

**AGENDA AND SUPPORTING PAPERS
FOR COUNCIL'S MARCH MEETINGS**

**TO BE HELD IN THE OFFICES OF THE WEST COAST REGIONAL COUNCIL
388 MAIN SOUTH ROAD, GREYMOUTH**

TUESDAY, 10 MARCH 2009

The programme for the day is:

10.30 a.m: **Resource Management Committee
Meeting**

On completion of RMC Meeting: **Council Meeting**

1 p.m Presentation: **West Coast Marine Protection Forum**

RESOURCE MANAGEMENT COMMITTEE

THE WEST COAST REGIONAL COUNCIL

Notice is hereby given that a meeting of the **RESOURCE MANAGEMENT COMMITTEE** will be held in the Offices of the West Coast Regional Council, 388 Main South Road, Paroa, Greymouth on **Tuesday, 10 March 2009**

P. EWEN
CHAIRPERSON

S. MORAN
Planning and Environmental Manager
C. DALL
Consents and Compliance Manager

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3.		PRESENTATION
4.		CHAIRMAN'S REPORT
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THE WEST COAST REGIONAL COUNCIL**MINUTES OF THE MEETING OF THE RESOURCE MANAGEMENT COMMITTEE
HELD ON 9 FEBRUARY 2009 AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 09.32 A.M.****PRESENT:**

P. Ewen (Chairman), R. Scarlett, D. Davidson, B. Chinn, A. Robb, T. Archer, A. Birchfield

IN ATTENDANCE:

C. Ingle (Chief Executive Officer), R. Mallinson (Corporate Services Manager), S. Moran (Planning & Environmental Manager), C. Dall (Consents & Compliance Manager), T. Jellyman (Minutes Clerk),
The Media

1. APOLOGIES

Moved (Scarlett / Archer) *that the apology from T. Scott be accepted.*

Carried

2. MINUTES

Moved (Chinn / Archer) *that the minutes of the previous Resource Management Committee meeting dated 9 December 2008, be confirmed as correct.*

Carried

Matters Arising

Cr Archer asked if follow up had been made with Mr T. Scott regarding the process for matters heard in committee. C. Ingle confirmed that he sent an email to Mr Scott and other councillors explaining that the Resource Management Committee (RMC) is delegated certain tasks by Council and enforcement decisions are not included, as they must be made by full Council. C. Ingle stated that he did not hear back from Mr Scott and presumes Mr Scott is happy with the outcome.

Cr Davidson asked if confidential matters in the RMC section of the meeting not relating to enforcement decisions would be discussed at this meeting. C. Ingle confirmed any RMC matters that need to be discussed in committee would occur at the end of the RMC meeting with the two Iwi members included. However he noted this committee seldom goes "in committee" because it mostly deals with policy setting which by its nature is a public process. Cr Birchfield thanked C. Ingle for the email as it cleared the matter up well.

3. CHAIRMAN'S REPORT

The Chairman reported that decision on the Hokitika Oxidation Ponds has been released. C. Dall advised that no appeals have been received to date. Cr Ewen reported that he attended four tender openings during the reporting period and also another one was done this morning.

Cr Ewen stated that he has fielded various general inquiries from the public regarding transport, 1080 issues and the coal boiler for the new Greymouth swimming pool complex.

Moved (Ewen / Davidson) *that the Council receive this report.*

Carried

5. REPORTS**5.1. PLANNING AND ENVIRONMENTAL GROUP****5.1.1 PLANNING AND ENVIRONMENTAL MANAGER'S MONTHLY REPORT**

S. Moran spoke to his report. He advised that the appeal period is due to close on 17 February for the Wetlands Variation 1 hearing.

S. Moran provided all present with a print out of the key points for the RMA reforms.

Regional Land Transport Programme: S. Moran reported that WCRC is currently working with the New Zealand Transport Agency and the District Councils to get the three year programme underway. The next Regional Transport Committee is scheduled for March the 2nd.

S. Moran spoke of the three month trial to operate a passenger transport service between Hokitika and Greymouth that is being provided by Cliff Sandrey Transport. S. Moran advised staff have been working with the New Zealand Transport Agency to try to get access to Super Gold Card funding for this service.

Regional Public Transport Plan: S. Moran reported that in order to get Central Government funding for public transport and Total Mobility users Council now needs a Regional Public Transport Plan. Assistance from the New Zealand Transport Agency has been sought to prepare this plan in order to utilise their skills rather than Council having to carry out this task.

S. Moran reported that following the heavy rain event on the 20th of December first stage flood warning alarms were triggered on the Grey and Buller rivers.

S. Moran advised that recruitment is underway for a replacement Technical Officer in the Resource Science area following the resignation of Jack Grinstead.

S. Moran reported that water quality at contract recreation sites during December / January was good. There was minor concern in the Orowaiti River area in December but a better result in this area during January.

Cr Ewen stated the passenger transport service is a good outcome with the possibility of the Super Gold Card. Cr Ewen stated that in the past this council has copped flak for not providing these subsidies, this was due to the fact that previously transport providers have not been aware that they are required to register with Council in order to be eligible to provide the transport service.

Moved (Archer / Scarlett) *that the report be received.*

Carried

5.1.2 DRAFT SUBMISSION ON PROPOSED NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT

S. Moran spoke to this report; he stated that this proposed NPS has a complicated history. S. Moran advised that WCRC supports the majority of the submission put together by LGNZ but is mindful that the focus is on regions that are water short; therefore some points do not apply to the West Coast.

Cr Scarlett praised S. Moran, L. Saddler and N. Costley on their excellent work and stated that it is a very good submission. Cr Ewen concurred with this and stated that it is forthright and hard-hitting as NPS have big implications with regard to dairying and mining industries.

C. Ingle advised that it is not clear as to what the new Government will do regarding the NPS for Freshwater Management. Prior to the election there were hints that the NPS may get scuppered but C. Ingle stated that it is now before an independent group of decision makers and the new Minister has gone quiet. S. Moran clarified that the NPS is at the Board of Inquiry at the moment, hearings will be held later in the year with recommendations then being put to the Minister. Cr Scarlett asked if the Board hears submissions and would WCRC speak to their submission. S. Moran confirmed that we were not scheduled to present to the Board of Inquiry. Cr Birchfield asked what affect the NPS would have on the mining industry. S. Moran stated that it is dependant on interpretation but for anyone who has an adverse affect the policy could be considered to be too strong. Cr Scarlett stated that there is so much irrelevance to the West Coast and it is very important that we are represented regarding this matter.

Moved (Archer / Scarlett) *that Council approve the submission on the Proposed National Policy Statement for Freshwater Management.*

Carried

5.2 CONSENTS AND COMPLIANCE GROUP

5.2.1 CONSENTS MONTHLY REPORT

C. Dall spoke to this report. He advised that the consents for the Hokitika Oxidation Ponds were determined and released. Consents for the new landfill proposed in the Butlers area near Ross were also approved. C. Dall reported that some of the smaller landfills in this area would now be able to be closed, which has environmental benefits.

C. Dall reported that the Hearing Committee for the Mokihinui River Hydro Power Scheme carried out a site visit and meeting during January.

C. Dall reported that submission period has closed for the consent application for a proposed hydro power scheme involving a dam on the Stockton Plateau. The majority of submissions received were in favour of the proposal.

C. Dall reported that he attended a hearing of the Disputes Tribunal in Greymouth during December. The claim was dismissed in WCRC's favour.

C. Dall advised that he has prepared an affidavit relating to an application for an Enforcement Order against Council. He is hopeful of this matter being resolved via a teleconference later in the month.

Moved (Archer / Robb) *that the February 2009 report of the Consents Group be received.*
Carried

C. Ingle circulated copies of the letter written by our Council to the Minister for the Environment regarding Section 284A of The Resource Management Act – Security for Costs relating to Powelliphanta Augustus Incorporated.

Cr Scarlett asked where to from here regarding the Order of Examination of Judgement Debtor regarding the unpaid debt owed to Council by Powelliphanta Augusta Incorporated, in view of the house being empty when the serving of this notice was attempted.

C. Dall stated that the recipients may be University Students who may have been away on holiday. He will now write to the Collections Unit for the Christchurch District Court and ask them to try again, or try a Wellington address.

5.2.2 COMPLIANCE & ENFORCEMENT MONTHLY REPORT

C. Dall spoke to this report. He advised that monitoring visits during the reporting period revealed relatively good compliance.

C. Dall advised that there was one minor incident at Globe Progress Mine just prior to their Abatement Notice coming into affect but results since Christmas are looking promising.

C. Dall reported that at the time of writing this report the Grey River Dredge was almost resting on the Blackball side of the Grey River. Staff are carrying out site visits to ensure that the riverbed is reinstated.

C. Dall reported that there were two hydrocarbon spills at Solid Energy's Stockton Mine site. He confirmed that Solid Energy acted upon both cases appropriately.

Moved (Scarlett / Davidson) *That the December 2008 report of the Compliance Group be received.*
Carried

6. GENERAL BUSINESS

There was no general business.

The meeting closed at 10.04 am.

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: The Resource Management Committee
Prepared by: Simon Moran – Planning & Environmental Manager
Date: 2 March 2009

Subject: **PLANNING & ENVIRONMENT MANAGER'S MONTHLY REPORT**

Planning

Variation 1 (Wetlands) – Proposed Land & Riverbed Management Plan

The closing date for the Appeals process was on 17 February. Four appeals have been lodged from:

- Department of Conservation;
- Royal Forest and Bird Society; and
- Solid Energy New Zealand Limited.
- Friends of Shearer Swamp Inc.

Proposed Coastal Plan Change 2

The summary of submissions will be notified between the writing of this report and the meeting. Further submissions close on the 27th March. The recommending report will then be drafted and a hearing held.

Proposed Resource Management Act Amendments

The Bill has passed its first reading and is now before the Local Government and Environment Select Committee, which is chaired by the Hon. Chris Auchinvole. The due date for submissions is the 3rd of April so staff will be reviewing the Bill and circulating comments to Councillors.

Proposed National Environmental Standard on Ecological Flows and Water Levels

Council submitted on this NES in August 2008. The Ministry for the Environment (MfE) have now released the Summary of Submission. There were 166 submissions made on the proposed NES, with 19% supporting the draft, 30% supporting in part, 26% opposing, and 25% unstated. MfE reports that 'technical methods' attracted the most comment, followed by 'interim levels' and 'scope of the proposed NES'. A cost-benefit report is now being completed, after which, a final report and recommendation will be presented to government. This is expected to occur mid 2009. If the NES is recommended to proceed the report will be published and will contain the cost-benefit analysis, responses to submissions, and final recommendations.

Civil Defence Emergency Management (CDEM)

Civil Defence Officers and Managers Meeting

The civil defence officers and CDEM managers from each of the four councils met on 11 February. A number of outcomes were reached:

- **Standardisation**
Standardisation of common forms, standard operating procedures, and emergency operation centre positions were agreed between the councils.
- **Exercise**
The next CDEM exercise has been scheduled for the 18th of September. This will be West Coast only this time. However the invitation has been made to all agencies involved in CDEM regionally to be involved. The Exercise will run for 18 hours (3 shifts of 6 hours) commencing at 6am on the 18th and finishing at midnight. A scoping meeting was held on the 26th of February.

- **Training**

A training needs analysis was conducted illustrating where further training is required. MCDEM has agreed to assist the district councils with conducting an Emergency Operations Centre training similar to that received by the Regional Council last year but focused at the local response level.

- **Review of the Group Plan**

The Group developed some draft Terms of Reference for the next CEG meeting regarding the review of the Group Plan. This needs to be commenced early 2010.

Weather Radar

Correspondence from the MetService indicates that discussions have commenced with Ngai Tahu Properties over a site near Hokitika. The target operational date remains April 2011.

Transport

Regional Transport Committee

The Regional Transport Committee (RTC) met on 2 March. Items discussed included:

- **Regional Transport Advisory Group – RTAG**

A Terms of Reference for the operation of the RTAG was approved by the RTC. The RTAG is made up of senior council staff from each of the councils along with the NZ Transport Agency.

- **Local Road Minor Capital Works and Significance Policies**

Policies for each of the above were approved by the RTC as required to help develop the Regional Land Transport Programme (RLTP) and to determine when consultation is required if there are any variations to the programme.

- **Distribution and Prioritisation of R Funds**

The RTAG presented a new model to assist with the distribution of R funds in line with the prioritisation process required in developing the RLTP. The new model now has a contestable fund component which both the district councils and state highways can make bids on for projects that fall outside their own R funding envelopes.

- **West Coast Walking and Cycling Strategy**

The RTC adopted the West Coast Walking and Cycling Strategy.

Road Safety Coordinating Committee

The Road Safety Coordinating Committee met on 13 February. The new co-ordinator, Ivan Wilson, and Tai Poutini Polytechnic are working very well in getting the road safety message out with a number of new ideas and initiatives. A planning meeting for the autumn and winter months has been scheduled for April to determine what programmes and messages to promote over this time.

Resource Science





















































































Hydrology / Flood warning




There were no floods during the reporting period.

Water Quality

The toxic cyanobacteria (blue-green algae) Phormidium was identified in the Hokitika River. It is the same algae that has been responsible for the deaths of a number of dogs in the South Island in the last month. Whilst it is often present the warm weather and low flows have meant it has proliferated rather than being kept in check with regular 'freshes' in the river.

Phormidium may be quite common in rivers during settled summer weather but reports of illness associated with cyanobacteria on the West Coast are very infrequent. The best thing for people using the waterways is to keep an eye out for, and away from, dark brown algae mats during periods of prolonged fine weather.

Contact recreation sampling <i>E.coli</i> / Faecal coliform cfu/100ml results for Summer 2008-9				
Site	Nov	Dec	Jan	Feb
Buller Rv @ Marrs Bch				
Buller Rv @ Shingle Bch				
Orowaiti Lag @ Picnic Area				
Rapahoe Bch @ End of Statham St				
Seven Mile Ck @ SH6 Rapahoe				
Nelson Ck @ Swimming Hole Reserve				
Grey Rv @ Taylorville Swimming Hole				
Cobden Bch @ Bright St W end				
Blaketown Bch @ S Tiphead				
Blaketown Lag @ Slipway Bch				
Arnold Rv @ Blairs Rd No. 2 Br				
Arnold Rv @ Kotuku Fishing Access				
Crooked Rv @ Te Kinga				
L Brunner @ Cashmere Bay Boat Ramp				
L Brunner @ Iveagh Bay				
L Brunner @ Moana				
Hokitika Bch @ Hokitika				
Kaniere Rv @ Kaniere Kokatahi Rd				
L Kaniere @ Hans Bay Boat Ramp				
L Kaniere @ Hans Bay Jetty				
L Kaniere @ Sunny Bight				

	< 260 <i>E. coli</i> ; < 140 Ent
	260-550 <i>E. coli</i> ; 140-280 Ent
	> 550 <i>E. coli</i> ; > 280 Ent

NB: No Enterococci exceedences at any sites during this sampling period

Recommendation

That this report is received.

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
Prepared by: Nichola Costley
Dated: 10 February 2009

Subject: **DRAFT WEST COAST REGIONAL LAND TRANSPORT PROGRAMME
2009-12**

PURPOSE

To present the Draft West Coast Regional Land Transport Programme 2009-12 (RLTP) to Council for approval to undertake public consultation.

Background

The Regional Transport Committee (RTC) met on the 2nd of March and reviewed the draft RLTP. The draft RLTP has been prepared to meet the statutory requirements of the Land Transport Management Amendment Act 2008 and was drafted by the Regional Transport Advisory Group.

In considering the attached draft RLTP, the RTC has considered the statutory requirements outlined in the Act.

Prioritisation Process for the RLTP

The Land Transport Management Amendment Act 2008 determines the activities that must be prioritised in the RLTP. The prioritisation process is to include:

- Activities or combinations of activities proposed by approved organisations in the region, other than local road maintenance, local road renewals, and local road minor capital works, and existing public transport services; and,
- Activities or combinations of activities relating to State Highways in the region that are proposed by the NZ Transport Agency; and,
- Activities or combinations of 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 RLTP.

A number of activities that require prioritisation in the RLTP are automatically given a priority rating of 1 due to their importance in the continued provision of transport activities on the West Coast.

Consultation and Hearings

The RTC has recommended the draft to the Regional Council to put out for consultation. Consultation is to be undertaken as required by the Local Government Act 2002. Submissions will be open for one month.

The RTC is required to appoint a hearing panel to hear submissions on the draft RLTP. The hearing panel is to be made up of six 'funding' representatives from the Local Authorities and the NZ Transport Agency, along with the 'Objective' representatives 'sitting in' on the hearing. The draft RLTP is not expected to attract many submissions.

Following the hearing, deliberations, and decisions process, the RLTP will be redrafted to take into account decisions and be brought to the RTC for its final approval. Once approved the RTC must lodge the RLTP with the Regional Council for its final approval before it can be submitted to the NZ Transport Agency.

A timeline indicating approximate key dates from here is included below:

Date	Activity
10 March	Regional Council approves Draft RLTP for consultation
12 March	Draft RLTP publicly notified for consultation (1 month)
14 April	Submissions close on draft RLTP
14 – 17 April	Summary of submissions and officers report prepared
20 April	RTAG finalise officers report
29 April	RLTP hearing and deliberations
4 May – 8 May	Staff prepare hearing report and amendments to RLTP
13 May	RTC papers sent to committee members
21 May	RTC meet to approve RLTP and recommend to Regional Council for approval.
9 June	Regional Council approves RLTP
30 June	Last day to submit RLTP to NZTA

Recommendation

That the Council approve the draft Regional Land Transport Programme for consultation.

Simon Moran
Planning and Environmental Manager

Draft

West Coast Regional Land Transport Programme 2009 – 2012

March 2009

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Overview

This is the Draft Regional Land Transport Programme 2009/12 (RLTP) for the West Coast region. The Land Transport Management Amendment Act 2008 requires Regional Transport Committees to develop a RLTP in consultation with their community and stakeholders every three years.

