

National Land Transport Programme 2009-2012

# West Coast



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# Introduction from the Regional Director

I'm pleased to introduce to you this National Land Transport Programme (NLTP) for 2009-2012 – a programme through which the NZ Transport Agency (NZTA) is making a record investment in land transport at a time when New Zealand needs it most.



The global economic situation has changed dramatically in the past 18 months, with significant effects for the New Zealand economy. In response, and as part of its commitment to improving New Zealand's economic outlook and performance, the government has set clear expectations and priorities for the land transport sector. These expectations are articulated in the *Government policy statement on land transport funding* (GPS).

Through this NLTP, the NZTA 'gives effect' to the GPS with a focus on supporting economic activity and employment throughout the country. It aims to deliver the best possible returns for New Zealand, through prioritising a wide range of national and regional activities.

The NLTP demonstrates an increased focus on efficiency and effectiveness in all spending, a rigorous national approach to setting priorities, and an ongoing focus on improving safety and reducing the adverse environmental effects of land transport. Inevitably there is a greater investment in some areas over others where these expectations are clearly met.

This document details the funding provided for the West Coast region – and as a dynamic document will be reviewed and updated regularly to reflect any approved variations to programmes, with the latest version available on the NZTA's website at [www.nzta.govt.nz](http://www.nzta.govt.nz).

For information on funding for the rest of New Zealand (and how the NLTP is developed and managed) please see the 'national' document, which is also available at [www.nzta.govt.nz](http://www.nzta.govt.nz).

## West Coast – the context

Links to other regions are crucial to the economy of the West Coast region.

Closures of these routes can cause major delays for locals, tourists and freight traffic, which can have significant negative effects on the region's economy. The reliability, capacity, safety and security of the routes on which the region depends is therefore a major focus of this NLTP, which allocates funding to maintain the region's local and state highway networks to support economic growth in our region.



Another challenge is ensuring our local roads and state highways cope with the region's increasing growth in mining, dairy and tourism. Road safety remains a particular concern, especially around the potential conflict between heavy and light vehicle traffic on single-lane bridges and narrow, winding sections of road (compounded by a lack of passing opportunities). The number of single-lane bridges on state highways also poses a road safety risk and affects traffic flow.

A National Bridge Replacement Study aims to address these issues. This has identified the need to replace the Goat Creek Bridge on State Highway (SH) 73.

In summary, the West Coast's transport priorities to which this NLTP responds are:

- improving road safety
- ensuring transport corridor security and efficiency
- improving passing opportunities
- continuing progress on replacing single-lane bridges
- ensuring safe and efficient freight movements.

A strong commitment to value for money has led to changes in how R (regionally distributed) funding is used. R funding will be used for the highest-priority projects in this NLTP, providing a guaranteed minimum level of funding for West Coast. R funding comes from a portion of fuel excise duty and light road user charges and is allocated proportionally to regions based on population.

In the past, R funding was used to fund lower-priority projects that would otherwise not qualify for funding. The new approach delivers much greater value for money for all public money invested in land transport.

## Highlights of this NLTP

This NLTP provides an investment of \$110.8 million for the West Coast region over the 2009-2012 period. I'm confident that this NLTP gives the required effect to the GPS. All funds have been allocated to activity classes within the GPS limits and in line with the NZTA's priorities.

In the next three years activities that are likely to be funded include:

- improving route security to the West Coast by replacing an old single-lane timber bridge at Goat Creek with a two-lane bridge 35 metres downstream, and realigning the highway approaches to the new bridge
- increasing passing opportunities on our state highway network by providing slow vehicle bays and undertaking road shoulder widening and visibility improvements
- improving safety by installing a stock truck effluent disposal site at Jacksons on SH73
- strengthening the Big River and Blackball Creek to handle coal trucks moving coal from road to rail
- upgrading the Moana railway overbridge in the Lake Brunner area to meet earthquake design standards.

For an overview of all projects in the region likely to receive funding in the next three years, see the map on page 4.

The National Land Transport Fund can only be used to fund activities listed in the NLTP. The tables in this NLTP list:

- Activities that have been given funding approval and represent committed funding.
- Activities that the NZTA anticipates may be given funding approval during 2009-12 (category 2 activities). More activities are listed than will be funded because many do not progress as planned.
- Reserve activities that are expected to be funded beyond 2009-12, but might be funded in 2009-12 (if circumstances justify it).
- Activities that are not expected to be funded because they have too low a priority to warrant funding.

## Recent achievements

In the past 12 months, we've achieved a number of NLTP milestones in making our region's roads safer, more resilient and more suitable for the people and businesses that use them every day.

