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

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

TUESDAY, 12 JUNE 2018

The programme for the day is:

10.30 a.m:

Resource Management Committee Meeting

On completion of RMC Meeting:

Council Meeting

PRESENTATION:

JB WERE

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, 12 June 2018**

N. CLEMENTSON
CHAIRPERSON

M. MEEHAN
Chief Executive Officer

<u>AGENDA NUMBERS</u>	<u>PAGE NUMBERS</u>	<u>BUSINESS</u>
1.		APOLOGIES
2.	1 - 4	MINUTES 2.1 Confirmation of Minutes of Resource Management Committee Meeting – 8 May 2018
3.		PRESENTATION
4.		CHAIRMAN'S REPORT
5.		REPORTS
		5.1 Planning and Operations Group
	5 – 6	5.1.1 Planning Report
	7	5.1.2 Reefton Air Quality Summary
	8 – 21	5.1.3 GNS Geothermal Definition Study Update
		5.2 Consents and Compliance Group
	22 – 24	5.2.1 Consents Monthly Report
	25 – 28	5.2.2 Compliance & Enforcement Monthly Report
		6.0 GENERAL BUSINESS

THE WEST COAST REGIONAL COUNCIL**MINUTES OF THE MEETING OF THE RESOURCE MANAGEMENT COMMITTEE
HELD ON 8 MAY 2018, AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 10.30 A.M.****PRESENT:**

N. Clementson (Chairman), A. Robb, T. Archer, P. Ewen, P. McDonnell, A. Birchfield, S. Challenger, J. Douglas

IN ATTENDANCE:

M. Meehan (Chief Executive Officer), R. Mallinson (Corporate Services Manager), R. Beal (Operations Manager), H. Mills (Planning Science & Innovation Manager), N. Costley (Strategy & Communications Manager), T. Jellyman (Minutes Clerk), The Media.

1. APOLOGY

Moved (Archer / Challenger) *That the apology from F. Tumahai be accepted.*

Carried

2. MINUTES

Moved (Archer / McDonnell) *that the minutes of the previous Resource Management Committee meeting dated 10 April 2018, be confirmed as correct.*

Carried

Matters Arising

There were no matters arising.

3. There was no presentation.

4. CHAIRMAN'S REPORT

The Chairman spoke to his report and stated that it has been a very quiet month with no meetings attended.

5. REPORTS**5.1 PLANNING AND OPERATIONS GROUP****5.1.1 PLANNING REPORT**

H. Mills spoke to this report and stated that there are no major implications for the West Coast with regard to Our Land 2018.

H. Mills advised that at the end of this month consultation papers will be released for the PCE Report on a Zero Carbon Act. He stated that the aim is to have a Bill introduced to Parliament in October with the Zero Carbon Act enforced in April 2019.

H. Mills reported that the final policy recommendation for the NES for Marine Aquaculture should be introduced to Cabinet in late 2018.

H. Mills reported that Councils across New Zealand are making good progress with the DoC Efficiency and Effectiveness Review of the New Zealand Coastal Policy Statement. He advised

that WCRC has secured an Envirolink fund to develop significance criteria around biodiversity in this area.

Cr Birchfield stated that there is good evidence that the earth could be heading into another ice age. He stated that it is starting to become evident in the northern hemisphere with their severe winters. He stated that the Zero Carbon Act may become redundant when this hits the world.

Cr Archer asked H. Mills if there was an overall DoC Efficiency and Effectiveness Review, recognising their incredible slow delays in making decisions. Cr Archer spoke of ministerial decisions that have been held up for up to three years or more. Discussion took place on statutory timeframes. M. Meehan agreed, and stated that central government put timeframes on local government to process things but they don't put it on themselves. M. Meehan stated that these issues were mentioned in the Productivity Report a few years ago.

Moved (Archer / Challenger) *That the report is received.*

Carried

5.1.2 NPSFM IMPLEMENTATION STRATEGY

H. Mills spoke to this report and advised that this strategy forms the direction for staff to implement the NPSFM. H. Mills stated that he sees iwi as partners, moving forward. He stated that staff have talked to MfE about concerns iwi and Ngai Tahu have and they are now fairly comfortable with specific freshwater management units as originally proposed.

H. Mills answered questions from Councillors regarding boundaries, staff resources, timeframes and water quality. H. Mills advised that WCRC is the last Council to start this process. He also advised that the document is a guiding and aspirational document.

1. *That the report is received.*
2. *That the attached National Policy Statement for Freshwater Management (NPSFM) Regional Implementation Strategy including the Progressive Implementation Programme be accepted and forms the direction and framework for staff to implement the National Policy Statement for Freshwater Management.*
3. *That staff apply to the Ministry for the Environment for an extension of time to 2030 for the implementation of the National Policy Statement for Freshwater Management.*

Moved (Archer / Birchfield)

Carried

5.1.3 GRAVEL TAKE PROJECT

H. Mills spoke to this report. He advised that a report was commissioned from NIWA and this has revealed that gravel takes can contribute to coastal erosion. M. Meehan commented that this fits in with what Council has been working on with regard to gravel takes with the new charging regime, and more resources in this area. M. Meehan advised that the West Coast is at the end of a cycle of large scale events, such as the alpine fault and there is now very low recharge of sediment and gravel. He stated that there has not been a large scale region wide flood since 2010. M. Meehan explained the impact floods have on rivers as without floods there is not the recharge of sediment coming through and this impacts on gravel availability.

Cr Birchfield commented that the report is indecisive and he is concerned about restricting gravel takes as some communities need access to gravel. M. Meehan stated that the report looks closer at some rivers rather than restricting access and requires staff to take a closer look at those particular rivers. He stated that there will not be a major impact on any gravel takes.

Cr Archer stated that he cannot recall a report such as this one coming before Council on what may or may not have an impact on coastal erosion. He stated that the report allays concerns that some people might have in thinking that taking gravel out of the river is exacerbating coastal erosion. Cr Archer stated that just because a resource consent has been granted to take gravel that does not mean to say that those volumes of gravel have actually been taken.

Discussion took place on bed loads of rivers. H. Mills stated that he can supply the NIWA data to Councillors. Cr Challenger stated that the bed load carrying capacity of a river depends on velocity of water and this is theoretical. He stated that Council is receiving the report and is not stopping gravel extraction. H. Mills advised that there is plenty more work that can be done via Envirolink funding.

Moved (Challenger / Archer) *That the report is received.*

*Cr Birchfield Against
Carried*

5.1.4 BATHING BEACH WATER QUALITY SAMPLING UPDATE

H. Mills spoke to this report. He stated that results for this season are very good with approximately 97% of all samples returned either in the low or very low risk range. H. Mills advised that the 3% that were moderately high are usually associated with high rainfall events. He stated that this is an excellent result and something that the West Coast should be proud of.

Moved (Robb / Archer) *That the report is received.*

Carried

5.1.5 HYDROLOGY & FLOOD WARNING UPDATE

H. Mills spoke to this report and stated two flood alarms were triggered during month.

Moved (McDonnell / Ewen) *That the report is received.*

Carried

5.1.6 REGIONAL PEST PLANT MANAGEMENT PLAN

R. Beal spoke to this report. It was noted that today is the closing date and there have been no appeals received.

Moved (Robb / Archer)

1. *That the report is received.*
2. *That Council publicly notifies the operative status of the Regional Pest Plant Management Plan 2018 – 2028 as per Section 77 of the Biosecurity Act 1993; and*
3. *That Council withdraws the Regional Pest Plant Management Strategy 2010.*

Carried

5.2.1 CONSENTS MONTHLY REPORT

M. Meehan spoke to this report in H. McKay's absence. M. Meehan stated that it has been a quiet month but 10 new consent applications were received last week.

Moved (Birchfield / Robb) *That the May 2018 report of the Consents Group be received.*

Carried

5.2.2 COMPLIANCE & ENFORCEMENT MONTHLY REPORT

M. Meehan spoke to this report. He advised that 57 site visits were undertaken during the reporting period with 30 of these being to dairy farms as it is now nearing the end of the dairy season. M. Meehan advised that progress is being made with matters relating to the clean up of a campsite at Bruce Bay and the discharge to land at Granity. He explained the ongoing issues with the discharge to water at Franz Josef.

M. Meehan answered questions relating to resource consent conditions in the Lake Brunner catchment.

Cr Challenger asked if Council is getting any closer to resolution with the issues in Franz Josef. M. Meehan stated that Westland District Council (WDC) have received funding from the Tourism Infrastructure Fund to upgrade the system and they have received engineering advice. M. Meehan advised that Council has encouraged WDC to engage with Makaawhio and DoC around the consenting matters as this needs to be worked through first. M. Meehan advised that Council has seen a timeframe and he does not see any barriers to this as the funding is in place. Cr Ewen expressed concern about consistency and he stated that other parties do not get the leniency that he feels WDC has been given. He spoke of dairy farmers and goldminers who have had accidental discharges and they have been prosecuted. M. Meehan responded that an abatement notice was applied immediately once Council became aware of what was happening. M. Meehan advised that he has asked staff to follow the enforcement policy to produce a report on where to from here. He stated that the first step was applying an abatement notice to stop and to ensure that this is followed. M. Meehan stated that Council is going through the process of looking at the non-compliance. He stated that a determination is yet to be made on what further enforcement action will be taken. Cr Ewen stated that his main concern is consistency. M. Meehan answered questions about stock in waterways and advised that further changes to these rules are expected via the Freshwater NPS and the change in government. He stated that once the rule changes are made, then the new rule changes will be applied across the region. Cr Archer asked if there has been an outcome for the complaint at Cats Creek. M. Meehan advised that the investigation is ongoing. M. Meehan answered questions regarding herd numbers and dairy shed effluent discharge rules. J. Douglas advised that Makaawhio have been in discussion with Westland District Council regarding the culturally insensitive discharges into the Waiho River. She offered to keep Council informed of progress in this area.

Moved (Challenger / Archer)

1. *That the May 2018 report of the Compliance Group be received.*
 2. *That the bonds for Madden Mining Ltd, TLD Investments Ltd and Alan Spriggs are released.*
- Carried*

GENERAL BUSINESS

Cr Ewen asked if there in an update regarding the Elect Mining Ltd incident at Ross. M. Meehan advised that charges were laid in the Court and the process is ongoing.

The meeting closed at 11.26 a.m.

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee – 12 June 2018
 Prepared by: Lillie Sadler – Planning Team Leader
 Date: 31 May 2018
Subject: Planning Manager's Monthly report

RPS Hearings

Hearings on the proposed Regional Policy Statement (pRPS) were held on 14, 15 and 21 May 2018. Although 46 submitters originally indicated they wished to be heard, only 12 presented evidence on the day. Five were individuals, and the remainder were organisations. Several submitters lodged written evidence, but did not wish to be heard. There was no common theme amongst the issues raised at the hearing, rather, these reflected the submitter's particular interests. The hearing is adjourned and will reconvene on 15 June for the staff Right of Reply on matters raised in the hearing process. The hearing will then close, and the Panel will deliberate.

One District Plan Hearings

The Local Government Commission (LGC) held hearings in Westport, Greymouth and Hokitika on 30 and 31 May, on the One District Plan proposal. The District Councils presented evidence at their respective town venues, and the Regional Council presented evidence at the Greymouth hearing. A small number of other submitters also presented evidence, three at Westport, two at Greymouth, and two at Hokitika. No date has been set for the LGC to release their final decision.

Marrs/Shingle update

In early 2017 it was identified through our Contact Recreation Programme that water samples at Marrs Beach and Shingle Beach on the Buller River had returned a number of E coli results in the medium risk category.

To address this concern, in mid-2017 the Resource Management Committee (RMC) requested a community working group be formed with a clear direction and Terms of Reference. Staff invited community members with specific interests to be on the working group in order to get a balanced representation.

Generally, the objectives of the Working Group are:

1. To understand what is contributing to the decline in water quality and how the water body is used and valued.
2. To identify water quality targets and objectives for improving water quality informed by the way the water body is used and valued.
3. To develop a range of regulatory and non-regulatory approaches for achieving those targets and objectives.
4. To present the recommended approaches to the West Coast Regional Council by June 2019.

Members of the Marrs and Shingle Beach Community Group include:

- Neal Clementson (Councillor - West Coast Regional Council)
- Jamie Cleine (Councillor – Buller District Council)
- Chris Coll (Buller Surf Rescue)
- Richard Nichol (Ecologist and Marrs Beach Triathlon organiser)
- Alice Gilsean (local resident)
- Joan Hamilton (catchment farmer)
- Robert Higgins (catchment farmer); and
- Erica Jar (teacher).

The first meeting on 8 March 2018 aimed to understand the issues and explore potential causes of elevated E coli levels. The second meeting on 20 March 2018 further explored the causes, and their potential weighting. These two sessions were run by an independent facilitator (Justin Connolly) with funding from Envirolink.

The third working group meeting was held on 10 May 2018 where a chairperson was elected, and the group agreed to the Terms of Reference. It was understood by the working group that the ultimate purpose of the group is to make recommendations to the RMC. During this meeting, staff presented a brief summary of the data and science we have on the area. The group also explored the community values associated with the Buller River which helped determine what level of action should be taken. Prioritisation of these values was discussed and recorded.

Future meetings will explore further prioritisation of community values and management options to address the issue. The next meeting is planned for mid-June 2018.

Flood Warning

Site	Time of peak	Peak level	Warning Issued	Alarm threshold
Grey River at Dobson	23/05/2018 04:45	3469 mm	23/05/2018 03:10	3400 mm

RECOMMENDATION

That the report is received.

Hadley Mills

Planning, Science, and Innovation Manager

5.1.2

THE WEST COAST REGIONAL COUNCIL

7

Prepared for: Resource Management Committee Meeting – 12 June 2018
Prepared by: Emma Perrin-Smith, Senior Resource Science Technician
Date: 29 May 2018
Subject: REEFTON AIR QUALITY SUMMARY

There have been no exceedances of the Resource Management (National Environmental Standards for Air Quality) Regulations 2004 for PM₁₀ in Reefton so far this year (Figure 1). The gap in the data record was due to a machine fault.

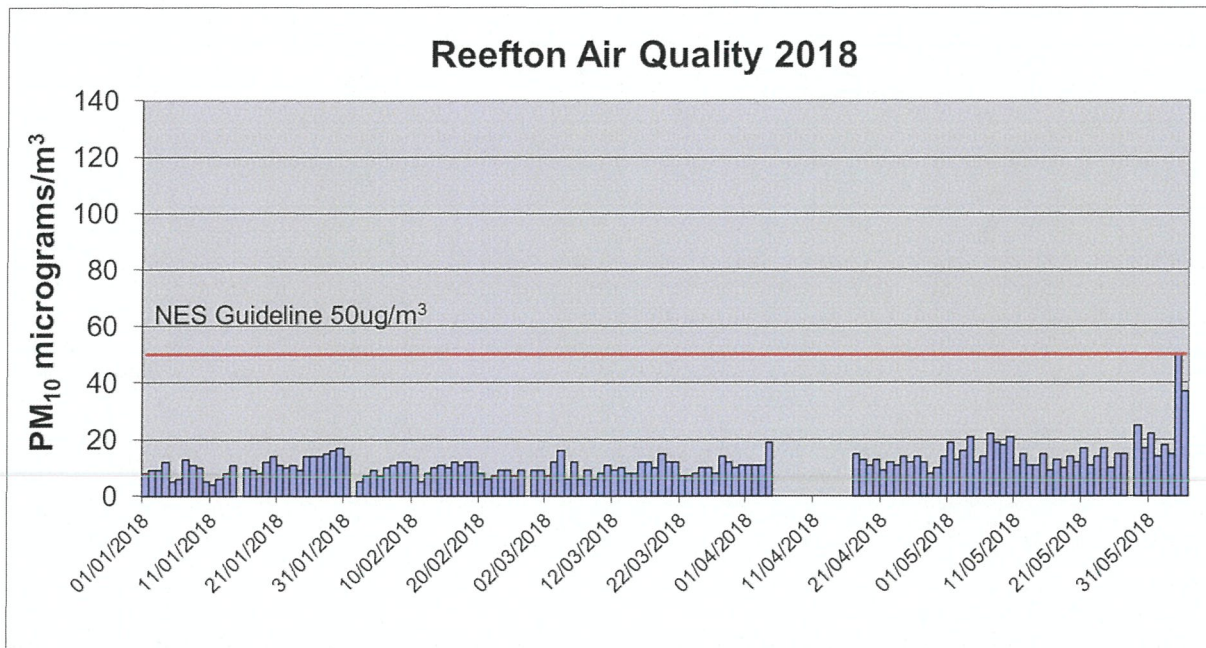


Figure 1. Reefton daily PM₁₀ for 2018.



Figure 2. Map of Reefton showing the change in monitoring site location.

RECOMMENDATION

That the report is received.

Hadley Mills
Planning, Science and Innovation Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting – 12 June 2018
Prepared by: Hadley Mills, Planning, Science and Innovation Manager
Date: 1 June 2018
Subject: GNS Geothermal Definition Study Update.

On 9 May 2018 GNS held an official project launch for the Geothermal Definition Study at Westland District Council. GNS staff outlined the details of the definition study and the timeline for the project. See Attachment 1 for the presentation.

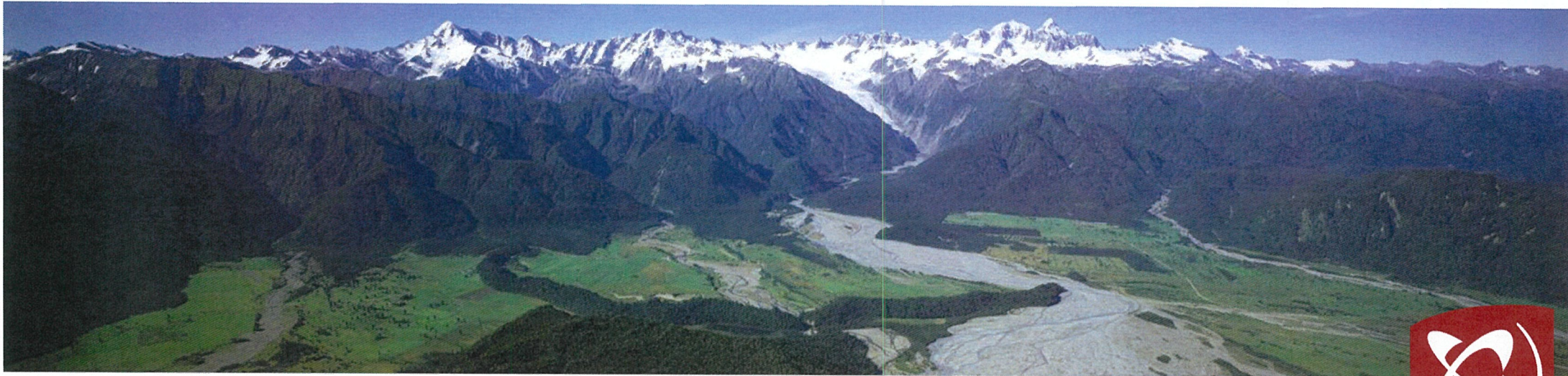
The project is now underway and is expected to be completed in late 2018.

RECOMMENDATION

That the report is received.

Hadley Mills
Planning, Science and Innovation Manager

West Coast Geothermal Resource Assessment



Westland District Council
Council Chambers
36 Weld St, Hokitika
Wednesday 9th May 2018

Kevin Faure, Andrew Rae
for the GNS Geothermal Resource Team
GNS Science, Wairakei Research Centre



GNS Science

Introductions

- Dr Kevin Faure – Director Geological Resources Division, GNS Science
- Chris Mckenzie – CEO, Development West Coast
- Renee Rooney – Chair, Development West Coast
- Helen Wilson – Development West Coast
- Dr Andrew Rae – Geothermal Geologist, GNS Science, Wairakei

Also here today from GNS Science

- Samantha Alcaraz
- Dave Jennings

GNS Science

- Crown Research Institute, Government owned
- Offices in Lower Hutt, Dunedin, Taupo/Wairakei
- Research and commercial clients based on
 - Geological resources – oil & gas, minerals, geothermal and groundwater
 - Geological hazards – Geonet, earthquakes, climate change, landslides, tsunami and volcanology
 - Nano technologies and material science
- Our origins go back to 1865 as the New Zealand Geological Survey and the hunt for resources for the growth of a new nation
- Geothermal unit was born in the DSIR for the development of the Wairakei geothermal power station in the 1950s

West Coast Geothermal Definition Study – “GO”

- Funding is largely in place
- We have 3 strong funding leads in the process of being confirmed
- GNS will underwrite any gap
- Members of the team are here, to meet and to reconnoitre
- Positive interest from Ngati Waewae and Makaawhio

- The study is only the first step in a journey
- No promises that there is a viable and economic resource

Geothermal Definition Study – Funders

Thank you to the funders that have confirmed:

- Westland Milk Products
- Gloriavale Community
- Thermal NZ Ltd (Hardie Pacific)
- West Coast Regional Council
- Westland District Council
- Westpower

And lead funder Development West Coast

Development West Coast

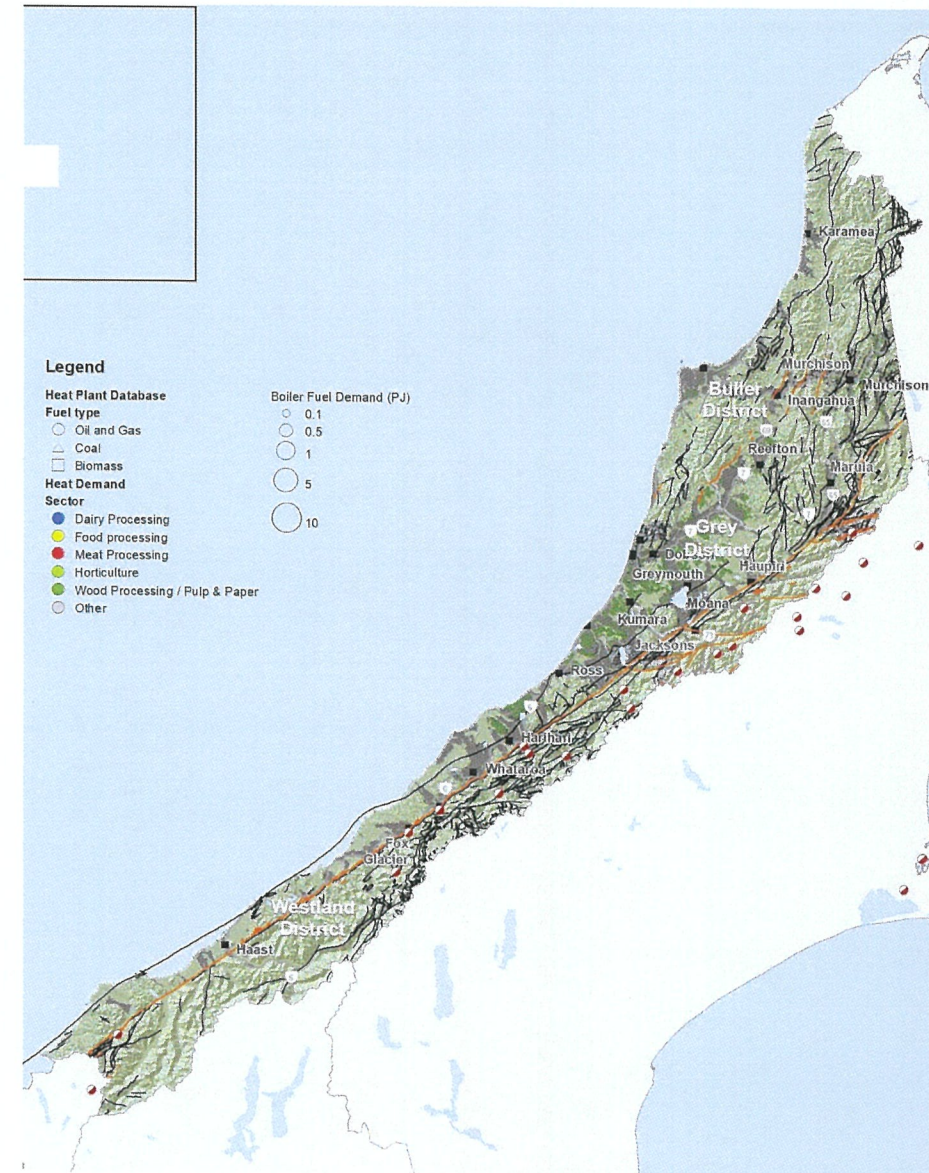
- Lead funder – agreement signed this morning

West Coast Geothermal Resource Assessment

The first step on the journey

1. Definition study : May – October 2018

- Desk-based, geothermal conditions of Southern Alps
- Gather known data from within GNS, from MBIE and from local sources
- Examine potential uses and end-users
- Look at economic and engineering consideration
- Understand planning requirements , community and cultural considerations
- Clarify and rank areas on prospectivity for further investigations



Definition Study: Stage 1, scope elements

Scope 1: Potential Business Heat Use (surface study)

- ID potential users of geothermal heat
 - Direct use – factories, agriculture
 - Electricity generation - local
 - Tourism operators
- investigate demand estimates, payback periods
- study heat transmission over several kilometre distances
 - budgetary per km costs
 - indications for energy and pressure loss

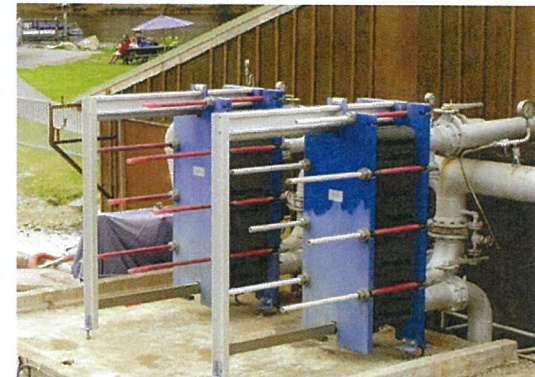
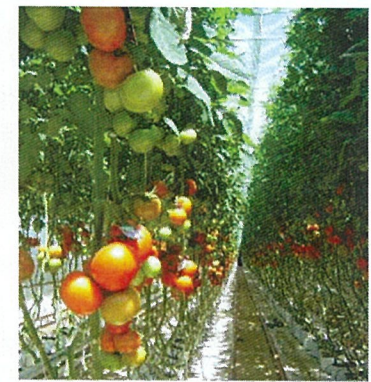


Scope 2: Heat Supply Prospects (subsurface study)

- heat generation and flow regimes
- ID prospective thermal sources in economic proximity to potential business end-users (from scope 1)

Heat Supply Considerations

- Where is the heat coming from?
 - resource temperatures?
 - depths?
- How much is there?
 - flow rates?
 - establish reservoir “takes”?
- How do we get it to where it is needed?
 - distances to (potential) end-users?