The RLTP provides a statement of transport priorities for 2009 – 2012 and indicative priorities for 2012 – 2015.

This Draft RLTP contains the bids for activities from the following approved organisations. Each organisation is responsible for delivering parts of the transport system on the West Coast:

- Buller District Council
- Department of Conservation (South Westland Area Office)
- Grey District Council
- The New Zealand Transport Agency
- Westland District Council
- West Coast Regional Council

Consultation

The process of consultation provides the main way for the community and stakeholders to comment on the activities proposed for inclusion in the RLTP and how they are prioritised for implementation.

The consultation is focused on the strategic aspects of transport activities and the Regional Transport Committee is seeking feedback on:

- The transport issues, problems and opportunities to be addressed by this programme;
- The priorities given to transport activities in this programme; and,
- The emphasis given to one type of activity compared to another.

There are different methods for commenting on other aspects of transport programmes:

- If you wish to obtain details of a specific project you should contact the party responsible for that project. This may be the Council proposing it, or in the case of a State Highway project, the NZ Transport Agency.
- If you wish to make detailed comments on local road maintenance and development activities, and their funding from rates, you should contact the relevant council or make a submission on their Long Term Council Community Plan.
- Activities proposed by the NZ transport Agency and Department of Conservation are not subject to consultation through any other process. For this reason submissions on all aspects on State Highway and Department of Conservation activities should be made through this draft RLTP.

How to make a submission

Submissions close at **5pm on 14 April 2009**. Details of how to make a submission can be found on the submission form in Appendix F.

1. Introduction

This is the first Regional Land Transport Programme (RLTP) for the West Coast which has been prepared in accordance with the Land Transport Management Amendment Act 2008. The RLTP:

- Identifies key transport issues in the region and how the transport activities proposed in this programme address these;
- Lists proposed transport activities that will be undertaken during 2009 – 2012; and,
- Provides a ten year forecast of anticipated revenue and expenditure on transport activities.

Responsibility for preparing this Draft RLTP lies with the West Coast Regional Transport Committee (RTC) for the purpose of seeking funding for the listed activities from the National Land Transport Fund (NLTF). The NLTF is administered by the New Zealand Transport Agency on behalf of the New Zealand Government. The Agency can only allocate funds to activities listed in a RLTP or to national activities.

The lists of activities in this programme were either identified by the Councils (and other agencies with transport interests) in the region, or proposed by the NZ Transport Agency. There are two categories of activities:

- The routine maintenance and minor capital improvement activities of local councils (and other agencies) and any continuing passenger transport services are automatically included in this programme.
- Other activities, including State Highway maintenance and development projects and large local Council projects, are individually identified and prioritised within this programme. These priorities are used to identify what activities can be implemented within the funding available and when they are to be implemented.

Unless a significant variation occurs, this RLTP will be reconsidered and reprioritised every three years (refer Section 13 on Significance Policy for a definition of changes that would trigger a variation before this time).

2. Strategic Context and Transport Priorities

National context

The Land Transport Management Amendment Act took effect on 1 August 2008. Under this Act Regional Transport Committees have greater functions and responsibilities. The RTC needs to propose which projects are to be prioritised for funding from national funds on the West Coast.

The Government has set out, in the Government Policy Statement (GPS), its priorities, funding forecasts, and the short to medium-term outcomes it wishes to achieve through the allocation of land transport funding. The NZ Transport Agency must use this framework when allocating funding from the NLTF.

Regional context

The West Coast Regional Land Transport Strategy 2006 – 2009 (RLTS) provides the strategic context for this Draft RLTP. While the RLTS was due to be reviewed in 2009 this has been deferred until August 2010 in order to undertake the development of the RLTP and gain a better appreciation of the requirements of the new legislation and related national strategies. However, the transport issues identified in the current RLTS remain valid and are expected to remain the same into the future at a high level of importance.

3. Development of RLTP

3.1 Assessment of how the programme meets core legislative requirements

The Land Transport Management Amendment Act 2008 includes a set of core requirements for the RLTP that the Regional Transport Committee must be satisfied are met. These are as follows:

An RLTP must contribute to the purpose of the Act which is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.

An RLTP must also contribute to each of the following:

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability.

An RLTP must be consistent with:

- The relevant GPS; and,
- Any relevant Regional Land Transport Strategy for the West Coast.

The RLTP must take into account any:

- National Land Transport Strategy
- National Energy Efficiency and Conservation Strategy;
- Relevant National Policy Statement and any relevant Regional Policy Statement or Plans that are for the time in force under the Resource Management Act 1991; and,
- Likely funding from any source.

The activities in this draft RLTP were evaluated against the regional transport priorities. Those priorities are consistent with the goals of the RLTS and the New Zealand Transport Strategy. The RTC is satisfied that the activities included in this draft RLTP meet the requirements of section 14 of the Land Transport Management Amendment Act 2008.

This draft RLTP has been prepared within the context of the Government Policy Statement on land transport funding 2009/10 – 2018/19 (GPS). The allocation of funding to activity classes in this document (and the indicative regional funding ranges supplied by the NZ Transport Agency, refer Appendix E) have been used to prepare the forecast of anticipated revenue with funding from all potential sources considered.

During the development of the RLTS, all relevant National and Regional policy were taken into account, and where they have since been amended, the new policies have been applied in developing this draft. A list of those documents is identified in Appendix 3 of the RLTS.

4. Assessment of the RLTP

4.1 Statement of regional transport issues, problems, and opportunities

Links to other regions are crucial for the West Coast from both an economic and lifelines perspective. The importance of the State Highway links east via State Highway 73 and Arthur's Pass, and via State Highway 7 and Lewis Pass, to the north via State Highway 6 and Hope Saddle, and to the south via State Highway 6 and the Haast Pass cannot be underestimated as the loss of any one of these routes can result in significant time delays for locals, tourists, and freight traffic if required to travel via an alternative route. Reliability, capacity, safety, and security of critical routes on which the Coast remains dependant on the State Highway network and will continue to be a key area for investment effort.

The recent growth in the mining, dairy, and tourism industries on the West Coast has resulted in increasing traffic numbers on both the State Highways and strategic local roads. Although traffic numbers are increasing in these industries, these numbers are not high enough to attract national funding for many roading projects as total vehicle numbers are still not as high as in other regions. Therefore only a limited number of roading projects are funded from national funds, the majority being the continued road maintenance and minor safety works on State Highways.

Road safety continues to be an issue with a key concern being the potential conflict between heavy and light vehicle traffic particularly on single lane bridges and narrow and winding sections of road. A lack of passing opportunities compounds this issue. Single-lane bridges on State Highways has been recognised as an issue at a national level and is being addressed through a National Bridge Replacement Study currently being drafted. Whether West Coast bridges will feature high up on this list for replacement remains to be seen, however national funding has been earmarked for the Goat Creek Bridge on State Highway 73.

Walking and cycling, as active transport modes on the West Coast, have taken a significant step forward with the development of the West Coast Walking and Cycling Strategy. The Strategy signals the need for safety improvements which can be undertaken on State Highways and local roads to facilitate an increase in these modes.

4.2 Statement of regional transport priorities for the RLTP

The West Coast Regional Land Transport Strategy outlines the high level vision, goals, and targets for the West Coast region. These high level goals have been broken down into the following transport outcomes and form the priorities for the region. Further detail can be taken from the Regional Land Transport Strategy itself.

The transport priorities for the West Coast are:

- Improvement of road safety;
- Increased use of active modes;
- Ensuring the security and efficiency of transport corridors;
- Support/enable increasing traffic due to the mining, dairy, and tourism industries;
- Improve passing opportunities;
- Continued progress toward replacement of single-lane bridges; and,
- Safe and efficient freight movement.

These transport priorities form the basis of the evaluation of effectiveness of activities in achieving regional benefits for the purpose of prioritising activities within the RLTP.

4.3 Statement of how the activities in the RLTP address the transport priorities for the region

This draft RLTP has been developed to take into account the transport issues, problems, and opportunities on the West Coast. The draft RLTP then identifies transport projects and activities to address these priorities. All activities identified in the draft RLTP have been considered to meet one or more of the regional transport priorities. When determining project priority, activities that did not address the transport priorities were disregarded. This process of culling projects was robust given the relatively small amount of discretionary (R funding) that is available for the West Coast.

5. Overview of 3 year programme

A summary of the total expenditure on activities is presented in Table 1. This shows total anticipated expenditure for each organisation on the West Coast for the period 2009 – 2012 along with the GPS indicative funding ranges.

Note: Some Activity Classes have zero or limited expenditure proposed. Where funding is apportioned indicates the transport priorities of the region. In addition each Council is required to contribute a Local Share component made up from the rate take in order to fund an activity. Therefore, even though there appears to be funding available in various activity classes, this does not automatically ensure projects are undertaken due to the reluctance of increasing local rates, and transport activities of a higher priority requiring funding.

Table 1: Total anticipated expenditure 2009/2012

Activity Class	Buller District Council	DOC (Hokitika)	Grey District	New Zealand Transport Agency	West Coast Regional Council	Westland District Council	West Coast Region Total	GPS Indicative Funding Ranges (NZTA share only) (\$M)	
								Lower	Upper
Demand management & community programmes	\$115,309	\$30,506	\$176,833	\$67,000	\$84,000	\$114,398	\$588,046	0	15
Domestic sea freight development	\$0	\$0	\$7,400,000	\$0	\$0	\$0	\$7,400,000		
Maintenance and operation of local roads	\$7,427,863	\$1,002,311	\$7,309,871	\$0	\$0	\$6,412,511	\$22,152,556	10	15
Maintenance and operation of state highways	\$0	\$0	\$0	\$45,000,000	\$0	\$0	\$45,000,000	35	45
New & improved infrastructure for local roads	\$2,970,459	\$854,299	\$5,569,942	\$0	\$0	\$1,961,994	11,356,894	5	15
New & improved infrastructure for state highways	\$0	\$0	\$0	\$24,999,999	\$0	\$0	\$24,999,999	Estimated R	4
Public transport infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Lower	8
Public transport services	\$109,000	\$0	\$35,435	\$0	\$291,750	\$94,500	\$530,685	Upper	25
Rail and sea freight	\$0	\$0	\$7,400,000	\$0	\$0	\$0	\$7,400,000	Estimated R	1
Renewal of local roads	\$5,568,068	\$360,943	\$7,263,632	\$0	\$0	\$6,278,252	\$19,470,894	Lower	10
Renewal of state highways	\$0	\$0	\$0	\$24,999,999	\$0	\$0	\$24,999,999	Upper	15
Transport planning	\$0	\$0	\$34,439	\$100,000	\$169,000	\$71,181	\$374,620	Lower	0
Walking and cycling facilities	\$501,882	\$409,000	\$0	\$773,000	\$0	\$94,444	\$1,778,326	Upper	25
All Activities	\$16,692,581	\$2,657,058	\$27,790,151	\$95,939,998	\$544,750	\$15,027,280	\$158,651,818	Lower	85
								Upper	150

Notes:

- The projects listed under *Domestic sea freight development* and *Rail and sea freight* are the same, but are placed in each activity class in a bid to get funding from one or the other class. This amount is only included once in the relevant totals.
- Maintenance and operation of state highways* and *New and improved state highways* are both listed at the top end of the funding envelope in the GPS.
- Maintenance and operation of local roads* and *Renewal of local roads* are outside their funding envelopes in the GPS.
- The GPS Indicative Funding Ranges only show the NZTA share. The West Coast region total includes the local share component.

5.1 Activities included in programme

The RLTP comprises the activities proposed by the approved organisations and the NZ Transport Agency within the West Coast region. The activities proposed are shown in full in Appendix A. The activities listed in Appendix A comprise the total bid for funding support from the National Land Transport Fund from the West Coast region.

5.2 Prioritised activities

The Regional Transport Committee is required to determine the order of priority for those activities proposed that it decides to include in the RLTP. This includes:

- Activities or combinations of activities proposed by approved organisations in the region, other than local road maintenance, local road renewals, and local road minor capital works, and existing public transport services; and,
- Activities or combinations of activities relating to State Highways in the region that are proposed by the NZ Transport Agency; and,
- Activities or combinations of 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 RLTP.

The process by which these activities have been prioritised is described in Appendix B and are determined by the Regional Transport Committee with the advice of the Regional Transport Advisory Group. The result of the evaluation has led to the activities being listed in the following regional priority order:

Table 2: Regional priority order of activities

	Activity	Description/Comments	Organisation
1	Regional transport administration	Administration of RLTS, RLTP, and monitoring requirements. Fundamental planning platform for the regions activities.	WCRC
1	Maintenance, Operations and Renewals Programme 2009/12	Top priority for State Highway spending.	NZTA
1	West Coast Safe, Sustainable and Efficient Routes Study	Transport planning to develop corridor management plans for safe and efficient use of the State Highway.	NZTA
1	Minor safety works 2009/12	Currently allocated at 8% of the total value of the Maintenance budget to carry out small roading improvements such as guardrails, junctions improvement, lighting.	NZTA
1	Transport Planning	Detailed planning for current and future projects that meet required national and community outcomes.	GDC
1	Public Transport Feasibility Study	Investigation into potential provision of public transport services in the Grey District – inter-district links.	GDC
2	Community Advertising 9/12 - West Coast	Road safety programmes and marketing.	NZTA
2	Property Acquisitions 9/12	Property purchase for State Highways project development.	NZTA
2	McKendries Corner Curve Improvements	Realignment of curve for safety and stabilisation of slumping terrain.	NZTA
2	Goat Creek Bridge Replacement	Constructing a 2 lane bridge 35m downstream of the existing bridge and realigning 530m of the highway approaching the new bridge.	NZTA
2	Kokatahi Track Creek Bridge Replacement (link to Woolhouse)	Replace existing short single span bridge on existing alignment. Safety improvements on approach and to clear zone. Connection with Woolhouse Creek Bridge Replacement project.	NZTA

	Activity	Description/Comments	Organisation
2	Woolhouse Creek Bridge Replacement (link to Kokatahi)	Replace existing short single span bridge existing alignment. Clear zone achieved on west, guardrail installed on east. Connection with Kokatahi Bridge Replacement project.	NZTA
2	Safety Retrofit 9/12	Systematic route treatment of hazards (removal or protection) on the state highway network to reduce the severity of crashes. Very effective in moving towards the 2010 (and 2020) safety targets. Targeted areas based on focussed crash data, and not necessarily the same level of activity in all regions. Typically we are achieving 12-15km of side protection (guardrails, etc) and treating some 200 sites/year nationally	NZTA
2	Scour Investigation 9/12	Current projects include the national screening of bridges on the state highway network to identify those bridges at risk from scour in flood situations. In addition, for those bridges with obvious scour now, there is a modest programme of treating the problems with measures such as rock rip rap, groynes, river training, etc. Not necessarily the same level of activity in all regions. A component of our "readiness" to CDEM legal responsibilities.	NZTA
2	Seismic Retrofit 9/12	Systematic treatment of bridges and other structures which have known deficiencies in seismic performance. Another major component of our "readiness" response to CDEM legal requirements. Typical activities include around 20 bridges retrofitted nationally at low cost (mostly span linkages), 5-10 bridges of high risk/high importance analysed in more detail to design appropriate seismic retrofitting measures and some 5 bridges of high importance actually retrofitted to avoid collapse and/or serious damage in an earthquake. Level of activity at a regional level dependant on targeted bridges on a specific national programme.	NZTA
2	Jacksons Stock Truck Effluent Disposal	Investigation into potential site, possibly to include Weigh Station. Combination most likely to occur this financial year if no land requirements, i.e. if can be built within existing road reserve.	NZTA
2	West Coast walk/cycle Improvements	Minor improvements for walk/cycle access and safety identified through Regional Walking and Cycling Strategy	NZTA
2	West Coast Passing Opportunity Improvements (Investigation and Design)	Initiatives to improve passing opportunities, shoulder widening, slow vehicle bays or visibility improvements.	NZTA
2	Strategic Plan Initiatives 9/12	<p>A batch of activities primarily targeted at furthering the NZTS/GPS initiatives on the state highway network. The list of projects typically includes:</p> <ul style="list-style-type: none"> ▪ treating extreme noise levels adjacent to the highway; ▪ measuring and improving air quality at confined sites; ▪ Improved stormwater run-off treatment in sensitive areas; ▪ facilitating the use of waste products in road maintenance and construction; ▪ improving the landscaping adjacent to the network; ▪ providing improved facilities on the shoulders of the highway for cyclists and/or pedestrians; ▪ treating more length of highway with audio-tactile (profiled) edge lines; ▪ Improving the quality of road side stopping places. 	NZTA

	Activity	Description/Comments	Organisation
2	Rehabilitation Seal Widening 9/12 (and AWT Safety Seal Widening)	Opportunity is taken, when renewing the highway, to widen the formation to accommodate target seal widths. Wider sealed surfaces have significant safety benefits (more recovery space) and also improve walking and cycling facilities. Some of this widening can be accommodated within the cost of the renewal work, but where the cost is beyond the renewal limit, the additional work is funded from this modest national budget. The principle is to provide the most cost-effective improvements in conjunction with the main work and has a proven benefit to cost ratio of 4 or better. A component is likely to occur in all regions.	NZTA
2	Improved Driver Information 9/12	A project to provide some 20 Variable Message Signs (VMS) nationally on the network per year to provide up-to-date road condition and availability data. The roll out is well advanced, and regions are being progressively brought into the programme. Thus not all regions will feature in the programme in any one year.	NZTA
2	Promotion of Transport Options for the Glacier Townships	Promotion of the Walking/Cycling paths and other walking/cycling opportunities to relieve vehicle pressures on the networks.	DoC
2	Preventive Maintenance (09/10) Fox Glacier North Terminal	The existing level of the Fox North Road terminal is now below the Fox River bed level due to recent river flood flows depositing gravels adjacent to the terminal. Preventive maintenance is needed.	DoC
2	Road safety programme 2009-12	Undertake a safety programme to address fatigue, speed, intersections, restraints and alcohol along with walking and cycling coordination regionally.	WCRC, BDC, GDC, WDC
2	Rough River Bridge	Design for replacement bridge over Rough River to assist with moving coal from road to rail.	BDC
2	Rough River Bridge	Construction for replacement bridge over Rough River to assist with moving coal from road to rail.	BDC
2	Woolley Valley Road	Legalise formed road to rural property.	BDC
2	Derby Street Reconstruction	Reconstruct Derby Street Westport to assist with sustainability.	BDC
2	Big River Bridge Strengthening	Further strengthening of bridge required to cater for coal trucks to assist with moving coal from road to rail.	GDC
2	Stock Effluent Station SH73 Jacksons	Contribute to establishment of the site.	GDC
2	Blackball Creek Bridge Strengthening	Strengthen bridge to allow for increased frequency of use by Coal Trucks to assist with moving coal from road to rail.	GDC
2	Moonlight Bridge Strengthening	Moonlight Bridge is on the Atarau Road and requires strengthening to cater for the increase in heavy traffic due to the Pike River coal mine.	GDC
2	Atarau Road Strengthening and Widening	Strengthening and widening for coal trucks to assist with moving coal from road to rail.	GDC
2	Taylorville - Blackball Road Strengthen and Widen	Taylorville - Blackball Road strengthen and widen to assist with moving coal from road to rail.	GDC
2	Blair Road - Seal Extension	Extend seal on road where there have been dairy conversions.	GDC
2	Deep Crk Rd Seal Extension	Extend seal on rural road where area has undergone significant dairy conversions.	GDC