These include:

- replacing the Arahura road/rail bridge. At \$21 million, this is one of our largest projects; one lane is already open to traffic and the bridge is expected to be fully operational in 2010. Having the new bridge will greatly improve travel times between Greymouth and Hokitika, especially for freight, and have a positive impact on the region's economy
- commissioning the region's first permanent traffic lights at two sites in the SH6 Buller Gorge. The signals are part of a \$694,000 NZTA project to improve road safety in two areas that have had high crash rates owing to the poor visibility of oncoming vehicles. These lights will also help to smooth traffic flows through this area
- further investigation work into the options for replacing the Gates of Haast Bridge on SH6
- several road improvements on local roads and state highways, including improving road access to the Pike River coal mine, which is important to the region's economy.

## The role of the Regional Transport Committee

The West Coast Regional Transport Committee has a pivotal role in shaping the region's transport future.

The committee comprises elected members from the regional and local authorities on the West Coast, a representative from the NZTA and six community representatives with expertise in areas such as access and mobility, safety and personal security, and economic development.

One of the committee's key tasks is to develop the West Coast's three-year RLTP, which prioritises the regional transport activities proposed by the NZTA, transport activities for the Department of Conservation and capital improvements for the regional and local authorities that are more than 'minor' works.

This regional perspective enabled the NZTA to build a geographic view of land transport requirements nationwide, and to align regional and national views in deciding on the most appropriate allocations of funds to give effect to the GPS. Public submissions on the West Coast's draft programme were reflected in the final programme that went to the NZTA Board, which made the ultimate funding decisions for the NLTP.

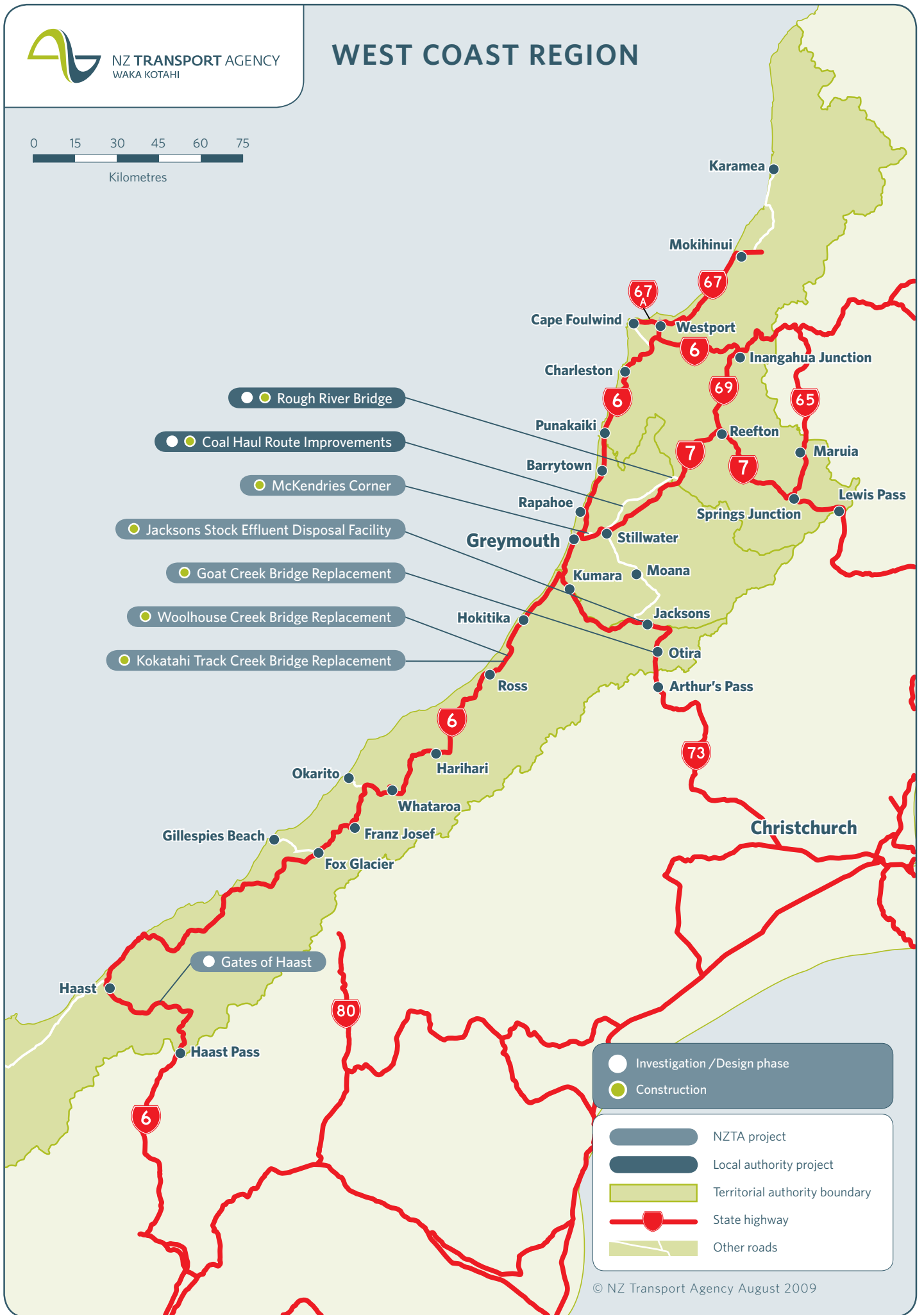
I believe this NLTP augurs well for the West Coast's future as a key contributor to New Zealand's social and economic wellbeing. I look forward to working closely with our regional and local authority partners, New Zealand Police and the West Coast community on ensuring it is implemented successfully.



