$685,667
State Highway Improvements	\$13,233,247	\$27,451,866	\$21,572,765	\$7,033,060	\$3,225,464	\$2,231,399	\$11,857,354	\$29,246,965	\$2,821,545	\$2,478,925
State Highway Maintenance	\$39,799,363	\$42,965,022	\$38,484,997	\$45,933,119	\$46,375,373	\$49,159,295	\$49,750,232	\$50,592,090	\$51,339,224	\$52,091,679
Investment Management	\$1,452,154	\$360,035	\$879,037	\$507,644	\$4,738,010					
Total Expenditure	\$55,074,431	\$71,343,590	\$61,503,466	\$54,097,156	\$54,962,181	\$52,014,027	\$62,296,344	\$80,524,722	\$54,486,436	\$55,256,271

Inter-regional significant Activities

There are initiatives undertaken across regional boundaries, or on the connections that link us to other regions, that will result in significant benefit to our communities and businesses.

Improving freight flow to Canterbury and Otago

In 2022, \$783 million of freight was exported out of the West Coast.

Unequal incoming and outgoing freight flows on the road network reduce the efficiency of freight to the West Coast. Much of the bulk goods, such as coal, dairy product and logs, are exported from the region by rail, while many commodities come in via road. Many of these have unused capacity.

There is an opportunity to improve the efficiency of freight by upgrading bridges on State Highway 73 to cater to HPMV and 50Max trucks reducing the overall number of trips and travel time. State Highway 73 has been identified as a key route for upgrading over the next five to ten years.

Extreme events require resilient connections out of the West Coast

SH6 is a significant arterial route, serving as the lifeline for the West Coast. It is the main route connecting West Coast to Otago in the south, and Canterbury in the North via SH73. Network closures have a significant impact on the communities involved as there are no alternative routes and detours are extremely lengthy.

NZ Transport Agency's focus will remain on improving the resilience of the network through our maintenance and renewals programme, and investment in low-cost low risk projects along the network.

Key projects NZ Transport Agency are looking to deliver over the next three years include retaining structures, rockfall protection and a remote monitoring system located at:

- SH7 Stoney Creek Bridge replacement
- SH73 Candy's Bend
- SH6 Meybille Bay
- SH6 Epitaph Slip
- River erosion at SH6 Gates of Haast to Hawea

Activities to be varied, suspended or abandoned

There are no known activities to be varied, suspended or abandoned.

Monitoring indicator framework



Monitoring indicator framework

This section describes how monitoring will be undertaken to assess implementation of the Regional Land Transport Plan.

OUTCOME: INCLUSIVE ACCESS

Measure	Desired trend	Data source	Alignment with NZ Transport Agency Benefits Framework
% of footpaths that fall within the level of service or a service standards for the condition of footpaths set out in the territorial authority’s relevant document	Annual improvement / stable trend.	Local Authority Annual Reports	Benefit 10.1 (Impact on user experience of the transport system)
The average quality of ride on a sealed road network, measured by smooth travel exposure (STE)	Annual improvement / stable trend.	Local Authority Annual Reports	Benefit 10.1 (Impact on user experience of the transport system)

OUTCOME: HEALTHY AND SAFE PEOPLE

Measure	Desired trend	Data source	Alignment with NZ Transport Agency Benefits Framework
The number of deaths and serious injury crashes on the local road network.	No annual change or a reduction from the previous year.	NZTA Crash Analysis System (CAS) Local Authority Annual Reports	NZ Transport Agency Benefit 1.1 (Impact on social cost and incidents of crashes)
Collective risk: the number of reported crashes per kilometre each year on the network.	No annual change or a reduction from the previous year.	NZTA Crash Analysis System (CAS) Local Authority Annual Reports	NZ Transport Agency Benefit 1.1 (Impact on social cost and incidents of crashes)
Personal risk: the number of reported crashes by traffic volume each year on the network.	No annual change or a reduction from the previous year.	NZTA Crash Analysis System (CAS) Local Authority Annual Reports	Benefit 1.1 (Impact on social cost and incidents of crashes)
Vulnerable users: the number of reported deaths and serious injuries involving vulnerable users on the network.	Annual reduction	NZTA Crash Analysis System (CAS) Te Ringa Maimoa Transport Insights	Benefit 1.1 (Impact on social cost and incidents of crashes)