Definition Study : GNS Team and Local Support

- Brian Carey : surface infrastructure
- Andrew Rae : geothermal geologist
- Samantha Alcaraz : geologist, 3D modeler and GIS specialist
- John Burnell : numerical modeler
- Phaedra Upton : geodynamic modeler
- Ed Mroczek : geothermal chemist

Together with specific local and stakeholder input including:

- Westpower, WCRC, District Councils, Westland Milk, Gloriavale Community
- Ngati Waewae, Makaawhio

Definition Study Phase : Workstream Timings

West Coast Geothermal Study Timeline		May		June				July				August				September				October					
Task	Title	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	Westcoast launch	█																							
2	Conceptual Model for Alpine / WC Geothermal Systems	█	█	█	█																				
3	Geochemistry of sampled geothermal areas	█	█	█	█																				
4	Structural Geology and Setting of Geothermal Areas					█	█	█	█	█	█	█	█	█	█										
5	GIS/Mapping	█	█	█	█	█	█	█	█	█	█										█	█	█	█	█
6	Rock Properties	█	█	█	█	█	█																		
7	Ranking Criteria																								
8	Define heat uses, demand (and potential future uses)		█	█	█	█	█	█	█	█	█	█													
9	Modelling										█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
10	Planning / environmental / cultural		█	█	█	█	█	█	█	█	█	█	█	█	█										
11	Surface heat transmission studies								█	█	█	█	█	█	█	█									
12	Estimating Stage 2															█	█	█	█	█	█	█	█	█	█
13	Presentations and reporting																								█
14	Stakeholder communication	X							X				X				X				X			X	X

Target is project review workshop 15-19 October

Where is this Journey Taking Us?

Use the Definition Study to underpin the case for major funding for Stage 2

- Regional Development Fund?
- Major research bid?
- ?

Stage 2. Focused investigation and testing : 2019 and beyond

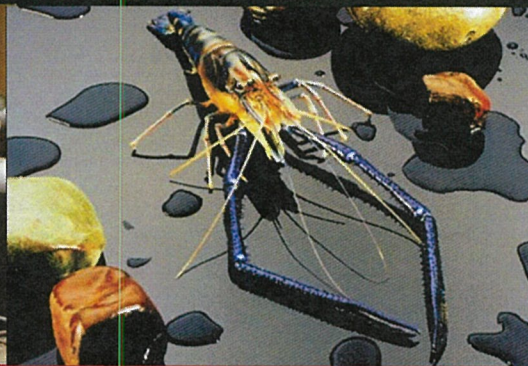
- Focus on up to 4 high rank areas
- Drilling and testing

After that :

Stage 3. The ultimate goal - Project by project development

- Develop business uses for produced heat
- Development of heat delivery systems (source to end-users)
- Project investor feasibility requirements
- Involve other groups (technical advisors) outside GNS Science

Any Questions ?



THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee - 12 June 2018
 Prepared by: Cassidy Rae – Consents and Compliance Administrator
 Date: 30 May 2018
Subject: CONSENTS MONTHLY REPORT

Six Consents Site Visits were undertaken 26 April 2018 – 30 May 2018

07/05/18	RC-2016-0015-V1 and RC160017 Waimea, Gold Mining Variation, Ross Beach Mining Ltd	Visited site with applicant to observe new areas in which mining is to expand into and the proximity to residences for district council issues.
08/05/18	No consent yet lodged, Waimangaroa, River protection	Viewed areas of river protection with farmer and advice on consents required.
28/05/18	RC-2018-0031, Greymouth Earthworks Control Area, Earthworks, KP & JM Kilkelly	To investigate the proposed site for earthworks (retrospective consent application).
16/05/18	RC-2018-0033, Ross, Alluvial Gold Mining, Birchfields Ross Mining	To investigate the proposed site for earthworks (retrospective consent application).
16/05/18	WDC-RC-110105, Lake Ianthe, Amend area of mining, BRM Developments Limited	To investigate proposed extension area.
22/05/18	RC-2018-0036, Kotuku, Alluvial Gold Mining, Double H Mining Limited	To investigate proposed mining area.

12 Non-Notified Resource Consents were Granted 26 April 2018 – 30 May 2018

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
RC-2018-0048 Rex Mulholland Granity/Hector	<p>To disturb the bed of an unnamed waterbody flowing through Culvert 9 State Highway 67 for the purposes of stream training and associated rock and gravel removal.</p> <p>To disturb the bed of an unnamed waterbody flowing through Culvert 60 State Highway 67 for the purposes of stream training and associated rock and gravel removal.</p> <p>To undertake earthworks associated with stream training in the riparian margins of the unnamed tributary flowing through Culvert 9 State Highway 67.</p> <p>To undertake earthworks associated with stream training in the riparian margins of the unnamed tributary flowing through Culvert 60 State Highway 67.</p> <p>To divert water associated with stream training of an unnamed tributary flowing through Culvert 9 State Highway 67.</p> <p>To divert water associated with stream training of an unnamed tributary flowing through Culvert 60 State Highway 67.</p> <p>To temporarily discharge sediment to water associated with stream training of an unnamed tributary flowing through Culvert 9 State Highway 67.</p> <p>To temporarily discharge sediment to water associated with stream training of an unnamed tributary flowing through Culvert 60 State Highway 67.</p>

RC-2018-0027 New Zealand Transport Agency Douglas and MacDonalds Creek	To undertake earthworks in the riparian margins of Havelock, Douglas and MacDonalds Creeks. To disturb the beds of Havelock, Douglas and MacDonalds Creeks. Incidental discharge of sediment to Havelock, Douglas and MacDonalds Creeks. Temporary diversion of MacDonalds and Douglas Creeks.
RC-2018-0028 New Zealand Transport Agency McConnochie Creek	To undertake earthworks in the riparian margins of Dublin Creek, Rocky Creek, Deadman Stream and McConnochie Creek. Disturbance to the bed, and construction of structures in the beds of Dublin Creek, Rocky Creek, Deadman Stream and McConnochie Creek. Temporary diversion of Dublin Creek and Deadman Stream. Incidental discharge of sediment to Dublin Creek, Rocky Creek, Deadman Stream and McConnochie Creek.
RC-2018-0029 Henry Adams Contracting Limited Kokatahi River	To disturb the dry bed of the Hokitika River for the purpose of removing gravel. To disturb the dry bed of the Kokatahi River for the purpose of removing gravel.
RC-2018-0032 West Coast Regional Council Blackwater Creek	To alter the foreshore/seabed to undertake channel clearance works, Blackwater Creek. To deposit material (sand) in the CMA associated with channel clearance works, Blackwater Creek.
RC-2018-0035 C Backes & K Morfett Blue Spur Road, Hokitika	To discharge treated onsite sewage wastewater from a domestic dwelling to land at Blue Spur Road, Hokitika.
RC-2018-0037 Kelvin Douglas Contracting (2004) Limited Tailings Creek	To disturb the dry bed of Tailings Creek for the purpose of removing gravel.
RC-2018-0039 J Ewen Coast Road, Nine Mile	To discharge treated onsite sewage wastewater to land from a domestic dwelling at SEC 1 SO 319805, 1423 State Highway 6 Coast Road, Nine Mile.
RC-2018-0041 LJ Powell Devils Creek	To disturb the dry bed of Devils Creek for the purpose of removing gravel.
RC-2018-0044 Talley's Group Limited Blaketown Lagoon	To disturb the bed of the Blaketown Lagoon by excavating silt/sediment.
RC-2018-0048 Westreef Services Limited	To disturb the dry bed of Organs Island, Buller River for the purpose of removing gravel.

4 Change to and Reviews of Consent Conditions were Granted 26 April 2018 – 30 May 2018

CONSENT NO. & HOLDER	PURPOSE OF CHANGE/REVIEW
RCN98127-V1 Westimber Limited Ngahere	Increase PCP limited, Ngahere.
RC00084-V2 Phoenix Mining Limited Atarau	Reduction to maximum disturbed area and bond, Atarau (MP41570).
RC-2014-0086-V1 Quay Resources Limited Marsden	Change to disturbed Gold Mining area, Marsden (MP56032 & EP53726).
RC-2017-0049-V1 Department of Conservation Lake Paringa	Change to wastewater system, Lake Paringa.

1 Limited Notified and Notified Resource Consents were granted 26 April 2018 – 30 May 2018

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
RC-2018-0005 Blacktopp Mining Limited Maori Gully	To undertake earthworks associated with alluvial gold mining activities within MP56817, Maori Gully.
	To take and use surface water and groundwater via seepage into mining ponds for the purposes of alluvial gold mining activities within MP56817, Maori Gully.
	To discharge water containing sediment to land within MP56817 in circumstances where it may enter water associated with alluvial gold mining at Maori Gully.

Public Enquiries

59 written public enquiries were responded to during the reporting period. 48 (81%) were answered on the same day, and the remaining 11 (19%) within the next ten days.

RECOMMENDATION

That the June 2018 report of the Consents Group be received.

Heather McKay
Consents & Compliance Manager

Prepared for: Resource Management Committee – 12 June 2018
 Prepared by: Heather McKay – Consents & Compliance Manager
 Date: Date 31 May 2018
 Subject: **COMPLIANCE & ENFORCEMENT MONTHLY REPORT**

Site Visits

A total of 48 site visits were undertaken during the reporting period, which consisted of:

Activity	Number of Visits
Resource consent monitoring	20
Mining compliance & bond release	12
Complaint/Incident related	9
Dairy farm	7

- A total of 14 complaints/reported incidents were received, with nine resulting in site visits.

Non-Compliances

Note: These are the activities that have been assessed as non-compliant during the reporting period.

A total of 4 non-compliances occurred during the reporting period.

Activity	Description	Location	Action/Outcome	INC/Comp
Earthworks	Complaint regarding earthworks having changed the drainage on a property which has caused flooding and erosion to a neighbouring property.	Ruru	The site has been inspected and established that there is a breach of the relevant rule. Follow up enquiries are yet to be made with the property owner.	Complaint
Gold Mining	Complaint regarding Maori Creek discoloured with sediment from a gold mining operation.	Dunganville	The site was inspected and established that sediment laden water had discharged through the wall of a settling pond then into Maori Creek. Samples obtained during the inspection have been analysed and confirm the consented discharge limit was breached. An infringement notice was issued to the miner	Complaint
Discharge to land	Complaint regarding the discharge of dairy effluent to a water body.	Atarau	The site was inspected and established that the Stormwater diversion on the dairy yard had been used incorrectly causing untreated dairy effluent to discharge to a Stormwater drain. An abatement notice was issued to have the area remediated.	Complaint

Discharge to air and land	Complaint received that an unknown person has butchered a deer at a road side layby. The remains were left on the side of the parking area and on top of a picnic table which will cause an odour issue if left.	Kumara Junction Highway	The complaint was passed onto NZTA who arranged for a contractor to remove the carcass.	Complaint
Discharge to water	Complaint regarding a crashed car left in a road side drain which had the potential to contaminate water with fuel- oil.	Kowhitirangi	The owner was contacted and requested to remove his vehicle.	Complaint
Gold Mining	A compliance officer discovered that Maori Creek at the public road bridge was discoloured with sediment from a gold mining operation.	Dunganville	The site was inspected and established that sediment laden water from the gold mining operation had earlier escaped and discharged into Maori Creek. Analysis of the samples obtained during the inspection show that at the time of the inspection the discharge limits were not breached so no further action was undertaken.	Incident
Works in the bed of a river	Complaint that a digger had been doing work in the bed of a creek.	Rotomanu	When the site was investigated the unknown persons responsible had left. It appears a small digger was used to divert the creek for the purposes of suction dredging.	Complaint
Gold Mining	Miner outside of disturbed area condition in their consent	Notown	The site was inspected and the operation was well over it disturbed area. An abatement notice requiring rehabilitation was issued.	Incident

Other Complaints/Incidents

Note: These are the other complaints/incidents assessed during the reporting period whereby the activity was not found to be non-compliant or compliance is not yet established at the time of reporting.

Activity	Description	Location	Action/Outcome	INC/Comp
Works in the bed of a river and the CMA.	Complaint regarding a tractor operating at the mouth of a river	Charleston	Some enquiries have been carried out and the activity relates to a black sand miner. Enquiries are ongoing.	Complaint
Stock access to river bed.	Complaint regarding stock accessing a river bed and pugging the river bank.	Blue Spur	Enquiries are ongoing	Complaint
Discharge to water	Westland Milk Products report that they had a discharge to a storm water drain when one of their boilers was being cleaned out.	Hokitika	The operator carried out mitigation work. The site was visited and confirmed that there was no adverse effect from the discharge.	Incident

Activity	Description	Location	Action/Outcome	INC/Comp
Discharge to land	Complaint regarding the discharge from a septic tank causing an issue to a neighbouring property.	Waimangaroa	Enquiries are ongoing	Complaint
Discharge to land	Complaint regarding the dumping of demolition material on a property.	Greymouth	Enquiries are ongoing	Complaint
Discharge to Air	Odour complaint regarding the Hokitika Waste Water Treatment Plant.	Hokitika	Enquires are ongoing.	Complaint

Update on Previously Reported Ongoing Complaints/Incidents

Note: This section provides an update on complaints and incidents from previous reporting periods where enquires were not yet complete.

Activity	Description	Location	Action/Outcome	INC/Comp
Discharge to water	This incident relates to a Council compliance officer observing that a creek was discoloured with sediment.	Notown Grey Valley	A gold mining operation had an unauthorised discharge of sediment laden water. The operator had undertaken remedial work and ceased the discharge at the time of the inspection. Analysis of the water samples taken during the inspection show that the consented discharge limit was significantly breached. An infringement notice was issued to the consent holder and a second notice to the site operator.	Incident

Formal Enforcement Action

Abatement Notices: Two abatement notices were issued during the reporting period.

Activity	Location
Gold Mining – notice served to reduce the areas disturbed by mining	Notown, Grey Valley
Dairy Farming – notice served to remove dairy effluent from a storm water drain	Atarau

Infringement Notices: Three infringement notices were issued during the reporting period.

Activity	Location
Gold Mining – Two infringement notices served for the discharge of sediment laden water. One notice served on the operator and a second notice served on the consent holder.	Notown, Grey Valley
Gold Mining – notice served for the discharge of sediment laden water	Dunganville

Mining Work Programmes and Bonds

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The Council received the following ten work programmes during the reporting period. Four work programmes have been approved. The remaining work programmes require a site visit prior to approval.

Date	Mining Authorisation	Holder	Location	Approved
30-04-18	RC12164	Madden Mining Limited	Waimea Forest	In progress
07-05-18	RC-2016-0116	Silco Farms Limited	Rotokohu	In progress
07-05-18	RC09088	PR & DC Hampton	Atarau	Yes
08-05-18	RC11117	Amalgamated Mining Ltd	Notown	Yes
08-05-18	RC-2016-0034	Amalgamated Mining Ltd	Notown	Yes
09-05-18	RC-2017-0114	Paramount Mining Ltd	Ruatapu	In progress
09-05-18	RC-2014-0086	Quay Resources Limited	8 Mile Creek, Marsden	Yes
15-05-18	RC09059	P & R Mining	Blackwater	In progress
17-05-18	RC-2015-0106	TS Mining Ltd	Marsden	In progress
21-05-18	RC12167	Whyte's Gold Ltd	Dunganville	In progress

No bonds were received during the reporting period

The following bond is recommended for release

Mining Authorisation	Holder	Location	Amount	Reason
RC-2015-0015	Elect Mining Ltd	Goldsborough	\$12,000	Replacement bond has been lodged by new permit holder
RC-2015-0050	Elect Mining Ltd	Waiho River	\$6,000	Rehabilitation works complete

RECOMMENDATIONS

- 1. That the June 2018 report of the Compliance Group be received.*
- 2. That the bonds of Elect Mining Ltd are released.*

Heather McKay
Consents and 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, 12 June 2018** commencing on completion of the Resource Management Committee Meeting

A.J. ROBB
CHAIRPERSON

M. MEEHAN
CHIEF EXECUTIVE OFFICER

<u>AGENDA</u> <u>NUMBERS</u>	<u>PAGE</u> <u>NUMBERS</u>	<u>BUSINESS</u>
1.		APOLOGIES
2.		PUBLIC FORUM
3.		MINUTES
	1 – 3	3.1 Minutes of Council Meeting 8 May 2018
4.		REPORTS
	4 – 8	4.1 Engineering Operations Report
	9 – 10	4.2 Variation 3 to the West Coast Regional Land Transport Plan 2015 – 21
	11 – 64	4.2.1 Adoption of Interim Review of the Regional Land Transport Plan 2015 - 21
	65	4.3 Corporate Services Manager’s Monthly Report
	66 – 67	4.3.1 Draft Long Term Plan Consultative Document for 2018 - 2028
5.	68	CHAIRMAN’S REPORT
6.	69	CHIEF EXECUTIVE’S REPORT
7.		GENERAL BUSINESS

THE WEST COAST REGIONAL COUNCIL**MINUTES OF THE MEETING OF THE COUNCIL HELD ON 8 MAY 2018,
AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD,
GREYMOOUTH, COMMENCING AT 11.57 A.M.****PRESENT:**

A. Robb (Chairman), N. Clementson, T. Archer, P. Ewen, P. McDonnell, A. Birchfield, S. Challenger

IN ATTENDANCE:

M. Meehan (Chief Executive Officer) R. Mallinson (Corporate Services Manager), R. Beal (Operations Manager), H. Mills (Planning Science and Innovation Manager), N. Costley (Strategy & Communications Manager), T. Jellyman (Minutes Clerk)

1. APOLOGY:

There were no apologies.

2. PUBLIC FORUM

There was no public forum.

3.1 CONFIRMATION OF MINUTES

Moved (Archer / Birchfield) *that the minutes of the Council Meeting dated 10 April 2018, be confirmed as correct, with the changes made as listed below.*

Carried

Cr Birchfield stated that he would have liked all of his comments regarding climate change to have been recorded in the minutes as he disagreed with Minister Parker's comments. Here are the comments made by Cr Birchfield at the April meeting.

"The Antarctic ice sheet is growing, not melting; There has been no warming for the last 20 years. In fact the earth is cooling. The data has been tampered with; Co2 cannot cause global warming – it is a trace gas; The earth has been cooling since 2001. (NASA data); The Antarctic ice cap has been there for 15 million years. It's 5 kms deep in places. It's been through warm periods in the past. It's extremely stable. It's not going anywhere. The average daily temperature is 58 degrees Fahrenheit below freezing; to get it to melt, you would have to increase the temperature by 100 degrees Fahrenheit. That is just not going to happen; If David Parker is correct, London and New York would go completely underwater and properties there would be worthless. However, the banks are still loaning out on these properties on 40 year mortgages and insurance companies are still insuring them so they are aware the thing is a fraud. Look up Dr Don Easterbrook."

Matters arising

Cr Ewen asked if NZTA and KiwiRail received a copy of report regarding Kiwi Quarry. R. Beal confirmed that the reports were passed on. Cr Ewen stated that he would have liked J. Ellis's comments to be passed on to NZTA and KiwiRail.

4.1 ENGINEERING OPERATIONS REPORT

R. Beal spoke to this report and advised that there was a flood in the Waiho River after the river training work had been completed. He stated that there was no real change in the river apart from the channel becoming a little bit braided near the 55km corner.

R. Beal advised that the resource consent application process for Rapahoe is 90% complete. He advised that the survey work for the sacrificial bund has been completed and engineers are currently working on the costings and design.

R. Beal reported that costings and design work for Carters Beach is close to completion. He stated that similar work has also been carried out in Okarito.

Cr Archer asked if there has been any progress with the coastal erosion at Granity / Ngakawau Hector.

R. Beal advised Council will be applying for a beach nourishment resource consent but engineers are still working on the design, advice, and sourcing rock. M. Meehan stated that one of the findings following the Cyclone Fehi debrief was that some of the rock protection work carried out by individuals worked against them and these people had boulders through their houses. M. Meehan stated that some of these works protected neighbours then directed the sea water at their own property. He stated it will be very hard to gain consent for work that is already in place. Cr Archer stated that Council will need to be upfront about this as events have now superseded some issues and those in the community have varying opinions and willingness for sea protection. It was agreed that an update would be provided to the Buller Mayor, and the Councils and discussion will then take place on where to from here. R. Beal advised that a working group has been formed with Buller District Council to work through how to deal with the dump which has been exposed.

Moved (Clementson / Birchfield) *That the report is received.*

Carried

4.2 CORPORATE SERVICES MANAGER'S MONTHLY REPORT

R. Mallinson tabled an updated financial report. He advised that this is the nine month financial report with the result being a deficit of \$338,000 which compares to the small surplus of \$27,000 which was reported to the March meeting. R. Mallinson outlined the reasons for the deficit including the decline in the managed fund portfolio of \$154,000 during March, the VCS operating surplus and various other one off items, along with the \$100,000 operational expenditure payment for work at Franz Josef. The continuing effect of the two cyclones has cost Council approximately \$82,000 to date. R. Mallinson stated this is a disappointing result. He advised that the investment portfolio rebounded in April with a recovery of around \$160,000. R. Mallinson answered questions from Councillors. It was agreed that R. Mallinson would invite JB Were, Council's fund managers to a future Council meeting. Cr Archer commented that Council is exposed and vulnerable to the international markets and unless the investment strategy is changed, Council will remain exposed.

R. Beal advised that a ground control contract has been removed from the programme which was scheduled for later in the year. R. Beal advised that he cannot deliver a work programme as yet due to contracts still being under negotiation. He provided an update on the work programme for the coming years. M. Meehan stated that Council has taken a hit on three revenue streams and there is not a lot that can be done about this. M. Meehan stated that financial matters will be discussed further as part of the LTP workshop which will follow on from today's meeting.

R. Mallinson advised that no submissions were received on Council's proposed representation review, and therefore Council's existing representation arrangements will continue as before.

Moved (Clementson / Ewen) *That the report be received.*

Carried

5.0 CHAIRMANS REPORT

The Chairman spoke to his report. He stated that the meeting with Jonathon Young, Opposition Spokesperson for Energy and Resources was a good opportunity for him to see where mining activities are at on the West Coast.

The Chairman reported that Rodger Findlay, Chairman of the Provincial Growth Fund, attended the Governance Group meeting. Mr Findlay gave a clear understanding of initiatives which will be able to apply to the fund.

The Chairman reported that a lot of the issues faced by the Regional Sector Group are similar to those faced by Council with regard to the change of government. He stated that LGNZ seems to be more engaged in this area.

Cr Birchfield commented that Jonathon Young visits the West Coast quite often and it is well worth spending time with him to discuss mining matters relating to the West Coast.

Moved (Robb / Archer) *That this report is received.*

Carried

6.0 CHIEF EXECUTIVE’S REPORT

M. Meehan spoke to his report. He stated that at the recent Regional Chief Executive’s meeting a letter sent to Minister Parker from this group was discussed. He stated the letter talked about the simple changes that could be made to the RMA to enable a Council to get through a planning process in a much tighter timeframe and without all the appeals. M. Meehan stated that the Minister seems interested in progressing these changes.

M. Meehan spoke of his meeting with LGNZ regarding natural hazards and climate change. He stated that he sees Council’s role as helping communities to adapt to climate change and not mitigating in this area.

M. Meehan stated that the Katahitanga mo te Taiao Alliance Project is growing, and it is likely that the West Coast will have its own group but would still connect with Top of the South and Canterbury. He stated this would allow for a more focused discussion.

M. Meehan elaborated on matters relating to Civil Defence on the West Coast including the location for the new Buller Hospital project. He advised that Council will be providing information and reports to the Ministry of Health to assist with this project.

Cr Ewen asked if whitebait has been discussed at the Alliance meetings. M. Meehan responded that it has but there are different views on this matter. H. Mills advised that funding is in place for research into habitat and improving whitebait habitat. He advised that economic development potential will be looked into once the research has been completed.

M. Meehan stated that the Local Government Commission is carrying out consultation and holding hearings for the One District Plan. He asked Councillors if they would like a submission drafted on this matter. M. Meehan stated he is supportive of the development of One District Plan with delivery of this possibly through a joint committee. He advised that currently there is a proposal to form the joint committee to essentially develop three plans. The Chairman stated that this matter will be raised at tomorrow’s Mayors and Chairs forum. Extensive discussed took place and it was agreed that a submission would be drafted in general support of the One District Plan.

Moved (Birchfield / Challenger) *that this report is received.*

Carried

GENERAL BUSINESS

There was no general business.

The meeting closed at 12.41 pm.

.....
Chairman

.....
Date

4.1

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting – 12 June 2018
Prepared by: Paulette Birchfield – Engineer, Brendon Russ - Engineer
Date: 28 May 2018
Subject: **ENGINEERING OPERATIONS REPORT**

WORKS COMPLETED AND WORKS TENDERED FOR

Kongahu Rating District

Sediment from Granite Creek, and sand blown into the Otumahana Estuary during Cyclone Fehi blocked the Blackwater Creek channel within the estuary. This blockage restricted drainage from the scheme and caused floodwater to pond in the lower reach. In addition, the ponded water can lead to a greater spread of the invasive aquatic weed Parrots Feather. A short-term consent was lodged with Council to allow minor works within the estuary to release the floodwater.

The clearance of the channel was undertaken by SM Lowe Contracting Ltd at the end of April, for \$645 (GST Exclusive) The clearance work re-opened the drain and successfully lowered the level of ponded water.

Karamea Rating District (Granite Creek)

Work involving the placement of 100 tonne of rock to repair an erosion scour below the concrete ford over Granite Creek at Peter Langford's farm was awarded to SM Lowe Contracting at a cost of \$2,100 (GST Exclusive).

Coal Creek Rating District

Work involving the placement of 100 tonne of rock to top-up a small spur above the diversion cut was awarded to GH Foster Contracting at a cost of \$2,800 (GST Exclusive).

Kaniere Rating District

Work involving the placement of 500 tonne of rock into slumped areas of rock riprap was awarded to Henry Adams Contracting at a cost of \$15,250 (GST Exclusive).

Franz Josef Rating District

Monitoring of the river training that has been carried out at the start of April 2018 continues. The main channel of the Waiho River is still in the channel created by the river training. The rating district is proposing to spend another \$18,000 (GST Exclusive) on additional river training upstream and downstream of the existing works.