**Mark Yaxley**  
Regional Director



# WEST COAST REGION



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# Regional summary

## Overview of the transport system

**Table 1: Key statistics on the West Coast region (June 2007-July 2008)**

	West Coast region	New Zealand	Region as % of NZ
Population	32,400	4,268,500	1
Land area (km <sup>2</sup> )	23,300	275,400	8
Imports (gross tonne) <sup>1,2</sup>	800,000	79,200,000	1
Exports (gross tonne) <sup>1,2</sup>	2.6 million	73.4 million	4
Gross domestic product (GDP) (\$)	1200 million	155,400 million	1
Passenger transport - bus - boardings	45,800	92,777,200	0
Passenger transport - rail - boardings	-	18,346,600	-
Passenger transport - ferry - boardings	-	4,695,000	-
Vehicle kilometres travelled	500 million	40,200 million	1
Fatalities <sup>3</sup>	4	366	2
Serious injuries <sup>3</sup>	19	2553	2
Local roads - urban all (km)	286	17,298	2
Local roads - urban sealed (km)	263	16,956	2
Local roads - rural all (km)	1611	65,601	2
Local roads - rural sealed (km)	790	33,698	2
State highways - all (km)	872	10,906	8
State highways - sealed (km)	872	10,850	8
State highways - motorway (km)	-	172	-

1 Crude indication only - based on a ratio determined in 2002 by Booz Allan Hamilton between international and inter-regional freight movements.

2 Includes both inter-national and interregional freight movements.

3 Safety data is for the year ending 2008.

## Investment priorities

One of the high-priority projects in the West Coast region is the Arahura Bridge replacement on SH6 near Hokitika, which replaces an historic bridge on a route that is vital to the region's economy.

Other major safety projects likely to start in the next three years are:

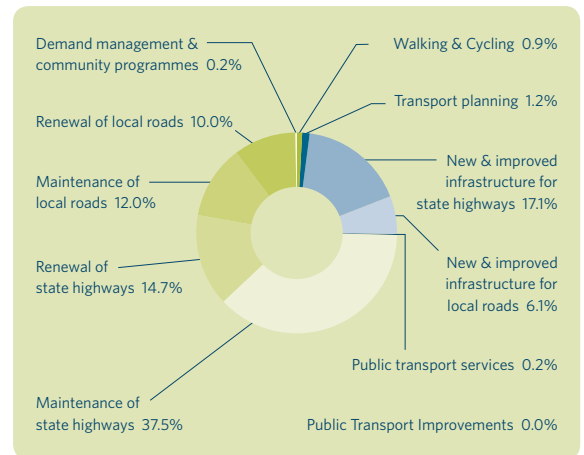
- curve improvements at McKendries Corner on SH7 at Omoto
- replacing the Goat Creek Bridge on SH73 at Otira, and the Woolhouse Creek and Kokatahi Track Bridges on SH6 between Hokitika and Ross.

Major local road projects include upgrading Atarau Road and replacing the Rough River Bridge on this road to provide for coal transport from the Pike River mine. Coal is one of the major contributors to the West Coast region's prosperity.

## Expected expenditure on the West Coast

Table 2: Expected expenditure on the West Coast

West Coast	2009/12	% of total
Walking and cycling	1.0	0.9%
Transport planning	1.3	1.2%
Public transport improvements	-	0.0%
New & improved infrastructure for state highways	19.0	17.1%
New & improved infrastructure for local roads	6.7	6.1%
Public transport services	0.2	0.2%
Maintenance of state highways	41.5	37.5%
Renewal of state highways	16.3	14.7%
Maintenance of local roads	13.3	12.0%
Renewal of local roads	11.1	10.0%
Demand management & community programmes	0.3	0.2%
	<b>110.8</b>	<b>100%</b>



Note: includes R funds of \$10m

## State highway operations, maintenance and renewal

This NLTP allocates approximately \$57.8 million to maintaining the highways that are so important to the West Coast economy.