	Activity	Description/Comments	Organisation
2	Rum Creek - Bell Hill Road	Bridge has reached end of economic life.	GDC
3	Seal Extensions 2009-12	Sealing unsealed roads where there has been growth in dairy traffic.	BDC
3	Rough & Tumble Bridge Renewal - Bell Hill Road	Replace bridge that has reached end of its economic life.	GDC
3	Moana Railway Overbridge - Lake Brunner Area	Replace or significant upgrade substructure of bridge to meet earthquake design standards.	GDC
3	Deep Crk NO.1 Bridge Renewal Bell Hill Road	Replace bridge that has reached the end of its economic life.	GDC
3	Keogans Road seal extension	Seal extension to cater for new housing developments	WDC
3	Fourth Street, Kumara seal extension	Extend seal to cater for housing developments	WDC
3	Old Chch Road seal extension	Extend seal on road where to provide for dairy industry.	WDC
3	Hokitika Gorge seal extension	Extend seal on road to provide for tourist traffic.	WDC
4	Port of Greymouth Sustainability Project	Sustaining and future proofing the Port of Greymouth as part of the New Zealand coastal shipping system, enabling the transfer of up to 325,000 tonnes per year of freight from road to sea transport in accordance with Sea Change Strategy, and providing a life line utility in the event of a major earthquake disrupting road and rail access to the West Coast.	GDC
4	Taylorville Blackball and Atarau Road Slow Vehicle lanes	Construction of two slow vehicle lanes to enable other vehicles to pass coal trucks.	GDC
5	Stillwater Bridge 2 Laning	Existing single lane bridge is adjacent to Rail Head for off loading coal from truck to rail. Congestion issues and expected increase in general traffic.	GDC

6. Forecast of anticipated revenue and expenditure on activities for the 10 financial years 2009 to 2019

6.1 Expenditure profiles

The approved organisations within the region have each prepared a ten year forecast of expenditure. This has been collated by activity class and is presented in Appendix C. The local authorities have included escalation figures based on the BERL local government figures of around 3% per year.

6.2 Description of funding sources identified

The following funding sources are identified in the 10-year forecast of anticipated revenue for the West Coast region:

National Land Transport Fund (NLTF)

The NLTF is the funding which the region is bidding for through this Draft RLTP. The NLTF is distributed as a contestable fund across the country (referred to as N Funding). It is not possible to predict the level of N funding that the region is likely to receive as the activities on the West Coast have yet to be assessed against all the activities in the other region's RLTPs. The only guidance available in this regard is a set of indicative funding ranges supplied by the NZ Transport Agency in October 2008 (refer Appendix E).

A proportion of N funding is distributed as Regional Funding.

Regional Funding (R)

Regional funding (also referred to as R funding) is derived from a targeted government tax related to fuel volumes and light vehicle road user charges. It is possible to forecast with reasonable certainty the likely funding available to the region.

Local Funding (L)

Local funding is sourced by the Regional or District Council. These organisations are required to part fund all activities. The proportion of L funding required for an activity is based on a Financial Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding and the type of activity that is being proposed.

6.3 Ten year forecast of anticipated revenue

The forecast expenditure outlined in Appendix C has been used to form the basis of the 10-year forecast of anticipated revenue presented in Table 3. The funding source analysis has been guided by the indicative regional funding ranges (see Appendix E). These indicative funding ranges provided guidance on the likely level of funding available from the NLTF. This is the only guidance the RTC has had to assess the affordability of the proposed forecast.

The indicative funding ranges have been used to guide the distribution of R funding in order to ensure the RLTP is, as far as possible, within the indicative funding ranges supplied. This is the only government funding source the RTC can influence to ensure affordability of the overall programme is maximised.

Table 3: 10-year forecast of anticipated expenditure and funding sources

Activity Class	Forecast expenditure 09/19 Total	Funding Sources			
		N	R	L	Other
Transport Planning	\$1,102,037	\$924,552		\$117,485	
Demand Management & Community Programmes	\$2,209,687	\$1,643,041		\$566,646	
Walking & Cycling facilities	\$5,230,996	\$4,222,025		\$1,008,971	
Public Transport Services	\$1,869,160	\$944,544		\$924,616	
Public Transport Infrastructure	\$0	\$0		\$0	
Rail & Sea Freight/Domestic Sea Freight Development	\$25,081,000	\$9,000,000		\$16,081,000	
Local Road Maintenance	\$81,401,294	\$50,840,960		\$30,560,334	
Local Road Renewals	\$67,445,188	\$41,318,748		\$26,126,440	
Local Road Improvements	\$37,816,294	\$27,411,326	3,356,074	\$7,048,894	
State Highway Maintenance	\$184,999,999	\$184,999,999		0	
State Highway Renewals	\$94,999,999	\$94,999,999		0	
State Highway Improvements	\$84,999,999	\$84,999,999	7,535,000	0	
Unallocated R Funding			4,165,926		
Totals	\$587,155,653	\$501,305,193	\$15,057,000	\$82,494,386	

NOTES

- 1) Amounts are taken from 10 year forecasts of activity class plus TLA administration costs at 2.25%
- 2) N funding is calculated from sum of NLTA share as on tables on worksheets in Appendix C for each activity class.
- 3) R funding currently based on RTC extract summary worksheet from Approved Organisation submitted activities.
- 4) R funding figures are yet to be fully allocated to transport projects. Refer Table 9 as to expected allocations to organisations/activity classes.

6.4 Affordability of the 10 year forecast expenditure

The total forecast expenditure and funding sources presented in Table 3 allows for delivery of the programme within or below the indicative 10 year funding ranges (see Appendix E) for all activity classes except for:

- Maintenance and Operation of Local Roads; and,
- Renewal of Local Roads.

Therefore there may be an affordability issue for these activities if additional N funding, above the indicative range, is not forthcoming.

Overall, the 10 year forecast is approximately \$570 million. This is above the upper limit of the GPS funding range. The indicative range suggests a low estimate of \$345 million to a high estimate of \$555 million for the 10 year period.

7. Significant expenditure on land transport activities to be funded from other sources

The activities identified in Table 4 are expected to be funded in part or without assistance from the National Land Transport Fund.

Table 4: Land transport activities to be funded from other sources

Activity	Funding source
Greymouth Port Redevelopment	Funding bids for the port redevelopment are being made through the Domestic Sea Freight Development and Rail and Sea Freight as separate activity classes to those under the NLTP.
Glacier Walk and Cycle Paths	Part funded by Development West Coast, along with contributions from R funding and the Department of Conservation.
Millerton Track road widening and sealing	Solid Energy

8. Approved activities not yet completed

In the West Coast region, the following activities have been approved under Section 20 of the Land Transport Management Act 2003, but will not be fully completed prior to the commencement of this RLTP on 1st July 2009:

Table 5: Approved activities not yet completed

Activity	Delivery Agency
Arahura Bridge	NZ Transport Agency
Fox Glacier North Access Road Seal Extension	Department of Conservation
Glacier Walking and Cycling Paths	Department of Conservation

9. Activities of inter-regional significance

As part of the preparatory work for this Draft RLTS, the West Coast RTC must take into account:

- Which, if any activities included in the draft West Coast RLTP for 2009 – 2012 are considered to have significance to another region; and,
- Which, if any activities in the Draft RLTP of a neighbouring region may be considered as being of significance to the West Coast.

Table 6 outlines the activities in the 2009 – 2012 RLTP's of the West Coast and Canterbury that were identified as having inter-regional significance. Of particular importance to the West Coast is the route security and safety of State Highway 73 between Rough Creek and Mingha Bluff. Significant work on this project will not be included in Canterbury's first RLTP. This work is not anticipated to occur until 2012 – 2015 but has been noted in the below table for completeness.

Table 6: Activities of inter-regional significance

Region	Activity	Reasons for inter-regional significance
West Coast	SH 73 Jacksons – stock effluent	Complements existing Canterbury stock effluent disposal site network
Canterbury	SH 73 improvements from Mingha Bluff to Rough Creek large upgrade (Klondyke - Arthurs Pass)	Key link between the West Coast and Canterbury regions

10. Nationally or regionally significant activities likely to be recommended for inclusion in the next programme

Table 7 outlines the regionally significant activities that are expected to commence in the 3 years following this RLTP i.e. 2012 – 2015. The list is based on the forward planning of the R funding priorities.

Table 7: Regionally significant activities expected to commence in years 2012/15

Activity	Delivery Agency
SH 73 improvements from Mingha Bluff to Rough Creek large upgrade (Klondyke - Arthurs Pass)	NZ Transport Agency as part of the Canterbury RLTP.
Gates of Haast – Design in 2012 -15 RLTP Construction in 2015 -18 RLTP	NZ Transport Agency
Passing Opportunities – Construction	NZ Transport Agency

11. Assessment of the relationship of police activities to the programme

On the West Coast the Police are a core member of the Road Safety Coordinating Committee which meets quarterly. The Committee oversees the annual development of the Road Safety Action Plans, as well as the West Coast Road Safety Plan 2006 – 2009 (three yearly). The Plans consider the types of accidents and the engineering, enforcement, and education actions required to be undertaken to reduce accident numbers as well as targeting the 'at-risk' user groups. These actions are then incorporated in the relevant Council or NZ Transport Agency programme which is reflected in the RLTP.

The New Zealand Police receive annual government funding of around \$275 million for road safety work. In particular Police undertake:

- Speed-limit enforcement;
- Enforcement of alcohol limits;
- Enforcement of driving laws; and,
- Commercial vehicle investigation and highway patrols.

The West Coast Police follow the New Zealand Police Strategic Plan to 2010 that recognises road trauma as a challenge faced by the police. The Government's Road Safety to 2010 Strategy includes reducing annual road deaths to no more than 300 nationally. The West Coast Police are also bound by the New Zealand Police Statement of Intent 2007/2008

(updated annually). The Statement of Intent establishes that the police will work to achieve the shared transport sector outcome of a transport system that is safer and more secure.

The provision of the Community Road Safety Programme will continue throughout this RLTP. The continuation of quarterly Road Safety Coordinating Committee meetings will ensure that collaboration between the Police, Councils, the West Coast Road Safety Coordinator, and other agencies as required, in developing and implementing safety and sustainability-focused activities will ensue.

12. Monitoring implementation of the programme

This RLTP sets out how the transportation priorities of the region will be delivered over the next three years. The RLTP essentially outlines “how much” of certain activities will be undertaken and “when” this will be undertaken. A key reason underpinning the shift to a three yearly planning cycle was to allow a greater degree of flexibility in the delivery of a programme of works within a region.

It is therefore proposed that monitoring is designed to ensure that the overall programme of activities contained in the RLTP is delivered in the manner envisaged, but not focus in detail on individual projects within it.

The West Coast Regional Transport Advisory Group will perform this monitoring function annually during the duration of the RLTP at the end of each financial year with particular emphasis on the progress of R funded projects. This information will be presented to the Regional Transport Committee.

13. Policy relating to significance

The Regional Transport Committee has adopted the following policy to determine significance in respect of variations made to the Regional Land Transport Programme.

*"The following amendments or variations to the regional land transport programme are considered to be **not significant** for the purposes of consultation:*

- *Activities that are in the urgent interests of public safety; or*
- *A scope change that does not significantly alter the original objectives of a project (to be determined by the RTC), worth more than \$5 million; or,*
- *Replacement of a local authority project within a group of generic projects by another project and is less than or equal to \$1.5 million.*
- *Replacement of a State Highways project within a group of generic projects by another project and is less than or equal to \$4.5 million.*
- *New preventive maintenance and emergency reinstatement activities.*
- *Addition of an activity or activities that have previously been consulted and which the RTC considers complies with the provisions for funding approval in accordance with section 2 of the Land Transport Management Act."*

Appendix A: Activities included in the West Coast Regional Land Transport Programme

Table 8: Activities included in the West Coast RLTP

Activity or combination of activities	Objectives to be achieved	Total cost estimate	2009/10 cost estimate	2010/11 cost estimate	2011/12 cost estimate	Expected duration (months)
Buller District Council						
Administration support - Roading 2009/12		\$272,400	\$88,000	\$90,900	\$93,500	36
Sealed pavement maintenance SPR		\$233,600	\$75,600	\$78,000	\$80,000	36
Unsealed pavement maintenance SPR		\$65,000	\$21,000	\$21,700	\$22,300	36
Routine drainage maintenance SPR		\$178,800	\$57,800	\$59,600	\$61,400	36
Structures maintenance SPR		\$81,200	\$26,200	\$27,100	\$27,900	36
Environmental maintenance SPR		\$299,300	\$96,600	\$100,000	\$102,700	36
Traffic services maintenance SPR		\$48,700	\$15,800	\$16,200	\$16,700	36
Operational traffic management SPR		\$3,200	\$1,000	\$1,100	\$1,100	36
Network and asset management SPR		\$113,700	\$36,700	\$38,000	\$39,000	36
Unsealed road metalling SPR		\$29,200	\$9,500	\$9,700	\$10,000	36
Sealed road resurfacing SPR		\$476,100	\$154,000	\$158,600	\$163,500	36
Drainage renewals SPR		\$152,900	\$49,400	\$51,000	\$52,500	36
Structures component replacements SPR		\$29,000	\$9,400	\$9,600	\$10,000	36
Traffic services renewals SPR		\$113,800	\$36,800	\$38,000	\$39,000	36
Sealed pavement maintenance		\$1,407,600	\$454,600	\$469,700	\$483,300	36
Unsealed pavement maintenance		\$932,900	\$301,300	\$311,300	\$320,300	36
Routine drainage maintenance		\$942,500	\$304,500	\$314,500	\$323,500	36
Structures maintenance		\$406,400	\$131,300	\$135,600	\$139,500	36
Environmental maintenance		\$1,092,300	\$352,800	\$364,500	\$375,000	36
Traffic services maintenance		\$689,100	\$222,600	\$230,000	\$236,500	36
Operational traffic management		\$3,300	\$1,100	\$1,100	\$1,100	36
Level crossing warning devices		\$9,000	\$3,000	\$3,000	\$3,000	36
Network and asset management		\$822,500	\$265,500	\$274,500	\$282,500	36
Unsealed road metalling		\$283,000	\$91,500	\$94,500	\$97,000	36
Sealed road resurfacing		\$1,499,000	\$484,000	\$500,000	\$515,000	36
Drainage renewals		\$427,000	\$138,000	\$142,500	\$146,500	36
Sealed road pavement rehabilitation		\$494,800	\$160,000	\$164,800	\$170,000	36
Structures component replacements		\$74,000	\$24,000	\$24,600	\$25,400	36
Traffic services renewals		\$396,600	\$128,000	\$132,500	\$136,100	36
Associated Improvements		\$495,000	\$160,000	\$165,000	\$170,000	36
Bus services		\$108,901	\$35,175	\$36,336	\$37,390	36
2009/12 programme	Safety and security	\$113,395	\$36,723	\$37,788	\$38,884	36
Minor improvements LR		\$487,600	\$157,500	\$162,700	\$167,400	36
Minor Improvements SPR		\$154,700	\$50,000	\$51,600	\$53,100	36
Property purchase (local roads)	Access and mobility	\$65,000	\$0	\$65,000	\$0	na
Replacement of bridges and other structures	Access and mobility	\$1,390,000	\$0	\$0	\$1,390,000	3
Replacement of bridges and other structures	Access and mobility	\$250,000	\$0	\$250,000	\$0	3
Road reconstruction	Sustainability	\$252,000	\$90,000	\$80,000	\$82,000	36
Seal extension	Public health	\$325,100	\$105,000	\$108,500	\$111,600	36
DOC Hokitika						
Administration support - Roading 2009/12		\$30,000	\$10,000	\$10,000	\$10,000	36
Sealed pavement maintenance		\$17,900	\$5,800	\$6,000	\$6,100	36
Unsealed pavement maintenance		\$495,000	\$160,000	\$165,000	\$170,000	36
Environmental maintenance		\$39,000	\$12,500	\$13,000	\$13,500	36
Traffic services maintenance		\$12,000	\$4,000	\$4,000	\$4,000	36
Cycle path maintenance		\$3,000	\$1,000	\$1,000	\$1,000	36
Network and asset management		\$413,355	\$137,785	\$137,785	\$137,785	36
Structures component replacements		\$100,000	\$50,000	\$50,000	\$0	36
Traffic services renewals		\$3,000	\$1,000	\$1,000	\$1,000	36
Promotion of the Walking/Cycling paths and other walking/cycling opportunities to relieve vehicle pressures on the networks.	Sustainability	\$30,000	\$10,000	\$10,000	\$10,000	36
Minor Improvements 2009/12 – SPR		\$85,500	\$29,500	\$30,000	\$26,000	36