15 May 2018 Monitoring – River training looking upstream



15 May 2018 Monitoring – River training looking downstream

ONGOING WORKS

Rapahoe Resource Consent

The resource consent application and submission has been lodged, which allows the community to utilise material allowed by the consent to address erosion concerns. This will be undertaken by the community and will fall outside of a formal rating district structure. Attached to this report is a copy of the letter sent out to the community on 15 May 2018.

Granity/Ngakawau/Hector Erosion

No progress.

Buller River Flood Consultation

No progress.

Greymouth Floodwall

Stantec are progressing the range creek flood gate design.

Carters Beach

Surveyors have completed a topographical survey of the existing sand dunes along Carters Beach from Golf Links Road to Bradshaws Road. Design and estimates are currently being prepared for the raising of the low areas.



Okarito

Surveyors have completed a topographical survey of the existing sand dunes along the airport frontage and along to the end of The Strand. Design and estimates are currently being prepared for the raising of the low areas.



QUARRIES

Rock movements 1 April 2018 – 30 April 2018

7

Quarry		Opening Stockpile Balance	Rock Sold	Rock Produced	Closing Stockpile Balance
Camelback	Small/medium	11,943	0	0	11,943
	Large	4,646	973	0	3,673
Whataroa	Small/medium	6,016	0	0	6,016
	Large	11,731	0	0	11,731
Blackball		850	0	0	850
Inchbonnie		26,300	0	0	26,300
Kiwi		2,109	0	0	2,109
Miedema		0	0	0	0
Okuru		400	0	0	400
Whitehorse		1,334	0	0	1,334
Totals		65,329	973	0	64,356

RECOMMENDATION

That the report is received

Randal Beal
Operations Manager



THE WEST COAST
REGIONAL COUNCIL
15 May 2018

388 Main South Road, Paroa
P.O. Box 66, Greymouth 7840
The West Coast, New Zealand
Telephone (03) 768 0466
Toll Free 0508 800 118
Facsimile (03) 768 7133
Email info@wcr.govt.nz
www.wcr.govt.nz

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Dear Sir/Madam

Protection work for Rapahoe community

Council received a petition to "Construct a seawall to protect the Rapahoe beachfront" on 9/02/2018. In addition to the petition, Council was invited to attend the Rapahoe Domain Committee meeting on 27 February 2018. West Coast Regional Council (WCRC) Councillors and staff attended the meeting alongside a Grey District Council (GDC) assets management and engineering staff member.

General discussion was held in regards to previous meetings, possible mitigation options and long term options.

Short to medium term mitigation options identified included:

- Beach nourishment.
- Building a sacrificial bund with drainage.
- Building a sea wall.

Long term options included:

- Relocation/retreat from the most affected areas.

WCRC has offered to apply for resource consent on behalf of the community for the purpose of allowing beach nourishment as one form of short to medium term protection. This consent will be at no cost to the community and would allow natural rock material to be spread on the beach to raise the beach profile helping to mitigate the lack of natural nourishment that the beach has received for an extended period of time now. This option allows the community to work together to source and fund the deposition of suitable material to enhance beach nourishment. It would not require WCRC forming a user pays Rating District to fund such works.

WCRC and GDC are working together on a design and costing for a sacrificial bund. The bund would likely be formed along or adjacent to Beach Road. The purpose of the bund would be to help provide mitigation from wave wash over. Drainage would need to be established behind the bund to assist in reducing the impact of any wave wash over that did overtop the bund. If this mitigation option was accepted by the community, then a special rating district would be required to fund the construction and maintenance of any agreed works.

Once the investigation work has been completed WCRC will convene a community meeting to present the options to the community along with discussion regarding longer term options.

If you wish to discuss any aspect of this letter, or require further information, please call me on 768 0466 ext 8281 or email: rb@wcr.govt.nz

Yours faithfully

Randal Beal
Operations Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting - 12 June 2018
 Prepared by: Nichola Costley – Manager Strategy and Communications
 Date: 30 May 2018
 Subject: **Variation 3 to the West Coast Regional Land Transport Plan 2015 - 21**

Purpose

This paper requests a variation to the Grey District Council (GDC) programme in the RLTP to enable the LED lighting improvements to be included in the National Land Transport Programme and therefore access funding from the National Land Transport Fund.

Background

Currently streetlights in the Grey District are a mix of SON (sodium), mercury vapour, fluorescent and LED. These are high maintenance, have high disposal costs, and high environmental impacts especially for Mercury Vapour and fluorescent fitting. All existing lanterns are high power use fittings. LED lights are being introduced through new subdivision installations and, when possible, GDC maintenance upgrades or project works.

New LED lights use very little energy, last a long time, reach full brightness instantly and more correctly reproduce the colours of an object. LED lights do not contain mercury or lead.

NZTA General Circular Investment No. 15/01 encourages all Road Controlling Authorities to consider upgrading street lighting to LED: *"the Transport Agency expects that LED will be the 'default' for all future luminaire renewal and road lighting improvement projects given that it is likely to be best value for money option"...* *"The Transport Agency will invest in an 'accelerated renewal LED conversion programme' as an 'improvement under work category 324 Road Improvements'.* NZTA General Circular Investment No. 17/03 updates the FAR rate to 85% for the 2015-18 period, allowing installation until December 2018 (this has now been extended for the 2018-21 programme).

There are community benefits associated with the changing of streetlights to LED in regards to minimising light spill to the night sky and adjoining residences, and improved illumination of the road space. There are also arguments for negative health effects from the white light associated with LED. These benefits/negatives are generally difficult to quantify and do not form part of the business case prepared by GDC.

Smart City Technology is becoming accessible to Greymouth District Council for appropriate projects. It is being evaluated for parking, and NZTA expect it will be considered for streetlight upgrades (*NZTA circular No. 15/01*). Smart technology associated with streetlights will enable independent on/off or dimming control of lighting, resulting in greater power savings. Smart technology could be used to report faults to the contractor. NZTA will consider co-investing in smart technology where transport related benefits can be demonstrated through the business case proposal.

This package of improvements will provide cost savings across the local roading transport network due to the reduction in energy costs. LED lights use up to 60% less power than conventional lighting systems. In the case of Grey District, the cost of the LED upgrade will be recouped within seven years.

To deliver these improvements the following additional activity is requested for inclusion in the RLTP.

Activity Class	Project Name	Start Year	End Year	Total Cost for all years
Local Road Improvements	<i>Grey District LED lighting improvements</i>	17/18	17/18	\$800,000

Assessment of significance

A Regional Land Transport Plan may be prepared a variation at the request of an approved organisation or the transport agency where there is good reason to do so. Consultation is not required if the activity is deemed to be "not significant".

In this case the variation does not trigger the significance policy.

In light of the above information it is requested that the amendment be made to the RLTP without the need for public consultation.

Regional Transport Committee Support

The West Coast Regional Transport Committee (RTC) have endorsed this variation and made the following recommendations:

That the West Coast Regional Transport Committee:

- (i) Add the following project to the Grey District Programme in the RLTP*
- (ii) Notes that this variation does not require further consultation*
- (iii) Recommends this variation to West Coast Regional Council for its consideration.*

RECOMMENDATIONS

- 1. That Council approves the variation to the Regional Land Transport Plan 2015 – 21 for the inclusion of the Grey District LED Lighting Improvements - \$800,000; and*
- 2. That Council submits the variation to the West Coast Regional Land Transport Plan 2015 – 21 to the New Zealand Transport Agency.*

Nichola Costley

Manager Strategy and Communications

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting – 12 June 2018
Prepared by: Nichola Costley – Manager Strategy and Communications
Date: 31 May 2018
Subject: **Adoption of Interim Review on the RLTP**

Purpose

To present the Interim Review of the West Coast Regional Land Transport Plan 2015 - 2021 (RLTP) for adoption by the Council.

Background

The West Coast Regional Transport Committee (RTC) is a sub-committee of Council. The RLTP provides the strategic context and direction for land transport for the West Coast region. It sets out the land transport objectives, policies and methods for a financial period of 10 years. It also identifies the programme of activities that will be put forward for future funding from the National Land Transport Fund. It also identifies other projects which may be eligible for funding from the Provincial Growth Fund.

This iteration of the RLTP 2015-21 is an interim review carried out under 18CA of the Land Transport Management Act 2003. It is not a complete review of the RLTP, rather it updates and enhances various sections to ensure alignment with the Region's vision for land transport as well as key legislative documents such as the draft Government Policy Statement (GPS).

An updated programme of activities has also been incorporated. This programme supports the two key strategic priorities of the draft GPS being safety and access which are underpinned by the principles of value for money and environment.

A second stage GPS has been signalled in order to fully realise the new Government's direction for transport investment. This may result in a review process being undertaken before the RLTP reaches its legislated review process in 2021.

Adoption of the RLTP

The RTC have now approved the Interim Review on the RLTP.

As per section 18B(3)(a) of the LTMA, the Council can now approve the RLTP. Following its adoption, the RLTP can be submitted to the NZ Transport Agency. Submission of the Plan is required by 30 June 2018.

RECOMMENDATION

That Council adopts the Interim Review of the West Coast Regional Land Transport Plan 2015 – 21 as per 18B (3)(a) of the Land Transport Management Act and submits this to the NZ Transport Agency.

Nichola Costley
Manager Strategy and Communications



THE WEST COAST
REGIONAL COUNCIL

West Coast

Regional Land Transport Plan 2015 – 21

INTERIM REVIEW

June 2018

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MESSAGE FROM THE SOUTH ISLAND REGIONAL TRANSPORT COMMITTEE CHAIRS

South Island Regional Transport Committee Chairs recognise that South Island regional economies and communities are interconnected, with critical freight and visitor journeys crossing regions, and extending along and across the South Island, and connecting to both Stewart Island and the North Island.

The South Island has a relatively small and dispersed population of around one million. Christchurch is the largest urban area and is centrally located, and there are several other main centres located throughout the island. Small communities are often at a significant distance from main centres, and depend on the products transported to their locality every day, as well as the ability to move products to be processed, distributed and exported. This makes the resilience of transport linkages between South Island communities of critical importance.

The efficient movement of both goods and people is essential to the South Island's economy, as well as the social and economic wellbeing of its residents. The majority of freight is moved by road, with substantial freight growth being projected. Freight demand in the South Island is currently driven by a mix of primary sector and export growth, as well as population change. There has also been significant growth in the tourism sector, with the South Island recognised as a tourism destination in its own right. These critical freight and tourism journeys do not stop at regional boundaries – they extend across the South Island.

In this context, the South Island Regional Transport Committee Chairs Group was established with the purpose of significantly improving transport outcomes in the South Island, to help drive our economy and better serve our communities, through collaboration and integration. Chairs agree that they can make greater progress toward realising common goals if they work together.

The three key collaborative priorities for the Group are to:

1. Identify and facilitate integrated multi-modal freight and visitor journey improvements (including walking and cycling journeys) across the South Island.
2. Advocate for a funding approach which enables innovative and integrated multi-modal (road, rail, air, sea) solutions to transport problems, and small communities with a low ratepayer base to maintain and enhance their local transport network.
3. Identify and assess options for improving the resilience and security of the transport network across the South Island, as well as vital linkages to the North Island.

For more information on the South Island RTC Chairs Group visit www.wcrc.govt.nz/regionaltransport

1. Introduction

1.1 PURPOSE AND ROLE OF THE RLTP

This is the first Regional Land Transport Plan (RLTP) prepared for the West Coast. It is a new Plan which replaces both the West Coast Regional Land Transport Strategy 2011-41 and the West Coast Regional Land Transport Programme 2012-15. It has been developed under the Land Transport Management Act 2003 (LTMA). Responsibility for preparing this RLTP lies with the West Coast Regional Land Transport Committee (RTC).

The RLTP is a six year document that provides strategic context and direction for the West Coast region. It sets out the land transport objectives, policies and measures (methods) for at least 10 financial years as well as identifying anticipated revenue and expenditure over this period. It also identifies a programme of activities that will be put forward for future funding from the National Land Transport Fund (NLTF) in order to achieve the objectives. The NLTF is administered by the New Zealand (NZ) Transport Agency on behalf of the government. The NZ Transport Agency can only allocate funds to activities listed in a RLTP or to national activities.

The LTMA requires the RLTP to be reviewed three years into the six year programme. Since the first RLTP was released in 2015, there have been some significant changes in the economic environment on the West Coast. This requires that the RLTP be reviewed in a more comprehensive manner, including the strategic context of the document, to ensure that there are clear linkages between the transport challenges faced on the West Coast and the funding sought for transport programmes.

The lists of activities in this RLTP were either identified by the approved organisations on the West Coast (Regional and District Councils, and the Department of Conservation), or proposed by the NZ Transport Agency as the network operator for state highways.

1.2 STATUTORY AND PLANNING CONTEXT

A summary of the statutory and planning context that this RLTP has been prepared under is outlined below. Note that this RLTP has been prepared using the best available information at the time and that changes may occur following individual Council Long Term Plan processes.

Land Transport Management Act 2003

In June 2013, the Land Transport Management Amendment Act came into force which brought about significant changes to land transport planning under the LTMA. Regional Land Transport Strategies and Regional Land Transport Programmes have now been replaced by a new, single regional planning document - the Regional Land Transport Plan, which combines elements of both former documents. The LTMA provides that the two planning documents currently in force will expire on June 30 2015.

Government Policy Statement

The Government Policy Statement on Land Transport Funding (GPS) sets priorities, key result areas and allocates ranges of funding to guide decision makers where to invest. However, the GPS does not determine which projects will be funded, or how much funding any particular project will receive. The NZ Transport Agency must give effect to the GPS by using the Investment Assessment Framework to determine what activities will receive funding within the overall funding range.

The RLTP must be consistent with the intent of the GPS.

Following the election of a new Government, the draft GPS 2018-28 was reviewed and released in April 2018. The priorities of draft GPS have changed. The strategic direction of the draft GPS is set out in figure 1.

The two key strategic priorities of safety and access are underpinned by the supporting principles of value for money and environment.

For the most part, these priorities are reflected in the development of this RLTP. Of note is the reference to economic and social opportunities under access which leads through to highlight the importance of tourism which has been largely absent in previous versions of the GPS.

A second stage GPS has been signalled in order to fully realise the new Government's direction for transport investment. The second stage

GPS may include input from the independent Climate Change Commission (once established) as well as investigate enabling funding for coastal shipping. Other work on the review of rail and the development of a new road safety strategy will also feed into the future GPS.

Local Government Planning

Under the Local Government Act 2002, the Regional and District Councils must prepare a Long Term Plan (LTP) once every three years. These LTP's describe how each Council is to deliver the outcomes agreed to by the local community, the level of rates expected for the three years of the LTP and other information pertinent to its community. The projects submitted for funding through the RLTP by each of the District Councils and the Regional Council must also be included in each respective LTP to obtain local share funding. Should their own consultation processes decide that a project should be added, removed or varied, then this may result in a change to this RLTP.

The Financial Assistance Rates (FAR), which determine local contributions to transport funding, have for the most part, been finalised. The majority of the outcomes were released on 6 November 2014. Further changes are likely for funding contributions towards special purpose roads (SPR) and total mobility in coming years. The NZ Transport Agency are working closely with both the Westland and Buller District Council's on mutually acceptable future arrangements for managing SPR.

The Buller, Grey and Westland District Councils have undertaken a combined approach to the development of their Asset Management Planning because of the opportunity this presented to streamline processes with consequent cost savings. The combined Activity Management Plan sets out each Council's proposed expenditure on transport programmes and projects following a NZ Transport Agency's business case approach which aims to ensure that the key investment drivers along with asset condition are understood and responded to appropriately.

The One Network Road Classification

The One Network Road Classification (ONRC) is a major shift in the road management framework at national and regional levels. It is being applied throughout the country, and as such, will provide a consistent framework for the assessment of network performance and for investment decisions.



Figure 1: Strategic direction of the GPS 2018

The ONRC divides New Zealand's roads into six basic categories based on how busy they are, whether they connect to important destinations, or are the only route available. These categories are identified in the graphic below.

The ONRC places the customer at the heart of every investment decision. Consequently, once a road has been classified under the ONRC, it should be maintained to the Customer Level of Service (CLoS) for roads of its type. The CLoS are:

- mobility
- safety
- amenity
- accessibility.

The focus of the ONRC shifts from technical solutions to customer outcomes, and because of this the performance measures do not prescribe specific operational tasks – but rather an appropriate solution and work programme for the region, providing it demonstrates good customer focus (specifically including road users, taxpayers and ratepayers).

There are three types of ONRC performance measures:

- customer outcomes
- technical output
- cost efficiency.

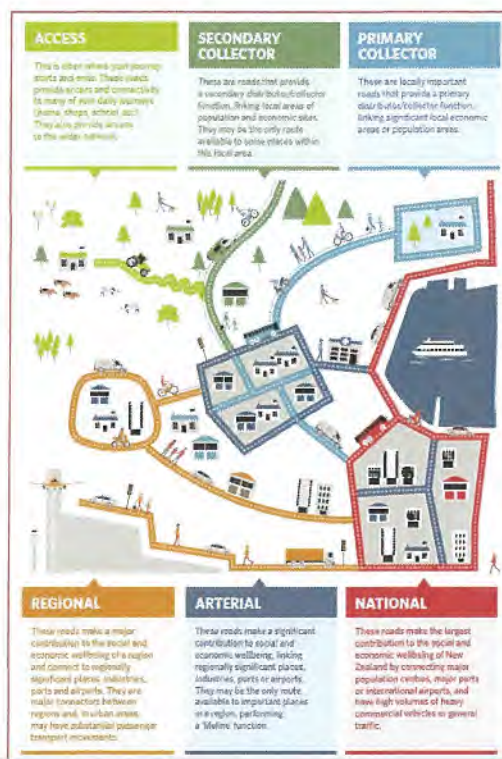
Value-for-money is a key consideration, with an opportunity for smarter activity management and greater collaboration. Within the context of these road classifications, there are regional requirements and priorities that reflect the nature and makeup of the local community and associated economy, and environmental considerations.

The Transport Agency Investment Proposal (TAIP)

In previous years, the Transport Agency has prepared a State Highway Investment Proposal (SHIP). The draft TAIP, however, takes a whole-of-system view across all modes of transport. This will allow NZTA to respond to the draft GPS. The draft GPS signals a rebalancing of national funding allocations, representing a shift away from building new state highway capacity and toward greater investment in public transport, regional improvements, local road improvements, road safety and traffic, and supporting active modes of transport.

The TAIP is the proposed programme of activities to be funded over the next 10 years from the National Land Transport Fund. The activities in the draft TAIP are integrated into this RLTP. Activities previously identified in the SHIP have been included in various forms across the draft TAIP.

Corridor Management Plans (CMPs), identify level of service gaps for safety, access and resilience, travel time reliability and amenity for each state highway corridor to produce projects that address those gaps.



1.3 REGIONAL CONTEXT

The West Coast is New Zealand's most sparsely populated region and is fairly isolated from the rest of country. It contributes 0.7% of national GDP in 2016, provides 0.8% of national employment and is home to 0.7% of the population¹.

The West Coast's rich natural resources underpin its main industries. Traditionally mining (coal and gold) has been the primary employer in the region however, farming and in particular dairying is also a significant contributor. Tourism is also playing an increasingly important role for the West Coast economy. With world renowned attractions, new branding and a comprehensive marketing strategy, the region is gaining traction in international markets. This has resulted in a significant increase in visitors to the West Coast which is now leading all regions in visitor growth.

The emergence of the tourism sector has provided an alternative to the mineral extraction and dairy sectors as they have experienced commodity downturns. However the future of the region cannot rely on these three sectors alone. Further diversification of the economy is crucial to counter fluctuating markets, exchange rates, the needs and wants of export and tourism markets as well as unforeseen disasters and events.

The West Coast population has remained relatively stagnant over the past decade with migration occurring in industry areas such as mining where there has been significant volatility in the sector. The population is also aging slightly faster than other regions, with skill and education attainment among the lowest in New Zealand.

The West Coast was included in the Government's Regional Growth Programme in November 2015 as a result of its economic underperformance. The Tai Poutini West Coast Growth Study, completed in September 2016, identified significant economic opportunities in the region to increase employment and outcomes. The West Coast's remoteness and distance from the main employment and business centres in the South Island, and elsewhere in New Zealand, means it is extremely dependent on safe and reliable transport links. The road network is particularly important for business connections and freight flows, given the limited rail and air services to and from the region. The Growth Study emphasised that transport is an enabler in contributing to, and assisting, economic growth in the region and that further investment is required to proactively manage resilience and road safety across the network.

In June 2015 the Local Government Commission (LGC) received a local government reorganisation application for the West Coast. Through consultation the Commission has determined that there is demonstrable support for some form of change. As part of this work, the LGC undertook research into the transport functions across Councils to determine if there were practical ways for the four Councils to improve their efficiency and effectiveness of planning and implementing road programmes. The LGC is currently consulting on a One District Plan proposal for the region. No matter the outcome, there is a clear intent from the four Councils to work more collaboratively, adopting shared services where appropriate.

In 2016 the Chairs of the South Island RTC Committees came together and formed a body to provide advocacy for transport issues in the South Island. This group recognises that the South Island is a singular journey in itself and that visitors do not recognise district or regional boundaries. Speaking as one voice is anticipated to bring greater strategic focus and recognition to the challenges faced in the South Island.

¹ MBIE Regional Economic Activity Report 2014, p.40.

2. Strategic Direction of the RLTP

2.1 VISION

The Vision of the West Coast transport network is for;

A safe, effective and efficient land transport network which brings together communities and industries on the West Coast and enables the region to thrive and contribute to a sustainable and prosperous New Zealand.

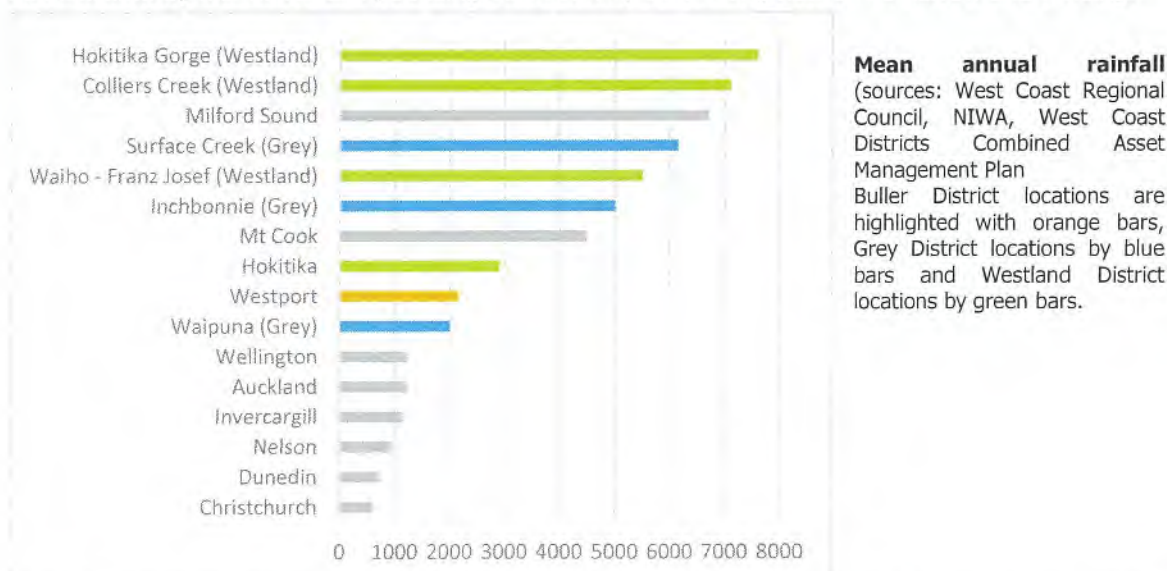
This RLTP reflects the importance of contributing to improving the economic performance of both the West Coast region, as well as New Zealand as a whole, by making it more outward looking and forward thinking. This Vision can only be achieved through collaborative relationships developed between the NZ Transport Agency, road controlling authorities, rail, port, heavy freight partners, local communities and other stakeholders.

2.2 TRANSPORT ISSUES AND CHALLENGES

Our network

Future economic development opportunities for the West Coast have been recognised to rest on leveraging the natural resources and existing strengths of the region to develop greater value-add businesses. This will require reliable, efficient and effective infrastructure to support growth into the future. But the region faces significant challenges.

The unique geological and climatic conditions of the region have resulted in creating a landscape unlike any other in New Zealand. The transport network faces multiple hazards in a place where rainfall can be measured by the metre. Compounding these issues, the roading network is narrow and winding.



For the most part, the West Coast is generally well connected and serviced from a roading infrastructure perspective relative to its population and geography. However, it is highly reliant on the state highway network. The West Coast has 8 percent of all state highways in New Zealand, which is significant given the region has less than 1 percent of the country's population. This is in part due to the region stretching some 600km from north to south. There is also a significant disparity between the number of visitors to the West Coast and its permanent residents. In addition to this, the West Coast population of approximately 32,000 use only small parts of the road network in comparison to its visitors who are the major users, travelling the width and breadth of the region on their journeys.

In 2016, visitor transport movements totalled 584,000. This is forecast to increase to 1,457,000 by 2025.² The state highway is the primary connector between the region's widely dispersed rural communities, export outlets (for example dairy farms), processing and manufacturing sites, and markets. It is also critical for the movement of another of the West Coast's key economic drivers – tourism.

Fragility of our network

State highways comprise over 30 percent of the length of the total road network in the region, almost three times as high as the national average. These are the roads that link the towns and communities along 600 kilometres from Karamea to Haast, and inland to the townships of Inangahua and Otira. These are the roads that provide the West Coast population the only option to access their nearest service centre, replenish the stocks required, and moves freight of both goods and people (tourism).

Over the years, closures caused by slips (Diana Falls 2013), washouts (Wanganui Bridge 2013) and flooding (Franz Josef 2016) have been relatively large and costly. Disruptions or closures can result in considerable increases in the travel distances between key locations because of the extremely limited alternative routes within the region, particularly south of Hokitika. These types of events can have significant impact on the communities who use these routes, freight and industry as well as the tourism industry with diversion distances for much of state highway 6 in excess of 500km via the East Coast (the NZ Transport Agency estimates that for each day state highway 6 is closed, \$1 million is lost from the local economy. This dollar amount will only increase as the region's tourism industry continues to grow³).