This funding will also support a number of other activities, which include installing electronic variable message signs at critical points on the network. These will improve safety and the availability of road condition information to road users, and add to those already established on SH7 (at Lewis Pass and Rahu Saddle) and SH73 (Arthur's and Porters Passes). Signs will also be operating soon on the popular SH6 tourist route between Hokitika and Haast.

Other initiatives include:

- using thermal mapping technology and weather stations to improve accuracy in predicting where ice might occur on the inland state highway network. This technology will also improve emergency responses to ice and snow on roads
- strengthening a number of bridges to reduce their vulnerability in the event of a severe earthquake
- refurbishing and relocating the Ten Mile Bridge on SH6 to improve route security and heavy vehicle access on the bridge approaches.

## State highway improvements

The state highway network plays a vital role in connecting all parts of the West Coast, providing links to adjoining regions and supporting coal, freight, dairy and tourism activities in the region.

This NLTP allocates \$19 million to improvements on West Coast state highways. Key projects include the Arahura Bridge replacement, while those that focus on critical route safety and security likely to receive funding include:

- a number of bridge replacements, including the Goat Creek Bridge
- designing a replacement for the Gates of Haast Bridge
- curve realignment work at McKendries Corner to improve safety
- investigations into improving passing opportunities on the region's highways
- investigations into the installation of a stock truck effluent disposal site at Jacksons.

## Local road operations, maintenance and renewal

As with the region's state highways, local roads on the West Coast are feeling the pressure from a significant increase in heavy motor vehicle traffic, much of it generated by dairying sector growth and coal mine developments.



This NLTP allocates \$24.4 million to maintaining West Coast local roads. It includes reconstruction, resealing and minor safety work, which will help make the region's local roads safer, more efficient and able to make a greater contribution to the region's economy. The NZTA has approved a three-year allocation and expects organisations to manage the required maintenance, operations and renewal programmes including any changes in costs within that allocation.

## Local road improvements

The NLTP allocates \$6.7 million to West Coast local road improvements. Most projects provide for transporting the coal that is so important to the local economy, including that extracted from the newly developed Pike River mine. The projects likely to receive funding include:

- strengthening Atarau Road in the Grey and Buller istricts
- replacing the Rough River Bridge
- strengthening other bridges on routes north and south of the mine.

## Public transport

The NLTP allocates \$200,000 to public transport on the West Coast in 2009-2012.

This covers the cost of providing total mobility and other public transport services, enabling transport choice for those with limited access to cars or who are vulnerable to fuel price increases.

## Walking and cycling

The NLTP allocates \$1.0 million to walking and cycling projects on the West Coast.

As part of implementing the West Coast Walking and Cycling Strategy, a number of projects planned for the next three years will make walking and cycling safer and more attractive travel options. Among these is the construction of new paths into the Fox and Franz Josef glaciers.

## Road policing activities

National Land Transport Fund funding for New Zealand Police road policing activities in the West Coast region totals \$3.762 million for the 2009/10 year. This includes \$3.080 million for strategic policing of the 'fatal five' road safety issues: speeding, drink/drugged driving, restraints, dangerous/careless driving and high-risk drivers. It also contributes to funding vehicles and equipment, communications, accommodation and other costs.

The detailed 2009/10 Road Policing Programme can be viewed on the New Zealand Police website at [www.police.govt.nz/service/road](http://www.police.govt.nz/service/road). The programmes for 2010/11 and 2011/12 will be published annually on the site once they have been approved by the Minister of Transport.

## Regionally significant projects from 2012/13 onwards

Post 2012/13, the main project planned in the West Coast region is the replacement of the Gates of Haast Bridge on SH6, a major tourist route linking Otago and the West Coast region. The new bridge will improve the safety and reliability of this route, which carries many of the tourists and freight that are important to the region's prosperity.

A planned project that, while located in Canterbury, is of major significance to the West Coast is the upgrade and realignment of SH73 from Mingha Bluff to Arthur's Pass. The West Coast region may provide funding assistance to Canterbury for this project. Once completed, it should result in a safer and more reliable route that will benefit the economies of both the Canterbury and West Coast regions.