OUTCOME: ENVIRONMENTAL SUSTAINABILITY

Measure	Desired trend	Data source	Alignment with NZ Transport Agency Benefits Framework
Greenhouse gas emissions (all vehicles) Tonnes of C2 equivalent emitted.	No annual change, or a reduction.	Vehicle emissions data collected by NZ Transport Agency and calculated using their vehicle emissions mapping tool available on MapHub.	Benefit 8.1 (Benefit on greenhouse gas emissions)

OUTCOME: RESILIENCE AND SECURITY

Measure	Target	Data source	Alignment with NZ Transport Agency Benefits Framework
Unplanned closures: the number of road closures with a detour provided and the number of vehicles affected by closures annually.	No annual change, or a reduction.	Te Ringa Maimoa Transport Insights	Benefit 4.1 (Impact on system vulnerabilities and redundancies)
Loss of road access: the number of unplanned closures with no detour provided and the number of vehicles affected by these closures annually.	No annual change, or a reduction.	Te Ringa Maimoa Transport Insights	Benefit 4.1 (Impact on system vulnerabilities and redundancies)

OUTCOME: ECONOMIC PROSPERITY

Measure	Desired trend	Data source	Alignment with NZ Transport Agency Benefits Framework
Number of vehicles* average load per vehicle in tonnes	Increase.	MoT Freight Information Gathering System	Benefit 5.2 (Impact on network productivity and utilisation)
Heavy vehicles: proportion of the network not accessible to Class 1 Heavy Vehicles and 50MAX vehicles.	No annual change or a reduction from the previous year.	Te Ringa Maimoa Transport Insights	Benefit 5.2 (Impact on network productivity and utilisation)
Rail movements to, from and the West Coast Region	Increase	MoT Freight Information Gathering System	No direct alignment, but similar to Benefit 5.2 (Impact on network productivity and utilisation)

Appendices



Appendix 1 - Significance policy

Section 106(2) of the Land Transport Management Act 2003 (the Act) requires the Regional Transport Committee to adopt a policy that determines significance in respect of:

- The activities that are included in the regional land transport plan under section 16 of the Act; and
- Variations made to regional land transport plans under section 18D of the Act.

The policy will be used in the following ways:

- To determine which activities are significant for the purpose of prioritisation in the plan (section 16(3)(d) of the Act requires the Regional Transport Committee to determine the order of priority of significant activities that it includes in the plan)
- To determine inter-regional significance (section 16(2)(d) requires the Regional Transport Committee to identify any activities that have interregional significance)
- To identify regionally significant expenditure from other sources (section 16(2)(c) requires the plan to include all regionally significant expenditure on land transport activities to be funded from other sources)
- To determine whether a variation to the plan is significant and therefore must be consulted on.

Section 18D requires that significant variations to the regional land transport plan undergo a public consultation process.

The land transport activities that are considered to be significant for the purposes of sections 16 and 106 of the Act are as follows:

Significant activities

Section 16(3)(d)	Significant activities – to be presented in order of priority	<p>All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan, excluding:</p> <ul style="list-style-type: none"> • Maintenance, operations and renewal activities for state highways and local roads • Public transport continuous programme (existing services) • Low-cost low-risk activities • Road safety promotion activities • Investment management activities, including transport planning and modelling • Programme business case
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Significant inter-regional activities

Section 16(2)(d)	Activities that have inter-regional significance	<p>Any significant activity (see above):</p> <ul style="list-style-type: none"> • That has implications for connectivity with other regions; and/or • For which cooperation with other regions is required; or • Any nationally significant activity identified in the Government Policy Statement on Land Transport
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Significant expenditure funded from other sources

Section 16(2)(c)	Significant expenditure on land transport activities to be funded from sources other than the National Land Transport Fund	<p>Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not, from:</p> <ul style="list-style-type: none"> • Approved organisations (where there is no National Land Transport Fund share) • Crown appropriations • Other funds administered by the Crown
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Appendix 2 - Variations to the Regional Land Transport Plan

Under section 18D(1) of the Act, the Regional Transport Committee can vary the RLTP at any time during the six years to which the programme applies. As per section 18D of the Act, consultation will be required on a variation if the variation is deemed significant.