It is anticipated that the West Coast will experience both more severe and more frequent extreme weather events in the future which has the potential to increase these outages on the network. Unfortunately, these types of events add to the perception of isolation for the West Coast which can have an impact on businesses who may want to invest in the region, and also for a population who may be concerned at being isolated from essential services.

Based on national criteria, the state highways serving the West Coast have been given a low resilience prioritisation. This reflects the relatively low population and traffic flows of the region. The main approach to address resilience issues is to be prepared to respond to problems as they occur and undertake targeted proactive resilience improvements to the critical areas. The Alpine Fault traverses the majority of the length of the region. The impacts of such an event are expected to be catastrophic with unprecedented impact on the social and economic wellbeing of the region. The AF8 project is currently investigating the likely scenarios of such an event and working through potential options.

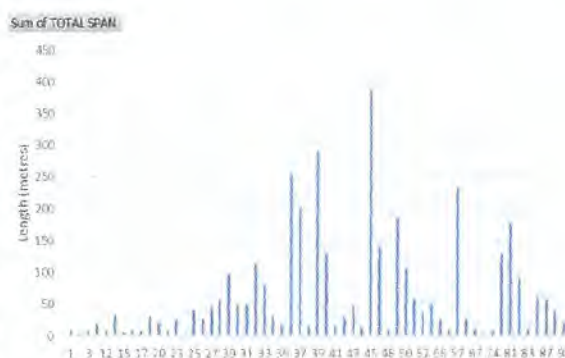
The NZ Transport Agency expectations of a rupture of the Alpine Fault is that there will be major damage to state highway 73 and state highway 6 south. These routes could take years to reinstate. State highway 6 north to Nelson is expected to be the primary access route into the West Coast, and state highway 7 is being strengthened as the "resilience route" that will be the first to be re-opened to Canterbury as opposed to attempting prevention. State highway 6 between Greymouth and Hokitika has been identified locally as a critical route following such an event. Infrastructure such as bridges, require a high level of resilience to ensure that the route either remains open, or can be reopened quickly, following such as event. The programme prioritises these corridors in accordance with this strategy.

The fragility of the network in other regions can also impact on the West Coast as evidenced by the November 2016 Kaikoura earthquake. This event resulted in the closure of State Highway 1, the main trunk line through the South Island, as well as the railway line, diverting all traffic, including that from rail onto trucks and onto West Coast routes that were neither designed nor maintained to cater to this volume or type of vehicles. This raises the question as to whether more investment should be undertaken on alternative routes.

² West Coast Economic Development Manager

³ NZ Transport Agency – Nelson to Wanaka Corridor Management Plan 2018 - 2021

Poor asset quality will reduce the resilience of assets to natural events and their ability to cope with changing demands. The level of deferred expenditure across all land transport asset components has the potential to exacerbate these problems. Bridges and culverts represent a significant component of local road assets for all three District Councils and each of these organisations will face a mounting level of maintenance in the future. For example, a cluster of the Grey District bridges and large culverts are over 50 years old indicating an upcoming renewals demand.



Age of Grey District Assets – source Grey District Council

The importance of route security and resilience for the West Coast cannot be underestimated. The transport network needs to be able to transport people and goods to, from and within the region safely, reliably and efficiently and without unnecessary restrictions or delays at all times – both now and in the future. The levels of service required to maintain the network, combined with the topographical nature of the West Coast, and the fact that there is a reliance on the state highway alpine routes to enter and leave the region, means that investment, maintenance and renewals of these routes is of major importance. The reliability of the network will provide many benefits including⁴:

- improvements in travel time reliability, reducing vehicle operating costs, enhancing the visitor experience and improving freight productivity
- improving connectivity to the major centre in the South Island, making the region a more attractive location for those moving from outside the region to retain business and social ties
- improving the reliability of the connections between rural areas and larger towns within the region to facilitate access to medical, educational, employment and other opportunities
- reducing social and economic costs due to crashes.

The Tai Poutini West Coast Economic Development Action Plan has identified the potential to bring forward priority resilience projects, such as bridge strengthening and replacement projects. Options for the future of Franz Josef are also being considered which will affect the long term integrity of accessing this strategic regional and national tourism destination.

Our tourism story

The West Coast is one of the primary attractions of New Zealand. Nearly one third of all visitors to New Zealand will travel to Westland to view the glaciers alone, with the second most popular destination on the West Coast the Pancake Rocks at Punakaiki. In 2016, new branding was developed for the West Coast – Untamed Natural Wilderness, reflecting the product the West Coast has to offer.

West Coast tourism growth following the launch of new brand and marketing strategy		
	March 2015 – March 2016	August 2016 – August 2017
West Coast tourism expenditure	\$469M	\$543M
Number of visitors to West Coast	861.4M	1,014M
West Coast visitor night stays	1,828.7M	2,285.7M
Tourism contribution to GDP	\$95M	\$126M

Source: Tourism West Coast

The natural environment experience has become highly sought after, and with the new clear branding, the West Coast is now number one of the Regional Tourism Organisations for tourism growth and increase in expenditure. In 2017 the target set for visitor nights for 2018 was surpassed with more than 2 million guest nights reached. It is anticipated that the projected targets set for 2019 will be easily reached in 2018.

⁴ Tai Poutini West Coast Growth Study Opportunities Report September 2016

As a result of this rapid growth, and the future predictions and trends, the West Coast has, in part, become a victim of its own success. This rapid increase in growth has placed pressure on the two key iconic tourist sites, and the roading network linking the two. The new Tourism Marketing Strategy has a clear plan on how to disperse travellers as the current icons fill up. Development of attractions in the north (Oparara Arches) and south (developing the Haast township) may have the potential to significantly change the volume and direction of traffic flows within, and through, the region⁵.

It is not only the state highways that will face increased network pressure but also the local roads throughout the three districts as the icon attractions of the West Coast are upgraded (Hokitika Gorge) or developed (Oparara Arches, Lake Brunner), as well as the construction of the new Great Walk, the Paparoa Track, between Blackball and Punakaiki. Tourists also use the local network to access other infrastructure such as accommodation providers, particularly with the rise of Airbnb. Local roads can be narrow, unsealed, bordered by open drains, or present other unexpected hazards, which can increase the safety risk to drivers unfamiliar with these roads.

It is not just the existing key tourism icons and roading network that will come under pressure of the current, and future, tourism growth but the accompanying tourism infrastructure found along both state highways and local roads. Laybys, toilets, waste facilities, signage, cellular coverage, photo opportunities are all sought by visitors as they traverse the region. Much of this infrastructure is unable to be funded through the traditional avenue of the NLTP, however there may be opportunities to access funding through other central government initiatives such as the Tourism Infrastructure Fund. Note that the fund will contribute to capital expenditure but does not provide for ongoing maintenance.

Providing for safety

The roading network has to cater for a number of vehicle modes from heavy freight vehicles, tourism traffic including both rental cars and campervans, cyclists and pedestrians, as well as the everyday local commuter traffic. In many cases there are points on these networks which create issues for the safety of its users.

The increasing volume of high productivity motor vehicles (large trucks), coaches and campervans that often travel at slower speeds than cars can lead to processions of vehicles and frustration for following drivers. The lack of passing opportunities, compounded during periods of rain and low visibility, leads to driver frustration and people taking unnecessary risks. Due to the terrain of the West Coast, roads are often narrow and have very little or no 'shoulders'. The West Coast region has the greatest number of single lane bridges in New Zealand on the state highway network. However, some of the bridges on the local network also pose safety risks particularly those with inadequate wooden side barrier protection.

There has also been an increase in the number of cycle tourists on the West Coast. In many cases the shoulder width on the state highways is inadequate with little alternative to get off road onto a cycle trail.

Discussions with key local freight companies has identified a number of pinch points along the transport network where trucks find themselves having to cross the centreline to round a corner. These pose significant safety risks as more vehicles traverse the network. Fatalities and casualties from crashes impose high social, economic and reputational costs on both the region and country.

Safety is one of the two strategic priorities in the draft GPS. It is also is a key priority within the West Coast RTLP. Safety in GPS 2018:

- reflects a significant increase in the level of ambition for delivering a land transport system free of death and serious injury
- signals a greater focus on investing in safety improvement on high risk state highways and local roads across the network

⁵ The Tourism West Coast Marketing Plan 2017-2021 has set an objective to increase visitor arrivals from 20,000 in 2016 to 66,387 in 2021 for the Oparara Arches. Projections show an increase to 120,000 in 2025. For Haast, the objective is to increase visitor numbers calling at the Haast Visitor Centre by 10 percent per annum from the current 100,000 to 161,051 by 2021. Projections show this increasing to 220,000 in 2025.

- drives improvements in safety outcomes for all road users, including increased investment in footpaths and cycleways to support access to and uptake of active travel modes.

The geography of the region presents unique issues and challenges to manage, however it is these characteristics of the West Coast which have made it such an interesting, intriguing and inviting place to visit. The geological and dynamic climatic conditions have created a region that truly reflects its new brand – Untamed Natural Wilderness with feedback from visitors to the region indicating that they like the roads as they are for the most part. The growth in tourism numbers will influence the mode of transport on the network. Much higher than elsewhere in New Zealand, the majority of those who visit the region are free independent travellers (FITs) who drive themselves (70 percent), with the remainder generally travelling by coach. This is expected to change as new icons are developed with FITs rising even higher (80 percent).

While nationally only about 6 percent of crashes involve an overseas driver, at a local level these figures can become inflated very quickly due to visitor and immigrant numbers compared to local residents⁶. On the West Coast drivers are faced with unforgiving roads and at times torrid weather events. An added complexity for visitors is that they are also unfamiliar with unsealed roads. All of these factors have contributed to the West Coast having the highest number of road fatalities and the highest number of serious injuries from road crashes (per 10,000 population) in New Zealand⁷.

Between 2011 and 2015, over 20% of road crashes on the West Coast involved (although were not necessarily caused by) an overseas license holder. The proportion of crashes involving overseas license holders over the period was particularly high in Westland at 37 percent. This has now increased to 40 percent⁷.

Further consideration as to how best to develop and lay out the network and its ancillary infrastructure is required which will contribute to both the safety of those using it and their seamless enjoyment of the journey. For example, the provision of photo laybys at the most picturesque locations as opposed to some spare land at the bottom of the gully. This may be a more expensive option in the short term but will lead to long term safety gains as it encourages tourist vehicles to safely pull over to capture the best image as opposed to stopping in the middle of the road. This scenario is all too frequent on West Coast routes, particularly state highway 6 which has been recognised as a Lonely Planet top ten drive.

Top local bodies by fatal and injury crashes involving overseas drivers (2012 – 2016)			
Rank	Proportion of crashes involving overseas drivers by district		
	Local body	Crashes involving overseas drivers	% of crashes that involved an overseas driver
1	Westland	72	40%
2	Queenstown Lakes	146	31%
3	Mackenzie	27	30%
4	Southland	150	23%
5	Kaikoura	20	19%
7	Buller	31	15%
12	Grey	23	12%

Source: Overseas driver crashes 2017 – Ministry of Transport

With the increase in visitors to the region now, and more forecast in the future, the region has a responsibility to provide for their safety. The Visitor Drivers initiative launched in 2016 provided funding for various initiatives to be invested into the West Coast, Southland and Otago roading networks to ensure drivers are well informed about driving conditions in New Zealand before and during their travel, and to ensure roads and roadsides support safe driving experiences through appropriate rest spots, signage and markings. The project also brings together a number of external agencies such as rental car companies to provide more information to tourists on the road conditions they will face in New Zealand placing a greater emphasis on driving safely. The Tai Poutini West Coast Economic Development Action Plan also has a focus on making improvements to the network ensuring that investment in the safety of key visitor routes is undertaken to enable and support the region's tourism growth aspirations. The initiative is focused on improving the safety of West Coast roads through the Visiting Drivers Project (installation of rest areas, lookout, guide and curve delineation signs, and

⁶ Overseas driver crashes 2017 – Ministry of Transport

⁷ Tai Poutini West Coast Economic Development Action Plan 2017

directional road arrows) and the provision of slow vehicle bays as part of a system response. The improvements programme and Activity Management Plans contain projects that target safety outcomes.

Our local roads and cycleways

The local roads of the region provide social and economic connections, linking people with employment, education, health and other services as well as providing for their recreational activities. The local road network also provides for many of the final connection points between producers and their markets, or processors of goods.

The local roads between Ikamatua and Taylorville, and Jacksons and Stillwater provide an alternative strategic route in the region catering for over-dimension/overweight vehicles which are unable to travel via state highway 7 or 73. This is particularly important in the movement of heavy machinery to cater for the extractive industries.

Regional cycle ways have grown in importance on the West Coast in recent years though are still only small in number (seven percent of visitors to the West Coast come here to cycle these routes, the majority being domestic tourists). The development of the West Coast Wilderness Trail has become a commuter route with particular safety merits being realised as a result. There is a real drive amongst various community trusts and Councils to develop additional cycle ways throughout the region (Kawatiri Coastal Trail and Te Ara Pounamu – South Westland). However cycle ways pose two key challenges - firstly with accessing the capital expenditure required to construct the route and secondly providing for their ongoing maintenance. Most routes have multiple entry and exit points making any form of revenue collection impossible.

The current regional focus is to provide resourcing and capability to enable the Councils and Trusts responsible for the West Coast Wilderness Trail and the Old Ghost Road to develop, manage and market the trails effectively. The Ministry for Business, Innovation and Employment are working closely with these organisations. The Tai Poutini West Coast Economic Development Action Plan has identified the Kawatiri Cycle Trail to undergo a feasibility study. Should it prove to be of greater benefit to the Buller District than the development of the Oparara Arches, then funding will be made available to progress construction of this project. The new Great Walk, the Paparoa Track, will contribute to the network of West Coast cycle trails as a shared use path. In regards to the RLTP, future focus may include investigation as to where the gaps are in the network and how to best link the various routes together. Development West Coast are likely to progress work in this space which will help to inform wider transport planning.

A fit for purpose transport network

Economic drivers on the West Coast continue to change over time depending on supply and demand. This has a flow on effect on the transport network resulting in increased pressure being put on some parts of the network that it may not have been originally built to withstand or cater for. For example, homesteads at the end of isolated local rural roads were originally built for small vehicle traffic. They are now expected to provide for large freight vehicles for example milk tankers servicing dairy farms. Aging single lane bridges, narrow roads, suspension bridges, are all types of infrastructure which when originally built, were more than adequately able to provide for the type of vehicle using it.

The ability of HPMV (high productivity motor vehicle) and 50MAX vehicles being able to use the transport network across the region is critical to the future productivity of the West Coast. While portions of the state highway have been upgraded to cater to such vehicles, some routes still require significant investment. This also applies to local roads, as dairy tankers, logging trucks and general freight trucks do not stop at a state highway/local road boundary. This is likely to become an emerging issue for district council infrastructure management, particularly in regards to bridging stock.

The West Coast is characterised by a narrow and winding road network. This compounds the pressures experienced on the network resulting in numerous conflicts, particularly as cycling tourism and freight vehicle movements increase. With a narrow road network there is limited shoulder width to provide for cyclists. With a mix of freight, cyclists, tourist vehicles and local residents, coupled with heavy rainfall, this lead to driver frustration as there are few locations available for the safe overtaking of vehicles.

Due to low traffic volumes, the construction of passing lanes is mostly unwarranted. The provision of slow vehicle passing bays and other passing opportunities present a better value for money option to address this issue and their development is considered a high priority for the region. Further investigation may be required to identify local road or state highway routes where widening of the road may be required.

Due to limited vehicle numbers travelling the routes on the West Coast, the funding of new and improved transport infrastructure has been limited over past decades. However, the makeup of the road user on the West Coast is significantly different to the metropolitan or major urban areas of New Zealand due to high tourist numbers compared to residents. This is coupled with a lengthy state highway network which traverses a highly dynamic alpine region frequently at risk from weather events. Contesting for funding to undertake works against other national projects is challenging. It has meant that as the markets have developed, or changed, on the West Coast, the infrastructure to provide for them has generally not changed with it. Consequently, it has resulted in sections of the network no longer being fit for purpose.

An aging demographic, coupled with changing technology, will also present challenges for the future and the provision of a fit for purpose transport network (for example footpaths suitable for safe travel by mobility scooters). There are questions as to what changing transport technology will mean for the future of the West Coast including providing for electric and self-driving vehicles. In 2019, Tourism West Coast will be launching a vehicle app using the GPS system to advise visitors when approaching an icon on the West Coast and other activities are available in the area.

Our ability to fund

Undertaking improvements on the network, whether for the state highway or local roads, is challenging due to the small population and limited traffic volumes on the West Coast compared to other regions. Most visitors are coming to the region for natural based experiences. The majority of the visitor attractions, the scenic vistas and the inspiring landscapes are located on, or derived from the conservation estate.

While the conservation estate is a significant resource for the region, the inability to generate rates from this land hampers the ability of Councils to provide and maintain the various infrastructure required. Illustrating some of the disparity experienced on the West Coast, the resident population of Franz Josef is approximately 221 people but the town swells exponentially to over 5,000 guests per night, excluding freedom campers, at the height of the tourist season. The Visiting Drivers Project funding was undersubscribed due to the inability of District Councils to co-fund projects. The inability to charge for visiting the conservation estate also restricts investment into facility development or maintenance. The draft GPS has changed the emphasis from investment in the State Highway network to increasing the regional improvements and local road activity classes. This has implications for investment on the West Coast with a very long and linear transport network dominated by state highways. As noted above local councils are limited by the low level of rates collected in order to contribute the co-funding to make use of the increase funding in this activity class. Options for other sources of co-funding to contribute the local share component are being actively sought through avenues such as the Provincial Growth Fund and Tourism Infrastructure Fund.

Recognising the importance of the West Coast to the bigger New Zealand tourism picture, this is an opportunity to challenge the current funding models and investigate how the region is to fund investment to service the requirements for future tourism growth or other changing industry /economic sectors. If the West Coast is a primary attraction of New Zealand, there may be an enhanced role for NZ Inc, or other investment partner, to provide for, or develop, some of these sites and infrastructure at a greater level of investment than currently provided for. Questions will always be asked as to how the West Coast is to fund investment to service the requirements for future tourism growth or other changing industry/economic sectors. This has commenced in a minor way through the Tai Poutini West Coast Economic Development Action Plan, although further consideration and investment is required. As highlighted earlier, it is not just the roading network that requires investment. Ancillary infrastructure also requires funding for development and long term maintenance in order to provide a high quality journey experience – whether it is for a resident, visitor or freight driver.

Options to reduce costs across the transport network are sought where possible. Alignment between Councils has led to the development of a combined Asset Management Plan for the three Districts. Opportunities to produce standard documentation, including contracts, has also been progressed. This includes procurement processes where appropriate.

Converting street lights to LED is another example of actively pursuing a reduction in expenditure. The upgrade to LED will provide cost savings due to the reduced energy costs. LED lights use up to 60% less power than conventional lighting systems. In the case of Grey District Council, the cost of the LED upgrade will be recouped within seven years.

The West Coast has a significant roading network, and associated infrastructure, to look after and cannot do it alone. Nothing is ever free, and while it may be free for our visitors to spend time at the majority of the attractions here on the West Coast, someone does have to pay. While the environment is the primary reason for tourism growth, and is what they are coming to see, it does create a burden. Options to direct money back to the region in the future will need to be considered.

Our future

There is a tension between managing for the 'now' versus building for the future. However, the story is about the future and enabling that to take place. In order for the West Coast to meet its development needs, and continue to contribute to national growth and productivity into the future, it needs to be bold in addressing the transport issues and challenges that have been identified above.

The transport issues for the West Coast can best be summarised as:

1. The increasing intensity and number of natural events impacts the security of the network and raises the risk of isolated communities;
2. A constrained transport network inhibits the potential for economic development and reliability, as well as heightening the potential for conflict between increasingly different user types in the form of crashes; and
3. The changing function of the network over time means that there are pockets of infrastructure across the region that are no longer fit for purpose.

These form the transport priorities for the region for the next ten years.

2.3 STATEMENT OF TRANSPORT PRIORITIES FOR 10 FINANCIAL YEARS

- A secure land transport network resilient enough to withstand the natural events the West Coast is susceptible too;
- A transport network that provides for economic development;
- Safety for increasingly diverse user types on a constrained network; and
- A fit for purpose land transport network.

2.4 LAND TRANSPORT OBJECTIVES, POLICIES AND METHODS FOR AT LEAST 10 FINANCIAL YEARS

Based on the identification of the issues and challenges for the land transport network, the following objectives, policies and measures (methods) have been identified to address these.

Table 1: Land Transport Objectives, Policies and Methods

Issues and Challenges	Objectives and Policies	Methods
<p>The increasing intensity and number of natural events impacts the security of the network and raises the risk of isolated communities.</p>	<p>Objective 1: A robust, resilient and responsive land transport network that can withstand, or react quickly to, the impact of natural events to provide greater economic certainty and social wellbeing for the West Coast.</p> <p>Policies:</p> <ol style="list-style-type: none"> 1.1 Enhance and protect the resilience of the land transport network to ensure linkages between communities, tourist destinations, and producers to their markets, are maintained. 1.2 Provide a quick response to network outages to reinstate routes as soon as practicably possible. 1.3 Communicate clearly to road users the status of network outages to avoid misinterpretation of situations. 	<ul style="list-style-type: none"> ▪ Identifying potential network resilience issues. ▪ Undertake works to rectify identified network resilience issues. ▪ Ensuring arrangements are in place with contractors for the quick response to the reopening of key routes. ▪ Consistent high quality visitor information signage on regional routes. ▪ Continue to advocate for improvement in cellular coverage in areas of known crash risk along the transport network of the West Coast.
<p>A constrained transport network inhibits the potential for economic development and reliability, as well as heightening the potential for conflict between increasingly different user types in the form of crashes.</p>	<p>Objective 2: A safe transport network increasingly free of death and serious injury.</p> <p>Policies:</p> <ol style="list-style-type: none"> 2.1 Promote infrastructure improvements on regionally significant routes. 2.2 Address conflicts between heavy vehicles and other road users arising from industry growth (can be productive or tourism sector growth). 2.3 Support the objectives of the West Coast Road Safety Coordinating Committee 	<ul style="list-style-type: none"> ▪ Increasing provision of slow vehicle bays and passing lane opportunities on the State Highway network. ▪ Reviewing speed limits from a 'fit for purpose for the road' type of perspective. ▪ Minimising conflicts between different vehicle types e.g. trucks and cycles. ▪ Supporting the efforts of the West Coast Road Safety Coordinating Committee and the locally led prevention programmes. ▪ Adopting appropriate enforcement, engineering and education programmes to address unsafe driver behaviour, pedestrian and cyclist behaviour. ▪ Embed the safe system approach by embracing the safe speeds, safe roads and roadsides, safe road users and safe vehicle pillars, for the management of road safety on the West Coast network.
<p>The changing function of the network over time means that there are pockets of infrastructure across the region that are no longer fit for purpose.</p>	<p>Objective 3: An effective and efficient land transport network that enhances economic wellbeing, growth and productivity in the West Coast region and beyond.</p> <p>Policies:</p> <ol style="list-style-type: none"> 3.1 Ensure that those roads in the region serving the productive and tourism sectors are fit for purpose. 3.2 Enhancing and improving pinch points on alternative routes to provide for over-dimensional and overweight vehicles that are unable to use the State Highway. 3.3 Take a one network approach to managing the transport system. 	<ul style="list-style-type: none"> ▪ Identifying pinch point locations on the State Highways, and key alternative local road routes, and taking steps to remedy these. ▪ Enabling more freight on fewer trucks through the national HPMV and 50MAX programmes. ▪ Identifying and addressing any deterioration in road infrastructure and services arising from changing use. ▪ Promoting cooperation and collaboration between agencies when developing and implementing land transport activities and initiatives taking into account the one network approach. ▪ Continue to advocate for related infrastructure development to provide an appropriate level of service to a growing tourism market, including the investigation of the Northern and Southern transport links, and other regional development initiatives as identified in the Economic Development

Issues and Challenges	Objectives and Policies	Methods
		Action Plan or as a result of other sector growth. <ul style="list-style-type: none"> ▪ Advocate for the implementation of a tourist tax and an appropriate funding allocation model. ▪ Ensure the West Coast transport network keeps pace with the electric vehicle transition with appropriate infrastructure development such as charging stations.

2.5 ROLE OF MODES

For West Coast residents, the roading network plays a vital role in connecting various places within the region. It also provides for the safe and efficient movement of people and goods; helps sustain social cohesion by providing access to commercial, educational, medical, and travel or other facilities; supports the region's economic development opportunities; and provides for recreational activity opportunities. The roading network is managed under the One Network Road Classification approach (as outlined in section 1.2) with each component having particular roles

State Highways –these provide the West Coast's main arterial road functions and are designed to carry through traffic (including heavy goods vehicles) rather than local traffic. However, it should be noted that on the West Coast, the location of the main urban areas as well as the smaller townships results in these roads also carrying significant commuter traffic. These roads are managed and maintained by the NZ Transport Agency.

The state highway network also provides the main interconnection routes to other regions and town centres for the West Coast. For example, state highway 6 provides the main connection to Nelson, state highway 73 is the main route to Canterbury and Christchurch and state highway 7 is the HPMV route to Canterbury and the resilience route in the event that state highway 73 becomes closed. The geographical nature and topography of the West Coast region exposes the state highway network in the West Coast region to the risk of road closures due to snow, slips/rock falls and crashes, which presents significant network resilience issues. Incident response and event management procedures are continually being improved to reduce the duration of potential outages. To proactively address the natural hazard risks, targeted resilience improvement projects are proposed on the state highway network, including state highway 73, state highway 7 and state highway 6 to reduce the risk of damage or loss of these interconnection routes during natural disaster events. There are also Enhanced Network Resilience (ENR) projects that are more responsive and opportunistic than the corridor-wide projects mentioned above that aim to address key localised resilience issues in the region in the shorter term. Safety issues were also identified as part of the SHIP process and are addressed through safety improvement projects and the continuation of the Visitor Driver Programme to support tourism in the region.

Local Roads – these roads are both rural and urban. Rural roads support and provide for rural economic development, assist with linking people with recreational activity, sustain social interactions and help communities meet their mobility needs. Urban roads have a similar function but include a different range of users including cyclists and pedestrians. Within an urban environment these roads can also be classified into arterial, collector (primary and secondary) access and low volume roads. These roads are managed and maintained by the District Councils.