# Regional tables

## Key (for tables)

<b>FTE staff</b>	The number of full time equivalent NZ Police staff allocated to the activity.
<b>Phase type</b>	The phase type of the project phase listed on this row.
S	Study
I	Investigation
D	Design
C	Construction
P	Property purchase
<b>NLTP status</b>	The status of the programme within the 2009/12 NLTP.
COM	A commitment carried forward from previous years.
APP	Approved new works, allocations approved for expenditure on the related project or programme.
CAT2	Projects included in the NLTP which have not been given funding approval, but may be considered for funding during 2009/12 and, based on information submitted to the NZTA, are expected to meet the requirements for funding. Funding applications for the projects are expected during the course of 2009/12.
RES	Projects included in the NLTP which have not been given funding approval and are not likely to be promoted for funding during 2009/12 either due to expenditure being programmed beyond 2009/12 or because preliminary assessment of their profile (based on submitted information) gives them a priority below that expected to be funded in 2009/12.
<b>Funding priority</b>	
Probable	Category 2 activities which, based on information submitted to the NZTA, probably have sufficient priority to warrant funding.
Possible	Category 2 activities which, based on information submitted to the NZTA, possibly have sufficient priority to warrant funding, subject to funding being available.
Res. A	Reserve activities indicatively programmed over 2009/12 that, based on the information submitted to the NZTA, have a lower indicative profile and priority and are therefore not expected to be affordable unless there is a significant improvement in priority and funding is available.
Res. B	Reserve activities indicatively programmed to start beyond 2011/12 which would be considered for funding during 2009/12 should circumstances warrant, considering their priority and the availability of funding.
Not fundable	Types of activity that are not funded through the NLTP, or activities with such low priority that funding is not contemplated.
<b>SH</b>	The state highway associated with the project or programme.
<b>WC</b>	Work category.
<b>Profile</b>	A three letter string describing the strategic fit of the activity and the effectiveness and efficiency of the solution. H is High, M is Medium, and L is Low.
<b>Total phase costs \$000</b>	The total cost of the project phase for all years, including local share subsidy.
<b>Prev. spend \$000</b>	The total spent to date on the phase for all years, including local share subsidy.
<b>%FAR</b>	The funding assistance rate applying to the phase.
<b>NLTF</b>	The total cost to be spent in 2009/12 on implementing the phase and the funding from the National Land Transport Fund available for this.
<b>Indicative funding source</b>	The funding source of the project phase. The funding source is definite for commitments or approved new works. It is indicative for Cat 2, and will potentially change.
C	Crown funds allocated in accordance with schedule 2, clause 14 of the Land Transport Amendment Act 2008.
T	Community transport funds allocated in accordance with NZTA policy set out in general circular 08/12 to meet transport needs for communities in areas of high socio-economic deprivation.
R	Regionally distributed funding from the named region.
N	Nationally distributed funds.

## Work categories

001 Regional land transport planning and management	215 Structures component replacements	511 Bus services
002 Studies and strategies	221 Environmental renewals	512 Passenger ferry services
003 Activity management plans	222 Traffic services renewals	513 Bus and passenger ferry concession fares
111 Sealed pavement maintenance	231 Associated improvements	514 Passenger transport facilities operations and maintenance
112 Unsealed pavement maintenance	241 Preventive maintenance	515 Passenger rail services
113 Routine drainage maintenance	321 New traffic management facilities	517 Total mobility operations
114 Structures maintenance	322 Replacement of bridges and other structures	519 Wheelchair hoists
121 Environmental maintenance	323 New roads	521 Total mobility flat rate payments
122 Traffic services maintenance	324 Road reconstruction	531 Passenger transport infrastructure
123 Operational traffic management	325 Seal extension	533 Passenger transport road improvements
124 Cycle path maintenance	331 Property purchase (state highways)	711 Strategic road policing
131 Level crossing warning devices	332 Property purchase (local roads)	712 Incident and emergency management
141 Emergency reinstatement	333 Advance property purchase	713 Road policing resolutions
151 Network and asset management	341 Minor improvements	714 Community engagement in land transport
161 Property management (state highways)	421 Demand management	811 Research programme
171 Financial grants	432 Community programmes	812 National education and promotion programmes
211 Unsealed road metalling	442 Sea freight operations	813 Training and support programme
212 Sealed road resurfacing	445 Rail freight infrastructure	911 Programme management
213 Drainage renewals	446 Sea freight infrastructure	912 Performance monitoring
214 Sealed road pavement rehabilitation	451 Pedestrian facilities	913 Crash analysis system
	452 Cycle facilities	