Activity or combination of activities	Objectives to be achieved	Total cost estimate	2009/10 cost estimate	2010/11 cost estimate	2011/12 cost estimate	Expected duration (months)
Preventive maintenance	Safety & security	\$200,000	\$100,000	\$100,000	\$0	24
Grey District Council						
Administration support - Roading 2009/12		\$461,481	\$144,779	\$158,669	\$158,033	36
Activity management plans	Integration	\$23,907	\$10,551	\$6,565	\$6,791	36
Sealed pavement maintenance		\$2,181,931	\$701,641	\$727,643	\$752,647	36
Unsealed pavement maintenance		\$299,222	\$96,221	\$99,786	\$103,215	36
Routine drainage maintenance		\$692,654	\$222,736	\$230,990	\$238,928	36
Structures maintenance		\$513,959	\$165,273	\$171,398	\$177,288	36
Environmental maintenance		\$1,306,761	\$420,230	\$435,786	\$450,745	36
Traffic services maintenance		\$1,143,732	\$367,789	\$381,418	\$394,525	36
Operational traffic management		\$47,405	\$15,244	\$15,809	\$16,352	36
Level crossing warning devices		\$128,471	\$41,312	\$42,843	\$44,316	36
Network and asset management		\$895,163	\$288,046	\$298,525	\$308,592	36
Unsealed road metalling		\$459,354	\$147,714	\$153,188	\$158,452	36
Sealed road resurfacing		\$3,224,564	\$1,036,920	\$1,075,346	\$1,112,298	36
Drainage renewals		\$302,744	\$97,353	\$100,961	\$104,430	36
Sealed road pavement rehabilitation		\$887,066	\$285,253	\$295,824	\$305,989	36
Structures component replacements		\$888,106	\$285,266	\$296,837	\$306,003	36
Traffic services renewals		\$608,421	\$195,649	\$202,900	\$209,872	36
Associated improvements		\$794,442	\$255,468	\$264,935	\$274,039	36
Community programmes	Safety and security	\$173,897	\$55,920	\$57,992	\$59,985	36
Minor Improvements		\$1,027,040	\$330,264	\$342,503	\$354,273	36
Rum Creek - Bell Hill Road	Economic development	\$110,534	\$0	\$0	\$110,534	4
Deep Crk NO.1 Bridge Renewal Bell Hill Road	Economic development	\$381,568	\$0	\$381,568	\$0	6
Blackball Creek Bridge Strengthening	Economic development	\$163,344	\$0	\$0	\$163,344	6
Big River Bridge Strengthening	Economic development	\$310,722	\$0	\$0	\$310,722	6
Stock Effluent Station SH73 Jacksons	Economic development	\$90,000	\$0	\$90,000	\$0	6
Moana Railway Overbridge - Lake Brunner Area	Integration	\$200,000	\$0	\$200,000	\$0	6
Moonlight Bridge Strengthening		\$564,005	\$0	\$564,005	\$0	6
Atarau Road Strengthening and Widening	Economic development	\$577,500	\$577,500	\$0	\$0	6
Taylorville - Blackball Road Strengthen and Widen		\$609,345	\$0	\$298,100	\$311,245	36
Taylorville Blackball and Atarau Road Slow Vehicle lanes		\$114,000	\$0	\$0	\$114,000	3
Deep Crk Rd Seal Extension	Economic development	\$736,890	\$0	\$0	\$736,890	6
Blair Road - Seal Extension	Economic development	\$596,200	\$0	\$596,200	\$0	6
Port of Greymouth Sustainability Project	Environmental sustainability	\$7,400,000	\$3,300,000	\$3,300,000	\$800,000	36
NZTA Highway & Network Operations						
Administration support - Roading 2009/12		\$3,222,696	\$1,042,640	\$1,073,919	\$1,106,137	36
Jacksons Stock Truck Effluent Disposal	Responsiveness	\$721,000	\$0	\$721,000	\$0	36
New traffic management facilities	Public Health	\$584,220	\$189,013	\$194,683	\$200,524	36
Improved Driver Information 9/12	safety and security	\$8,554,726	\$2,146,180	\$4,194,796	\$2,213,750	36
Goat Creek Bridge Replacement	safety and security	\$2,161,200	\$2,161,200	\$0	\$0	36
Kokatahi Track Creek Bridge Replacement	safety and security	\$417,000	\$417,000	\$0	\$0	36
West Coast Passing Opportunity Improvements	safety and security	\$106,000	\$0	\$106,000	\$0	36
West Coast Passing Opportunity Improvements	safety and security	\$109,000	\$0	\$0	\$109,000	36

Activity or combination of activities	Objectives to be achieved	Total cost estimate	2009/10 cost estimate	2010/11 cost estimate	2011/12 cost estimate	Expected duration (months)
Strategic Plan Initiatives 9/12	safety and security	\$1,752,661	\$567,039	\$584,050	\$601,572	36
Safety Retrofit 9/12	safety and security	\$2,190,827	\$708,799	\$730,063	\$751,965	36
Property Acquisitions 9/12	safety and security	\$653,238	\$211,342	\$217,683	\$224,213	36
Scour Investigation 9/12	safety and security	\$748,000	\$242,000	\$249,000	\$257,000	36
Selsmic Retrofit 9/12	safety and security	\$350,000	\$0	\$80,000	\$270,000	36
McKendries Corner Curve Improvements	safety and security	\$1,070,000	\$1,070,000	\$0	\$0	36
Woolhouse Creek Bridge Replacement	safety and security	\$420,000	\$420,000	\$0	\$0	36
Rehabilitation Seal Widening 9/12	Access and Mobility	\$730,275	\$236,266	\$243,354	\$250,655	36
Sealed pavement maintenance		\$12,231,132	\$3,954,390	\$4,058,543	\$4,218,199	36
Routine drainage maintenance		\$3,000,349	\$971,000	\$994,779	\$1,034,570	36
Structures maintenance		\$5,873,908	\$1,870,000	\$1,962,700	\$2,041,208	36
Environmental maintenance		\$10,170,258	\$3,273,000	\$3,381,009	\$3,516,249	36
Traffic services maintenance		\$4,232,170	\$1,362,000	\$1,406,946	\$1,463,224	36
Operational traffic management		\$1,066,376	\$337,140	\$358,596	\$370,640	36
Network and asset management		\$10,009,380	\$3,235,620	\$3,338,687	\$3,435,073	36
Property management (State highways)		\$60,000	\$15,000	\$20,000	\$25,000	36
Sealed road resurfacing		\$14,443,587	\$4,975,000	\$4,642,150	\$4,826,437	36
Drainage renewals		\$550,366	\$195,000	\$176,650	\$178,716	36
Sealed road pavement rehabilitation		\$7,167,776	\$2,795,000	\$2,185,045	\$2,187,731	36
Structures component replacements		\$2,749,442	\$895,000	\$909,040	\$945,402	36
Traffic services renewals		\$885,586	\$285,000	\$294,405	\$306,181	36
Associated Improvements		\$1,093,283	\$690,000	\$258,250	\$145,033	36
Community programmes	Safety and security	\$67,000	\$20,000	\$22,000	\$25,000	36
Community programmes	Safety and security	\$67,000	\$20,000	\$22,000	\$25,000	36
Cycle facilities		\$772,725	\$250,000	\$257,500	\$265,225	36
Minor Improvements		\$5,535,090	\$1,837,050	\$1,820,360	\$1,877,680	36
West Coast Safe, Sustainable and Efficient Routes Study	Safety and security	\$100,000	\$34,000	\$33,000	\$33,000	36
West Coast Regional Council						
Total mobility operations		\$206,937	\$66,950	\$68,959	\$71,028	36
Super gold card administration		\$12,000	\$4,000	\$4,000	\$4,000	12
Community programmes	Safety and security	\$84,000	\$28,000	\$28,000	\$28,000	12
Regional land transport planning management		\$169,000	\$65,000	\$52,000	\$52,000	36
Passenger transport administration		\$24,000	\$8,000	\$8,000	\$8,000	36
Total mobility administration		\$27,000	\$9,000	\$9,000	\$9,000	36
Westland District Council						
Administration support - Roading 2009/12		\$290,000	\$96,000	\$95,000	\$99,000	36
Walking and cycling facilities 2009/12	Public health	\$93,000	\$30,000	\$31,000	\$32,000	6
Sealed pavement maintenance		\$1,539,000	\$497,000	\$513,500	\$528,500	36
Unsealed pavement maintenance		\$1,223,000	\$395,000	\$408,000	\$420,000	36
Routine drainage maintenance		\$412,000	\$133,000	\$137,500	\$141,500	36
Structures maintenance		\$235,500	\$76,000	\$78,500	\$81,000	36
Environmental maintenance		\$626,000	\$202,000	\$209,000	\$215,000	36
Traffic services maintenance		\$344,500	\$111,000	\$115,000	\$118,500	36
Level crossing warning devices		\$19,500	\$6,000	\$6,500	\$7,000	36
Network and asset management		\$1,001,000	\$323,000	\$334,000	\$344,000	36
Unsealed road metalling		\$728,000	\$235,000	\$243,000	\$250,000	36
Sealed road resurfacing		\$1,942,000	\$627,000	\$648,000	\$667,000	36
Drainage renewals		\$341,500	\$110,000	\$114,000	\$117,500	36

Activity or combination of activities	Objectives to be achieved	Total cost estimate	2009/10 cost estimate	2010/11 cost estimate	2011/12 cost estimate	Expected duration (months)
Structures component replacements		\$542,000	\$175,000	\$181,000	\$186,000	36
Traffic services renewals		\$341,500	\$110,000	\$114,000	\$117,500	36
Associated improvements		\$1,650,000	\$650,000	\$500,000	\$500,000	36
Sealed pavement maintenance SPR		\$384,000	\$124,000	\$128,000	\$132,000	36
Routine drainage maintenance SPR		\$58,500	\$19,000	\$19,500	\$20,000	36
Structures maintenance SPR		\$90,000	\$29,000	\$30,000	\$31,000	36
Environmental maintenance SPR		\$190,000	\$61,000	\$63,500	\$65,500	36
Traffic services maintenance SPR		\$49,500	\$16,000	\$16,500	\$17,000	36
Network and asset management SPR		\$156,000	\$50,000	\$52,000	\$54,000	36
Sealed road resurfacing SPR		\$427,000	\$138,000	\$142,500	\$146,500	36
Drainage renewals SPR		\$69,000	\$22,000	\$23,000	\$24,000	36
Structures component replacements SPR		\$139,500	\$45,000	\$46,500	\$48,000	36
Traffic services renewals SPR		\$15,500	\$5,000	\$5,000	\$5,500	36
Bus services		\$94,272	\$30,450	\$31,455	\$32,367	36
Road safety and walking and cycling programmes in Westland District	Safety and security	\$205,500	\$66,000	\$68,500	\$71,000	36
Minor improvements 2009/12 - SPR		\$127,000	\$41,000	\$42,000	\$44,000	36
Minor improvements 2009/12 - Local Roads		\$876,000	\$292,000	\$288,000	\$296,000	36

Appendix B: Process for prioritisation of activities

The evaluation process used to determine the priority of activities within the RLTP is based on the process used to develop the R funding priorities. The following section outlines the activities requiring prioritisation and the process used in this draft RLTP.

Identification of activities requiring prioritisation

The Land Transport Management Amendment Act 2008 determines the activities that must be prioritised in the RLTP. The prioritisation process is to include:

- Activities or combinations of activities proposed by approved organisations in the region, other than local road maintenance, local road renewals, and local road minor capital works, and existing public transport services; and,
- Activities or combinations of activities relating to State Highways in the region that are proposed by the NZ Transport Agency; and,
- Activities or combinations of 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 RLTP.

Definition of local road minor capital works

The RTC has adopted the following definition of activities that shall be deemed to be minor capital works within the 'new and improved infrastructure for local roads' activity class.

"For the purpose of the West Coast Regional Land Transport Programme, the definition of Local Road Minor Capital Works is to be taken to mean capital projects associated with local roads, including associated property purchase, that meet all of the following criteria:

- *Are wholly within a single territorial authority area.*
- *Have a capital cost of less than or equal to \$4.5 million (the limit for individual improvement projects within a block allocation).*
- *Do not use R funds."*

Definition of existing public transport services

Existing passenger transport services are defined in the NZ Transport Agency's Planning, Programming, and Funding Manual as follows:

"Existing services means the level of services in place in the financial year prior to the period to which the RLTP applies, but may include minor changes to those services. Minor services include:

- *Changes to routes, service frequency or other aspects of service quality with a total cost of:*
 - *Up to 5 percent of the current passenger transport block allocation, or*
 - *\$250,000, which ever is greater*
- *Minor, improved or replaced facilities associated with maintaining existing services up to the levels allowed in the above work categories."*

Distribution of R Funding

R funds are those raised by the extra 5c/litre introduced in April 2005 and are distributed on a regional basis. The collection and allocation of R funds was limited to the 10-year period ending 2014/15. R funds are allocated to activities that are not of sufficient national priority to be funded from N but have sufficient regional priority. (National (N) funds are the main source of funding for the National Land Transport Programme and are allocated to the highest priority activities on a national basis.) This ensures that projects considered on the West Coast to be important can still be progressed when they would otherwise take many years to be funded nationally.

As at 17 September 2008, estimated total 10 year R funds was \$15.057 million. This amount fluctuates relative to the projected amount of fuel being purchased.

The RTC has ratified the distribution of R funding in the following manner (refer Table 9):

- District Councils have each been allocated a fixed amount of \$1 million to ensure certainty in their forward planning. The Councils identify within that cap how their allocation of R funds are to be spent and the RTC then accords these a high priority. The Council must ensure that the projects identified still meet the criteria required by the NZ Transport Agency
- Due to the importance the State Highways have forming the backbone of the West Coast roading network, the RTC has allocated approximately \$7 million of the remaining R funds. This funding is to assist with undertaking State Highway projects that are not eligible for N funding.
- Other Strategic Project funding is allocated through a contestable fund whereby any District Council or State Highway projects that are considered important but do not fit within the current funding envelopes already allocated compete for the remaining available funding. This category also allows the Department of Conservation who is a Road Controlling Authority for the Glacier Roads to be eligible to apply for R funding. The RTC prioritises these projects based on their contribution to achieving the 5 objectives of the New Zealand Transport Strategy.

Table 9: Proposed Amended R Funding Distribution Model

Organisation/Projects	% (where req)	\$ Million (approx)
Local Projects	Fixed allocation amount	
- Buller		1
- Grey		1
- Westland		1
Amount left for allocation		12.057
NZTA – State Highways	62.5%	7.535
Other Strategic Projects*	37.5%	4.021
- Glacier Walking and Cycling		0.5
Total		15.057

* Other Strategic Projects are those that may contribute to primary production, tourism, or dairy development.

The RTC can review priorities for R funding 3 yearly as part of the Regional Land Transport Programme, or sooner, if any changes are required as part of the Significance Policy.

Prioritisation of activities for the RLTP

A number of activities that require prioritisation in the RLTP are automatically given a priority rating of 1 due to their importance in the continued provision of transport activities on the West Coast. These activities are described below.

Regional Transport Administration

This is the funding to service the work of the Regional Transport Committee to meet the statutory requirements of developing a Regional Land Transport Strategy and Regional Land Transport Programme. As these are the high level statutory documents that set direction for the transport sector within the West Coast, this activity has been given top priority.

State Highway Maintenance, Operations, and Renewals Programme

The maintenance of the network can not be evaluated appropriately in the prioritisation process. However it is essential that the State Highway infrastructure already in place is maintained and therefore this activity has been given a priority rating of 1.

Transport Studies

Transport studies, and planning, have been proposed throughout the region. These studies are the planning tools that support the programme and inform the level of investment required in future years. This work is important as it supports the signal in the Government Policy Statement that there should be a particular emphasis on new strategies and packages with an increased focus on integrated planning as part of the funding evaluation process. The importance of this work is recognised by giving them a priority rating of 1. These studies need to be assessed by the Agency for funding on their individual merit and the RTC hopes to see them all funded in order to enable the development of increasingly robust and evidence based RLTPs in the future.