Certain activities do not require a variation to a RLTP. These include:

- Local road maintenance;
- Local road renewals;
- Local road capital works; and
- Existing public transport services

The Regional Transport Committee has adopted the following definition to determine when a variation to the Regional Land Transport Plan is significant and must therefore undergo consultation.

All variations to the Regional Land Transport Plan, other than the following, are considered to be significant for the purposes of consultation:

- Activities that are in the urgent interest of public safety; or
- New preventative maintenance and emergency reinstatement activities; or
- The new activity has been previously consulted on and meets funding approval provisions in accordance with sections 18 and 20 of the Act; or
- A scope change that does not significantly alter the original objectives of the project – to be determined by the Regional Transport Committee; or
- Variations to timing, cash flow or total cost for improvement projects; or
- Replacement of activities within an approved programme or group with activities of the same type and duration (e.g. maintenance programme); or
- A change to the duration and/or order of priority of the activity that does not substantially change the balance of the programme.

Appendix 3 - Assessment of the relationship of Police activities to the Regional Land Transport Plan

There are programmes that fall outside of the scope of the RLTP yet play a key role in the regional road safety effort; the most significant of which is the road-policing programme. Section 16(6) of the LTMA requires the inclusion of an assessment of the relationship of Police activities to the RLTP. Police enforcement is central to the delivery of a regional safe system response to road safety.

The Police's strategic direction is outlined in their Statement of Intent 2023- 2027. Safe Roads remains a strategic outcome, and states:

We want our roads to be safe for all road users. This includes drivers and passengers, commercial fleet operators, pedestrians, and those on two wheels. Our goal remains to reduce deaths and serious injuries on our roads.

We are committed to the cross-government Road to Zero strategy. We will contribute to the outcomes of the strategy by increasing Police presence and visibility on our roads to reduce excess speed on our roads, prevent crashes from impairment or distraction, reduce injuries due to lack of restraints and reduce unsafe and unlicensed driving practices; and to use education and enforcement to reduce harm to non-motorised road users.

A decrease in fatal and serious injury crashes will be the outcome measure for the safe roads strategic outcome.

Police are involved in regional road safety strategy and planning; road safety promotion and the delivery of roadside education and work collaboratively with West Coast Road Safety to address the top priority road safety issues on the West Coast. These have been identified as:

- Run-off road and head on crashes involving vulnerable road users and speeding on high-risk urban and rural roads
- Driver behaviour, especially with alcohol and drug impairment, people not wearing seatbelts and speeding
- Increasing numbers of buses, campervans and tourist drivers means more vehicles travel at slower speeds leading to frustration when they cannot be passed.

However, speed management has been identified as the highest priority for the West Coast.

Appendix 4 - Assessment of compliance with LTMA section 1

Section (16) of the LTMA requires inclusion of an assessment of how the Plan complies with section 14 of the Act. The following outlines how this requirement has been met. An RLTP must contribute to the purpose of the LTMA which is “to contribute to an effective, efficient, and safe land transport system in the public interest” (section 3, LTMA). This purpose is reflected in the objectives of this Plan and the programme of activities that have been identified. NZ Transport Agency and approved organisations provide assessments of effectiveness and efficiency when submitting projects for funding. Safety is the core focus of Objective 3 in this Plan.

An RLTP must be consistent with the GPS which has been incorporated in the development of this Plan. There is also alignment between the Objectives in the GPS and this Plan. In developing the Plan, the Regional Transport Committee must consider alternative regional land transport objectives that would contribute to the purpose of the LTMA and the feasibility and affordability of those alternative objectives. Initial drafting provided several alternative objectives but on review these did adequately address the issues facing the region. The public notification and submission process provides further opportunity for consideration of alternative objectives.

The RLTP must take into account:

- The National Energy Efficiency and Conservation Strategy
- Relevant National Policy Statements and any relevant Regional Policy Statements or plans that are, for the time being, in force under the RMA
- Likely funding from any source.

This Plan supports the National Energy Efficiency and Conservation Strategy, and its priority of efficient and low emissions transport. Activities in this Plan align with this priority by supporting a resilient and fit for purpose network. Similarly, the relevant sections of the West Coast Regional Policy Statement and District Plan are reflected in the objectives set.