Department of Conservation Roads – these roads provide access to some of New Zealand's foremost tourist attractions. This includes the Franz Josef and Fox Glaciers. Ensuring linkages between the State Highways and these attractions is particularly important for the economic wellbeing of both the region and New Zealand as a whole. The Department has now applied the ONRC system to its roads and with that is beginning to measure performance against the factors important to road users.

Cars/private vehicles

On the West Coast the private motor vehicle (including motorbikes) continues to be the dominant transport mode employed. In 2013, approximately 94% of households⁸ on the West Coast had access to one or more private motor vehicles. The use of the private motor vehicle is undertaken as part of day to day work, social and recreational activities providing, for the safe and efficient movement of people between a range of origins and destinations.

The geographical characteristics and the predominantly rural environment of the West Coast result in cars and private vehicles being the most utilised and reliable form of transport. In 2013, 65% of people travelling to work drove there. It is anticipated that cars and private transport will remain the primary method of transport for the foreseeable future, particularly with many industries also relying on the roading network and motor vehicles to carry out their core business. This enables business and industry to locate in areas which best suit their needs and provide them with reliable access to resources and appropriate markets. In rural areas of the West Coast, other transport modes such as walking and cycling are not as viable as in urban areas due to the long distances needed to travel. In addition, given the limited public transport options available in the region, the private motor vehicle can be the only means of transport for some residents providing for important social connections.

Road, rail and coastal shipping for the movement of freight

The West Coast is the only region more than 150km from a major port or population centre and a move toward the majority of fast moving consumer goods (food and fuel) being transported on a just-in-time philosophy highlights the reliance of the region on the roading network for the movement of key goods. The state highway network is being strengthened to carry full HPMV on state highway 6 and 7 from Hokitika to Waipara, and state highway 65 and 6 Springs Junction and Westport to Nelson. The remainder of the state highway network will be available for 50MAX north of Franz Josef. These vehicles do not recognise the boundary between state highways and local roads. Further investment is required on this network. This is likely to become an emerging issue for district council infrastructure management, particularly in regards to bridging stock.

Freight includes anything transported as part of a commercial arrangement, ranging from a small couriered document to the movement of coal, raw milk and heavy machinery. Road transport carries goods from their origin of production to their place of processing, or out of the region to a domestic market or international market. The efficient, timely and reliable movement of freight therefore provides an integral role in assisting economic development activity throughout the West Coast.

Freight is primarily moved via road, with rail transporting mainly milk product and coal between the West Coast and Canterbury. Rail also provides an important modal component to the tourism industry with the TranzAlpine travelling to and from the West Coast daily. There may also be future opportunities for passenger services, primarily visitor related, within the region. Rail is likely to continue to provide transport for high volume heavy freight items such as coal and milk and is the most appropriate mode for the movement of high volume goods over longer distances between key production and distribution nodes. However, due to Solid Energy Ltd still holding the sole right to use rail for freight movement, and container size restricted due to the Otira tunnel, this limits further opportunities to increase freight, or resilience, via this mode.

Current coastal shipping activities on the West Coast are limited due to the ports of the region. Similar to rail, coastal shipping provides for the transport of high volume goods over longer distances. The future of the ports in Westport and Greymouth has been questionable, though this may change depending on industry activity and the demand for product to be moved by sea. Their importance needs to be considered in decision making due to the wider benefits that moving freight via this mode can have in the long term.

⁸ Statistics New Zealand – Census 2013

Walking and cycling

The role of walking is to provide an alternative mode of transport for many shorter local trips, with the role of cycling providing for the movement of people over short to medium distances as an alternative to motor vehicles. For many, both of these modes also provide for recreational and social purposes as well as an alternative for travelling to school or work.

Recent investment on the West Coast has led to the development of the West Coast Wilderness Trail and the Old Ghost Road which form part of the New Zealand Cycle Trail. While these trails are geared primarily for recreation or tourism markets, there are sections of the West Coast Wilderness Trail which provides an alternative cycle route from travelling along the roading network. This has particular safety benefits. The creation of these routes, and emerging markets, has also led to an increase in cycling tourism throughout the region.

A new activity class for footpath maintenance has been signalled in the draft GPS and Investment Assessment Framework. This has previously been funded 100% from local rates. The introduction of a subsidy will enable all three district councils to review their programmes, potentially retaining their local rating contribution and leverage this to obtain an enhanced budget for footpath maintenance work.

Public transport

Public transport services are defined in the LTMA as services for the carriage of passengers for hire or reward by means of a large or small passenger service vehicle, ferry, hovercraft, rail vehicle or any other mode (other than air) that is generally available to the public. It does not include an excluded passenger service or a shuttle service.

The West Coast does not have a comprehensive public transport network. This is primarily a scale issue due to a small population dispersed throughout a large geographical area. However, there are a small number of private schemes that operate throughout the region where demand warrants. These may increase in future as demand from an ageing demographic seeks alternative modes of travel. Current subsidised public transport on the West Coast includes the provision of the Total Mobility scheme utilising the taxi services in the urban areas of Greymouth, Westport and Hokitika; the latter two services being subsidised.

In June 2013, legislative amendments came into force which embedded the public transport requirements into the LTMA. These amendments resulted in a number of changes for Regional Public Transport Plans (RPTP). All regional councils that subsidise public transport services must prepare a RPTP. The RPTP must be adopted on or before 1 July 2015 and must not be inconsistent with the RLTP. The policies and actions relating to public transport are set out within the RPTP.

3. Programme of Activities for the West Coast RLTP

3.1 OUTLINE OF ASSESSMENT AND PRIORITISATION PROCESS

A range of projects have been proposed by the approved organisations on the West Coast to address the issues and challenges that face the region. The RTC has adopted a policy to determine which projects are significant enough to require prioritising within this RLTP. Other activities that are determined to be 'not significant' are listed in the Appendices at the rear of this document.

State highway projects have been developed through the SHIP process for 2015-18 and the TAIP process for 2018-21. These frameworks set out NZTA's proposed investment programme for maintaining, operating and improving the state highway network as part of a national integrated land transport system over the next three, six and 10 years to deliver on the Government Policy Statement for Land Transport (GPS). The proposal is also considered by Regional Transport Committees (RTC) for integration with their regional land transport plans to meet national and regional objectives⁹. The SHIP and TAIP processes also took into account the corridor management plans (CMPs), which identified level of service gaps for safety, access and resilience, travel time reliability and amenity for each state highway corridor to produce projects that address those gaps.

Significant activities requiring prioritisation in the RLTP

Section 106(2)(b) of the LTMA requires the RTC to determine which activities included within the RLTP are significant enough to require prioritising. For the purpose of determining the activities that are considered 'significant' for prioritisation, the following policy has been adopted:

For the purpose of Section 16(3)(d) of the Act, a significant activity is any of the following activities put forward by an approved organisation:

- *Any roading improvement projects on State Highway and/or local road networks that have significant network, economic, safety and/or land use implications;*
- *Significant activities relating to road safety;*
- *Significant improvement activities that would encourage or facilitate the use of alternative transport modes such as walking or cycling;*
- *Significant improvement activities to services, infrastructure and/or administration of public transport;*
- *Activities which make a significant contribution to the objectives of the RLTP; or,*
- *Any other activity that the Regional Transport Committee considers to be significant.*

The following activities are not considered significant (excluded) for the purpose of section 16(3)(d) of the Act:

- *Committed activities*
- *'Business as usual' activities including:*
 - *State Highway maintenance, operations and renewals;*
 - *Local road maintenance, operations and renewals;*
 - *Local road or state highway minor improvements;*
 - *Department of Conservation maintenance, operations, renewals and minor improvements; or*
 - *Existing public transport services.*

Some activities may be relatively low cost but still be considered significant to the region and for achieving the objectives of the RLTP. Therefore, this policy does not reference specific dollar values as to what is 'significant' or not.

Prioritisation process

The RTC has prioritised certain projects, as identified by the policy to determine those significant activities requiring prioritisation, submitted by the approved organisations on the West Coast and the NZ Transport Agency. The RTC adopted the following process in determining the ranking of the projects identified as significant.

⁹ NZTA – Draft 2018-21 State highway investment proposal

1. Projects identified to be undertaken during the first three years of the RLTP (2015-18) were given a 'Regional Priority' ranking of high (H). Projects to be undertaken from 2018 were given a Regional Priority ranking of medium (M). These M and H rankings were allocated based on the level of importance of the two time periods of activities. Those activities that are more critical to have completed are those that are to be undertaken during 2015-18. In some cases, this requires a request to the approved organisation or NZTA to accelerate projects from later years.
2. Individual projects were then ranked based on their assessment rankings provided for 'Strategic Fit', 'Effectiveness' and 'Efficiency', as well as how the RTC considered they addressed the issues and challenges of the West Coast land transport network.

The priority the RTC has given the individual projects has been included in the column titled 'RTC Priority'.

3.2 THE ORDER OF PRIORITY OF THE SIGNIFICANT ACTIVITIES THAT THE RTC INCLUDES IN THE RLTP

Table 2 lists those projects that have been prioritised by the RTC. These projects have been identified through the policy which determines those projects that are to be considered 'significant' and ranked based on the prioritisation process undertaken by the RTC. Appendix A provides a map indicating the location of the activities proposed below.

Progress on the activities prioritised for 2015-18 has been included in Table 2 for reference. These are shown as:

- Green – completed
- Orange – in progress, or are to be completed in the 2017/2018 construction season
- Red – No progress.

Table 2: Regional priority of activities 2015-18

RTC Priority	Approved Organisation	Activity	Description/Comments	Assessment				Progress
				Strategic Fit	Effectiveness	Efficiency	Regional priority	
1	NZTA	Taramakau Bridge Replacement	This is currently a one-lane bridge that is shared between cars, trucks, bikes and trains. The new bridge would be two lanes with a separate rail bridge. The existing road would be realigned for improved visibility and safety.	M	M	M	H	Completion on track for August 2018
2	NZTA	SH6 Inangahua Junction to SH67 slow vehicle bays	To improve passing opportunities along SH6 from Inangahua Junction to SH67 – Construction.	M	M	H	H	Works tendered February 2018 – no bids received, on hold for 2018/19 season
2	NZTA	SH7 Springs Junction to Reefton slow vehicle bays	To improve the passing opportunities along SH7 Springs Junction to Reefton – Construction.	M	L	H	H	Works tendered February 2018 – no bids received, on hold for 2018/19 season
2	NZTA	SH6 Franz Josef to Fox Glacier slow vehicle bays	To improve the passing opportunities along SH6 from Franz Josef to Fox Glacier – Construction.	M	L	H	H	Construction contract let – included in SH73 package. Work on these sites will begin when SH73 works substantially complete.
2	NZTA	SH73 Monument to Jacksons Slow Vehicle Bays	To improve the passing opportunities along SH73 between The Monument and Jacksons: seven slow vehicle bays – Construction (requested to accelerate from 2018-21 programme).	M	L	H	H	Two slow vehicle bays progressed to construction and completed 17/18 – west of Aitkens, and east of Jacksons.
2	NZTA	SH73 Jacksons to Kumara Slow Vehicle Bays	To improve the passing opportunities along SH73 from Jacksons to Kumara, six slow vehicle bays – Construction (requested to accelerate from 2018-21 programme).	M	L	H	H	Three progressed to construction - one completed (Rocky Point), one (west of Jacksons) awaiting seal only, likely to be done at start of sealing season, one (Turiwhate) under construction, due for substantial completion end of June.

2	NZTA	Marlborough St/High St Intersection Improvement	There are a number of crashes at the intersection and adjacent High School and retail entrances. The activity includes an intersection improvement including construction of a roundabout, and other traffic calming infrastructure, to manage traffic safely.	M	M	L	H	Work underway, about 70% complete – due for substantial completion end of June, with final surfacing to be applied in season (probably October)
3	GDC	Slatey Creek No.1 Bridge Replacement	To upgrade the bridge for overweight capacity and route resilience. Bridge on over-dimensional over-weight bypass route from/to SH73 and SH7.	H	H	L	H	To be undertaken 2017/18
3	GDC	Arnold Bridge Strengthening	Investigate and implement strengthening for this bridge to better handle overweight loading. This bridge has been cropping up more regularly as loading configurations have changed so further investigation is deemed necessary. Bridge on over-dimensional over-weight bypass route from/to SH73 and SH7.	H	H	L	H	Design completed Construction programmed for 2017/18
3	WDC	Lake Kaniere Road	Road improvements for this route link with the West Coast Wilderness Cycle Trail and the tourist destination of Lake Kaniere.	M	L	M	H	Awaiting detailed scope for activity.
3	WDC	Whitcombe Valley Road	Road improvements to Hokitika Gorge. Increased tourist traffic and heavier loads from dairy farms by Westland Milk Products presents a significant issue.	M	L	M	H	Initiative progressed under the Tai Poutini Economic Development Action Plan with funding through the Visiting Drivers Project.
3	NZTA	SH6 Resilience Project	Address resilience along SH6 on the West Coast. Assist with addressing the risk on this rural road and journey time reliability – Design/construction	M	M	L	H	Activities programmed 17/18: <ul style="list-style-type: none"> - Lifting of SH6 Waiho bailey bridge: Raising of SH6 Waiho bridge put on hold after monitoring showed no appreciable increase in river bed levels. Monitoring is ongoing. - SH6 Epitah Slip remediation works: Drilling and drainage works underway, to be completed early June 2018. No appreciable movement or change in slip condition over the last 18 months. - Realignment and construction of groynes at Bullock Creek completed over summer 2017/18.

3	NZTA	Enhanced network resilience	NZTA is seeking to improve the ability of the network to withstand short and long term events, provide alternative routes in the event of outages and recover quickly from short term closures and large scale disasters. Potential work that could be considered initially to improve the resilience of the State Highway network (subject to funding) includes: Investigation of spot treatments of areas at risk to rock fall and slips including SH73, SH7, and SH6 – Design/construction	H	L	L	H	<p>Activities programmed 17/18</p> <ul style="list-style-type: none"> - Design for SH67 Granity coastal erosion mitigation measures underway – has been complicated by exposure of asbestos on the beach from old dump sites. SH6 Gate of Haast slip drainage remediation works programmed for June 2018. - Reconstruction and raising of Punakaiki seawall completed, but now major damage immediately north of site due to ex-cyclone Fehi
4	NZTA	West Coast Corridor Safety Programme (including active modes)	NZTA is developing a strategic case and programme business case to determine the issues on the State Highway network, particularly in regards to conflicts between cyclists and vehicles, to determine any potential issues and possible options to address these (requested additional activity).	M	M	-	H	<p>Activities completed 17/18:</p> <ul style="list-style-type: none"> + Installation of / upgrade side protection barriers at SH6 MaiMai Creek, SH7 Tobins Bridge - Widening 1.6km on SH73 between Jacksons and Aitkens - Curve delineation signs upgraded SH73 and SH6 - Lane direction marking and enhanced no-overtaking lines installed SH73 and SH6 - Guardrail installations SH73 from Arthurs Pass township to Whites Bridge and SH6 Haast Pass to Gates of Haast underway.

Notes:

1. Inclusion of projects identified by the Grey District Council and Westland District Council may change depending on the individual Councils Long Term Plan processes and consultation on these documents.
2. Two State Highway passing improvements have been requested to be accelerated into the 2015-18 programme (were in 2018-21).
3. A new transport planning activity (West Coast Corridor Safety Programme) has been requested from the NZ Transport Agency to quantify safety and other risks, particularly for cycle tourists.
4. National moderation of regional priorities is still to occur. After all Regional Councils submit their approved final RLTP's to the NZ Transport Agency, the NZ Transport Agency will carry out a national moderation process that ranks activities for eventual inclusion in the NLTP 2015 - 18. Being included in this RLTP does not necessarily mean that it will be funded.

Four variations have been made to this RLTP during its first term. These have been included below:

Table 3: Variations to the RLTP

RTC Priority	Approved Organisation	Activity	Description/Comments	Assessment				Progress
				Strategic Fit	Effectiveness	Efficiency	Regional priority	
	NZTA	Kaikoura Nov 2016 EQ: Lewis Pass Alternative Upgrade Route – West Coast	Urgent improvements required to bring the alternative corridor up to an appropriate standard (safety, reliability, resilience, amenity) while SH63/6/65/7 functions as de-facto SH1. This will include a range of safety initiatives such as speed and traffic management, shoulder widening and improved traveler information and incident response.	H	M	L	H	The alternative route has had substantial improvements during 2017 with some ongoing works to be completed over the summer of 17/18.
	NZTA	West Coast HMPV Improvements	NZTA assessed the needs for high productivity motor vehicles to access the state highway network for access from the West Coast to Canterbury and Nelson. This has identified that the SH6 and SH7 route from Hokitika to Waipara junction is the most cost effective route for upgrading, along with other associated connections to the Westport area. The Mokihinui River bridge (SH67) will also be strengthened to enable ongoing use by 50MAX vehicles.	H	M	L	H	Design work is underway with implementation of strengthening work starting in the summer of 17/18
	BDC	Wangapeka Road Link Strategic Business Case	Identified in the Tai Poutini West Coast Economic Development Action Plan to have a strategic case undertaken to explore the case for investment to improve transport connectivity between the northern Buller and Tasman districts.					Strategic business case completed in July 2017
	GDC	LED lighting improvements	To upgrade streetlights throughout the Grey District to LED providing cost savings through power usage and maintenance and better environmental outcomes.					Purchasing of LED units in June with installation to be completed by December 2018

Table 4: Regional priority of activities 2018-21

RTC Priority	Approved Organisation	Activity	Description/Comments	Assessment		
				Strategic Fit	Effectiveness	Efficiency
1	NZTA	SH6 Taramakau Bridge	Completion of a separate two way road bridge and improving alignment to enhance safety, access for economic growth and journey time reliability. Construction	H	H	
1	NZTA	Visitor Driver Signature Project	Safety improvements to the West Coast network for visitor drivers on key links, including signage, markings, barriers, passing opportunities and speed management to provide safety benefits. Primarily SH6 Haast to Hokitika. Implementation	M	M	
1	NZTA	HPMV West Coast Connections	Strengthening of bridges and structures between Hokitika and Waipara and connecting the corridors of SH6/7/69/65/part67 to increase loading for HPMV and two bridges on SH73/67 for 50Max. This is a significant and direct contribution to one of the core GPS objectives of freight efficiency as well as improving access for economic growth. Implementation, Construction	M H	M	
2	NZTA	SH7 - Ahaura River Bridge Replacement	The bridge is at its end of life and requires replacing to ensure security of route and resilience, as well as providing access for economic growth and efficient freight supply chains. Pre-implementation, Implementation, Construction	H	M	H
2	NZTA	SH7 - Stoney Creek Bridge Improvements	Improvements to bridge and approaches to ensure security of route and resilience as well as providing for access for economic growth, efficient freight supply chain and journey time reliability. Detailed business case, Pre-implementation, Implementation	H	M	H
3	NZTA	SH6 Westport to Greymouth Resilience and Safer Corridor	Part of a national road and roadsides programme aimed at identifying safety areas of concern. These projects are included in a number of RLTPs and are intended to address the government's safety priorities. Resilience will also be considered as part of this project. Detailed business case, Pre-implementation, Implementation			
3	GDC	Croesus Road Upgrade	Upgrade the road between Blackball and the start of the Paparoa Great Walk Pre-implementation, Implementation, Construction	H		
3	NZTA	Low cost / low risk improvements 2018 - 21	Pre-implementation, Implementation,			
4	NZTA	LED Replacement Programme	The LED replacement programme is an enhanced programme to replace halogen lights with LED and is common to every other region. It will provide for long term cost savings. Implementation			

The following projects have been identified by NZTA with cash flows outside of years 2018-21.

Table 5: State highway projects to be included in future RLTP's

Project	Description
SH73 - Resilience Project	Enhance resilience along SH73, as well as improving access for economic growth, efficient freight supply. Detailed business case, Pre-implementation, Implementation
SH6 – Greymouth to Haast safer and resilience improvements	Resilience improvements at locations along SH6 to provide for a secure and resilient network, access for economic growth, efficient freight supply chain and journey time reliability. Detailed business case, Pre-implementation, Implementation
SH7 Reefton to Springs Junction Resilience and Safer Corridor	Resilience and Safety - reflecting a network approach to resilience on the West Coast corridors between the region, Canterbury, Nelson and Otago Detailed business case, Pre-implementation, Implementation
SH6/SH67 Murchison to Westport Resilience and Safety Management	Resilience and safety Detailed business case, Pre-implementation, Implementation

Local road improvement projects

Due to a change in the funding thresholds for activities, the local improvement projects previously identified in the 2015-21 RLTP are now included in the low cost low risk activity class. However, for the sake of completeness, they have been included below for this Interim Review.

Table 6: Local road improvement projects, previously requiring prioritisation, to be undertaken in the next RLTP phase 2018-2021

Approved Organisation	Activity	Description
GDC	Moonlight Creek Bridge Upgrade/Replacement	Upgrade structure, or structure components, for better network capacity since this is an alternative to the State Highway network. Bridge on over-dimensional/overweight bypass route from/to SH7 and SH6. Also connects to over-dimensional/overweight bypass route between SH7 and SH73 at Stillwater.
GDC	Rough River Bridge Upgrade/Replacement – Atarau Road	This bridge is past its useful life and requires replacement or significant upgrading. Bridge on over-dimensional/overweight bypass route from/to SH7 and SH6. Also connects to over-dimensional/overweight bypass route between SH7 and SH73 at Stillwater.
GDC	Stillwater Bridge 2 Laning	The existing single lane bridge is adjacent to rail head for off-loading coal from truck to rail. There are congestion issues and expected increase in general traffic. The work will provide for improvements in traffic flow on a busy road – Note to be considered further by GDC as may now just be structure component upgrades.
GDC	Rough and Tumble Bridge Replacement	To improve the loading capacity of this route by upgrading the existing, or replacing, bridge with an HNHO rated structure. This will improve the options for overweight loads to travel this route. Current bridge Class 1 timber structure.
GDC	Deep Creek No.1 Bridge Replacement	To improve the loading capacity of this route by upgrading the existing, or replacing the bridge with an HNHO rated structure. It will improve the options for overweight loads to travel this route. Current bridge Class 1 timber structure.
GDC (new)	Croesus Road Upgrade	To improve access from Blackball to the start of the Paparoa Great Walk over the Croesus Road. The existing narrow, steep and winding road is not fit for purpose for the predicted annual 7,000 overnight and 3,000 per annum day visitors predicted to use the walk by 2024.
DOC	Oparara Arches – McCallums Mill Road upgrade	Drainage improvements and sealing/widening of the 13.7km access road to improve safety, resilience and customer level of service to cater for projected tourist numbers of 120,000 in 2025. A Business Case is currently being prepared to investigate upgrade options and costs and will be completed by July 2018.

Notes:

1. The Croesus Road upgrade is included in the Tai Poutini West Coast Economic Development Action Plan 2017 as a necessary action to support improved access to the Paparoa Great Walk (an internationally recognised tourism standard), including the Pike 29 Memorial Track. The Paparoa Great Walk is currently under development by the Department of Conservation and is due to open in 2019. The upgrade project is currently going through a feasibility study to assess options and risks. A preferred option has been identified with input from the community and stakeholders with an indicative cost of \$3.48 million. Funding sources for the roading upgrade are uncertain due to timing but it is likely to draw on a combination of NLTF and Provincial Growth Fund sources.
2. The inclusion of projects identified by the Grey District Council may change depending on the Council's Long Term Plan processes and consultation on this document.
3. The Oparara Arches – McCallums Mill Road upgrade is included in the Tai Poutini West Coast Economic Development Action Plan 2017. McCallums Mill Road is the access way to the Oparara Basin which is one of the icons of the West Coast Tourism Strategy. A Business Case, with full costings, is being prepared on a range of development options. It is due for completion by July 2018.

3.3 LIST OF ACTIVITIES THAT HAVE BEEN APPROVED BUT ARE NOT YET COMPLETED.

The following projects were approved in the Regional Land Transport Programme 2012-15 but had not been completed by June 2015:

- The Taylorville to Blackball Road Strengthening Project (Grey District Council);
- Taramakau Bridge Improvement Project – cycleway clip-on (State Highways); and
- Passing opportunity improvements – design (State Highways).

These projects have now been completed.

3.4 OTHER ACTIVITIES

The NZ Transport Agency does not believe that there are any other projects that should be proposed for the region by the Councils or the Department of Conservation.

4. Funding the RLTP

4.1 PROPOSED FUNDING SOURCES

The 10-year forecast of anticipated revenue for the West Coast region in Table 4 is made up from a number of funding sources. A summary of these are included below.

National Land Transport Fund (NLTF)

The NLTF is the funding source for which this RLTP is bidding for. It is distributed as a nationally contestable fund across New Zealand. 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 activities proposed in the RLTPs of other regions. Some activities may also be funded through alternative funding sources.

Regional Improvements (RI)

The Regional Improvements activity class replaces R funding and is available for those areas that do not benefit from the Roads of National Significance and fall outside of Statistics New Zealand's definition of major urban areas. Regional Improvements will represent the highest priority, eligible regional activities that do not meet the threshold for investment in other road improvement categories. Regional Improvements will be prioritised and allocated in the NLTP after activities have been prioritised and allocated in the state highway and local road improvement activity classes. This means that there is the potential for accessing additional funding for state highway and local road improvements of 'regional significance' which do not meet the investment threshold for investment through the local and state highway improvement activity classes.

Accelerated Regional Roading Package (ARRP)

On 29 June 2014, the Government announced a package of regionally important State Highway projects. The package has three parts:

- Up to \$80 million to accelerate the construction of five critically important regional projects. Importantly for the West Coast this includes the Mingha Bluff to Rough Creek realignment project which has been signalled by this RTC as a high priority for many years. It is estimated that as a result of this funding, the project has been bought forward by 5-6 years.
- Up to \$5 million to finalise investigation and consenting processes for six projects, of which the replacement of the Taramakau Bridge is one of these. Up to \$155 million funding from the Future Investment Fund has been set aside to fund the construction of these projects.
- A further \$12 million will be available to accelerate investigation and design of three large projects in the Hawkes Bay, Nelson and the Bay of Plenty.

Government has requested that these projects be prioritised within the relevant RLTPs, and where it is found that their assessment criteria ranks the project high enough, they will be funded through the NLTF. Should their ranking not place them high enough in the contestable framework, then they will be funded through the Future Investment Fund.