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
<b>Buller District Council</b>											
<b>Renewal of local roads</b>											
Road renewals		Local Roads	App.			3,419.0	669.4	686.8	695.1		N
Operation and maintenance of local roads											
Road operations and maintenance		Local Roads	App.			5,972.2	1,184.6	1,196.1	1,206.3		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12		Local Roads	App.	341		-	148.3	134.0	133.3		N
Woolley Valley Road	2	MMH	Cat2	332	70%	65.0	-	45.5	-	Probable	R
Improve, expand or replace network group											
Rough River Bridge	2	MMH	Alloc.			3,030.0	65.0	230.0	685.0		R
Rough River Bridge	2	MMH	Cat2	322	70%	250.0	-	175.0	-	Probable	R
Derby Street Reconstruction	2	MMM	Cat2	324	70%	1,094.1	63.0	56.0	57.4	Possible	R/N
User benefits improvements group		Group allocation	Alloc.			800.8	-	-	-		
Seal Extensions 2009-12	3	LMM	Reserve	325	70%		73.5	76.0	78.1	Res. A	
<b>Public transport services</b>											
Bus services		Operations	App.	511	50%	103.5	17.3	17.3	17.3		N
<b>Demand management &amp; community programmes</b>											
Road safety programme 2009-12		Implementation	App.	432	75%	-	18.7	-	-		N
<b>Buller District Council SPR</b>											
<b>Renewal of local roads</b>											
Road renewals		SPR	App.			801.0	259.1	266.9	275.0		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		SPR	App.			1,023.5	330.7	341.7	351.1		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12		SPR	App.	341		-	47.2	43.3	43.9		N
<b>DOC (Hokitika)</b>											
<b>Renewal of local roads</b>											
Road renewals		SPR	App.			193.0	171.0	21.0	1.0		N
Preventive Maintenance (09/10) Fox Glacier North Terminal											
	2		Cat2	241	100%	200.0	100.0	100.0	-		
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		SPR	App.			980.3	321.1	326.8	332.4		N
<b>New &amp; improved infrastructure for local roads</b>											
Fox Glacier North Access Road Seal Extension	-	Construction	Com	325	100%	1,308.0	1,079.0	-	-		N
Franz Josef Glacier Access Road Seal Extension	-	Construction	Com	325	100%	1,541.0	1,059.0	-	-		N
Minor improvements 2009/12		SPR	App.	341		-	39.4	24.8	23.4		N