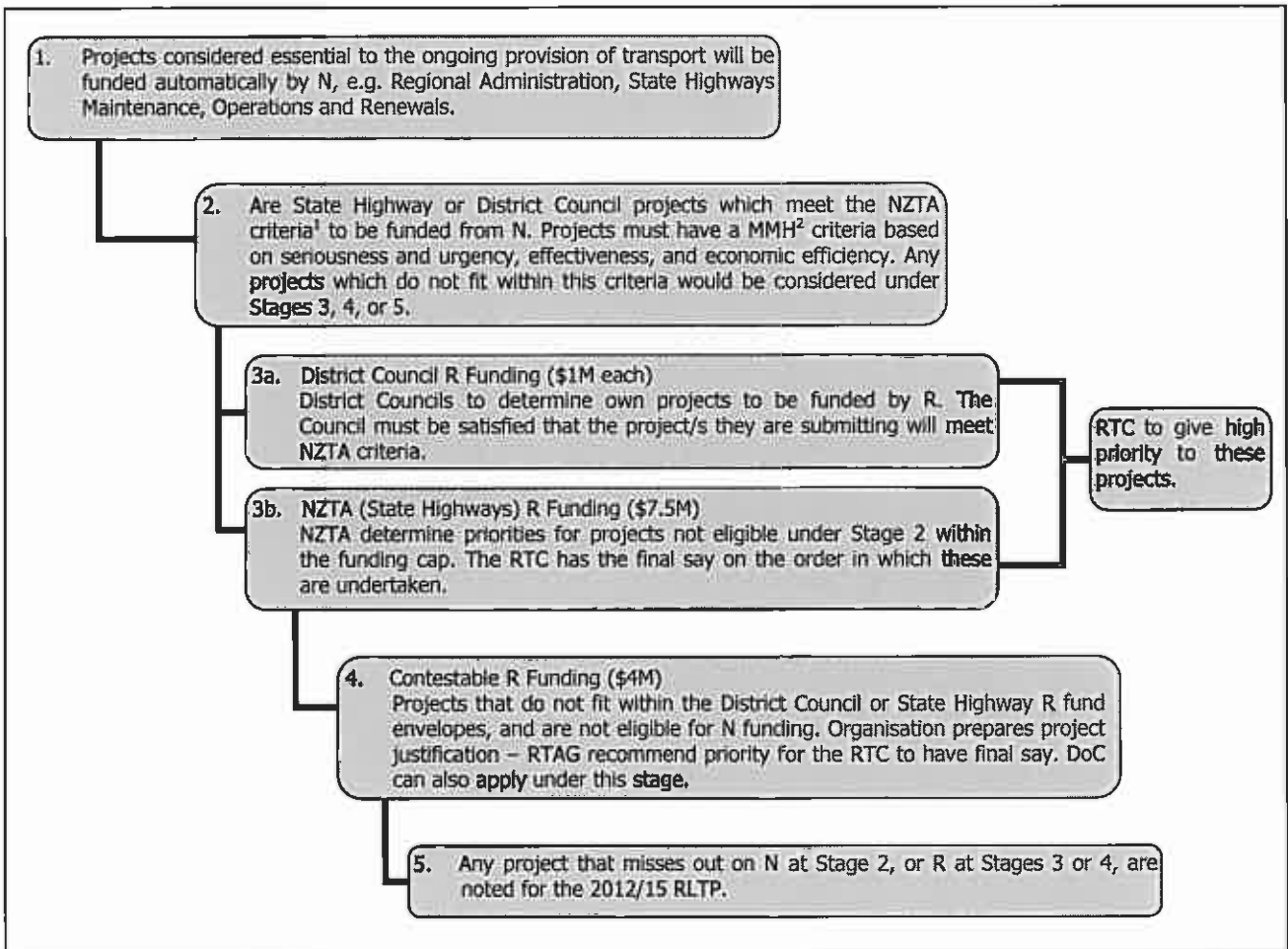
The Prioritisation Process and R Funding Distribution

Due to the rigid timeframes of developing this first draft RLTP, the prioritisation process has run alongside the distribution of R funding process. The prioritisation process has categorised transport activities into 5 categories. The 5 stage prioritisation process illustrates the levels of importance accorded to the projects, and the clusters of projects highlights the fact that projects cannot easily be given a 1 to 100 priority rating as many projects have similar levels of importance.

This 1 to 5 prioritisation process also allows a first draft to be developed while funding for the national land transport fund is finalised. Currently, the proposed transport activities identified in this draft RLTP are within the bands set by the Government Policy Statement and are expected to be funded. However, if projects that are expected to attain N funding in Stage 2 are rejected, then the projects in this category will be reprioritised in order of importance with the projects anticipated to achieve least in contributing to the transport priorities of the region dropped into either Stage 3 to be funded through R, to Stage 4 as a contestable R funded project, or to Stage 5 to be put forward as an N project in the 2012/15 RLTP. Flowchart 1 illustrates the prioritisation process applied in further detail.

Note: The RTC is responsible for prioritising activities or combinations of activities relating to State Highways that are proposed by the Agency, and in the order they should be prioritised in, whether these are to be funded by N or R. However, the RTC is able to amend this depending on the transport priorities they consider are important to the West Coast.

Flowchart 1: RLTP and R Funding Prioritisation Process



1. In general, the NZ Transport Agency's methods for assessment of activities and combinations of activities are that they are assigned against the following three factors:
 - The **seriousness and urgency** of the transport issue, problem or opportunity addressed, taking account of relevant strategies and regional priorities
 - The **effectiveness** of the proposed activity or combination of activities in dealing with the issue, problem, or opportunity.
 - The **economic efficiency** of the proposed activity or combination of activities.

In addition, in exceptional circumstances, the NZ Transport Agency may consider additional factors.

2. Current advice from the NZ Transport Agency indicates a MMH cut off limit for projects to be funded from N. Any projects with a rating beneath this will require funding from other sources such as R. This cut off point may change depending on the N funding available.

Appendix C: 10-year forecast expenditure profiles

Tables of forecast expenditure:

Table 10 - Transport Planning

Table 11 - Demand Management and Community Programmes

Table 12 - Walking and Cycling Facilities

Table 13 – Public Transport Services

Table 14 – Maintenance and Operation of Local Roads

Table 15 – Renewal of Local Roads

Table 16 – New and Improved Infrastructure for Local Roads

Table 17 – State Highway Activities

Table 18 – Domestic Sea Freight Development

Table 18 – Rail and Sea Freight

Table 10 – Transport Planning

Table 10a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Grey District Council	\$10,511	\$16,565	\$6,791	\$7,012	\$7,238	\$7,472	\$7,711	\$7,957	\$8,210	\$8,470	75%	
National Office Highway & Network Operations	\$34,000	\$33,000	\$33,000	\$36,000	\$38,000	\$39,000	\$40,000	\$42,000	\$45,000	\$48,000	100%	
West Coast Regional Council	\$65,000	\$52,000	\$52,000	\$30,000	\$52,000	\$52,000	\$30,000	\$52,000	\$52,000	\$30,000	75%	
Westland District Council	\$30,000	\$0	\$40,000	\$0	\$0	\$40,000	\$0	\$0	\$45,000	\$0	75%	

Table 10b - Call on NLTA funds												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		
Grey District Council	\$8,061	\$12,703	\$5,208	\$5,377	\$5,551	\$5,730	\$5,913	\$6,102	\$6,296	\$6,495		
National Office Highway & Network Operations	\$34,000	\$33,000	\$33,000	\$36,000	\$38,000	\$39,000	\$40,000	\$42,000	\$45,000	\$48,000		
West Coast Regional Council	\$48,750	\$39,000	\$39,000	\$22,500	\$39,000	\$39,000	\$22,500	\$39,000	\$39,000	\$22,500		
Westland District Council	\$23,006	\$0	\$30,675	\$0	\$0	\$30,675	\$0	\$0	\$34,509	\$0		
Total	\$113,817	\$84,703	\$107,883	\$63,877	\$82,551	\$114,405	\$68,413	\$87,102	\$124,805	\$76,995		

Table 10c - GPS analysis		
	2009/12	2015/19
West Coast NLTF total	\$306,403	\$357,316
Indicative funding - lower bound	\$0m	\$0m
Indicative funding - upper bound	\$5,000,000	\$10,000,000

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
 Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 11 – Demand Management and Community Programmes

Table 11a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$36,723	\$37,788	\$38,884	\$39,817	\$40,733	\$41,629	\$42,586	\$43,608	\$44,655	\$45,637	75%	
Department of Conservation	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	75%	
Grey District Council	\$55,920	\$57,993	\$59,985	\$61,936	\$63,939	\$66,001	\$68,116	\$70,289	\$72,520	\$74,815	75%	
National Office Highway and Network Operations	\$20,000	\$22,000	\$25,000	\$28,000	\$31,000	\$34,000	\$37,000	\$40,000	\$43,000	\$46,000	100%	
West Coast Regional Council	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	75%	
Westland District Council	\$36,000	\$37,500	\$39,000	\$40,000	\$41,000	\$42,000	\$43,000	\$44,000	\$45,000	\$46,000	75%	

Table 11b - Call on NLTA funds												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		
Buller District Council	\$28,162	\$28,979	\$29,819	\$30,535	\$31,237	\$31,924	\$32,658	\$33,442	\$34,245	\$34,998		
Department of Conservation	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669	\$7,669		
Grey District Council	\$42,884	\$44,473	\$46,001	\$47,497	\$49,033	\$50,615	\$52,236	\$53,903	\$55,614	\$57,374		
National Office Highway and Network Operations	\$20,000	\$22,000	\$25,000	\$28,000	\$31,000	\$34,000	\$37,000	\$40,000	\$43,000	\$46,000		
West Coast Regional Council	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$21,000		
Westland District Council	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473	\$21,473		
Total	\$141,187	\$145,593	\$150,961	\$156,173	\$161,412	\$166,680	\$172,036	\$177,486	\$183,000	\$188,513		

Table 11c - GPS analysis		
	2009/12	2015/19
West Coast NLTF total	\$437,742	\$721,035
Indicative funding - lower bound	\$0	\$0
Indicative funding - upper bound	\$5,000,000	\$5,000,000

Notes:
 NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
 Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 12 – Walking and Cycling Facilities

Table 12a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	FAR
Buller District Council	\$160,000	\$164,600	\$169,500	\$174,300	\$179,300	\$184,500	\$189,900	\$195,500	\$201,100	\$207,000	\$213,000	70%
Department of Conservation	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	100%
Grey District Council	\$0	\$0	\$0	\$372,600	\$383,778	\$395,312	\$0	\$0	\$0	\$0	\$0	72%
Westland District Council	\$250,000	\$258,000	\$265,000	\$0	\$99,000	\$102,000	\$105,000	\$109,000	\$112,000	\$115,000	\$119,000	100%
NZTA	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	\$35,000	\$36,000	\$37,000	\$38,000	\$39,000	\$40,000	69%

Table 12b - Call on NLTA funds

Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Buller District Council	\$114,520	\$117,812	\$121,320	\$124,755	\$128,334	\$132,056	\$135,921	\$139,929	\$143,937	\$148,160	\$152,500
Department of Conservation	\$409,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grey District Council	\$0	\$0	\$0	\$274,308	\$282,537	\$291,029	\$0	\$0	\$0	\$0	\$0
Westland District Council	\$250,000	\$258,000	\$265,000	\$0	\$99,000	\$102,000	\$105,000	\$109,000	\$112,000	\$115,000	\$119,000
NZTA	\$21,166	\$21,871	\$22,577	\$23,282	\$23,988	\$24,693	\$25,399	\$26,104	\$26,810	\$27,515	\$28,247
Total	\$794,686	\$397,684	\$408,896	\$422,346	\$533,859	\$549,778	\$266,320	\$275,034	\$282,747	\$290,676	\$299,747

Table 12c - GPS analysis

	2009/12	2012/15	2015/19
West Coast NLTF total	\$1,601,266	\$1,505,983	\$1,114,776
Indicative funding - lower bound	\$0	\$0	\$0
Indicative funding - upper bound	\$5,000,000	\$5,000,000	\$5,000,000

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
 Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 13 – Public Transport Services

Table 13a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$35,200	\$36,400	\$37,400	\$38,500	\$39,600	\$40,700	\$41,900	\$43,100	\$44,400	\$45,700	50%	
Grey District Council	\$11,395	\$11,817	\$12,223	\$12,621	\$13,029	\$13,449	\$13,880	\$14,323	\$14,778	\$15,245	50%	
West Coast Regional Council	\$97,250	\$97,250	\$97,250	\$97,250	\$97,250	\$97,250	\$99,250	\$100,250	\$100,250	\$100,250	50%	
Westland District Council	\$30,500	\$31,500	\$32,500	\$33,500	\$34,500	\$35,500	\$36,500	\$37,500	\$38,500	\$39,500	50%	

Table 13b - Call on NLTA funds

Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Buller District Council	\$17,996	\$18,610	\$19,121	\$19,683	\$20,246	\$20,808	\$21,421	\$22,035	\$22,700	\$23,364
Grey District Council	\$5,826	\$6,041	\$6,249	\$6,452	\$6,661	\$6,876	\$7,096	\$7,323	\$7,555	\$7,794
West Coast Regional Council	\$48,625	\$48,625	\$48,625	\$48,625	\$48,625	\$48,625	\$49,625	\$50,125	\$50,125	\$50,125
Westland District Council	\$15,593	\$16,104	\$16,616	\$17,127	\$17,638	\$18,149	\$18,661	\$19,172	\$19,683	\$20,194
Total	\$88,040	\$89,380	\$90,610	\$91,887	\$93,170	\$94,458	\$96,803	\$98,654	\$100,063	\$101,478

Table 13c - GPS analysis

	2009/12	2012/15	2015/19
West Coast NLTF total	\$268,031	\$279,515	\$396,998
Indicative funding - lower bound	\$0	\$0	\$0
Indicative funding - upper bound	\$5,000,000	\$5,000,000	\$5,000,000

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
 Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 14 – Maintenance and Operation of Local Roads

Table 14a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$2,367,400	\$2,445,828	\$2,515,695	\$2,588,650	\$2,650,777	\$2,711,745	\$2,771,404	\$2,835,146	\$2,903,189	\$2,972,866	60%	
DOC (Hokitika)	\$321,085	\$326,785	\$332,385	\$301,157	\$310,200	\$319,500	\$329,100	\$339,000	\$349,120	\$359,600	100%	
Grey District Council	\$2,318,493	\$2,404,199	\$2,486,609	\$2,573,649	\$2,663,295	\$2,749,060	\$2,837,033	\$2,927,436	\$3,020,267	\$3,115,749	62%	
Westland District Council	\$2,042,000	\$2,111,500	\$2,175,000	\$2,238,000	\$2,292,000	\$2,345,000	\$2,397,000	\$2,452,000	\$2,511,000	\$2,571,000	59%	

Table 14b - Call on NLTA funds												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		
Buller District Council	\$1,452,400	\$1,500,515	\$1,543,379	\$1,588,137	\$1,626,252	\$1,663,656	\$1,700,256	\$1,739,362	\$1,781,106	\$1,823,853		
DOC (Hokitika)	\$321,085	\$326,785	\$332,385	\$301,157	\$310,200	\$319,500	\$329,100	\$339,000	\$349,120	\$359,600		
Grey District Council	\$1,469,809	\$1,524,142	\$1,576,386	\$1,631,565	\$1,688,396	\$1,742,767	\$1,798,537	\$1,855,848	\$1,914,698	\$1,975,229		
Westland District Council	\$1,231,888	\$1,273,815	\$1,312,123	\$1,350,129	\$1,382,706	\$1,414,680	\$1,446,050	\$1,479,230	\$1,514,824	\$1,551,020		
Total	\$4,475,181	\$4,625,258	\$4,764,273	\$4,870,988	\$5,007,554	\$5,140,602	\$5,273,944	\$5,413,440	\$5,559,748	\$5,709,702		

Table 14c - GPS analysis		
	2009/12	2012/15
West Coast NLTF total	\$13,864,711	\$15,019,144
Indicative funding - lower bound	\$10,000,000	\$10,000,000
Indicative funding - upper bound	\$15,000,000	\$20,000,000
		\$25,000,000

Notes:
 NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
 Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 15 – Renewal of Local Roads

Table 15a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$1,775,300	\$1,832,500	\$1,886,100	\$1,940,796	\$1,987,376	\$2,033,085	\$2,077,813	\$2,125,603	\$2,176,617	\$2,228,856	60%	
DOC (Hokitika)	\$151,000	\$151,000	\$51,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	100%	
Grey District Council	\$2,303,623	\$2,388,991	\$2,471,084	\$2,551,430	\$2,633,960	\$2,718,891	\$2,806,006	\$2,895,522	\$2,987,440	\$3,081,978	62%	
Westland District Council	\$2,117,000	\$2,017,000	\$2,062,000	\$2,108,000	\$2,147,000	\$1,685,000	\$1,724,000	\$1,762,000	\$1,804,000	\$1,847,000	59%	

Table 15b - Call on NLTA funds

Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Buller District Council	\$1,089,147	\$1,124,239	\$1,157,122	\$1,190,678	\$1,219,255	\$1,247,298	\$1,274,738	\$1,304,057	\$1,335,355	\$1,367,403
DOC (Hokitika)	\$151,000	\$151,000	\$51,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Grey District Council	\$1,460,382	\$1,514,501	\$1,566,544	\$1,617,479	\$1,669,799	\$1,723,641	\$1,778,868	\$1,835,616	\$1,893,888	\$1,953,820
Westland District Council	\$1,277,133	\$1,216,806	\$1,243,953	\$1,271,704	\$1,295,231	\$1,016,518	\$1,040,046	\$1,062,971	\$1,088,308	\$1,114,249
Total	\$3,977,662	\$4,006,545	\$4,018,619	\$4,080,861	\$4,185,286	\$3,988,457	\$4,094,652	\$4,203,644	\$4,318,550	\$4,436,472

Table 15c - GPS analysis

	2009/12	2012/15	2015/19
West Coast NLTf total	\$12,002,826	\$12,254,604	\$17,053,318
Indicative funding - lower bound	\$10,000,000.00	\$10,000,000	\$15,000,000
Indicative funding - upper bound	\$15,000,000.00	\$15,000,000	\$25,000,000

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 16 – New and Improved Infrastructure for Local Roads

Table 16a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Buller District Council	\$402,500	\$717,800	\$1,804,100	\$1,846,800	\$212,600	\$250,300	\$225,100	\$102,000	\$104,000	\$107,000	70%	
DOC (Hokitika)	\$779,500	\$30,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	100%	
Grey District Council	\$907,764	\$2,472,376	\$2,101,007	\$3,180,738	\$2,866,404	\$2,696,905	\$2,785,267	\$2,861,045	\$3,114,723	\$3,036,678	72%	
Westland District Council	\$633,000	\$640,000	\$659,000	\$329,000	\$336,000	\$344,000	\$352,000	\$360,000	\$369,000	\$378,000	69%	

Table 16b - Call on NLTA funds												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		
Buller District Council	\$288,089	\$513,765	\$1,291,285	\$1,321,847	\$152,168	\$179,152	\$161,115	\$73,007	\$74,438	\$76,585		
DOC (Hokitika)	\$779,500	\$30,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000	\$26,000		
Grey District Council	\$734,554	\$1,753,905	\$1,546,761	\$2,341,659	\$2,110,247	\$1,985,461	\$2,050,514	\$2,106,301	\$2,293,059	\$2,235,602		
Westland District Council	\$446,597	\$451,536	\$464,941	\$232,118	\$237,056	\$242,701	\$248,345	\$253,989	\$260,339	\$266,688		
Total	\$2,248,741	\$2,749,207	\$3,328,987	\$3,921,624	\$2,525,471	\$2,433,314	\$2,485,974	\$2,459,297	\$2,653,836	\$2,604,876		