Provincial Growth Fund

In February 2018, the Government launched the Provincial Growth Fund to enhance the productivity potential in the provinces. Funding priorities include economic development opportunities, creating sustainable jobs, boosting social inclusion and participation, and building resilient communities. The fund has three investment tiers to deliver these priorities:

1. Regional projects and capability - Supporting initiatives for economic development, feasibility studies and capability building.
2. Sector investment - Investing in initiatives targeted at priority and/or high value economic opportunities.
3. Enabling infrastructure projects - Investing in regional infrastructure projects that will lift productivity and grow jobs.

Upgrading Croesus Road to support access to the Paparoa Track Great Walk aligns with Priorities 1 and 3. Upgrading McCallums Mill Road, the accessway to the Oparara Basin to support proposed plans for the development of Oparara Arches icon also aligns with Priorities 1 and 3. Furthermore, the Provincial Growth Fund identifies a number of 'surge regions'. Surge regions are those areas

that have been identified as needing early investment; the West Coast has been nominated as one of these regions, and is **the only identified surge region** in the South Island.

Tourism Infrastructure Fund

The Tourism Infrastructure Fund (TIF) provides up to \$25 million per year for the development of tourism related infrastructure such as carparks, freedom camping facilities, sewerage and water works and transport projects. The TIF supports local communities facing pressure from tourism growth and in need of assistance – areas with high visitor numbers but a small ratepayer base. This fund has provided assistance with undertaking the sealing of carparks in Kumara as well as infrastructure (cycleway shelters and bike racks) on the West Coast Wilderness Trail prior to it being signed off as a Great Ride.

Maintaining the Quality of Great Rides Fund

The Maintaining the Quality of Great Rides Fund helps refine, improve and maintain completed sections of the Great Rides of Nga Haerenga, the New Zealand Cycle Trail. Targeted at the individual Great Rides governance organisations, the fund is contestable and requires at least matching co-funding from the applicant.

Local Funding

Local funding is sourced by the Regional or District Council. These organisations are required to part fund the majority of activities. The proportion of local funding required for an activity is based on a Financial Assistance Rate (FAR) and are obtained through local or regional rates. FARs have been going through a review process with the first stage completed in November 2014. Further decisions are yet to be confirmed for special purpose roads. The changes that are occurring with the FARs may have a significant impact on the affordability of roading programmes for the Councils and Department of Conservation. For the Department, the FAR for the glacier roads went from 100% to 51%. There is a concern that a decreasing FAR will result in reduced levels of service being provided to local communities, with the package of projects being proposed, as well as the basic maintenance, operations and renewals programmes, becoming increasingly constrained. The outcomes of the One Network Classification may also increase the difficulty of progressing local improvement projects.

Development Contributions

Some improvement projects may benefit a particular industry or organisation. As a result, a development contribution may be made to assist with fast tracking the project as it can sometimes take many years for transport projects to be implemented. These contributions also increase the cost benefit of the project. Consequently, the project may be considered more favourably when funding is allocated by the NZ Transport Agency.

4.2 10 YEAR FORECAST OF ANTICIPATED REVENUE AND EXPENDITURE

Table 7 sets out the anticipated revenue and expenditure for the 10 years¹⁰ from 2015-24. A breakdown of these activity classes for each organisation is included within Appendix C.

Table 7: Ten Year Forecast of Anticipated Revenue and Expenditure

Activity Class	Forecast Expenditure
	2015/24 Total
Transport planning	\$427,000
Road safety promotion	\$1,587,924
Walking and cycling improvements	\$0
Public transport	\$2,061,481
Local road improvements	\$11,496,125
Local road maintenance	\$150,888,806
State highway improvements	\$40,796,682
State highway maintenance	\$226,028,060
Regional improvements	\$0
Totals	\$429,538,453

Notes:

1. Local road maintenance includes renewals, maintenance and operations.
2. State Highway maintenance includes renewals, maintenance and operations.

4.3 SIGNIFICANT EXPENDITURE ON LAND TRANSPORT ACTIVITIES TO BE FUNDED FROM OTHER SOURCES

The following land transport activities are to be funded by other sources over the first six years of the RLTP, without any assistance from the NLTF:

- Operations:
 - Street cleaning e.g. litter bin collection, gutter and drain clearing
 - Amenity lighting
 - Public carparks
- Renewals:
 - Public carparks
- Improvements:
 - Storm water improvements, excluding across the road culverts
 - Council initiated special projects e.g. seal extensions which are unsubsidised
 - Cycle ways/trails
 - Street banners

¹⁰ These activity classes are determined in the GPS. Note that the breakdown of funding information in the Appendices is more detailed. These figures have not been updated as part of the Interim Review process.

5. Other matters

5.1 ASSESSMENT OF HOW THE RLTP MEETS CORE LEGISLATIVE REQUIREMENTS

Before the RTC can submit this RLTP to the West Coast Regional Council for approval, the RTC:

- Must be satisfied that the RLTP:
 - Contributes to the purpose of the LTMA
The purpose of the LTMA is *"to contribute to an effective, efficient, and safe land transport system in the public interest."* The issues and challenges that have been identified for this RLTP prepare a platform for the development of objectives, policies and methods for the land transport network on the West Coast. The collaboration of the NZ Transport Agency, approved organisations and the NZ Police on the West Coast will seek the achievement of not only the objectives set out in this RLTP, but also contribute to the purpose of the LTMA in the wider national context.
 - Is consistent with the GPS on land transport
The change of Government, and the development of a new GPS, has not had a significant impact on the direction of this RLTP and the programme of activities it seeks to deliver as this RLTP provides a genuine long term view for the transport network.

The two strategic priorities of the draft GPS focussing on safety and access, and underpinned by the supporting principles of value for money and environment are clearly reflected through the objectives and policies set in this RLTP. In practice this is reflected through ensuring that key State Highway routes, and local roads, are resilient to ensure that access to goods and markets for economic productivity is retained as well as road improvements to provide for overweight over dimension vehicles to support the extractive industries. Road safety is addressed through a myriad of approaches including the provision of slow vehicle bays for improved passing opportunities..

- Have considered:
 - Alternative regional land transport objectives that would contribute to the LTMA and the feasibility and affordability of those alternatives
The RTC spent considerable time identifying the issues and challenges facing the West Coast and its land transport network. From these it was clearly evident what the objectives were and how they would contribute to the overall purpose of the LTMA. The approved organisations on the West Coast are not in a financial position from which they are able to consider funding projects that are outside the objectives set within this RLTP, and the purpose of the LTMA.
- Have taken into account any:
 - National Energy Efficiency and Conservation Strategy (NEECS)
The NEECS is specifically focussed on the promotion of energy efficiency, energy conservation and renewable energy. Of the six goals established to contribute to the overall Strategy, only one of these is related to transport – "A more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies". This RLTP takes this Strategy into account recognising that ensuring network resilience will mean that vehicles can move from origin to destination smoothly. Other policies and their methods of implementation also contribute to this goal.
 - Relevant national policy statements and any relevant regional policy statement or plans that are in force under the Resource Management Act 1991
These documents have been considered where appropriate. Note that the West Coast Regional Council is currently reviewing its Regional Policy Statement which will be notified in March 2015.
 - Likely funding from any source
In developing this RLTP, funding from all sources has been considered. This is further detailed in Part C of this document.

Based on this assessment, the RTC is satisfied that it has met the legislative requirements under section 14 of the LTMA.

5.2 ASSESSMENT OF THE RELATIONSHIP OF POLICE ACTIVITIES TO THE RLTP

The NZ Police play a critical role in contributing to the Government's Safer Journeys vision of 'a safe road system increasingly free of death and serious injury' and to the achievement of a safe system. Through the role of the NZ Police, a contribution to economic growth and productivity is made in terms of reducing the social cost of road deaths and injuries, and improving the efficiency of freight flows, travel time reliability and network resilience.

A Road Policing Programme is developed by the NZ Transport Agency and the NZ Police every three years in accordance with the LTMA. The programme lists the road policing activities to be delivered by the NZ Police and funded from the NLTF.

On the West Coast, the NZ Police commit 8 full time equivalents (FTE) to land transport related duties (4 FTE are committed to highway patrol region wide and 4 FTE are committed to the strategic traffic unit which is made up of two FTE in Greymouth and 1 FTE located in both Westport and Hokitika).

Police roading activities focus on the delivery of enforcement activities. However, the NZ Police also support and work with other organisations such as the District Councils and the West Coast Road Safety Coordinating Committee to deliver community and educational programmes.

The combination of these activities assists with addressing the issues and challenges identified in this RLTP as well as reducing fatalities and serious injuries on the roads of the region. This reduction assists with a notable economic benefit for the country. Enforcement activities also assist with achieving sensible speeds, improving energy efficiency and reducing emissions. When people feel safe they are more likely to use the land transport system and be mobile on foot and by cycle as well as by vehicle.

Road engineering and other activities identified in this RLTP also contribute to meeting the NZ Police targets relating to road safety through projects such as the construction of slow vehicle bays which make roads safer to use.

It is the shared view of both the RTC and the NZ Police that the issues and challenges, objectives, policies and methods identified in this RLTP strongly support and align with NZ Police's road safety goals and vice versa. NZ Police activities will make a positive contribution to addressing the challenges and issues identified, and achieving the objectives and policies in this RLTP.

Ongoing liaison, advocacy and coordination with Police

Liaison and coordination occurs as a result of the NZ Police being a core member of the West Coast Road Safety Coordinating Committee. The Committee oversees the annual development of the Road Safety Action Plan in accordance with the Safer Journeys approach of "a safe road system increasingly free of death and serious injury". Through these Action Plans, road safety risks are determined at the local level and the delivery of planned services is coordinated. 'At-risk' user groups are also identified and targeted for specific education.

The provision of the Community Road Safety Programme will continue throughout this RLTP but is dependent on funding available from the four West Coast Councils.

5.3 AN IDENTIFICATION OF ANY ACTIVITIES THAT HAVE INTER-REGIONAL SIGNIFICANCE

The following two projects have been identified as being of inter-regional significance to the West Coast:

The South Island Regional Transport Committee Chairs Group recognises that freight and visitor journeys, and concerns about resilience, do not stop at district or regional boundaries. In light of this, the Group has committed to working collaboratively to advance planning work across the South Island in these key areas. It is likely that there will be some projects that will be progressed over the next three year period (2018-2021). These projects are currently being scoped to better understand issues and gather information, and it is intended that they will be included in one or more RLTPs at a later stage.

Rough Creek to Mingha Bluff

The West Coast has for many years advocated for improvements to be made to State Highway 73 between Rough Creek to Mingha Bluff. An improvement project has been signalled as part of the Accelerated Regional Rooding Package. Construction is anticipated to commence in 2015. This will provide for enhanced safety of users of this section of the State Highway as well as providing for increased reliability and resilience. The construction of the project is substantially completed; however adverse weather has delayed its completion. Final sealing may take until the end of March 2018.

6. Monitoring and Review

6.1 MONITORING AND IMPLEMENTATION OF THE RLTP

Monitoring is an important component of the decision making process. It establishes a process to check on the progress being made towards the achievement of objectives and the efficiency and effectiveness of the options (methods) that have been chosen to implement them.

Monitoring will be undertaken to ensure that the overall programme of activities contained in this RLTP is delivered in the manner envisaged. This monitoring is generally undertaken by each of the Councils as part of their annual reporting. Updates on progress made by the NZ Transport Agency on the State Highway network is also made to the RTC as well as interim reports published on their website.

6.2 THE MEASURES THAT WILL BE USED TO MONITOR THE PERFORMANCE OF ACTIVITIES

As part of the monitoring of the implementation of the RLTP, the RTC have established a number of measures (identified in Table 8) that will be used to assess progress made against the issues and challenges, and their associated objectives and policies. These will be monitored to assess the implementation of the RLTP as well as the achievement of the methods set out in Part A of this RLTP. This will be undertaken as part of the review process on the RLTP.

Table 8: Measures to be used for assessing the implementation of the RLTP

Issues/Challenge	Benefit	Outcome sought	Baseline	Target
The increasing intensity and number of weather and natural hazard events impacts the security of the network and raises the risk of isolated communities	Greater economic certainty (stability)	Increasing population	32,148 (2012 Census)	Increase by 15% by 2030 (to 36,970)
		Increase in export earnings	Exports as % of GDP approx. 36% (BERL)	Exports as % of GDP exceeds 40% by 2030
		Decrease in network outages (frequency and duration)	Current levels of service	New levels of service as set out in ONRC ¹¹
		Ability to access key destinations (by mode)	Current levels of service	Reduction in access issues over previous 12 months
A constrained roading network accommodating increasingly different user types heightens the potential for conflict in the form of crashes and reliability	Reduction in crashes	Decreasing number of deaths and serious injuries (by mode)	Crash data (NZTA)	Declining trend in deaths and serious injuries
		Decreasing number of crashes (minor/non-injury) (by mode)	Crash data (NZTA)	Declining trend in minor/non-injury crashes
The changing function of the network over time means there are pockets of infrastructure across the region that are no longer fit for purpose	Meets the needs of the changing nature of vehicles	Identification of key pinch points from freight and tourism stakeholders and their location across the network	From survey of freight and tourism stakeholders, asset management plans and ONRC	Decreasing number of pinch points on network
		Throughput of freight (tonnes) and tourists (numbers) by mode and other relevant variables	NZTA standard measures	Increasing amounts of freight weight and numbers of tourists moved on the network

6.3 VARIATIONS TO THE RLTP AND SUMMARY OF THE SIGNIFICANCE POLICY FOR THE WEST COAST

From time to time there may be a need to vary the RLTP should a proposed activity be changed, suspended or abandoned. A Significance Policy has been adopted by the RTC to assist with this purpose.

Significance Policy for the West Coast

The RTC is required to adopt a significance policy to determine when consultation is required for a variation to the RLTP. This consultation would need to be undertaken prior to the variation being

¹¹ ONRC – One Network Road Classification establishes these for individual roads as categorised by the approved organisation.

adopted. Following adoption of the RLTP, approved organisations could require changes to the published RLTP due to variations in the time, scope or cost of activities (especially given that a funding application can be made years before an activity is to be undertaken).

For the purpose of determining when consultation is required to be undertaken as a result of a proposed variation to this RLTP, the following policy has been adopted:

*"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 \$6 million; or*
- *Replacement of a local authority project by another project(s) and is less than or equal to \$2 million; or*
- *Replacement of a State Highways project by another project(s) and is less than or equal to \$5 million; or*
- *New preventive maintenance and emergency reinstatement activities in accordance with the New Zealand Transport Agency's Planning and Investment Knowledge Base; or*
- *Addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the Land Transport Management Act 2003 and which the Regional Transport Committee considers complies with the provisions of funding approval in accordance with section 20 of that Act."*

This policy provides appropriate scope and flexibility for approved organisations to make variations to the RLTP for which it is not feasible or reasonable to undertake public consultation, or for which there is likely to be little or no public interest. The policy sets a high level test for significance so that only major changes of genuine significance trigger further public consultation. However, if there is doubt about whether a proposal reaches this level, the proposal will be consulted on.

6.7 REVIEW OF THE RLTP

The LTMA requires that the RTC must complete a review of the RLTP during the six month period immediately before the expiry of its third year. This means that a review will be undertaken at the start of 2018. During this review process, the achievement of the objectives, policies, methods and other measures as identified in Tables 1 and 5 will be considered as well as giving regard to the feedback of other stakeholders and users of the land transport network.

7. Appendices

Appendix A: Map showing the locations of prioritised improvement projects

Appendix B: Map showing the location of current and proposed West Coast cycle trails

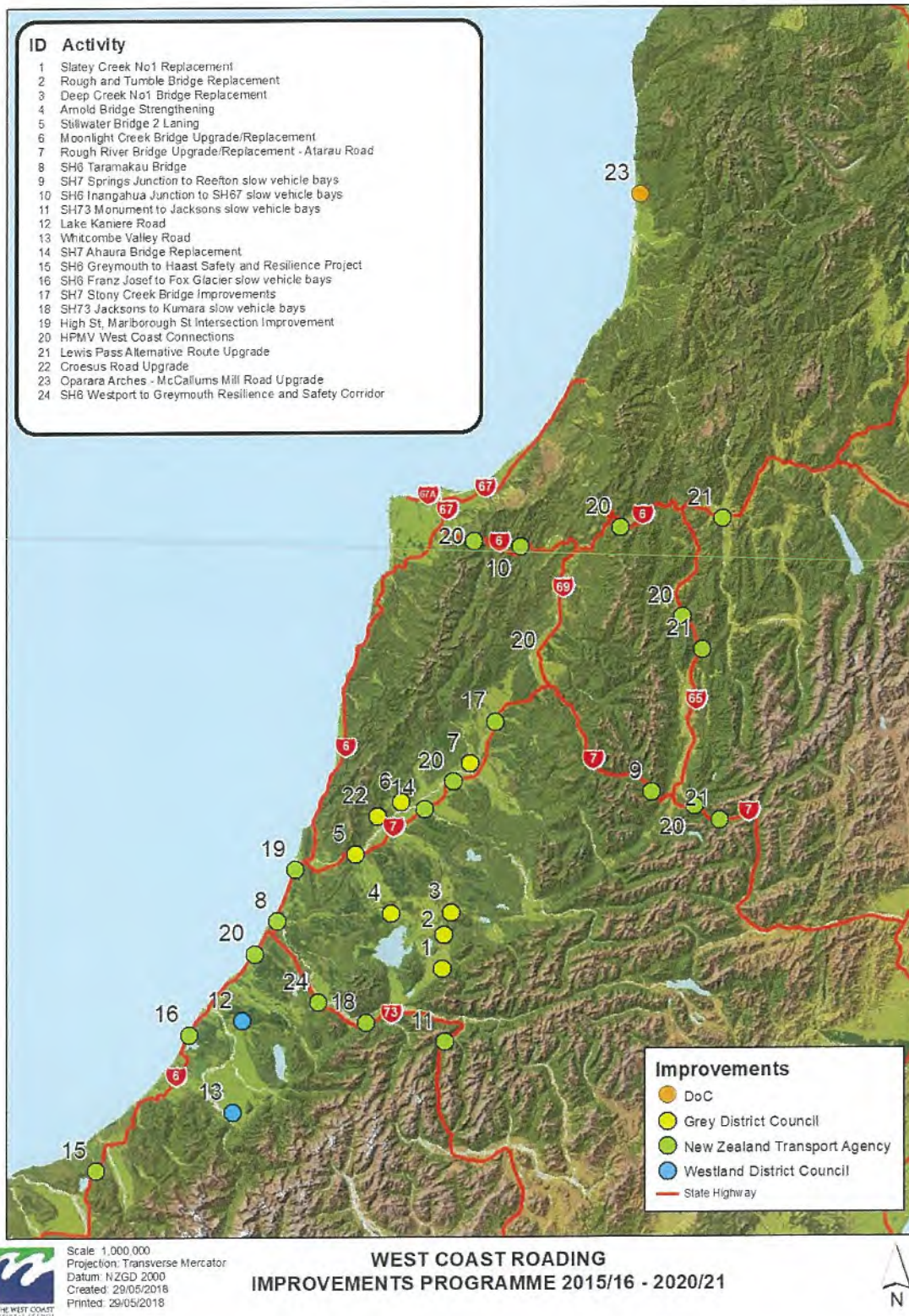
Appendix C: Activities included in the West Coast Regional Land Transport Plan

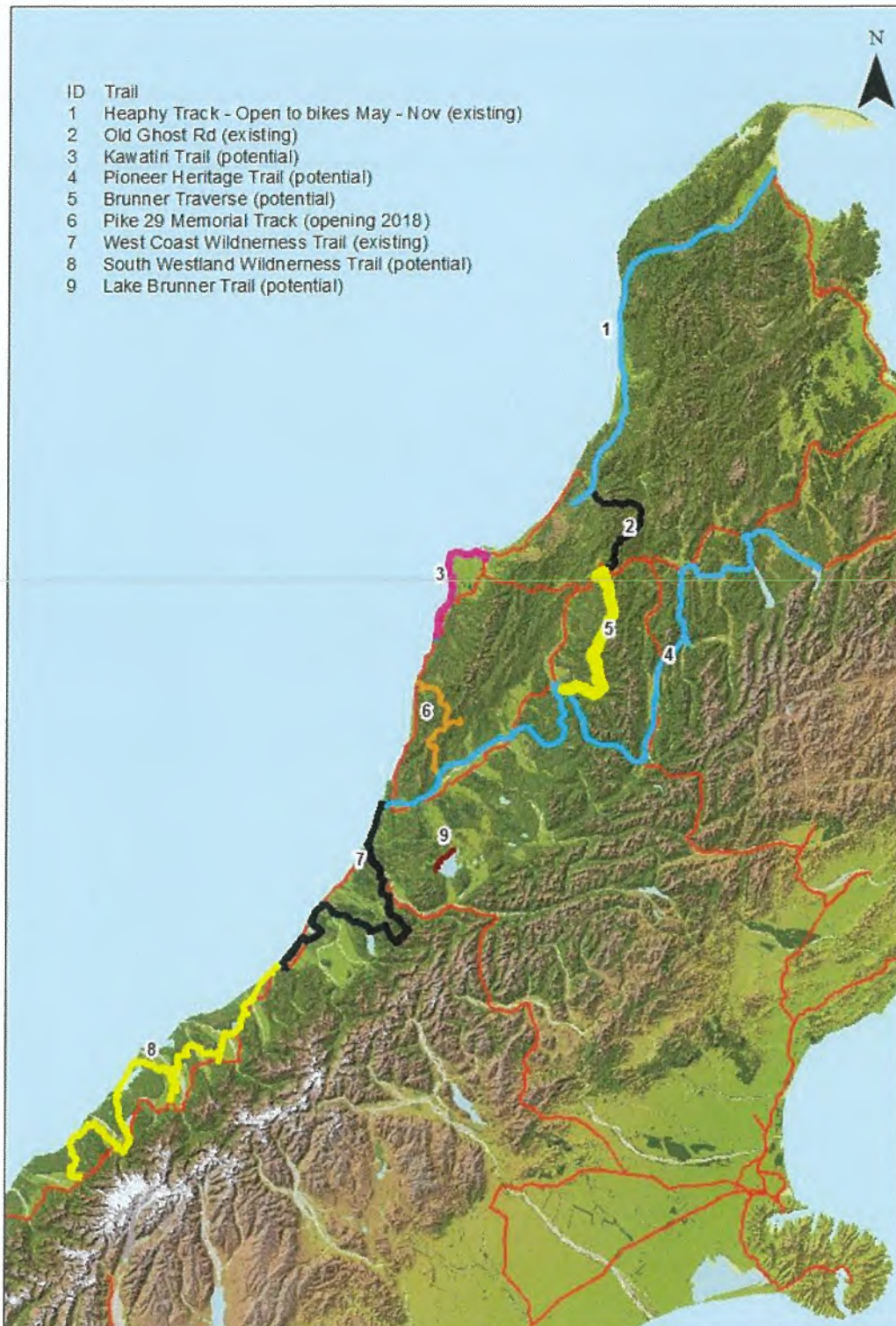
Appendix D: 10 Year forecast escalation figures by activity class and delivery agency

Appendix E: Maps showing issues and challenges on the West Coast

Appendix F: Summary of the Development of the RLTP and Consultation Process

APPENDIX A: MAP SHOWING THE LOCATION OF IMPROVEMENT PROJECTS



APPENDIX B: MAP SHOWING THE LOCATION OF CURRENT AND PROPOSED WEST COAST CYCLE TRAILS

APPENDIX C: ACTIVITIES INCLUDED IN THE WEST COAST REGIONAL LAND TRANSPORT PROGRAMME

The following table sets out each activity to be included in this RLTP, an estimate of total cost for each year, expected duration of the activity, any proposed sources of funding other than the NLTF (L – Local, N – NLTF, R – Regional, ARRP – Accelerated Regional Roading Package) and the objective or policy to which the activity will contribute to. The majority of activities provide for all three key objectives and their corresponding policies. Specific activity objectives/policies are identified where relevant and appropriate. Any other relevant information relating to that project is included in the notes at the bottom of the table. There may be further amendments to this table as organisations finalise programmes through LTPs or other processes.