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
<b>Demand management &amp; community programmes</b>												
Promotion of Transport Options for the Glacier Townships	Implementation			N/F								
<b>Walking and cycling facilities</b>												
Glacier Access Roads – Pedestrian & Cycle Access	Construction	-		Com	452	100%	936.0	936.0	-	-		R & N
<b>Grey District Council</b>												
<b>Renewal of local roads</b>												
Road renewals	Local Roads			App.			6,963.4	1,421.3	1,441.5	1,454.5		N
<b>Operation and maintenance of local roads</b>												
Road operations and maintenance	Local Roads			App.			5,525.0	1,147.9	1,158.3	1,168.1		N
<b>New &amp; improved infrastructure for local roads</b>												
Atarau Road strengthening/widening	Construction	-		Com	324	72%	1,500.0	716.6	-	-		N
Minor improvements 2009/12	Local Roads			App.	341		-	205.5	185.1	183.9		N
Improve, expand or replace network group	Group allocation			Alloc.			220.0	450.0	450.0	310.0		N
Moonlight Bridge Strengthening	Construction	2	MMM	Cat2	322	72%	564.0	-	406.1	-	Possible	R/N
Atarau Road Strengthening and Widening	Construction	2	MMM	Cat2	324	72%	577.5	415.8	-	-	Possible	R/N
Blackball Creek Bridge Strengthening	Construction	2	MMM	Cat2	322	72%	163.3	-	-	117.6	Possible	R/N
Big River Bridge Strengthening	Construction	2	MMM	Cat2	322	72%	310.7	-	-	223.7	Possible	R/N
Taylorville - Blackball Road Strengthen and Widen	Construction	2	MMM	Cat2	324	72%	930.7	-	214.6	224.1	Possible	R/N
Taylorville Blackball and Atarau Road Slow Vehicle lanes	Construction	4	MMM	Cat2	324	72%	356.0	-	-	82.1	Possible	R/N
Stock Effluent Station SH73 Jacksons	Construction	2	MMM	Cat2	321	72%	90.0	-	64.8	-	Possible	R/N
Deep Crk NO1 Bridge Renewal Bell Hill Road	Construction	3	MMM	Cat2	322	72%	381.6	-	274.7	-	Possible	R/N
Rum Creek - Bell Hill Road	Construction	2	MMM	Cat2	322	72%	110.5	-	-	79.6	Possible	R/N
Moana Railway Overbridge - Lake Brunner Area	Construction	3	MMM	Cat2	322	72%	200.0	-	144.0	-	Possible	R/N
User benefits improvements group	Group allocation			Alloc.			-	-	-	-		
Deep Crk Rd Seal Extension	Construction	2	LMM	Reserve	325	72%	736.9	-	-	530.6	Res. A	
Blair Road - Seal Extension	Construction	2	LMM	Reserve	325	72%	596.2	-	429.3	-	Res. A	
<b>Demand management &amp; community programmes</b>												
Grey District Community Programmes	Implementation			App.	432	75%	-	26.0	-	-		N
Transport planning												
Transport Planning	Study	1	ML	Cat2	003	72%	78.0	7.6	4.7	4.9		N
<b>West Coast Highway &amp; Network Operations</b>												
<b>Renewal of state highways</b>												
Road renewals	State Highways			App.			15,694.9	6,478.9	4,608.0	4,608.0		N
Scour Investigation 9/12	Construction	2		Cat2	241	100%	748.0	242.0	249.0	257.0		
<b>Operation and maintenance of state highways</b>												
Road operations and maintenance	State Highways			App.			39,803.7	13,262.1	13,270.8	13,270.8		N
EW West Coast Jul 06	Construction	-		Com	141	100%	-	184.5	-	-		N
EW West Coast May 09 Flooding Scour	Construction	-		Com	141	100%	-	920.0	-	-		N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
<b>New &amp; improved infrastructure for State highways</b>											
Arahura BR	1	Com	322	100%	21,848.0	3,509.8	209.7	-	-	N	
Gates of Haast Realign	2	Com	323	100%	655.6	47.2	-	-	-	R	
Buller Gorge Signals		Com		100%	787.0	50.0	-	-	-	N	
Goat Creek Bridge Replacement		Com		100%	1,800.0	1,800.0	-	-	-	N	
Minor improvements 2009/12		App.	341		-	1,275.0	1,226.0	1,226.0		N	
Gates of Haast Realign	2	MMM	324	100%	1,330.9	-	-	658.3	658.3	Probable	R/N
Gates of Haast Realign		MMM	324	100%	110.9	-	-	54.9	54.9	Probable	R/N
Improve, expand or replace network group		Alloc.				2,656.3	2,921.9	2,921.9			
Jacksons Stock Truck Effluent Disposal	2	MMH	321	100%	721.0	-	721.0	-	-	Probable	R
Kokatahi Track Creek Bridge Replacement	2	MMH	322	100%	417.0	417.0	-	-	-	Probable	R
Woolhouse Creek Bridge Replacement	2	MMH	322	100%	420.0	420.0	-	-	-	Probable	R
Improved Driver Information 9/12	2	MMM	321	100%	584.2	189.0	194.7	200.5	200.5	Probable	R/N
McKendries Corner Curve Improvements	2	MMM	324	100%	1,070.0	1,070.0	-	-	-	Probable	R/N
Property Acquisitions 9/12	2	MMM	331	100%	653.2	211.3	217.7	224.2	224.2	Probable	R/N
Rehabilitation Seal Widening 9/12	2	MMM	324	100%	730.3	236.3	243.4	250.7	250.7	Probable	R/N
Safety Retrofit 9/12	2	MMM	324	100%	2,190.8	708.8	730.1	752.0	752.0	Probable	R/N
Seismic Retrofit 9/12	2	MMM	322	100%	350.0	-	80.0	270.0	270.0	Probable	R/N
Strategic Plan Initiatives 9/12	2	MMM	324	100%	1,752.7	567.0	584.1	601.6	601.6	Probable	R/N
West Coast Passing Opportunity Improvements	2	MML	324	100%	106.0	-	106.0	-	-	Possible	R
West Coast Passing Opportunity Improvements	2	MML	324	100%	109.0	-	-	109.0	109.0	Possible	R
<b>Demand management &amp; community programmes</b>											
Community Advertising 9/12 - West Coast		App.	432	100%	-	14.7	-	-	-	N	
<b>Walking and cycling facilities</b>											
Walking and Cycling - Access and community benefits		Alloc.				-	-	-	-		
West Coast walk/cycle minor improvements	2	LMM	452	100%	772.7	250.0	257.5	265.2	265.2	Res. A	
<b>Transport planning</b>											
SH6 Route Security Study		Com	002	100%	152.9	55.3	-	-	-	N	
West Coast Passing Opportunities Study		Com	002	100%	87.0	60.9	-	-	-	N	
West Coast Walking and Cycling Strategy		Com	002	100%	30.0	9.7	-	-	-	N	
Activity management plans		Cat2	003	100%	919.9	314.8	302.5	302.5	302.5	N	
West Coast Safe, Sustainable and Efficient Routes Study	1	Cat2	002	100%	100.0	34.0	33.0	33.0	33.0	N	
<b>West Coast Regional Council</b>											
<b>Public transport services</b>											
Public transport professional services/ administration		App.	000	50%	51.0	8.5	8.5	8.5	8.5	N	
Total mobility operations		App.	517	50%	200.9	33.5	33.5	33.5	33.5	N	
Demand management & community programmes		App.	432	75%	-	11.6	-	-	-	N	
West Coast Road Safety/Sustainable Transport Coordinator		App.									
<b>Transport planning</b>											
Regional land transport planning management		App.	001	100%	174.1	59.9	57.1	57.1	57.1		