Table 16c - GPS analysis		
	2009/12	2015/19
West Coast NLTF total	\$8,326,934	\$10,203,982
Indicative funding - lower bound	\$5,000,000	\$0
Indicative funding - upper bound	\$15,000,000	\$15,000,000
Estimated R funding	\$4,000,000	\$0

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share

Estimated R funding shown is from Stepping forward Regionalisation of GPS allocations

Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 17 – State Highway Activities

Table 17a - Total escalated forecast expenditure												
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	FAR	
Maintenance and operation of State highways	\$15,000,000	\$15,000,000	\$15,000,000	\$18,333,333	\$18,333,333	\$18,333,333	\$21,250,000	\$21,250,000	\$21,250,000	\$21,250,000	100%	
New & improved infrastructure for State highways	\$8,333,333	\$8,333,333	\$8,333,333	\$5,000,000	\$5,000,000	\$5,000,000	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	100%	
Renewal of State highways	\$8,333,333	\$8,333,333	\$8,333,333	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	100%	

Table 17b - GPS analysis

	2009/12	2012/15	2015/19
Maintenance and operation of State highways	\$45,000,000	\$54,999,999	\$85,000,000
Indicative funding - lower bound	\$35,000,000	\$40,000,000	\$65,000,000
Indicative funding - upper bound	\$45,000,000	\$55,000,000	\$85,000,000

Table 17c – GPS Analysis

	2009/12	2012/15	2015/19
New & improved infrastructure for State highways	\$24,999,999	\$15,000,000	\$45,000,000
Indicative funding - lower bound	\$8,000,000	\$8,000,000	\$25,000,000
Indicative funding - upper bound	\$25,000,000	\$15,000,000	\$45,000,000
<i>Estimated R funding</i>	\$1,000,000	\$1,000,000	\$0

Table 17d GPS Analysis

	2009/12	2012/15	2015/19
Renewal of State highways	\$24,999,999	\$30,000,000	\$40,000,000
Indicative funding - lower bound	\$15,000,000	\$20,000,000	\$30,000,000
Indicative funding - upper bound	\$25,000,000	\$30,000,000	\$40,000,000

Notes: NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
 This sheet excludes State highway transport planning and demand management & community programmes which are include in other tables for these activities
 Estimated R funding shown is from Stepping forward Regionalisation of GPS allocations
 Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 18 – Domestic Sea Freight Development

Table 18a - Total escalated forecast expenditure											
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
Grey District Council	\$4,081,000	\$4,238,000	\$2,288,000	\$3,111,000	\$3,295,000	\$1,605,000	\$1,608,000	\$1,613,000	\$1,618,000	\$1,624,000	

Table 18b - Call on MLTA funds											
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
Grey District Council	\$3,300,000	\$3,300,000	\$800,000	\$800,000	\$800,000	\$0	\$0	\$0	\$0	\$0	
Total	\$3,300,000	\$3,300,000	\$800,000	\$800,000	\$800,000	\$0	\$0	\$0	\$0	\$0	

Table 18c - GPS analysis		
	2009/12	2015/19
West Coast NLTF total	\$10,607,000	\$6,463,000
Indicative funding - lower bound	\$0	\$0
Indicative funding - upper bound	\$0	\$0

Note:

1. There is no Regional GPS allocation for this Activity Class for the West Coast. Bids are to be made from the Domestic Sea Freight seed fund.
2. Total funding included in this Table, and Table 19, (is not to be double counted) and NZTA funding could come from one or the other, or part from each.

Table 19 – Rail and Sea Freight

Table 19a - Total escalated forecast expenditure											
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
Grey District Council	\$4,081,000	\$4,238,000	\$2,288,000	\$3,111,000	\$3,295,000	\$1,605,000	\$1,608,000	\$1,613,000	\$1,618,000	\$1,624,000	

Table 19b - Call on NLTA funds											
Delivery agency	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
Grey District Council	\$3,300,000	\$3,300,000	\$800,000	\$800,000	\$800,000	\$0	\$0	\$0	\$0	\$0	
Total	\$3,300,000	\$3,300,000	\$800,000	\$800,000	\$800,000	\$0	\$0	\$0	\$0	\$0	

Table 19c - GPS analysis		
	2009/12	2012/15
West Coast NLTF total	\$10,607,000	\$8,011,000
Indicative funding - lower bound	\$0	\$0
Indicative funding - upper bound	\$0	\$0

Note:

1. There is no Regional GPS allocation for this Activity Class for the West Coast. Bids are to be made from the Rail and Sea Freight fund.
2. Total funding included in this Table, and Table 18, (is not to be double counted) and NZTA funding could come from one or the other, or part from each.

Appendix D: Map showing West Coast State Highway Activities



NZ TRANSPORT AGENCY
WAKA KOTAHI

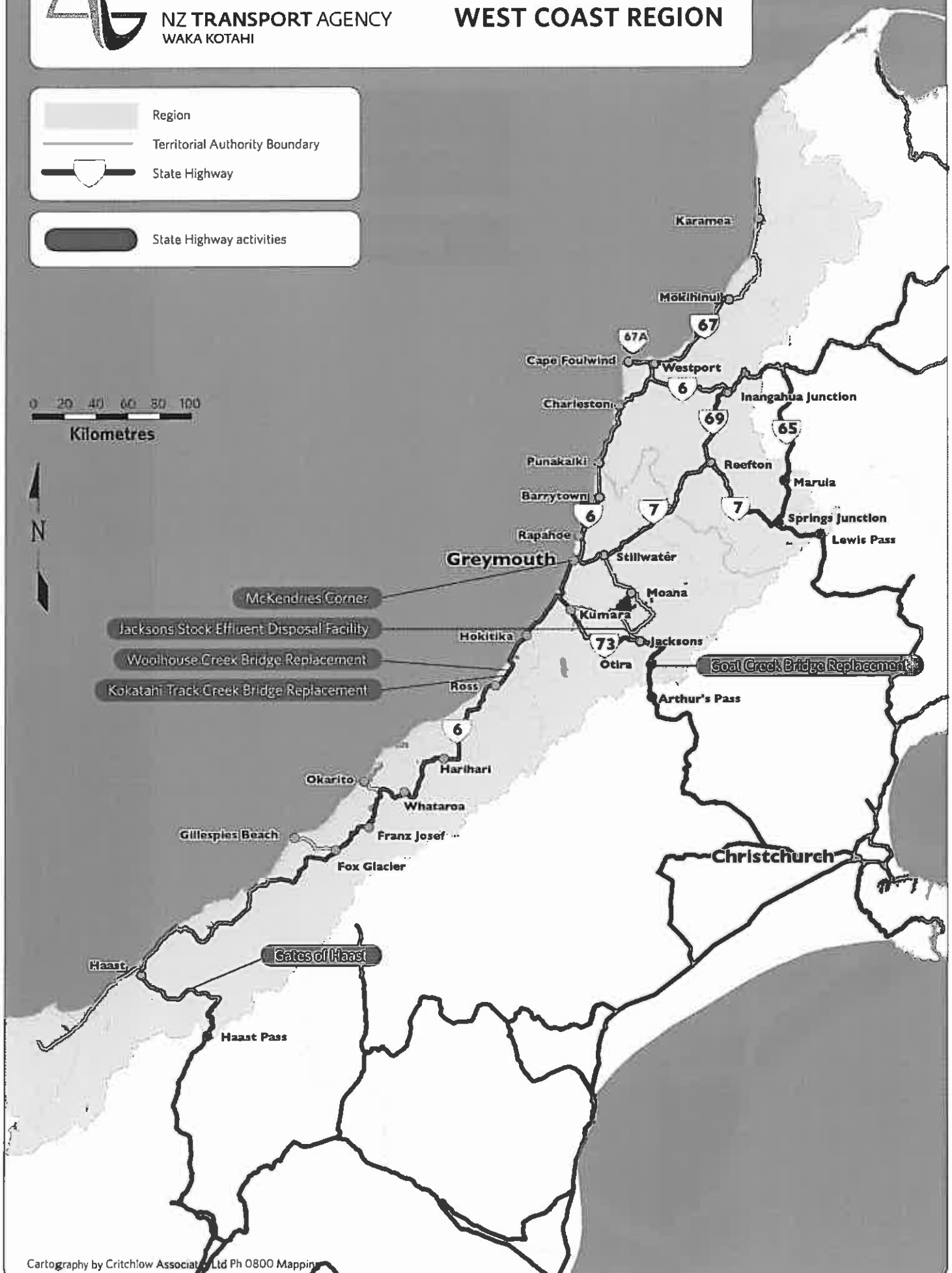
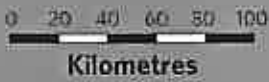
WEST COAST REGION

Region

Territorial Authority Boundary

State Highway

State Highway activities



Appendix E: Indicative NLTF funding ranges for the West Coast

The NZ Transport Agency has provided indicative funding ranges for each of the regions to assist with the preparation of the Regional Land Transport Programme. These are based on the National ranges for each activity class that are set out in the statutory Government Policy Statement on land transport funding 2009/10 – 2018/19. The indicative ranges are presented in the table below.

		Indicative funding ranges (\$m)		
		2009/12	2012/15	2015/19
Transport Planning	Lower	0	0	0
	Upper	5	5	10
Maintenance and operation of local roads ¹	Lower	10	10	15
	Upper	15	20	25
Renewal of local roads ²	Lower	10	10	15
	Upper	15	15	25
Maintenance and operation of state highways ³	Lower	35	40	65
	Upper	45	55	85
Renewal of state highways ²	Lower	15	20	30
	Upper	25	30	40
New and improved infrastructure for state highways ⁴	Lower	8	8	25
	Upper	25	15	45
	Estimated R	1	1	0
New and improved infrastructure for local roads ⁴	Lower	5	5	0
	Upper	15	15	15
	Estimated R	4	3	0
Public transport services and operations	Lower	0	0	0
	Upper	5	5	5
Public transport infrastructure	Lower	0	0	0
	Upper	0	0	0
Walking and cycling facilities	Lower	0	0	0
	Upper	5	5	5
Demand management and community programmes ⁵	Lower	0	0	0
	Upper	5	5	5
Total allocation	Lower	85	100	160
	Upper	150	160	245

The total allocations do not reflect the sum of the individual activity classes. This is consistent with the approach taken in the GPS.

The estimated R funding figures are included in the funding ranges for each activity class.

1 Excludes emergency reinstatement

2 Excludes preventive maintenance

3 Excludes emergency reinstatement and property management

4 Includes minor improvements

5 Excludes nationally delivered programmes

Appendix F: How to make a submission

Anyone can make a submission on the draft West Coast Regional Land Transport Programme (RLTP).

Your views are important. We want to hear all relevant facts and opinions relating to this draft RLTP in order to reach the best possible outcome for our region's transport network.

Submissions close at 5.00pm on 14 April 2009. You will receive an acknowledgement of your submission.

How to submit:

Post to: Regional Land Transport Programme
West Coast Regional Council
P O Box 66
Greymouth 7840

Email to: nc@wcrc.govt.nz
Fax to: 03 768 7133

Your submission should state:

- Full name and address for service
- Are you submitting on behalf of an organisation? **(Please answer Yes or No)**
 - Organisation name
 - What is your position within the organisation you are representing
- Do you wish to address a hearing panel in support of this submission? **Yes/No**

When making a submission please indicate whether or not you wish to be heard in support of your submission. If you wish to be heard you will be given notice of the hearing and the procedure to follow at the hearing. If this section is left blank, the Regional Transport Committee will assume you do not want to attend a hearing.

- Please indicate how you would prefer to be contacted – **email or post?**
- Your submission must be signed and dated

What we want to know:

The consultation is focused on the strategic aspects of transport activities on the West Coast and the Regional Transport Committee is only seeking feedback on:

- The transport issues, problems and opportunities to be addressed by this programme (Section 4.1 and 4.2);
- The priorities given to transport activities in this programme (Section 5.2); and,
- The emphasis given to one type of activity compared to another (Section 5 – Table 1).

There are different methods for commenting on other aspects of transport programmes:

- If you wish to obtain details of a specific project you should contact the party responsible for that project. This may be the Council proposing it, or in the case of a State Highway project, the NZ Transport Agency.
- If you wish to make detailed comments on local road maintenance and development activities, and their funding from rates, you should contact the relevant council or make a submission on their Long Term Council Community Plan.
- Activities proposed by the NZ Transport Agency and Department of Conservation are not subject to consultation through any other process. For this reason submissions on all aspects of State Highway and Department of Conservation activities should be made through this draft RLTP.

Where can I find a copy of the West Coast draft Regional Land Transport Programme?

- The principal library in your District
- Your local district or Regional Council
- Regional Council website www.wcrc.govt.nz

Submission Form for the Draft West Coast Regional Land Transport Programme

Name:

Position:

Organisation:

Contact Details:

This submission form is intended to help you make a submission on the Draft West Coast Regional Land Transport Programme. Where relevant, please give reasons for your answers. If more room for answers is required attach answers on separate piece of paper. Please return your submission by 12 April 2009.

- 1. Do you think the transport issues, problems, and opportunities to be addressed by this programme have been defined correctly?

Are there other issues, problems, and opportunities you can think of? Please list and explain why.

- 2. Do you think the priorities given to transport activities in this programme are right?

Are there activities you think should be reprioritised? What is your reasoning for this?

3. Do you agree with the emphasis given to one type of activity compared to another?

Should this emphasis be different? If so how should this be different and your reasoning for this.

Name:

Signature:

Date:

There are different methods for commenting on other aspects of transport programmes:

- If you wish to obtain details of a specific project you should contact the party responsible for that project. This may be the Council proposing it, or in the case of a State Highway project, the NZ Transport Agency.
- If you wish to make detailed comments on local road maintenance and development activities, and their funding from rates, you should contact the relevant council or make a submission on their Long Term Council Community Plan.
- Activities proposed by the NZ Transport Agency and Department of Conservation are not subject to consultation through any other process. For this reason submissions on all aspects of State Highway and Department of Conservation activities should be made through this draft RLTP.

Hearings on the Draft Regional Land Transport Programme

- Do you wish to address a hearing panel in support of this submission? **Yes/No**

When making a submission please indicate whether or not you wish to be heard in support of your submission. If you wish to be heard you will be given notice of the hearing and the procedure to follow at the hearing. If this section is left blank, the Regional Transport Committee will assume you do not want to attend a hearing.

- Please indicate how you would prefer to be contacted – **email or post?**

How to submit:

Post to: Regional Land Transport Programme
West Coast Regional Council
P O Box 66
Greymouth 7840

Email to: nc@wrc.govt.nz
Fax to: 03 768 7133

Prepared for: Resource Management Committee
 Prepared by: Colin Dall - Consents & Compliance Manager
 Date: 26 February 2009

Subject: CONSENTS MONTHLY REPORT

CONSENTS

Consents Site Visits from 27 January to 24 February 2009

DATE	ACTIVITY, NAME & LOCATION	PURPOSE
29/1/09	RC08202 – Gravel extraction, Pearsons Contracting Ltd, Buller River	To investigate the site and gain a better understanding of the proposed gravel extraction.
29/1/09	RC09006 – Gravel extraction, Westreef Services Ltd, Inangahua River	To investigate the site and gain a better understanding of the proposed gravel extraction.
29/1/09	PA09005 – Wastewater assessment, C van der Geest, Atarau	To investigate the site and gain a better understanding of the proposed onsite sewage treatment and disposal system.
29/1/09	PA09006 – Wastewater assessment, G & J Honey, Arnold Valley Road	To investigate the site and gain a better understanding of the proposed onsite sewage treatment and disposal system.
5/2/09	RC09009 – Gold mining activities, B Hampton, Victoria Forest	To investigate the site with representatives from DoC and BDC and gain a better understanding of the proposal.
16/2/09	RC01231v – Water take, Otira Alpine Resources, Goat Creek, Otira	To investigate the site and gain a better understanding of the proposal and to assess affected parties.
17/2/09	PA09008 – Wastewater assessment, Supersphag Ltd, Totara Flat	To investigate the site and gain a better understanding of the proposed onsite sewage treatment and disposal system.
19/2/09	RC08149 – Hydro electric power scheme, Hydro Developments Ltd, Stockton Plateau	To investigate the site and gain a better understanding of the proposed hydroelectric power scheme.
20/2/09	RC04234 – Dairy effluent discharge, D & K Knight, Ngahere	To investigate the site and gain a better understanding of the dairy effluent discharge.
25/2/09	PA09009 – Wastewater assessment, T & M Plumbing & Drainage, Marsden Road	To investigate the site and gain a better understanding of the proposed onsite sewage treatment and disposal system.

Non-Notified Resource Consents Granted From 27 January to 24 February 2009

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
RC08119 MTP Ltd	To disturb the dry bed of the Haast River for the purpose of gravel extraction.
	To disturb the dry bed of the Okuru River for the purpose of gravel extraction.