Table 9: Activities included in the West Coast Regional Land Transport Programme

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Duration months	Objective/policy contribute to	Funding from other than the NLTF
Buller District Council										
Sealed pavement maintenance	\$2,814,326	\$521,474	\$527,732	\$535,120	\$410,000	\$410,000	\$410,000	72	All Objs	L/N
Unsealed pavement maintenance	\$2,209,344	\$347,650	\$351,822	\$356,747	\$384,375	\$384,375	\$384,375	72	All Objs	L/N
Routine drainage maintenance	\$1,872,629	\$316,974	\$320,778	\$325,270	\$304,425	\$304,425	\$304,425	72	All Objs	L/N
Structures maintenance	\$345,827	\$51,125	\$51,739	\$52,463	\$63,500	\$63,500	\$63,500	72	All Objs	L/N
Environmental maintenance	\$2,075,665	\$378,325	\$382,865	\$388,225	\$308,750	\$308,750	\$308,750	72	All Objs	L/N
Traffic services maintenance	\$1,846,715	\$354,808	\$359,065	\$364,092	\$256,250	\$256,250	\$256,250	72	All Objs	L/N
Operational traffic management	\$6,797	\$1,023	\$1,035	\$1,049	\$1,230	\$1,230	\$1,230	72	All Objs	L/N
Cycle path maintenance	\$30,750				\$10,250	\$10,250	\$10,250			
Level crossing warning devices	\$26,258	\$4,601	\$4,656	\$4,722	\$4,093	\$4,093	\$4,093	72	All Objs	L/N
Minor events	\$615,000				\$205,000	\$205,000	\$205,000			
Network and asset management	\$2,324,782	\$357,874	\$362,169	\$367,239	\$412,500	\$412,500	\$412,500	72	All Objs	L/N
Unsealed road metalling	\$740,837	\$92,025	\$93,129	\$94,433	\$153,750	\$153,750	\$153,750	72	All Objs	L/N
Sealed road resurfacing	\$3,169,215	\$562,375	\$569,124	\$577,091	\$486,875	\$486,875	\$486,875	72	All Objs	L/N
Drainage renewals	\$911,857	\$153,376	\$155,216	\$157,390	\$148,625	\$148,625	\$148,625	72	All Objs	L/N
Sealed road pavement rehabilitation	\$636,839	\$209,613	\$212,128	\$215,098	\$0	\$0	\$0	72	All Objs	L/N
Structures component replacements	\$232,045	\$46,013	\$46,565	\$47,217	\$30,750	\$30,750	\$30,750	72	All Objs	L/N
Environmental renewals	\$0				\$0	\$0	\$0			
Traffic services renewals	\$370,919	\$79,755	\$80,712	\$81,842	\$43,050	\$43,050	\$43,050	72	All Objs	L/N
Sealed pavement maintenance (SPR)	\$825,360	\$138,117	\$139,693	\$141,650	\$135,300	\$135,300	\$135,300	72	All Objs	
Unsealed pavement maintenance (SPR)	\$44,761	\$5,624	\$5,691	\$5,771	\$9,225	\$9,225	\$9,225	72	All Objs	
Routine drainage maintenance (SPR)	\$370,891	\$61,350	\$62,086	\$62,955	\$61,500	\$61,500	\$61,500	72	All Objs	
Structures maintenance (SPR)	\$102,105	\$20,450	\$20,695	\$20,985	\$13,325	\$13,325	\$13,325	72	All Objs	
Environmental maintenance (SPR)	\$633,686	\$107,363	\$108,651	\$110,172	\$102,500	\$102,500	\$102,500	72	All Objs	
Traffic services maintenance (SPR)	\$123,946	\$30,675	\$31,043	\$31,478	\$10,250	\$10,250	\$10,250	72	All Objs	
Minor events	\$307,500				\$102,500	\$102,500	\$102,500			
Network and asset management (SPR)	\$272,760	\$40,900	\$41,390	\$41,970	\$49,500	\$49,500	\$49,500	72	All Objs	
Unsealed road metalling (SPR)	\$44,038	\$2,147	\$2,173	\$2,203	\$12,505	\$12,505	\$12,505	72	All Objs	
Sealed road resurfacing (SPR)	\$794,689	\$143,150	\$144,868	\$146,896	\$119,925	\$119,925	\$119,925	72	All Objs	

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Duration months	Objective/policy contribute to	Funding from other than the NLTF
Drainage renewals (SPR)	\$252,495	\$51,125	\$51,738	\$52,462	\$32,390	\$32,390	\$32,390	72	All Objs	
Sealed road pavement rehabilitation (SPR)	\$555,717	\$81,800	\$82,782	\$83,941	\$102,398	\$102,398	\$102,398	72	All Objs	
Structures component replacements (SPR)	\$55,824	\$15,338	\$15,522	\$15,739	\$3,075	\$3,075	\$3,075	72	All Objs	
Traffic services renewals (SPR)	\$185,755	\$30,675	\$31,043	\$31,478	\$30,853	\$30,853	\$30,853	72	All Objs	
Minor improvements/ LCLR roading improvements	\$1,286,814	\$180,640	\$182,807	\$185,367	\$246,000	\$246,000	\$246,000	72	All Objs	L/N
Minor improvements (SPR)	\$278,972	\$36,156	\$36,589	\$37,102	\$56,375	\$56,375	\$56,375	72	All Objs	
Activity management planning improvement	\$61,500				\$20,500	\$20,500	\$20,500			
Bus services	\$326,423	\$54,820	\$55,478	\$56,225	\$53,300	\$53,300	\$53,300	72	RPTP	L/N
Road Safety promotion	\$193,453	\$31,286	\$31,662	\$32,105	\$32,800	\$32,800	\$32,800	72	O2: P2.3	L/N
Footpath capital	\$800,000			\$202,080	\$200,000	\$200,000	\$200,000	72	All Obj	
LED Replacement Programme	\$340,000				\$340,000			12		
DOC (South Westland)										
Resilience improvements	\$585,000	\$195,000	\$195,000	\$195,000				72	All Objs	
Sealed pavement maintenance	\$329,052	\$23,000	\$23,000	\$23,000	\$86,956	\$85,956	\$87,140	72	All Objs	
Unsealed pavement maintenance	\$368,737	\$41,000	\$41,000	\$41,000	\$72,529	\$72,529	\$100,679	72	All Objs	
Routine drainage maintenance	\$99,221	\$5,000	\$5,000	\$5,000	\$25,407	\$25,407	\$33,407	72	All Objs	
Structures maintenance	\$483,444	\$17,000	\$17,000	\$17,000	\$144,148	\$144,148	\$144,148	72	All Objs	
Environmental maintenance	\$444,640	\$82,000	\$82,000	\$82,000	\$61,886	\$61,886	\$74,868	72	All Objs	
Traffic services maintenance	\$64,844	\$5,000	\$5,000	\$5,000	\$16,508	\$16,508	\$16,828	72	All Objs	
Cycle path maintenance	\$347,000	\$62,000	\$62,000	\$133,000	\$30,000	\$30,000	\$30,000	72	All Objs	
Minor events	\$120,000				\$40,000	\$40,000	\$40,000			
Network and asset management	\$914,586	\$128,000	\$159,000	\$159,000	\$152,059	\$152,059	\$164,468	72	All Objs	
Unsealed road metalling	\$181,488	\$16,000	\$16,000	\$16,000	\$44,496	\$44,496	\$44,496	72	All Objs	
Drainage renewals	\$31,344				\$10,448	\$10,448	\$10,448			
Traffic services renewals	\$78,000	\$16,000	\$16,000	\$16,000	\$10,000	\$10,000	\$10,000	72	All Objs	
Minor improvements/LCLR roading improvements	\$871,000	\$52,000	\$52,000	\$52,000	\$205,000	\$205,000	\$305,000	72	All Objs	
Grey District Council										
Sealed pavement maintenance	\$3,282,500	\$613,500	\$613,500	\$613,500	\$480,000	\$480,000	\$480,000	72	All Objs	L/N
Unsealed pavement maintenance	\$970,125	\$153,375	\$153,375	\$153,375	\$170,000	\$170,000	\$170,000	72	All Objs	L/N
Routine drainage maintenance	\$1,272,825	\$194,275	\$194,275	\$194,275	\$230,000	\$230,000	\$230,000	72	All Objs	L/N
Structures maintenance	\$652,425	\$112,475	\$112,475	\$112,475	\$105,000	\$105,000	\$105,000	72	All Objs	L/N
Environmental maintenance	\$2,352,030	\$364,010	\$364,010	\$364,010	\$420,000	\$420,000	\$420,000	72	All Objs	L/N
Traffic services maintenance	\$1,835,589	\$311,863	\$311,863	\$311,863	\$300,000	\$300,000	\$300,000	72	All Objs	L/N
Operational traffic management	\$15,597	\$4,000	\$4,000	\$4,000	\$1,200	\$1,200	\$1,200	72	All Objs	L/N
Cycle path maintenance	\$135,000	\$30,000	\$30,000	\$30,000	\$15,000	\$15,000	\$15,000	72	All Objs	L/N
Level crossing warning devices	\$136,350	\$20,450	\$20,450	\$20,450	\$22,000	\$31,000	\$22,000	72	All Objs	L/N
Minor events	\$900,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000			

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Duration months	Objective/policy contribute to	Funding from other than the NLTF
Network and asset management	\$2,564,025	\$439,675	\$439,675	\$439,675	\$415,000	\$415,000	\$415,000	72	All Objs	L/N
Unsealed road metalling	\$955,464	\$158,488	\$158,488	\$158,488	\$160,000	\$160,000	\$160,000	72	All Objs	L/N
Sealed road resurfacing	\$7,447,875	\$1,482,625	\$1,482,625	\$1,482,625	\$1,000,000	\$1,000,000	\$1,000,000	72	All Objs	L/N
Drainage works	\$695,400	\$81,800	\$81,800	\$81,800	\$150,000	\$150,000	\$150,000	72	All Objs	L/N
Sealed road pavement rehabilitation	\$2,357,640	\$409,000	\$409,000	\$409,000	\$380,000	\$380,000	\$380,000	72	All Objs	L/N
Structures component replacements	\$1,633,875	\$255,625	\$255,625	\$255,625	\$289,000	\$289,000	\$289,000	72	All Objs	L/N
Traffic services renewals	\$1,152,550	\$194,275	\$194,275	\$194,000	\$200,000	\$200,000	\$200,000	72	All Objs	L/N
Minor improvements/LCLR roading improvements	\$1,800,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	72	All Objs	L/N
Road Safety Promotion	\$210,801	\$33,260	\$34,257	\$35,284	\$36,000	\$36,000	\$36,000	72	O2: P2.3	L/N
Activity management planning improvement	\$60,000				\$20,000	\$20,000	\$20,000			L/N
Rough River Bridge (Atarau Road)	\$5,197,000					\$5,197,000		12		L/N
Moonlight Bridge	\$1,767,000					\$1,767,000		12		L/N
LED Replacement Programme	\$800,000			\$800,000						
Footpath maintenance	\$375,000				\$125,000	\$125,000	\$125,000	36		
Footpath renewals	\$1,125,000				\$375,000	\$375,000	\$375,000	36		
NZTA State Highway & Network Operations										
Sealed pavement maintenance	\$19,966,602	\$4,085,500	\$4,074,160	\$4,030,620	\$2,488,076	\$2,587,371	\$2,700,875	72	All Objs	
Routine drainage maintenance	\$5,830,229	\$1,361,610	\$1,102,470	\$1,090,690	\$630,602	\$790,939	\$853,918	72	All Objs	
Structures maintenance	\$10,014,080	\$1,495,820	\$1,497,690	\$1,487,770	\$1,788,869	\$1,853,890	\$1,890,041	72	All Objs	
Environmental maintenance	\$23,626,667	\$3,529,480	\$3,519,680	\$3,482,070	\$4,304,369	\$4,365,970	\$4,425,098	72	All Objs	
Traffic services maintenance	\$11,227,731	\$1,836,030	\$1,836,030	\$1,811,370	\$1,854,989	\$1,926,853	\$1,962,459	72	All Objs	
Operational traffic management	\$2,775,915	\$130,750	\$130,380	\$128,990	\$748,925	\$805,627	\$831,243	72	All Objs	
Network and asset management	\$17,322,229	\$4,439,310	\$3,261,990	\$3,243,550	\$2,125,166	\$2,117,574	\$2,134,639	72	All Objs	
Property management (State highways)	\$3,538,572	\$600,290	\$560,230	\$536,750	\$579,517	\$627,138	\$634,647	72	All Objs	
Total Maintenance & Operation of State Highway¹	\$94,296,925	\$17,478,790	\$15,977,530	\$15,811,810	\$14,520,513	\$15,075,362	\$15,432,920			
Sealed road resurfacing	\$28,709,759	\$4,172,570	\$4,362,210	\$3,998,340	\$4,699,720	\$5,537,680	\$5,939,239	72	All Objs	
Drainage renewals	\$2,009,985	\$461,960	\$371,250	\$418,570	\$242,114	\$254,666	\$261,425	72	All Objs	
Sealed road pavement rehabilitation	\$6,021,067	\$935,620	\$841,370	\$759,960	\$593,015	\$1,534,701	\$1,356,401	72	All Objs	
Structures component replacements	\$8,159,008	\$1,318,880	\$1,315,220	\$1,301,170	\$1,497,292	\$1,369,297	\$1,357,149	72	All Objs	
Environmental renewals	\$109,864	\$5,920	\$6,030	\$6,080	\$26,231	\$31,384	\$34,219	72	All Objs	
Traffic services renewals	\$1,615,455	\$192,100	\$195,470	\$197,330	\$294,031	\$320,586	\$415,938	72	All Objs	
Total Renewals of State Highways²	\$46,625,138	\$7,087,050	\$7,091,550	\$6,681,450	\$7,352,403	\$9,048,314	\$9,364,371			
Minor improvements/LCLR roading improvements	\$4,146,992	\$521,500	\$665,561	\$709,931	\$3,080,386	\$3,150,602	\$3,204,834	36	All Objs	
West Coast Corridor Safety Programme	\$50,000	\$50,000						12	O2: P2.2	R
Kaikoura Nov 2016 EQ: Lewis Pass Alternative Upgrade Route - Implementation	\$14,600,000		\$1,646,561	\$12,953,439						

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Duration months	Objective/policy contribute to	Funding from other than the NLTF
HPMV T2 West Coast Connections – Pre-implementation	\$600,000		\$600,000					12		
HPMV T2 West Coast Connections – Implementation	\$4,200,000			\$500,000	\$3,200,000			24		
SH6 Franz Josef to Fox Slow Vehicle Bays - Implementation	\$235,000		\$132,000	\$234,868				36	O2: P2.2	R
SH6 Inangahua – SH67 Slow Vehicle Bays ³ - Implementation	\$907,129		\$507,130	\$399,999				36	O2: P2.2	R
SH7 Springs Junction – Reefton Slow Vehicle Bays ³ - Implementation	\$632,000			\$632,000				36	O2: P2.2	R
SH73 Monument to Jacksons Slow Vehicle Bays ⁴ – Pre-implementation	\$22,425		\$22,425					36	O2: P2.2	R
SH73 Monument to Jacksons Slow Vehicle Bays ⁴ – Implementation	\$527,000			\$527,000						
SH73 Jacksons to Kumara Slow Vehicle Bays ⁴ - Implementation	\$978,000			\$978,000				36	O2:P 2.2	R
SH6 Marlborough St/High Street intersection implementation	\$660,000		\$7,010	\$652,990				12	O2:P2.1 & 2	R
Taramakau Road Bridge - Design	\$791,572	\$586,334	\$205,238					12	O1: P1.1 O2: P2.1 & 2	ARRP
Taramakau Road Bridge - Construction	\$25,731,899		\$9,014,825	\$5,486,899	\$3,327,004	\$7,903,171		48	O1: P1.1 O2: P2.1 & 2	
SH7 Ahaura River Bridge Replacement – DBC	\$220,000		\$158,375	\$61,625				24	O1: P1.1 O3: P3.1	
SH7 Ahaura River Bridge Replacement – Pre-implementation	\$460,000				\$460,000			12		
SH7 Ahaura River Bridge Replacement – Implementation	\$14,935,000				\$14,935,000			12		
SH7 Stoney Creek Bridge - DBC	\$206,000				\$206,000			12		
SH7 Stoney Creek Bridge – Pre-implementation	\$318,270					\$318,270		12		
SH7 Stoney Creek Bridge – Implementation	\$5,463,635						\$5,463,635	12		
Visiting Driver Signature Project – West - DBC	\$200,000	\$73,541	\$121,015	\$5,444				36		
Visiting Driver Signature Project – West – Pre-implementation	\$106,241		\$106,241					12		
Visiting Driver Signature Project – West - Implementation	\$4,700,000		\$172,303	\$3,402,320	\$1,125,377			36		
LED Replacement Programme	\$3,022,504				\$1,325,660	\$883,773	\$736,478	36		

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Duration months	Objective/policy contribute to	Funding from other than the NLTF
SH6 Westport to Greymouth Resilience and Safer Corridor – DBC	\$59,303				\$59,303			12		
SH6 Westport to Greymouth Resilience and Safer Corridor – Pre-implementation	\$115,784				\$55,683	\$60,101		24		
SH6 Westport to Greymouth Resilience and Safer Corridor – Implementation	\$2,056,621						\$2,056,621	12		
West Coast Regional Council										
Regional land transport planning management	\$297,000	\$35,000	\$40,000	\$48,000	\$52,000	\$57,000	\$65,000	72	All Objs	L/N
Road safety promotion	\$106,022	\$16,800	\$17,136	\$17,479	\$17,843	\$18,200	\$18,564	72	O2: P2.3	L/N
Total mobility operations	\$539,907	\$90,000	\$94,000	\$98,000	\$84,272	\$85,958	\$87,677	72	RPTP	L/N
Total mobility wheelchair hoist use payments	\$44,475	\$5,750	\$6,325	\$6,900	\$8,000	\$8,500	\$9,000	72	RPTP	L/N
Westland District Council										
Sealed pavement maintenance	\$2,990,000	\$510,000	\$525,500	\$541,500	\$471,000	\$471,000	\$471,000	72	All Objs	L/N
Unsealed pavement maintenance	\$2,286,500	\$400,000	\$412,000	\$424,500	\$350,000	\$350,000	\$350,000	72	All Objs	L/N
Routine drainage maintenance	\$963,250	\$155,000	\$159,750	\$164,500	\$164,500	\$164,500	\$164,500	72	All Objs	L/N
Structures maintenance	\$488,000	\$78,000	\$80,500	\$83,000	\$83,000	\$83,000	\$83,000	72	All Objs	L/N
Environmental maintenance	\$1,664,000	\$265,000	\$273,000	\$281,500	\$281,500	\$281,500	\$281,500	72	All Objs	L/N
Traffic services maintenance	\$878,000	\$140,000	\$144,000	\$148,500	\$148,500	\$148,500	\$148,500	72	All Objs	L/N
Cycleways Maintenance	\$30,000				\$10,000	\$10,000	\$10,000		All Objs	L/N
Level crossing warning devices	\$69,000	\$10,000	\$11,000	\$12,000	\$12,000	\$12,000	\$12,000	72		
Footpaths Maintenance	\$243,270				\$108,120	\$67,575	\$67,575	36	All Objs	L/N
Minor events	\$450,000				\$150,000	\$150,000	\$150,000		All Objs	L/N
Network and asset management	\$1,952,300	\$320,000	\$327,500	\$340,000	\$331,600	\$331,600	\$331,600	72	All Objs	L/N
Unsealed road metalling	\$1,694,000	\$270,000	\$278,000	\$286,500	\$286,500	\$286,500	\$286,500	72	All Objs	L/N
Sealed road resurfacing	\$5,177,500	\$850,000	\$875,500	\$902,000	\$850,000	\$850,000	\$850,000	72	All Objs	L/N
Drainage renewals	\$940,500	\$150,000	\$154,500	\$159,000	\$159,000	\$159,000	\$159,000	72	All Objs	L/N
Sealed road pavement rehabilitation	\$540,000	\$100,000	\$100,000	\$100,000	\$80,000	\$80,000	\$80,000	72	All Objs	L/N
Structures component replacements	\$1,254,500	\$200,000	\$206,000	\$212,500	\$212,000	\$212,000	\$212,000	72	All Objs	
Traffic services renewals	\$752,000	\$120,000	\$123,500	\$127,500	\$127,000	\$127,000	\$127,000	72	All Objs	
Sealed pavement maintenance (SPR)	\$729,500	\$115,000	\$118,500	\$122,500	\$122,500	\$125,500	\$125,500	72	All Objs	
Routine drainage maintenance (SPR)	\$129,000	\$20,000	\$21,000	\$22,000	\$22,000	\$22,000	\$22,000	72	All Objs	
Structures maintenance (SPR)	\$201,000	\$32,000	\$33,000	\$34,000	\$34,000	\$34,000	\$34,000	72		
Environmental maintenance (SPR)	\$408,000	\$65,000	\$67,000	\$69,000	\$69,000	\$69,000	\$69,000	72		
Traffic services maintenance (SPR)	\$135,000	\$21,000	\$22,000	\$23,000	\$23,000	\$23,000	\$23,000	72		
Minor events (SPR)	\$300,000				\$100,000	\$100,000	\$100,000		All Objs	
Network and asset management (SPR)	\$341,000	\$50,000	\$57,000	\$58,500	\$58,500	\$58,500	\$58,500	72		
Sealed road resurfacing (SPR)	\$940,500	\$150,000	\$154,500	\$159,000	\$159,000	\$159,000	\$159,000	72	All Objs	

Activity	Total cost estimate	2015/16 cost estimate	2016/17 cost estimate	2017/18 cost estimate	2018/19 cost estimate	2019/20 cost estimate	2020/21 cost estimate	Duration months	Objective/policy contribute to	Funding from other than the NLTF
Drainage renewals (SPR)	\$159,000	\$25,000	\$26,000	\$27,000	\$27,000	\$27,000	\$27,000	72	All Objs	
Sealed road pavement rehabilitation (SPR)	\$2,600,000	\$0	\$200,000	\$0	\$800,000	\$800,000	\$800,000	48	All Objs	
Structures component replacements (SPR)	\$313,500	\$50,000	\$51,500	\$53,000	\$53,000	\$53,000	\$53,000	72	All Objs	
Traffic services renewals (SPR)	\$64,500	\$10,000	\$10,500	\$11,000	\$11,000	\$11,000	\$11,000	72	All Objs	
Minor improvements/LCLR roading improvements	\$1,943,500	\$179,000	\$184,500	\$190,000	\$545,000	\$470,000	\$375,000	72	All Objs	
Minor improvements (SPR)	\$319,000	\$27,000	\$28,000	\$29,000	\$35,000	\$70,000	\$130,000	72	All Objs	L/N
Activity management planning improvement	\$60,000				\$20,000	\$20,000	\$20,000		All Objs	
Bus services	\$204,000	\$32,500	\$33,500	\$34,500	\$34,500	\$34,500	\$34,500	72		
Road safety promotion	\$177,000	\$28,000	\$29,000	\$30,000	\$30,000	\$30,000	\$30,000	72	RPTP	L/N
LED Street Light Upgrades	\$750,000				\$750,000			12		L/N
Lake Kanierie Road	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	12	O2: P2.3	L/N
Whitcombe Valley Road	\$1,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$0	12	O3: P3.1	R

- Notes:** *
- Detailed annual figures unavailable for State Highway activities.
 - Provides the total annual figure of 'maintenance and operation of state highway activities' (those activities included immediately above shaded line).
 - Provides the total annual figure for 'renewals of state highways' (those activities included immediately above shaded line).
 - All slow vehicle bay activities have been requested to be accelerated and undertaken between 2015-18. Some figures remain outside this time period but will be bought forward when the programme is adjusted.
 - These projects are yet to have their year/s of activity determined. However, this will be between 2015-18 for the slow vehicle bay activities.
 - RPTP Policies and actions in the Regional Public Transport Plan should be viewed in reference to this activity.

APPENDIX D: 10 YEAR FORECAST ESCALATION FIGURES BY ACTIVITY CLASS AND DELIVERY AGENCY

The following tables provide a list of the activities relating to transport planning, road safety promotion, public transport, local and state highway road operations and maintenance, renewals and improvement works. They set out the funding allocated to these activity classes for the next 10 financial years.

Table 10: Transport Planning Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
West Coast Regional Council	\$35,000	\$40,000	\$48,000	\$52,000	\$57,000	\$65,000	\$54,000	\$58,000	\$67,000	\$56,000
Total	\$35,000	\$40,000	\$48,000	\$52,000	\$57,000	\$65,000	\$54,000	\$58,000	\$67,000	\$56,000

Table 11: Road Safety Promotion Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Buller District Council	\$31,286	\$31,662	\$32,105	\$32,000	\$32,000	\$32,000	\$35,369	\$36,359	\$37,450	\$38,611
Grey District Council	\$32,260	\$34,257	\$35,284	\$36,000	\$36,000	\$36,000	\$31,925	\$31,925	\$31,925	\$31,925
Highway & Network Operations	\$67,000	\$67,000	\$71,000							
West Coast Regional Council	\$16,800	\$17,136	\$17,479	\$17,843	\$18,200	\$18,564	\$18,920	\$19,298	\$19,684	\$20,078
Westland District Council	\$28,000	\$29,000	\$30,000	\$29,000	\$29,000	\$29,000	\$34,000	\$35,000	\$36,000	\$37,000
Total	\$175,346	\$179,055	\$185,868	\$114,843	\$115,200	\$115,564	\$120,214	\$122,582	\$125,059	\$127,614

Table 12: Public Transport Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Buller District Council	\$54,820	\$55,478	\$56,225	\$52,000	\$52,000	\$52,000	\$61,973	\$63,709	\$65,620	\$67,654
West Coast Regional Council	\$96,500	\$100,630	\$104,763	\$99,252	\$101,818	\$103,854	\$113,398	\$115,666	\$117,980	\$120,339
Westland District Council	\$32,500	\$33,500	\$34,500	\$34,500	\$34,500	\$34,500	\$37,500	\$38,000	\$39,000	\$40,000
Total	\$183,820	\$189,608	\$195,488	\$185,752	\$188,318	\$190,354	\$212,871	\$217,375	\$222,600	\$227,993

Table 13: Maintenance and Operation of Local Roads Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Buller District Council	\$2,738,333	\$2,771,110	\$2,809,908	\$2,868,193	\$2,538,603	\$2,868,354	\$3,095,545	\$3,182,221	\$3,277,687	\$3,379,296
Department of Conservation	\$363,000	\$394,000	\$465,000	\$629,493	\$628,493	\$691,538	\$450,000	\$450,000	\$450,000	\$450,000
Grey District Council	\$2,874,623	\$2,874,263	\$2,874,623	\$2,308,199	\$2,308,199	\$2,308,199	\$2,464,333	\$2,464,333	\$2,464,333	\$2,464,333
Westland District Council	\$2,481,000	\$2,551,750	\$2,624,500	\$2,176,600	\$2,176,600	\$2,176,600	\$2,816,000	\$2,866,500	\$2,917,500	\$2,970,000
Total	\$8,456,956	\$8,591,123	\$8,774,031	\$7,982,485	\$7,651,895	\$8,044,691	\$8,825,878	\$8,963,054	\$9,109,520	\$9,263,629

Table 14: Renewal of Local Roads Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Buller District Council	\$1,467,392	\$1,485,000	\$1,505,790	\$1,135,800	\$1,135,800	\$1,135,800	\$1,658,859	\$1,705,307	\$1,756,466	\$1,810,916
Department of Conservation	\$32,000	\$32,000	\$32,000	\$64,944	\$64,944	\$64,944	\$32,000	\$32,000	\$32,000	\$32,000
Grey District Council	\$2,581,813	\$2,581,813	\$2,581,813	\$2,168,880	\$2,159,880	\$2,168,880	\$2,450,000	\$2,450,000	\$2,450,000	\$2,450,000
Westland District Council	\$1,925,000	\$2,180,000	\$2,037,500	\$2,037,500	\$2,037,500	\$2,037,500	\$2,206,000	\$2,249,500	\$2,294,500	\$2,340,000
Total	\$6,006,205	\$6,278,813	\$6,157,103	\$5,407,124	\$5,398,124	\$5,407,124	\$6,346,859	\$6,436,807	\$6,532,966	\$6,632,916

Table 15: New and Improved Infrastructure for Local Roads Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Department of Conservation	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000	\$245,000
Grey District Council	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Westland District Council	\$206,000	\$212,500	\$219,000	\$223,500	\$228,000	\$232,500	\$237,000	\$242,000	\$247,000	\$251,000
Total	\$751,000	\$757,500	\$764,000	\$768,500	\$773,000	\$777,500	\$782,000	\$787,000	\$792,000	\$796,000