All likely substantive funding sources have been identified within this Plan.

Appendix 5 - Legislative requirements

The following extracts from the LTMA outline the key requirements with respect to the regional land transport plans.

Section 14 – core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council, the regional transport committee must-

- a) be satisfied that the regional land transport plan-
 - i. Contributes to the purposes of this Act; and
 - ii. Is consistent with the GPS on land transport; and
 - iii. is consistent with the regional spatial strategy that is in force for the region under the Spatial Planning Act 2023 to the extent that—
 - (A) the regional spatial strategy is relevant to the content of the regional land transport plan; and
 - (B) consistency with the regional spatial strategy does not prevent compliance with subparagraph (i) or (ii); and
- b) have considered—
 - i. Alternative regional land transport objectives that would contribute to the purpose of this Act
 - ii. The feasibility and affordability of those alternative objectives
- c) have taken into account any-
 - i. National energy efficiency and conservation strategy; and
 - ii. relevant national planning framework or plans in force under the Natural and Built Environment Act 2023; and
 - iii. Likely funding from any source.

Section 16 – form and content of regional land transport plans

- (1) A regional land transport plan must set out the region’s land transport objectives, policies, and measures for at least ten financial years from the start of the regional land transport plan.
- (2) A regional land transport plan must include-
 - a. a statement of transport priorities for the region for the ten financial years from the start of the regional land transport plan
 - b. a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from the start of the regional land transport plan
 - c. all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the six financial years from the start of the regional land transport plan
 - d. an identification of those activities (if any) that have inter-regional significance.
- (3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain for the first six financial years to which the plan relates,-
 - a. activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services
 - b. (not relevant for the West Coast)
 - c. the following activities that the regional transport committee decides to include in the regional land transport plan:
 - i. Activities proposed by approved organisations in the region... other than those activities specified in paragraphs (a) and (b)
 - ii. Activities relating to state highways in the region that are proposed by the agency
 - iii. Activities, other than those relating to state highways, that the agency may propose for the region and that the agency wishes to see included in the regional land transport plan, and
 - d. The order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b) and (c)

- e. An assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes:
 - i. The objective or policy to which the activity will contribute
 - ii. An estimate of the total cost and the cost for each year
 - iii. The expected duration of the activity
 - iv. Any proposed sources of funding other than the NLTF (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties)
 - v. Any other relevant information; and
 - f. The measures that will be used to monitor the performance of the activities
- (4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity
- (5) For the purpose of the inclusion of activities in a national land transport programme:
- a. A regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional transport committees
 - b. The assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a)
- (6) A regional land transport plan must also include—
- c. an assessment of how the plan complies with section 14; and
 - d. an assessment of the relationship of Police activities to the regional land transport plan; and
 - e. a list of activities that have been approved under section 20 but are not yet completed; and
 - f. an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
 - g. a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and
 - h. a summary of the consultation carried out in the preparation of the regional land transport plan; and
 - i. a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
 - ga. in the case of the plan for Auckland, a list of any significant rail activities or combinations of rail activities proposed by KiwiRail for Auckland; and
 - gb. in the case of the plan for the Wellington region, any significant rail activities or combinations of rail activities proposed by KiwiRail for the Wellington region; and
 - gc. in the case of the plan for any other region that has a regional transport committee within the meaning of section 105A(1)(c), any significant rail activities or combinations of rail activities proposed by KiwiRail for that region; and
 - j. any other relevant matters.
- (6A) Any matter included in a regional land transport plan under subsection (6)(ga), (gb), or (gc) is for the purposes of co-ordinated planning and does not limit or affect the process by which any rail activities or combinations of rail activities may be included or excluded, as the case may be, from a rail network investment programme and its funding processes.
- (7) For the purposes of this section, **existing public transport services** means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.

Section 18 – consultation requirements

- (1) When preparing a regional land transport plan, a regional transport committee:
- a. Must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002
 - b. May use the special consultative procedure specified in section 83 of the Local Government Act 2002.