RC08129 Landcorp	<p>To undertake earthworks associated with dam construction, at Weka Farm (Blairs Block).</p> <p>To dam more than 20,000 cubic metres of water for the purposes of irrigation, at Weka Farm (Blairs Block).</p> <p>To divert, take and use surface water for irrigation, at Weka Farm (Blairs Block).</p>
RC08132 Birchfield Minerals	<p>To undertake earthworks associated with alluvial gold mining activities at Blackball.</p> <p>To disturb the beds of Blackball and Ford Creeks within the area covered by MP 41933 associated with water diversion at Blackball.</p> <p>To divert the beds of Blackball and Ford Creeks within the area covered by MP 41933 associated with alluvial gold mining activities at Blackball.</p> <p>To take and use surface water within MP 41933 for alluvial gold mining activities at Blackball.</p> <p>To take and use ground water within the area covered by MP 41933 for alluvial gold mining activities at Blackball.</p> <p>To discharge sediment-laden water to land in circumstances where it may enter water at Blackball.</p> <p>To discharge sediment-laden water from alluvial gold mining settling ponds to water within the area covered by MP 41933 at Blackball.</p>
RC08146 AJ Gillman	<p>To undertake earthworks associated with alluvial gold mining activities, Lake Kaniere Road.</p> <p>To disturb the bed of Stony Creek associated with its diversion, Lake Kaniere.</p> <p>To divert Stony Creek associated with alluvial gold mining activities, Lake Kaniere Road.</p> <p>To take and use ground water associated with alluvial gold mining activities, Lake Kaniere Road.</p> <p>To take and use water from Stony Creek associated with alluvial gold mining activities, Lake Kaniere Road.</p> <p>To take and use water from Striplands Creek associated with alluvial gold mining activities, Lake Kaniere Road.</p> <p>To discharge water containing sediment to land where it may enter water associated with alluvial gold mining activities, Lake Kaniere Road.</p>
RC08159 JJ Nolan Ltd	<p>To disturb the dry bed of the Arawhata River for the purpose of gravel extraction.</p> <p>To disturb the dry bed of the Haast River for the purpose of gravel extraction.</p> <p>To disturb the dry bed of the Okuru River for the purpose of gravel extraction.</p> <p>To disturb the dry bed of the Turnbull River for the purpose of gravel extraction.</p>
RC08178 Svenson Farms	<p>To undertake earthworks associated with humping and hollowing activities, Mawheraiti.</p> <p>To undertake earthworks associated with land contouring,</p>

	Mawheraiti.
	To discharge sediment from humping and hollowing activities to land where it may enter water, Mawheraiti.
RC08181 Chartwell NZ Pty Ltd	To discharge stormwater to land associated with exploratory drilling, Reefton.
	To discharge contaminants (muds, cuttings, fluids and wastes) to land from exploratory drilling, Reefton.
RC08193 OnTrack	To disturb the bed of Mill Creek for the purpose of replacing Rail Bridge 5, Greymouth.
	To disturb the riparian margins of Mill Creek for the purpose of replacing Rail Bridge 5, Greymouth.
	The incidental discharge of sediment to Mill Creek associated with the replacement of Rail Bridge 5, Greymouth.
	To undertake the temporary diversion of Mill Creek during the replacement of Rail Bridge 5, Greymouth.
RC08197 OnTrack	To disturb the bed of Little Orangipuku and Homestead Creeks for the purpose of replacing Rail Bridges 66 and 68, Inchbonnie.
	To disturb the riparian margins of Little Orangipuku and Homestead Creeks for the purpose of replacing Rail Bridges 66 and 68, Inchbonnie.
	The incidental discharge of sediment to Little Orangipuku and Homestead Creeks associated with the replacement of Rail Bridges 66 and 68, Inchbonnie.
	To undertake the temporary diversion of Little Orangipuku and Homestead Creeks during the replacement of Rail Bridges 66 and 68, Inchbonnie.
RC08198 Grey District Council	To clear debris from the bed of Lake Brunner at Moana.
	To deposit and maintain gravel and/or sand on the bed of Lake Brunner at Moana, associated with beach replenishment.
	To deposit and maintain rock and gravel on the bed of Lake Brunner at Moana, associated with roading.
	To erect and maintain rock groynes on the bed of Lake Brunner at Moana, associated with jetty protection.
	To disturb the bed of Lake Brunner at Moana, associated with the construction and maintenance of rock groynes for jetty protection.
	To discharge sediment to water associated with works on the bed of Lake Brunner at Moana.
RC08199 Buller District Council	To occupy space in the Coastal Marine Area as a result of the construction of a rock seawall at Tauranga Bay.
	To disturb the Coastal Marine Area at Tauranga Bay to undertake erosion protection works (constructing a seawall).
RC08202 Pearson Contracting	To disturb the dry bed of the Mokihinui River for the purpose of gravel extraction.
	To disturb the dry bed of the Buller River (Buller Gorge) for the purpose of gravel extraction.
	To disturb the dry bed of the Buller River (Organs Island) for the purpose of gravel extraction.

	To disturb the dry bed of Giles Creek for the purpose of gravel extraction.
RC09005 NZ Transport Agency	To occupy space in the CMA as a result of the placement of rock rip rap for erosion protection, Woodpecker Bay.
RC09006 WestReef Services	To disturb the dry bed of the Mawheraiti River near the Atarau Road bridge for the purpose of extracting gravel. To disturb the dry bed of the Inangahua River for the purpose of extracting gravel. To disturb the dry bed of the Mokihinui River for the purpose of extracting gravel. To disturb the dry bed of the Buller River at Organs Island for the purpose of extracting gravel. To disturb the dry bed of the Buller River near Iron Bridge for the purpose of extracting gravel.
RC09008 Westroads Ltd	To disturb the dry bed of Harold Creek for the purpose of extracting gravel.
RC09010 R Belcher	To disturb the dry bed of Buller River at Organs Island for the purpose of extracting gravel. To disturb the dry bed of Buller River at Berlins for the purpose of extracting gravel.
RC09015 Callery Holdings	To discharge treated sewage effluent into land from up to 32 lots from the Franz Alpine Resort, at Franz Josef.
RC09018 Pike River Coal Ltd	To discharge contaminants from the wash down of cement trucks to land (via a soak pit) where it may enter water, Pike River Coal Mine.
RC09020 Fulton Hogan	To disturb the dry bed of the Waiho River for the purpose of extracting gravel.

Changes to Resource Consents Granted During the Reporting Period

CONSENT NO. & HOLDER	CHANGE TO CONSENT CONDITION (S)
RC01231 Otira Alpine Resources	To increase the volume of water taken, Goat Creek, Otira.
RC01244 Dept of Conservation	To increase the application area for the 1080 aerial discharge at Maruia.
RC01310 P & L Berry	To amend conditions relating to location of bores, and to increase water take volume at Atarau.
RC06149 Callery Holdings	To amend the condition relating to volume of discharge (to correct an error made when consent document issued), for septic tank discharge at Franz Josef.
RC06240 OnTrack	To cancel a monitoring condition as work is not progressing on part of the consent for a mini hydro project at Buller Gorge.
RC07163 M Montagu	To increase and amend the area of humping and hollowing at Chesterfield.
RC08177 Fulton Hogan	To amend the location of waste sites and increase the volume of waste disposed of at Omeroa Saddle.

No limited notified or notified consents were granted during the reporting period.

Notified Consents Updates & Other Matters

The hearing for the consent applications lodged by Meridian Energy Limited for its proposed Mokihinui River Hydro Power Scheme will reconvene on 15 April 2009.

The submission period for the applications lodged by Hydro Development Limited for its proposed hydropower scheme on the Stockton Plateau and power station at Granity closed on 30 January 2009. A total of 49 submissions were received by, and one after, the closing date, with 32 being in support, 11 in opposition and 7 neither in support nor opposition.

A hearing to determine the consent application lodged by the Grey District Council for the boiler discharge from the Greymouth Aquatic Centre was arranged for 27 February 2009, but was not required after the three submitters who wished to be heard in support of their submissions withdrew their wish to be heard. The Consents & Compliance Manager subsequently determined the application under Delegated Authority of the Council and his decision was released to the District Council and submitters on 27 February. The consent was granted subject to 14 conditions for a term of 35 years.

Philip Anthony Paterson has withdrawn his application by for an Enforcement Order against the Council in relation to further discharges of 1080 under Resource Consents RC05082 and RC05084, after receiving the Consents & Compliance Manager's affidavit and Council's lawyer's legal submission on the matter.

RECOMMENDATION

That the March 2009 report of the Consents Group be received.

Colin Dall
Consents & Compliance Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: Colin Dall – Consents & Compliance Manager and Michael Meehan – Compliance Team Leader
 Date: 27 February 2009
 Subject: **COMPLIANCE & ENFORCEMENT MONTHLY REPORT**

Site Visits

A total of 75 site visits were undertaken during the reporting period, which consisted of:

Activity	Number of Visits	Fully Compliant (%)
Resource consent monitoring	7	100
Dairy shed inspections	43	79
Complaint response	15	67
Mining compliance & bond release	10	80

Specific Issues

Dairy Effluent Discharges: Compliance staff were busy inspecting dairy sheds all over the region. Although compliance with the relevant effluent discharge requirements was generally good, several inspections revealed effluent ponding in paddocks being irrigated and no contingency plan being in place in case of irrigator breakdown. A lack of oxidation pond maintenance has also caused some non-compliances recently.

Globe Progress Mine – Oceana Gold: The results of the Council's water quality monitoring of Devils Creek for the reporting period showed the following compliance in relation to the consent compliance limit for suspended solids:

- 28/1/09 - Compliant
- 3/2/9 - Compliant
- 10/2/09 - Compliant
- 17/2/09 - Compliant

The Company's self-monitoring results also showed no non-compliances during the reporting period.

Compliance staff carried out a site visit on 28 January 2009 to get an update on operations.

Pike River Underground Coal Mine – Pike River Coal: The Company notified the Council of three non-compliant discharges to Pike Stream from "Pond 1". However, sampling in Pike Stream upstream and downstream of the discharge showed no exceedances of the receiving water compliance limits.

Compliance staff carried out a site visit on 12 February 2009 to get an update on operations. No issues or non-compliances were observed during the visit.

Solid Energy Consent and Licence Monitoring: Compliance staff carried out the following visits to Solid Energy sites:

- Spring Creek Underground Mine	1
- Reefton Coal Handling Facility	1
- Rapahoe Coal Handling Facility	1
- Rocky Creek Coal Handling Facility	1
- Strongman Mine	1
Total	5

Reefton Coal Handling Facility

The results of the February quality sampling undertaken during the February site visit were not available at the time of writing this report. Nevertheless, there were no apparent issues or non-compliances observed during the site visit.

Spring Creek Underground Mine, Rapahoe Coal & Rocky Creek Handling Facilities

The results of the Council's routine water quality sampling for these sites for its December and January visits showed their discharges to be within compliance limits at the time of sampling.

The results of the water quality sampling undertaken during the February visit to these sites were not available at the time of writing this report. Nevertheless, there were no apparent issues or non-compliances observed during the site visits.

Strongman Mine

Compliance staff carried out a site visit on 5 February 2009 with Solid Energy Environmental staff to inspect Harrison's Ridge, XY Ridge, Titanic Portal and various other areas, and observe the current fire management operations at the site.

Stockton Opencast Mine & Ngakawau Coal Handling Facility

SENZ notified the Council of the following incidents during the reporting period:

- The trigger limit in Mangatini Stream was exceeded on one occasion due to heavy rain in the area.
- Turbidity limits for St Patrick Stream were exceeded which was attributed to seeps through to the historic underground workings. Consequently, SENZ is monitoring the area closely.
- The dust level recorded by the "N5A dust station" at Millerton exceeded its allowable limit, which was attributed to a long period of fine weather and turbulence caused by a helicopter working above the dust station at the time of the non-compliance.

Council staff planned to meet with SENZ staff in early March to discuss the above incidents.

Complaints/Incidents between 27 January to 26 February 2009

There were 18 complaints/incidents received during the reporting period.

Activity	Description	Location	Action/Outcome
Gravel Take	Illegal gravel take	Waimangaroa River	Infringement notice issued
Diesel spill	Leaking diesel tank	Greymouth	Still under investigation
Earthworks	Alleged illegal earthworks	Greymouth	Compliant
Works in waterway	Alleged illegal damming of waterway	Nelson Creek	Resource consent held for activity
Burning of plastic	Plastic being burnt	Greymouth	Formal warning issued
Sediment discharge	Alleged dirty water discharged	Reefton	Not substantiated by investigation
Sediment discharge	Alleged dirty water discharged	Greymouth	Still under investigation
Sediment discharge	Alleged dirty water discharged	Waimea	Not substantiated by investigation
Humping & hollowing	Concern over run off from humping and hollowing	Awatuna	Compliant
Earthworks	Dumping of fill over fence line	Rutherglen	Civil matter
Burning of plastic	Plastic being burnt	Westport	Formal warning issued
Odour	Smell from wastewater treatment plant	Greymouth	Non-compliant – GDC to report back to WCRC

Humping & hollowing	Sediment discharge and riparian margin clearance	Stillwater	Formal warning issued
Oil/chemical discharge	Alleged discharge of oils and toxic chemicals to drain	Hokitika	Not substantiated by investigation
Discharge to air	Discharge of dust objectionable beyond property boundary	Greymouth	Compliant
Discharge to air	Dust exceedance at Millerton	Stockton Coal Mine	Still under investigation
Discharge to water	Suspended solids trigger level exceeded in Mangatini Stream	Stockton Coal Mine	Still under investigation
Discharge to water	Turbidity limit exceeded in St Patrick Stream	Stockton Coal Mine	Still under investigation

Enforcement

No formal enforcement action was taken during the reporting period.

MINING

Work Programmes

The Council received and approved the following two mining work programmes over the reporting period:

Date	Mining Authorisation	Holder	Location
2/2/09	RC07219	Barry Foster Contracting	Kapitea Creek
11/2/09	RC04137	Whyte Gold Limited	3 Mile, Greenstone

Bonds Received

A single bond was received – McIntosh/Yates Mining, Rimu (RC05232) - \$8,000.

Bond Releases

It is recommended that Council notify Crown Minerals that the following bond can be released:

Mining Authorisation	Holder	Location	Amount
ML323280	West Coast Regional Council	Blackball Quarry	\$2,000

The Council has surrendered the mining licence and replacing it with a land use consent. Site rehabilitation will be address in the consent process.

OIL SPILL RESPONSE

No marine oil spills were reported during the period.

RECOMMENDATION

- 1. That the March 2009 report of the Compliance Group be received.*
- 2. That the Council recommends to Crown Minerals that the bond for ML 323280 can be released.*

Colin Dall
Consents & Compliance Manager

COUNCIL MEETING

THE WEST COAST REGIONAL COUNCIL

Notice is hereby given that an **ORDINARY MEETING** of the West Coast Regional Council will be held in the Offices of the West Coast Regional Council, 388 Main South Road, Greymouth on **Tuesday, 10 March 2009** commencing on completion of the Resource Management Committee Meeting.

A.R. SCARLETT
CHAIRPERSON

C. INGLE
CHIEF EXECUTIVE OFFICER

<u>AGENDA NUMBERS</u>	<u>PAGE NUMBERS</u>	<u>BUSINESS</u>
1.		APOLOGIES
2.		PUBLIC FORUM
3.		MINUTES
	1 - 3	3.1 Minutes of Council Meeting 9 February 2009
4.		REPORTS
	4 - 6	4.1 Planning and Environmental Manager's Report on Engineering Operations
	7	4.2 Vector Programme Manager's Report
	8 - 9	4.3 Corporate Services Manager's Report
5.		CHAIRMAN'S REPORT (VERBAL)
6.	10 - 11	CHIEF EXECUTIVE'S REPORT
7.		GENERAL BUSINESS

THE WEST COAST REGIONAL COUNCIL**MINUTES OF THE MEETING OF THE COUNCIL HELD ON 9 FEBRUARY 2009,
AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD,
GREYMOOUTH, COMMENCING AT 10.05 A.M.****PRESENT:**

R. Scarlett (Chairman), P. Ewen, A. Robb, D. Davidson, B. Chinn, A. Birchfield, T. Archer

IN ATTENDANCE:

C. Ingle (Chief Executive Officer), R. Mallinson (Corporate Services Manager), C. Dall (Consents and Compliance Manager), S. Moran (Planning and Environmental Manager),
T. Jellyman (Minutes Clerk), The Media

1. APOLOGIES:

There were no apologies.

2. PUBLIC FORUM

There was no presentation.

3. CONFIRMATION OF MINUTES

Moved (Birchfield / Davidson) *that the minutes of the Council Meeting 9 December 2008, be confirmed as correct.*

Carried

Matters arising

There were no matters arising.

REPORTS:**4.1 PLANNING AND ENVIRONMENTAL MANAGER'S REPORT ON ENGINEERING OPERATIONS**

S. Moran spoke to his report and took it as read.

Moved (Archer / Birchfield) *that the report be received.*

Carried

4.2 VECTOR PROGRAMME MANAGER'S REPORT

C. Ingle spoke to this report in C. Pullen's absence and asked that the report be taken as read.

Moved (Robb / Birchfield) *that this report be received.*

Carried

4.3 CORPORATE SERVICE MANAGER'S REPORT

R. Mallinson spoke to this report noting that it is Council's six monthly financial report. The total operating expenditure was \$4.679 million for the period. Total revenue amounted \$4.327 million. R. Mallinson reported that the investment loss for the period was \$565,000 with a loss in the Forsyth Barr portfolio of \$583,000. R. Mallinson stated that this is a continuation of the impact from the global economic downturn. He circulated a copy of the Forsyth Barr Quarterly Report to the 31 of December. R. Mallinson stated that Council's portfolio was a very conservative one and our losses would have been greater if it was a less conservative portfolio. Cr Robb stated that this is a

longterm investment portfolio and consideration needs to be given to the highs and lows of the market over the years.

R. Mallinson reported work is continuing on the finalising of the LTCCP document to be audit ready in March. He asked for Council approval for the next financial report to be the eight month report to the end of February which would be reported to the April Council meeting. There was no objection to this.

Cr Scarlett stated that this is a relatively good financial result. Cr Archer stated that he feels the strong diversification of our investment portfolio is now reaping the benefit of being a conservative portfolio.

Moved (Archer / Robb) *that this report be received.*

Carried

4.3.1 AUDIT MANAGEMENT REPORT FOR THE YEAR TO 30 JUNE 2008

R. Mallinson spoke to this report. He stated that this report was circulated to Councillors in December and that it incorporates management comment.

Cr Archer stated he feels it is a good audit report and that the minor finding of the report not being adopted within the timeframe is of little consequence. He feels management's responses are quite appropriate.

Moved (Archer / Birchfield) *That the Audit Management Report be received.*

Carried

4.3.2 INDICATIVE REMUNERATION POOL FOR 2009 / 10

R. Mallinson spoke to this report. He stated that the Remuneration Authority has advised Council of what the pool will be for 2009 / 2010.