Table 16: Maintenance and Operation of State Highways Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Highway & Network Operations	\$17,478,790	\$15,977,530	\$15,811,810	\$14,520,513	\$15,075,362	\$15,432,920	\$13,905,580	\$14,787,800	\$13,840,350	\$13,878,650
Total	\$17,478,790	\$15,977,530	\$15,811,810	\$14,520,513	\$15,075,362	\$15,432,920	\$13,905,580	\$14,787,800	\$13,840,350	\$13,878,650

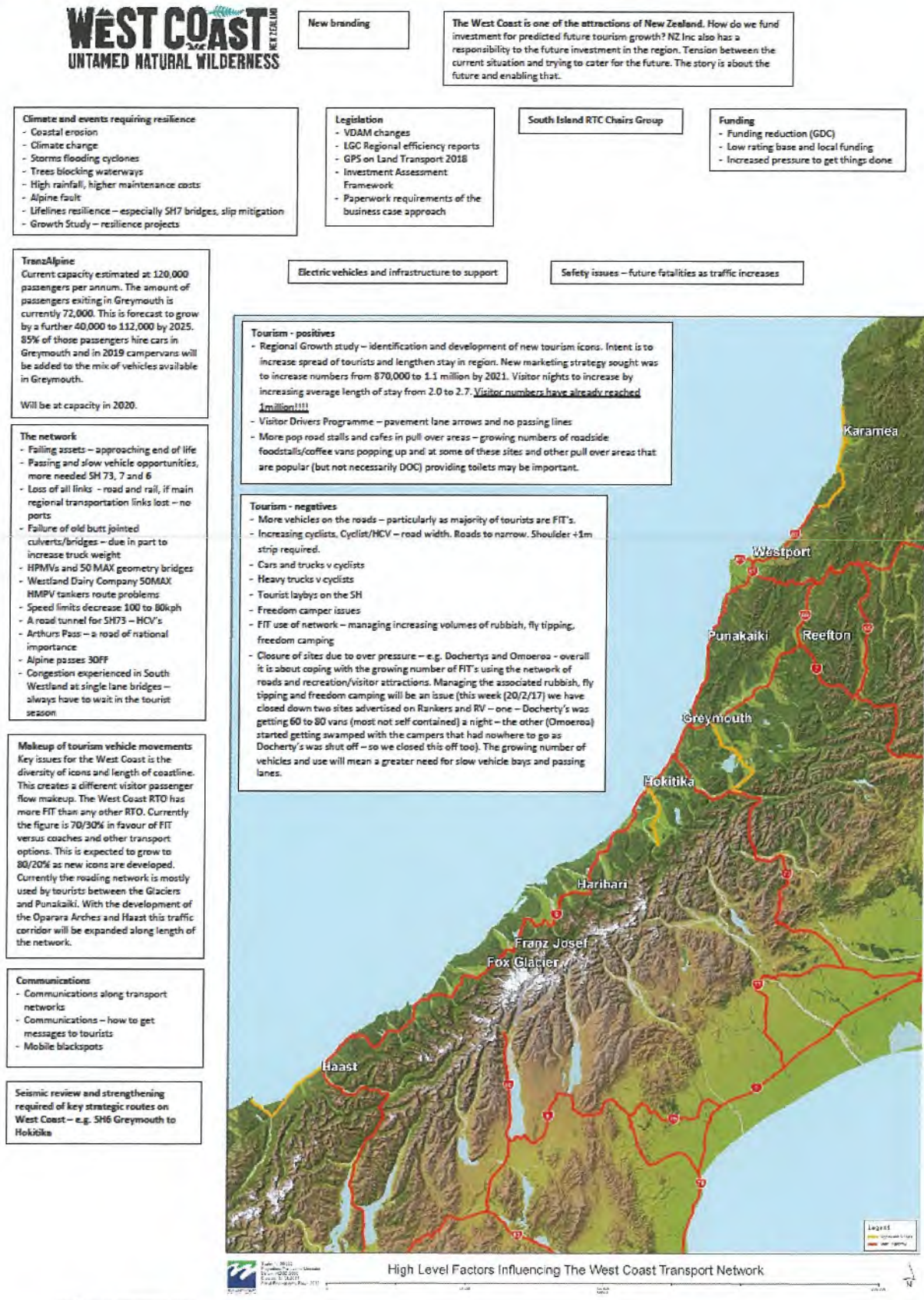
Table 17: Renewal of State Highways Total Escalated Forecast Expenditure

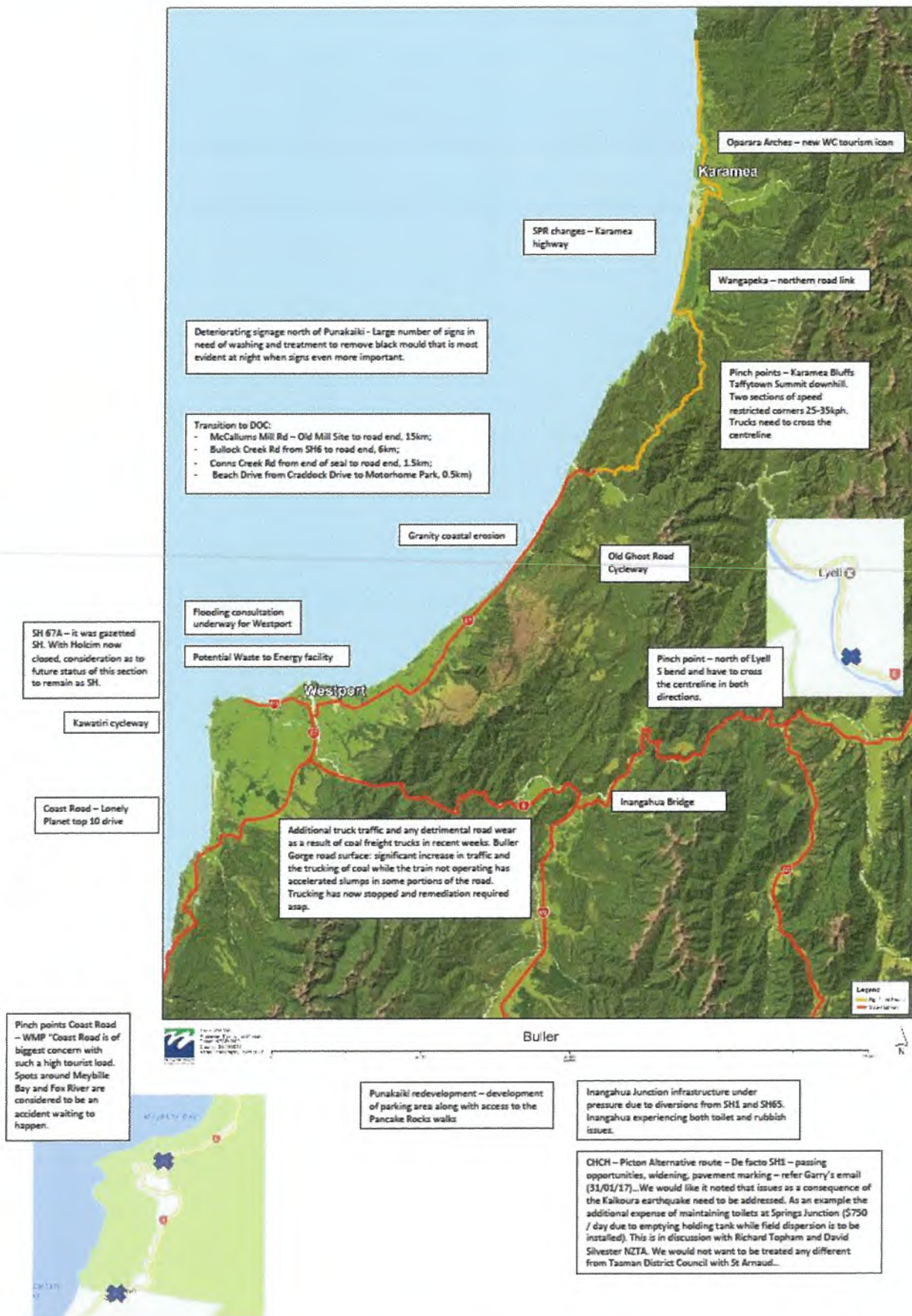
Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Highway & Network Operations	\$7,078,050	\$7,091,550	\$6,681,450	\$7,352,403	\$9,048,314	\$9,364,371	\$7,835,570	\$8,332,690	\$7,798,820	\$7,820,400
Total	\$7,078,050	\$7,091,550	\$6,681,450	\$7,352,403	\$9,048,314	\$9,364,371	\$7,835,570	\$8,332,690	\$7,798,820	\$7,820,400

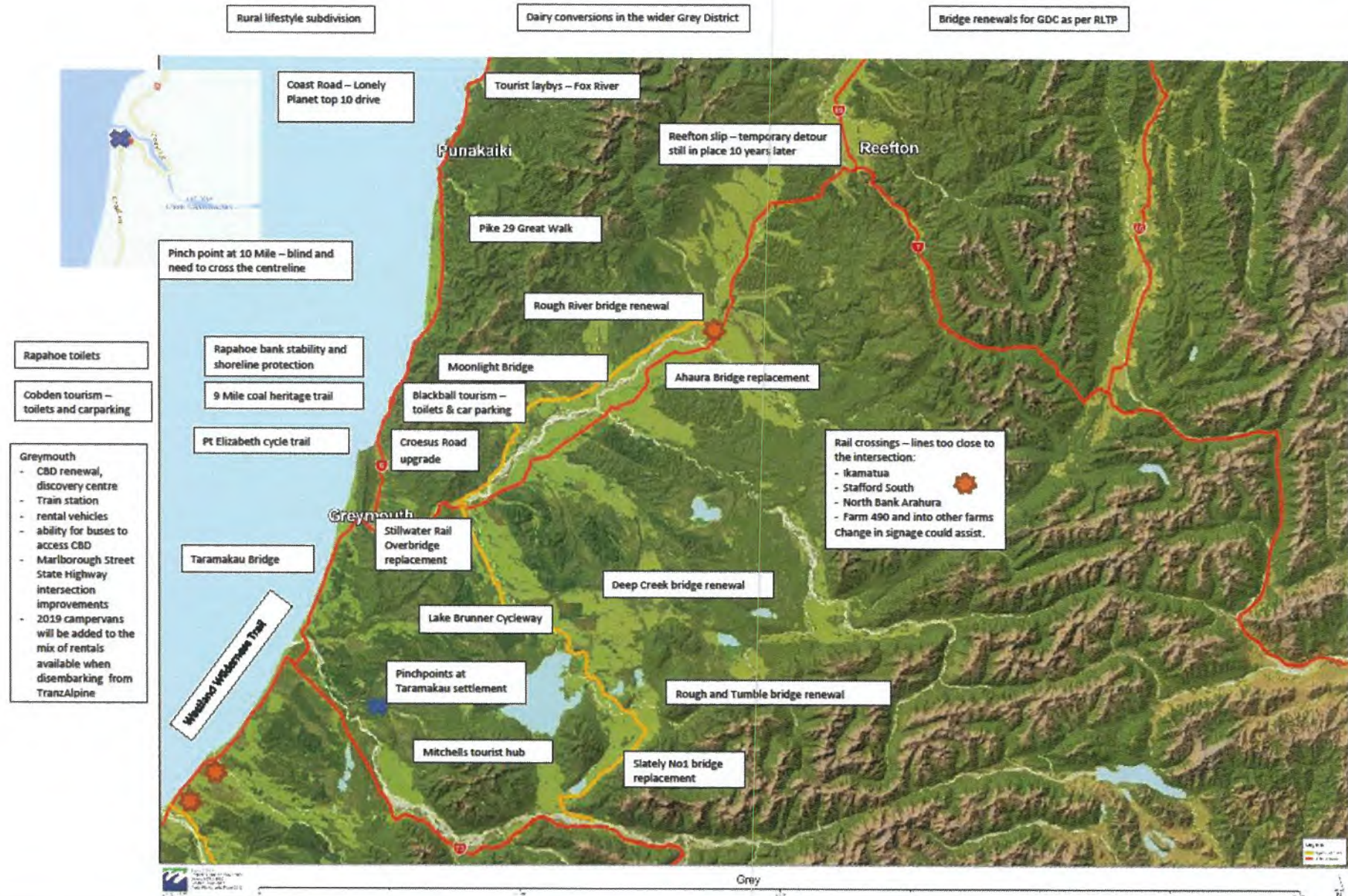
Table 18: New and Improved Infrastructure for State Highways Total Escalated Forecast Expenditure

Delivery agency	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Highway & Network Operations	\$1,421,190	\$3,665,561	\$4,709,931	\$7,900,000	\$6,300,000	\$5,000,000	\$4,700,000	\$2,700,000	\$2,700,000	\$1,700,000
Total	\$1,421,190	\$3,665,561	\$4,709,931	\$7,900,000	\$6,300,000	\$5,000,000	\$4,700,000	\$2,700,000	\$2,700,000	\$1,700,000

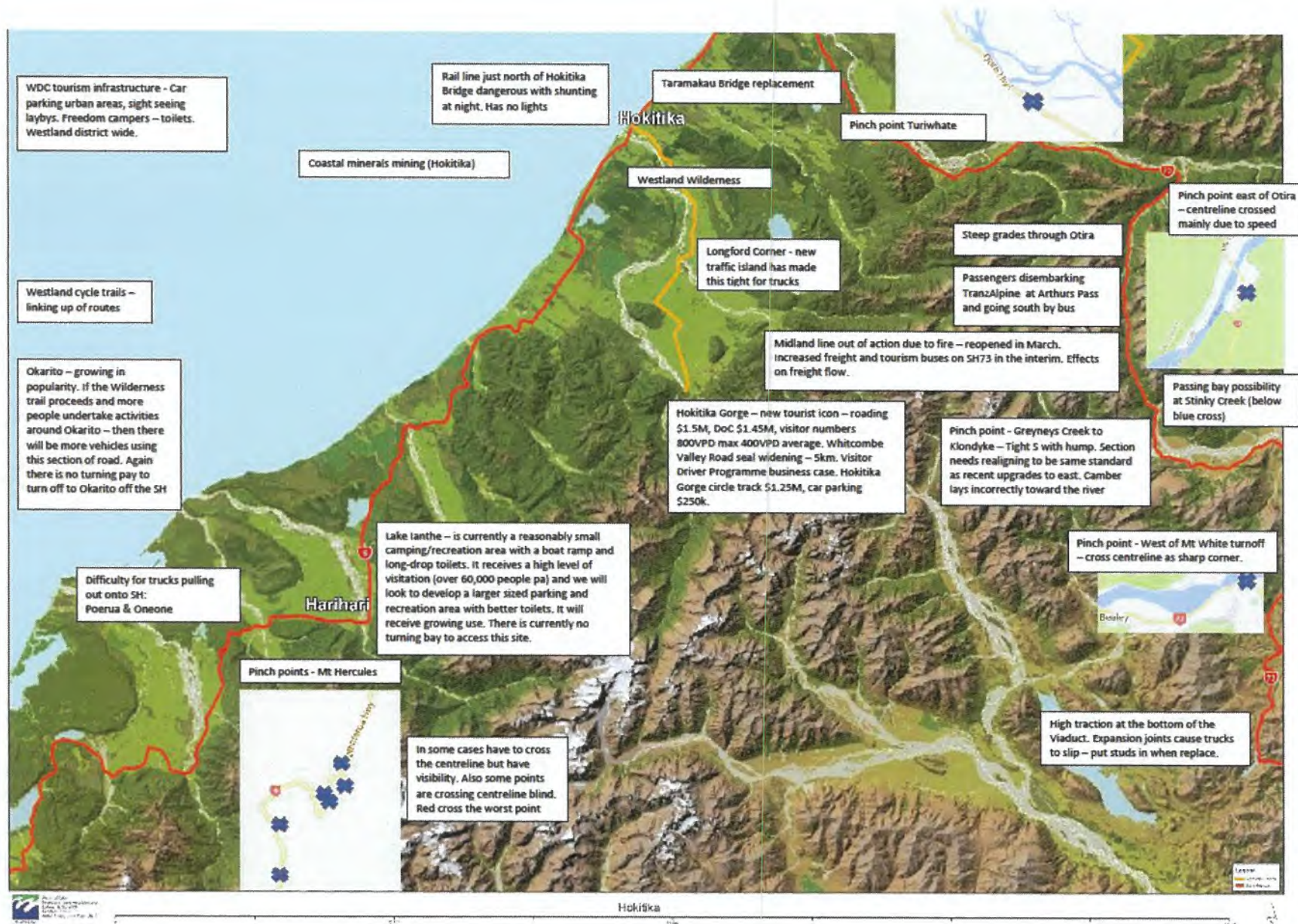
APPENDIX E: MAPS SHOWING ISSUES AND CHALLENGES ON THE WEST COAST







West Coast Regional Land Transport Plan 2015-21 – Interim Review



West Coast Regional Land Transport Plan 2015-21 - Interim Review

APPENDIX F: SUMMARY OF THE DEVELOPMENT OF THE RLTP AND CONSULTATION PROCESS

The RLTP was developed by the RTC taking into consideration transport concerns raised by various transport users and stakeholders. The RTC used a strategic case process to help define the primary issues and challenges with the biggest consequences for the West Coast. The objectives, policies and corresponding methods set the direction for addressing these issues and challenges.

The RLTP was approved for consultation on 19 November 2014 and was available for the public to make submissions on from 3 December 2014 to 23 January 2015. Nine submissions were received. The Hearing Panel, made up of the representatives from the four Councils and the NZ Transport Agency, made decisions on submissions received on 17 February 2015.

The RTC approved the RLTP on 31 March 2015 for it to be adopted by the West Coast Regional Council at its Council meeting on 14 April 2015. It was lodged with the NZ Transport Agency by 30 April 2015.

The interim review of the RLTP commenced with the development of the maps in Appendix E by the Regional Transport Advisory Group (RTAG). From here, specific feedback was sought from specific stakeholders to identify pinch points, and other challenges, on the network. The information gathered was tested through RTC meetings in April and August 2017. This process required an update to the transport issues and challenges to reflect the changes that have been occurring on the West Coast. However, while there was substantial change made to this section, the three transport issues remain very much as originally developed.

The RTC met on 2 November 2017. On review of the draft RLTP, the RTC recommended that the changes made were not significant and did not require notifying it for consultation. The RTC approved for the RLTP to be lodged with the West Coast Regional Council.

Prepared for: Council Meeting 12 June 2018
 Prepared by: Robert Mallinson – Corporate Services Manager
 Date: 6 June 2018
Subject: Corporate Services Manager’s Monthly Report

1. Financial Report 1 July to 30 April 2018

This will be circulated electronically later in the week.

2. Investment Portfolio

31 May 2018	Catastrophe Fund	Major Portfolio	TOTAL
Opening balance 1 May 2018	\$ 1,010,259	\$ 10,481,281	\$ 11,491,540
Income	\$ 12,843	\$ 174,782	\$ 187,625
Deposit			
Withdrawal		\$ -	\$ -
Closing balance 31 May 2018	\$ 1,023,102	\$ 10,656,063	\$ 11,679,165
Total income year to date to 31 May 2018	\$ 39,222	\$ 569,846	\$ 609,068

RECOMMENDATION

That the report be received.

Robert Mallinson
Corporate Services Manager

Prepared for: Council Meeting - 12 June 2018
 Prepared by: Robert Mallinson
 Date: 5 June 2018
 Subject: **Draft Long Term Plan Consultative Document for 2018-2028**

Background

The full Long Term Plan (LTP) document and Consultative Document (CD) will be circulated before the end of the week as we are still talking with Audit NZ about its final content and the final content of the Consultative Document.

The LTP builds on the previous workshop with Councillors. It contains all supporting information required by the Local Government Act. Section 93G of the Local Government Act 2002 requires Council to formally adopt "the information" that:

- (a) Is relied on by the content of the consultation document;
- (b) Is necessary to enable the Auditor General to give reports;
- (c) Provides the basis for the preparation of the Long Term Plan.

The draft Long Term Plan includes a number of policies and assumptions constituting "the information" that Councillors are required to formally adopt at this meeting.

Content of the draft LTP

The draft LTP includes the following specific items, for discussion:

- The Financial Strategy has been modified on the basis of actual experience since 2015. In particular the per capita debt limit of \$500 has been deleted as not particularly relevant and replaced with Council adopted caps of (a) Loan interest not to exceed 10% of total revenues; and (b) Net debt not to exceed 175% of total revenues (which also aligns with LGFA requirements).
- The Financial Strategy also discusses why Council has proposed a new Uniform Annual General Charge of \$50 + GST.
- The 30 year Infrastructure Strategy.
- Summaries of Council groups of activities, levels of services and performance targets, noting that these are largely unchanged from the 2015 Long Term Plan.
- The proposal for an enlarged Waiho River Rating District to replace the existing Franz Josef and Lower Waiho Rating Districts (Lower Waiho Loan Rating District remains until the loan is repaid).
- Significant Forecasting Assumptions have been updated.
- Revenue and Financing Policy has been updated to include fine tuning cost recovery % in some areas and also discuss the proposed new Uniform Annual General Charge of \$50 + GST.
- Funding Impact Statement, including the detailed calculation of the actual rates levies for 2018/19.
- Proposed new Uniform Annual General Charge of \$50 + GST to be applied to each Separately Used and Inhabited Property.
- New Investment & Borrowing Policy which will allow Council to join LGFA. The existing policy hadn't been reviewed since 2009.
- Increase in CDEM targeted rate to provide enhanced levels of service in this area.
- Future of Quarries.
- Working with Communities to manage Coastal Erosion.
- Minor adjustment to staff hourly chargeable rates to compensate for not charging mileage.
- One District Plan Local Government Commission proposals.
- Biodiversity possibilities.
- Economic Development
- Impact of freshwater NPS work.
- Summaries of Financial Strategy and Infrastructure Strategy.

The Council cost recoveries in the Consents & Compliance areas have been amended downwards in the Consents processing area to a suggested 60 – 70% which reflects the reality of the continued economic downturn in areas that require resource consents (actual 18/19 - 63%) and compliance monitoring activities upwards slightly to 75 – 85% (actual 18/19 – 85%). The Revenue & Financing Policy cost recovery % now specifically include "Support" and "Enquiries" cost of these activities. (Existing % in 2015/25 LTP were 70 – 80% for both areas).

Council is forecast to run an operating deficit of -\$502,000 in year 1 of the LTP (18/19). This is due to the costs of the fix to the Greymouth Floodwall and other work agreed to by the Joint Committee. This expenditure is substantial (> \$500,000) and is being funded by a mix of borrowing and use of existing Greymouth Floodwall Separate Rating area credit balances. For this reason it is sensible and prudent for Council to budget to run an operating deficit of -\$502,000 in year 1 of the LTP.

RECOMMENDATIONS

1. *That Council formally adopts the information that is relied on in the content of the Consultative Document, including:*
 - *Budgetary Information*
 - *Significant forecasting assumptions*
 - *Performance framework*
 - *Revenue & Financing Policy*
 - *Financial Strategy*
 - *Infrastructure Strategy*
 - *Groups of Activities Information*
 - *Funding Impact Statements*
 - *Forecast Financial Statements and other Financial Disclosures*
2. *That Council agrees pursuant to S 100 (2) of the Local Government Act 2002 that it is financially sensible and prudent to operate a deficit of operating revenue less expenditure of -\$502,000 for year 1 of the LTP (18/19).*
3. *That Council formally adopts the Draft Long Term Plan supporting document for 2018/28.*
4. *That Council formally notify the LTP Consultative Document no later than 14 June 2018.*
5. *That the public consultation process run from the date of notification till 16 July 2018.*
6. *That Council agree on a special meeting date to conduct public hearings on the Consultative Document and Long term Plan for 2018/28.*
7. *That Council agree on a special meeting date to deliberate on the matters raised in the public submissions.*
8. *That Council agree on a special meeting date to confirm the Long Term Plan for 2018/28.*

Robert Mallinson
Corporate Services Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting- 12 June 2018
Prepared by: Andrew Robb – Chairman
Date: 31 May 2018
Subject: **CHAIRMAN'S REPORT**

Meetings Attended:

- I attended the Regional Sector Group meeting in Wellington on 4 May.
- I attended the Mayors and Chairs Forum on 9 May.
- I took part in the monthly Economic Development meeting on 9 May.
- I attended the Minerals Conference in Queenstown on 28 and 29 May.
- I spoke to Council's submission at the hearing for the Draft proposal for the Combined West Coast District Plan at Grey District Council on 31 May.

RECOMMENDATION

That this report be received.

Andrew Robb
Chairman

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 12 June 2018
Prepared by: Michael Meehan – Chief Executive
Date: 6 June 2018
Subject: **CHIEF EXECUTIVE'S REPORT**

Meetings attended:

- The Civil Defence Regional Director and I met with DHB staff to discuss the re-build of the Buller Hospital on 3 May.
- I chaired the CEG meeting on 3 May.
- The Chairman and I attended the Mayors and Chairs Forum on 9 May.
- I met with Dave Newey from DoC on 10 May.
- I participated in a teleconference on 10 May with the Climate Change Mitigation Reference Group to discuss draft Productivity Commission report.
- Heather McKay and I met with Westland District Council staff regarding Franz Josef waste water issues on 15 May.
- I attended the One Window Mining Workshop on 17 May.
- I met with the Chief Executive of Tai Poutini Polytechnic to discuss training opportunities on the West Coast.
- I attended and presented at the Minerals Conference in Queenstown on 28-30 May.
- I attended the hearing for the Draft proposal for the Combined West Coast District Plan at Grey District Council on 31 May.
- I will be attending the Franz Josef Governance Group meeting on 11 June.

RECOMMENDATION

That this report be received.

Michael Meehan
Chief Executive

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.

- 70 - 72 8.1 Confirmation of Confidential Minutes 8 May 2018
- 8.2 Overdue Debtors Report (to be tabled)
- 8.3 Response to Presentation (if any)
- 8.4 In Committee Items to be Released to Media

Item No.	General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 7 of LGOIMA for the passing of this resolution.
8.			
8.1	Confirmation of Confidential Minutes 8 May 2018		
8.2	Overdue Debtors Report (to be tabled)	Privacy of natural person	Clause 7 subclause 2 (a)
8.3	Response to Presentation (if any)		Clause 7 subclause 2 (i)
8.4	In Committee Items to be Released to Media		Clause 7 subclause 2 (i)

I also move that:

- Michael Meehan
- Robert Mallinson
- Randal Beal
- Hadley Mills
- Heather McKay
- Nichola Costley

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.