Section 106 – functions of regional transport committees

- (1) The functions of each regional transport committee are:
 - a. To prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council
 - b. To provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities
- (2) Each regional transport committee must adopt a policy that determines significance in respect of-
 - a. variations made to regional land transport plans under section 18D; and
 - b. the activities that are included in the regional land transport plan under section 16.
- (3) A joint regional transport committee established under section 105(9) must—
 - a. prepare the joint regional land transport plan in accordance with sections 14 and 16; and
 - b. consult in accordance with sections 18 and 18A; and
 - c. lodge the joint regional land transport plan with the relevant regional councils or Auckland Transport (as the case may be) in accordance with section 18B.
- (4) Each regional transport committee (including the regional transport committee for Auckland) must also carry out any functions conferred on a regional transport committee under any other provision of this Act (including functions conferred by regulations made under section 109(c)).

Appendix 6 - Summary of consultation

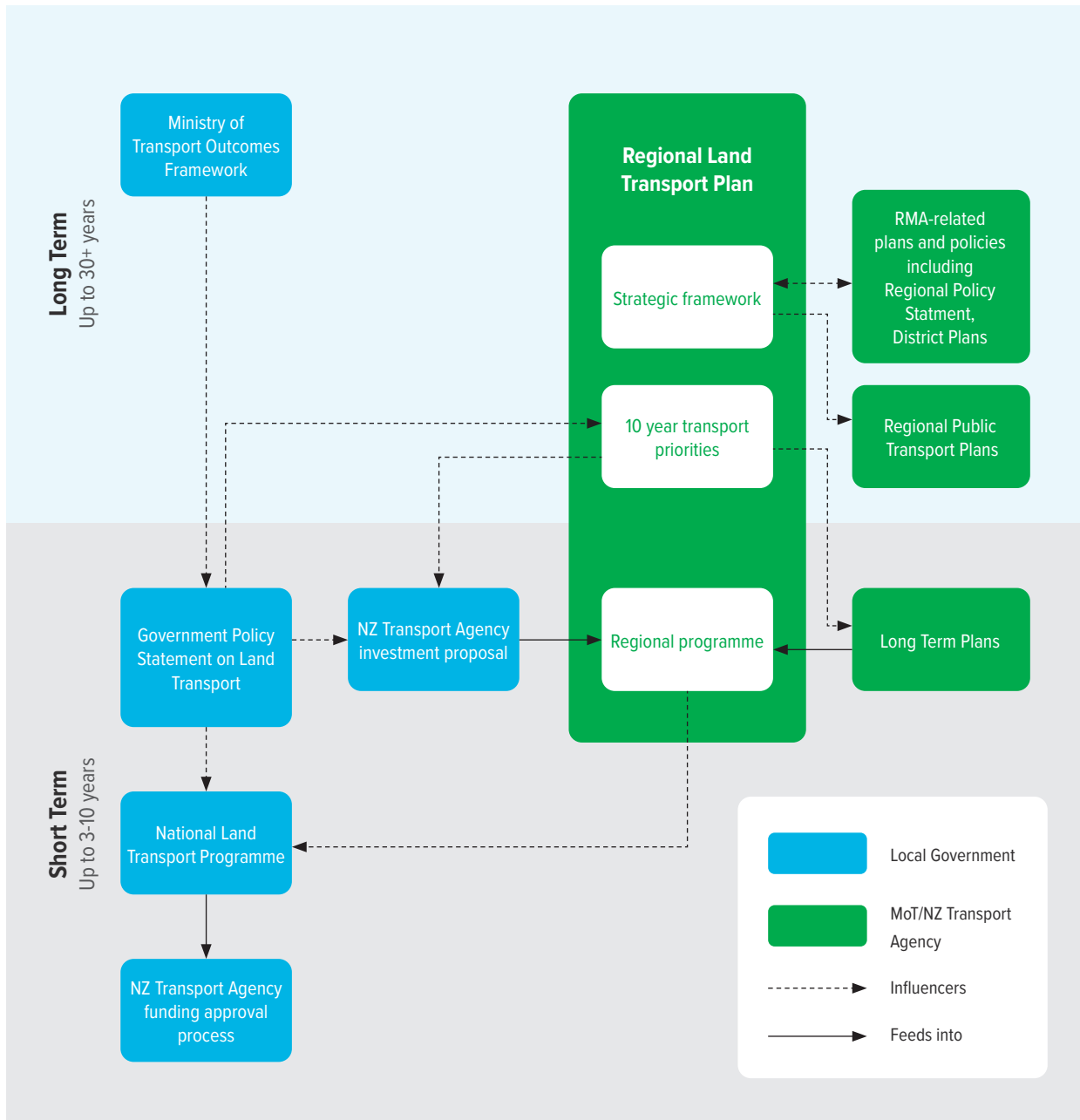
This draft Regional Land Transport Plan has been produced with input from the following:

- NZ Transport Agency
- West Coast Regional Council
- Buller, Grey and Westland District Councils
- Department of Conservation
- Development West Coast

The draft RLTP will be made available for public consultation from February to March 2024. Following consultation, the Regional Transport Committee will endorse the RLTP and submit the Plan to the West Coast Regional Council for adoption.

Appendix 7 - Regional Land Transport Plan policy relationships

Regional land transport plans are an important part of New Zealand’s system for planning and investing in transport infrastructure and services. This is shown in the diagram below:



Glossary

Active transport	Transport modes that rely on human power, primarily walking and cycling.
Financial Assistance Rate (FAR)	A percentage of costs funded by NZ Transport Agency recognising that there are national and local benefits from investment in the network.
Government Policy Statement for Land Transport (GPS)	A high-level statement of intent from the Government regarding land transport in New Zealand.
Infrastructure	All fixed components of a transportation system, including roadways and bridges, railways, ports, cycle trails and other physical elements.
Investment Logic Mapping	A technique to test and confirm the rationale for a proposed development.
Land transport	Means: (a) transport on land by any means, (b) the infrastructure, goods and services facilitating that transport. The definition also includes coastal shipping.
Land transport system	All infrastructure, services, mechanisms and institutions that contribute to providing for land transport.
Level of service	A qualitative measure that describes the operational conditions of a road or intersection.
Local roads	Roads operated by territorial local authorities.
LTMA	Land Transport Management Act 2003.
Multi-modal	Used to describe travel or transport of goods involving more than one transport mode.
Mode	A categorisation of transport methods, e.g. private motor vehicles, walking, cycling, rail.
National Energy Efficiency and Conservation Strategy (NEECS)	A Government Strategy prepared under the Energy Efficiency and Conservation Act 2000.
National Land Transport Fund	The dedicated part of the Crown Bank Account into which land transport revenue, as defined in section 6 of the Land Transport Management Act 2003, is paid.
NPS	National Policy Statement issued under the Resource Management Act (RMA). National policy statements (NPS's) enable central government to prescribe objectives and policies for matters of national significance which are relevant to achieving the sustainable management purpose of the RMA.
Network	Infrastructure or services that are connected to enable the transition of people and goods from one piece of infrastructure or service to another.
New Zealand Upgrade Programme	A fund established by the Government to support the upgrade of essential roads in New Zealand.
One Network Road Classification (ONRC)	A road classification system jointly developed by NZ Transport Agency and local government to provide a nationally consistent framework for determining road function, future levels of service, the appropriate maintenance levels, and improvement projects.
Provincial Growth Fund	A fund established by the Government aimed at lifting productivity in the provinces.
RLTP	Regional Land Transport Plan

Regional Transport Committee	A committee of the West Coast Regional Council required by the Land Transport Management Act 2003. The Committee is responsible for the preparation and approval of this Plan.
Road Controlling Authority	District Councils, NZ Transport Agency, Department of Conservation.
Road to Zero	A strategy to reduce the road toll to zero.
RPS	Regional Policy Statement prepared under the RMA.
Special Purpose Road (SPR)	A local road that receives a far higher funding assistance rate from NZ Transport Agency than the other local roads managed by the same territorial authority.
State Highway	A road managed by NZ Transport Agency and gazetted as state highway,
Territorial local authorities	District Councils
Total Mobility	A subsidised transport service to increase the mobility of people with serious mobility constraints.
NZ Transport Agency	New Zealand Transport Agency Waka Kotahi - a Government transport agency created under section 93 of the Land Transport Management Act 2003.

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REGIONAL COUNCIL**