Moved (Birchfield / Davidson) *that Council agree to the proposed pool allocations for 2009 / 2010.*

Carried

5.0 CHIEF EXECUTIVES REPORT

C. Ingle spoke to his report. He stated that since the change of Government there has been a lot happening in particular with what Dr Nick Smith's plans are for a new Environmental Protection Agency for the future. C. Ingle advised that our stance would be to assist Dr Smith in order to facilitate good decisions to be made. C. Ingle reported that Dr Smith has put some changes up for legislative change within the first 100 days as planned prior to gaining office. It is hoped that these changes will make it quicker to get resource consents through.

C. Ingle reported that he attended the SOLGM Retreat in Blenheim at the end of January where Dr Smith gave a presentation.

C. Ingle also attended the CEO Forum in Wellington earlier this month. He will attend the Regional Affairs Committee meeting on the 17th and 18th of February and will be accompanied by Cr Davidson.

C. Ingle advised that he is attending the Zone 5 meeting at the end of the month with Cr Scarlett, this will be a useful opportunity to meet with personnel from the district councils.

C. Ingle reported that the LTCCP remains on track and within the timeline set with Audit New Zealand in March 2008. The Audit Team is expected here in March.

Cr Archer asked the Chief Executive if he could comment regarding the expected changes to the Ministry for the Environment and the move to the Environment Protection Agency. C. Ingle stated that Dr Smith sees MfE as a policy agency and that he sees the NES's and NPS's continuing. C. Ingle reported that Dr Smith may get the Parliamentary Commissioner for the Environment writing State of the Environment reports every five years and that Councils could be expected to fund a lot more collection of science information. C. Ingle stated that ERMA is being seen as a possible home for the Environmental Protection Agency. Dr Smith spoke of his surprise at the lack of technical knowledge at MfE. C. Ingle stated he would be ensuring that communication is kept open with the Minister and his advisors, and a careful eye is kept on progress.

Moved (Ewen / Davidson) *that the Chief Executive's Report be received.*

Carried

ENVIROLINK UPDATE

C. Ingle provided an update to Council on Envirolink funding, he reminded Council that Envirolink is a FRST funded scheme set up by the Regional Council's CEO's Group to help out smaller regional councils to establish strong links with research agencies such as NIWA and Landcare Research. C. Ingle stated that to date he has attained over \$500,000 worth of grants for science advice over a four year period. C. Ingle advised that he has recently been asked to chair this group. Cr Archer asked if this would compromise his position in terms of applications for grants. C. Ingle confirmed that there would be no compromise to the Council continuing to be able to access funding.

Moved (Archer / Robb) *that this report be received.*

Carried

Marine Protection Forum

C. Ingle tabled an email from the Department of Conservation requesting a meeting with representatives of Council and Staff to discuss the work that the Marine Protection Forum has been doing. Cr Scarlett suggested timing this meeting in with one of the Council meetings between now and May prior to public consultation taking place.

4.0 CHAIRMANS REPORT (VERBAL)

The Chairman reported that he has been liaising with MP Chris Auchinvole regarding the coal levy. He is hopeful of getting a meeting with Hon Gerry Brownlee and Hon Bill English to progress this matter.

The Chairman attended the final meeting for the deliberations for the Hokitika Oxidation Ponds with the decision being released.

The Chairman reported that he has fielded quite a lot of questions relating to 1080 during the reporting period, along with various other matters of concern to constituents.

Moved (Scarlett / Archer) *that this report be received.*

Carried

Cr Davidson suggested a vote of confidence in favour of our Chairman, Cr Scarlett, in view of the recent comments in the local newspapers. Cr Davidson stated that he has found Cr Scarlett's leadership to be very positive and stated he has moved this Council ahead and that his leadership is beyond reproach. Cr Archer stated that he didn't know anything about this matter, as he had no seen the comments in the Greymouth newspaper. Cr Scarlett thanked Cr Davidson for his comments.

5.0 GENERAL BUSINESS

There was no general business.

The meeting closed at 10.29 a.m.

.....
Chairman

.....
Date

Prepared for: Council Meeting –10 March 2009
 Prepared by: Simon Moran – Planning & Environment Manager
 Date: 26 February 2009

Subject: **PLANNING & ENVIRONMENT MANAGER'S REPORT ON ENGINEERING OPERATIONS**

1. River And Drainage Inspections

- Okuru Rating District – Core Placement
- Lower Waiho Rating District – Works
- Franz Josef Rating District – Works
- Waitangitaona Rating District – Maintenance works
- Greymouth Rating District

2. Works

- a) Lower Waiho Rating District – Contract R 2008 / 14 – Flood Damage.
This work involving 1,045 tonnes of rock repairs was completed by Henry Adams Contracting Ltd. at a cost of \$29,260.00 (G.S.T Exclusive)
- b) Franz Josef Rating District – Contract R 2008 / 15 – Flood Damage.
This work involving 1,800 tonnes of rock repairs was completed by Henry Adams Contracting Ltd. at a cost of \$50,400.00 (G.S.T Exclusive)
- c) Nelson Creek Rating District – Contract R 2008 / 13
This work involving the placing of 850 tonnes of rock was completed by MBD Contracting Ltd. at a cost of \$23,340.00 (G.S.T. Exclusive).
- d) Waitangitaona Rating District – Contract R2009 / 2
This work involving the placing of 560 tonnes of rock was tendered
Three prices were received:
\$11,480.00
\$12,320.00
\$14,420.00
The successful tenderer was Henry Adams Contracting Ltd. at a cost of \$12,320.00 (G.S.T. Exclusive).
- e) Okuru Rating District – Contract R2009 / 1
This work involving the placing of filter fabric and 225 cubic metres of clay core material was tendered
Three prices were received:
\$8,015.00
\$18,935.00
\$20,196.00
The successful tenderer was J.J. Nolan Contracting Ltd. at a cost of \$8,015.00 (G.S.T. Exclusive).

3. Future Potential Works

Karamea Rating District – Flood Damage
 Greymouth Rating District - Cobden Island Clearance
 Vine Creek Rating District - Maintenance

4. Inchbonnie Stopbank Upgrade

The members of the Inchbonnie Rating District have been sent information on the proposed upgrade including indicative costs. A voting form was also included for them to indicate whether they agree or disagree with the proposal.

5. Proposed Mokihinui Rating District

A proposal was put to the Mokihinui township community over the Christmas period for the creation of a rating district to fund ongoing maintenance of the sacrificial bund on the coastline and the bank that runs along side the river. It could potentially fund the communities share of new protection works should the Meridian dam proposal be successful. The results were as follows:

- Out of a total of 43 rating units we had responses from 34 of the owners - a 79% return
- Of the 34 returns 27 voted for the proposal and 7 against.
- The basis for the vote was that there needed to be at least 75% of the votes returned in favour of the proposal.
- This means approximately 79.5% of the community who responded voted in favour of the formation of a rating district.

6. Greymouth Rating District

The engineering firm MWH have been contracted to project management the upgrade in conjunction with staff. The first step is to develop some preliminary costings to compare the upgrade options of constructing to the 50 year return period flood or to the 150 year return period flood. This information will then be sent to the Rating District to survey which option they wish to proceed with.

In the mean time there is a tender out for the clearing of the vegetation on Cobden Island which needs to be done regardless of what the floodwall will be upgraded to. We will also be seeking prices shortly for the spraying and clearing of the vegetation that is growing on the Mawhera Quay floodwall.

7. Quarries

ROCK MOVEMENTS FOR THE PERIOD 1 JANUARY TO 31 JANUARY 2009

QUARRY	ROCK IN QUARRY @ 31/12/09	ROCK USED	ROCK QUARRIED	ROCK IN QUARRY @ 31/01/09
Blackball	1,000	0	0	1,000
Camelback	0	8304	8304	0
Inchbonnie	9,340	0	0	9,340
Kiwi	2000	850	0	450
Miedema	0	0	0	0
Okuru	1,840*	0	0	1,840*
Taramakau	0	0	0	0
Wanganui	600	0	0	600
Wanganui Stockpile	3,648	0	0	3,648
Whataroa	1500	0	0	1,500
TOTALS	19,928	9154	8304	18,378

Note: * Okuru Figure indicate possibly recoverable rock in face NOT on floor.

WORK PERMITTED SINCE 31 JANUARY 2009

QUARRY	CONTRACTOR	TONNAGE REQUESTED	PERMIT START	PERMIT FINISH
Camelback	Taylor's contracting		Ongoing	
Whataroa	Henry Adams	3000 +	Extended from Last month	
Kiwi	MBD	160	12 Feb 09	16 Feb 09
Kiwi	Ferguson Brothers	150 Rock 150 rubble	20 Feb 09	25 Feb 09

Recommendation

- 1. That the Council approve the formation of the Mokihinui Special Rating District.*
- 2. That the report is received.*

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting – March 2009
 Prepared by: Chris Pullen
 Date: 27 February 2009.

Subject: **VECTOR PROGRAMME MANAGER'S REPORT**

1.0 Contracts awarded

One contract detailed below has been awarded during the reporting period:

- Karamea Trend Monitor
- Continued Tb Focus survey Marsden Greymouth

2.0 Operations Ongoing and Completed

The following Vector Control work has been carried out for this report period.

Completed Control Work:

Activity Area Name	Actual RTC %	Pass/Fail
Buller South Block 3	0	Pass
Grey Valley West Block 1	0	Pass
Grey Valley West Block 2 Bush	0.22	Pass
Grey Valley West Block 2 Bush Pasture	0.63	Pass
Grey Valley West Block 2 Farm	0.33	Pass
Grey Valley West Block 4 Bush Pasture	0.67	Pass
Grey Valley West Block 4 Farm	0	Pass
Kaiata Block 1 Bush	0.23	Pass
Kaiata Block 1 Bush Pasture	0.22	Pass
Kaiata Block 1 Farm	0	Pass
Kowhitirangi Block 1 Bush Pasture	0.67	Pass
Kowhitirangi Block 1 Farm	0	Pass
Kowhitirangi Block 2 Bush	0	Pass
Kowhitirangi Block 2 Bush Pasture	1.14	Fail
Kowhitirangi Block 2 Farm	0	Pass
Upper Grey Block 1 Bush	0	Pass
Upper Grey Block 1 Bush Pasture	0.44	Pass

3.0 General

- i. 2nd round control projects are on track and are within required timeframes.
- ii. A total of 69 % of the overall programme has been invoiced and paid for.

RECOMMENDATION

That this report be received.

Chris Pullen
 Programme Manager West Coast Tasman

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting
 Prepared by: Robert Mallinson – Corporate Services Manager
 Date: 2nd March 2009
 Subject: **CORPORATE SERVICES MANAGER'S MONTHLY REPORT**

1. Financial Report

As agreed with Councillors at the February meeting, no detailed financial report has been prepared for the seven months to 31 January 2009. Most of my time during February has been spent working on the Draft LTCCP to ensure that it is "audit ready" for the audit scheduled to commence on 23 March.

2. Portfolio Report.

I will be asking the team from Forsyth Barr Ltd to make their annual presentation following completion of the April Council meeting. I am hopeful of a portfolio balance at year end in the \$10.5 - \$11.0 million range.

The portfolio remains very defensively and conservatively positioned and is well placed to take advantage of the inevitable market rebound.

As noted in the December 2008 Forsyth Barr Ltd portfolio report, the portfolio lost 8.49% in the 12 months to 31 December 2008. This loss would have been much higher were we not so conservatively positioned.

PORTFOLIO @ 31 JANUARY 2009 Summary & Reconciliation		Cash	Bonds	Australasian Equities	International Equities	Property Equities	Alternative Asset Classes	Total
Portfolio Value @ Start	01 July 2008	2733073	3421783	1381877	1812269	724252	939971	11013225
Contributions)	293025	177280	33644	118004	8572	109184	739689
Withdrawals)	-654994	-132601	-70966	-36506	-41004	-11668	-947739
Realised Gains/(Losses)								
Price		-57837	27324	480	0	3382		-26651
FX				15959	-81498	-735	-109216	-175490
Unrealised Gains/(Losses)								
Price		43190	272754	-359361	-636349	-135993	-444433	-1260191
FX				-3311	383015	1216	484327	865247
Mgmt Fee								0
Interest Income		149075	180973	4658		4090	9409	348206
Changes Accrued Interest		2780	15548					18328
Dividends				32598	62026	22648	38015	153288
reversal Hedges 30.6.08				21045	59398	5362	22860	108665
Current Hedges				-3059	-176921	-680	-318999	-499659
Portfolio Value @ End Period	31 January 2009	2508312	3963042	1053564	1503438	591110	717451	10336918

Cash	0
Structured credit	52215
Emerging market debt	984235
Hedge positions	-318999
	<u>717451</u>

Asset Allocation %'s @ 31 DECEMBER 2008	Benchmarks
Cash	24.27% 25%
Bonds	38.34% 25%
Australasian Equities	10.19% 15%
International Equities	14.54% 15%
Property Equities	5.72% 5%
Alternative Asset Classes	6.94% 15%
	100.00% 100%

Tactical asset allocation range

Cash	10% - 50%
Bonds	10% - 50%
Australasian Equities	0% - 20%
International Equities	0% - 20%
Property Equities	0% - 10%
Alternative Asset Classes	0% - 20%

3. Borrowing Policy

Maturity Schedule of Debt Portfolio

In accordance with the existing Council borrowing policy, the following is a report on the maturity schedule of the debt portfolio as at 31 January 2009.

Loan	Interest rate	Total @ 31.1.09	Repayable 1 yr	Repayable 2 yrs	Repayable 3 yrs	Repayable > 3 yrs
Punakaiki Seawall	7.80% fixed till Dec 2010	\$297,406	\$34,304	\$37,072	\$40,069	\$185,961
Lower Waiho	8.55%	\$60,411	\$37,201	\$23,210	\$0	\$0
Office	6.89%	\$7,092	\$7,092	\$0	\$0	\$0
Equipment	8.49%	\$8,110	\$8,110	\$0	\$0	\$0
Capitalised	12.6%	\$97,596	\$20,020	\$22,693	\$25,724	\$29,159
Leases	11.2%	\$14,306	\$14,306	\$0	\$0	\$0
Total		\$484,921	\$121,033	\$82,975	\$65,793	\$215,120

Anticipated Borrowing Requirements

Greymouth Floodwalls Upgrade	\$700,000	2009/10 – included in LTCCP.
Inchbonnie Rating District	\$400,000	2009/10- included in LTCCP
Lower Waiho Rating District	\$1,000,000	2010/11 – included in LTCCP

RECOMMENDATION

That this report be received.

Robert Mallinson
Corporate Services Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 10 March 2009
Prepared by: Chris Ingle – Chief Executive
Date: 27 February 2009

Subject: **CHIEF EXECUTIVES REPORT**

Response from Local Government Minister's Office

Please find attached the response from Rodney Hide's office, relating to the letter Cr Scarlett sent in December last year regarding LTCCP Audit costs.

Since then, Audit NZ had agreed to negotiate with us regarding their fee, which has resulted in a more manageable cost.

Meetings Attended

The meetings I have attended since the 9 February Council meeting include:

- Attended the Regional Affairs meeting and tour in Taranaki with Cr Davidson.
- Attended the Zone 5 meeting in Christchurch on 26 February with Cr Scarlett.
- The Regional Transport Committee meeting is scheduled for Monday 2 March.
- The Mayors and Chair forum is scheduled for Friday 6 March.

LTCCP progress

I am pleased to report that the management team has finalised the LTCCP draft, ready for Audit NZ scrutiny. The next step is to prepare a 4 page summary for the messenger newspaper.

RECOMMENDATION

That this report be received.

Chris Ingle
Chief Executive

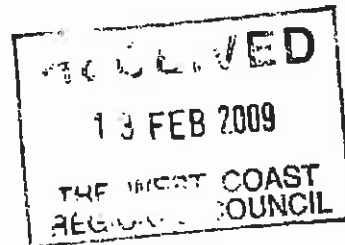


**Office of Hon Rodney Hide
MP for Epsom**

Minister of Local Government
Minister for Regulatory Reform
Associate Minister of Commerce

9 FEB 2009

Ross Scarlett
Chairman
West Coast Regional Council
PO Box 66
GREYMOUTH 7840



Dear Mr Scarlett

LTCCP auditing

Thank you for your letter of 10 December 2008 regarding long-term council community plan (LTCCP) auditing.

The LTCCP audit requirement is intended to give the public assurance that their Council's LTCCP meets adequate standards. I am told by the Department of Internal Affairs that there have been significant overall improvements in the quality of LTCCPs produced by local authorities in New Zealand with an auditing process in place.

However, I am concerned about regulation and compliance costs imposed on local authorities, including the costs and complexity of LTCCP audits. I have asked the Department of Internal Affairs to identify how improvements may be made to this process. I will be looking to keep the local government sector updated on the progress of this work.

You mention in your letter local government sector concerns about the way in which the Auditor-General is interpreting the Local Government Act 2002. The Auditor-General is of course an officer of Parliament and therefore is not subject to Ministerial direction. Recourse to an action or decision of the Auditor-General must be sought through the Courts. If there are ongoing concerns about the Auditor General's interpretation of the Act these can be raised in the first instance with the Auditor-General, or alternatively legal advice can be sought. This is a matter you may wish to pursue through Local Government New Zealand.

Thank you again for writing.

Yours sincerely

Hon Rodney Hide
Minister of Local Government

THE WEST COAST REGIONAL COUNCIL

To: Chairperson
West Coast Regional Council

I move that the public be excluded from the following parts of the proceedings of this meeting, namely, -

- Agenda Item No. 8.
1 - 2 8.1 Confirmation of Confidential Minutes 9 February 2009
 8.2 Overdue Debtors Report (to be tabled)

Item No.	General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution.
8.			
8.1	Confirmation of Confidential Minutes 9 February 2009		Section 48(1)(a) and in particular Section 9 of 2nd Schedule Local Government Official Information and Meetings Act 1987.
8.2	Overdue Debtors Report		

I also move that:

- Chris Ingle
- Robert Mallinson
- Chris Pullen
- Simon Moran
- Colin Dall

be permitted to remain at this meeting after the public has been excluded, because of their knowledge on the subject. This knowledge, which will be of assistance in relation to the matter to be discussed.

The Minutes Clerk also be permitted to remain at the meeting.