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$000)	2010/11 NLTf (\$000)	2011/12 NLTf (\$000)	Funding priority	Funding source*
<b>Westland District Council</b>											
<b>Renewal of local roads</b>											
Road renewals			App.			4,848.4	741.6	1,056.8	1,062.1		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance			App.			5,128.1	1,005.4	1,012.4	1,015.8		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12			App.	341		-	139.8	147.3	145.7		N
User benefits improvements group			Alloc.				-	-	-		
<b>Public transport services</b>											
Bus services			App.	511	50%	89.6	14.9	14.9	14.9		N
<b>Demand management &amp; community programmes</b>											
WDC Community Programme			App.	432	75%	-	17.0	-	-		N
<b>Walking and cycling facilities</b>											
Walking and Cycling - Access and community benefits			Alloc.				-	-	-		
Walking and cycling facilities 2009/12	-	LMM	Reserve	452	69%	93.0	20.7	21.4	22.1	Res. A	
<b>Westland District Council SPR</b>											
<b>Renewal of local roads</b>											
Road renewals			App.			651.0	210.0	217.0	224.0		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance			App.			928.0	299.0	309.5	319.5		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12			App.	341		-	40.7	37.5	38.1		N

## Police

	2009/10 FTE staff	2009/10 Funding (\$000)
<b>West Coast</b>		
<b>Police district managed activities</b>		
Traffic camera operations	1.0	159.8
Enhanced alcohol CBT project	2.1	330.3
Court orders	0.1	21.3
<b>NZTA Highway and Network Operations</b>	<b>6.3</b>	<b>1,007.0</b>
Highway patrol		

	2009/10 FTE staff	2009/10 Funding (\$000)
<b>Buller, Grey and Westland Districts</b>		
Speed control	2.8	455.0
Drinking or drugged driver control	3.5	559.4
Restraint device control	0.8	131.1
Visible road safety and general enforcement	2.7	436.9
Police community services	0.2	37.3
School road safety education	0.3	48.0
Crash attendance and investigation	3.4	548.8
Traffic management	0.2	26.6
Traffic management	0.5	85.2

# Glossary

Activity	A land transport output or capital project, or both.
Activity class	A grouping of similar activities.
Approved organisation	A public organisation approved under section 23 of the LTMA. It's usually a regional council, a local authority or another public organisation.
ARTA	Auckland Regional Transport Authority.
ATMS	Advanced traffic management system.
Benefit cost ratio	The ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project's or service's costs.
Betterment	The increased value of land arising from improved access.
Category 1 activity	An activity that is ready for funding approval.
Category 2 activity	An activity that the NZTA can anticipate funding within the three years of the NLTP, but does not currently meet category 1 requirements.
Crash book	An analytical document that provides long-term risk profiles of stretches of roads, groups of intersections and geographical areas within police districts or areas.
Farebox recovery	An arrangement in which a proportion of total operating costs is recovered through public transport fare revenue.
Fuel excise duty	A tax imposed by the government on fuel that is used to fund land transport activities.
Funding assistance rate	The percentage of the total cost of an approved activity that the NZTA pays.
GPS	The Government policy statement on land transport funding - the government's statement of its short- to medium-term goals for transport investment.
Impact	The contribution made to help achieve the government's economic, social and environmental objectives.
Investment and Revenue Strategy	A high-level direction-setting and prioritisation tool that helps the NZTA to balance competing priorities and select the best possible mix of activities for funding.
Land transport	Transport on land by any means and the infrastructure, goods and services facilitating that transport, including: <ul style="list-style-type: none"> <li>• coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure</li> <li>• the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.</li> </ul>
Local road	A road (other than a state highway) in the district, and under the control, of a local authority.
Local share	The portion of the total cost of an activity that is provided by an approved organisation.
Long-term council community plan (LTCCP)	Produced by each local authority, a plan that describes its activities and provides a long term focus for its decision-making. It must cover a period of 10 consecutive financial years though it is prepared every three years.
Land Transport Management Act 2003 (LTMA)	The main act governing the land transport planning and funding system.
Ministry of Transport	The government's principal transport policy adviser that both leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand.
Model community	A community that aims to reduce congestion by providing user-friendly environments for walking and cycling.

Motor vehicle registration and licensing fees	The Motor Vehicle Register is established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, and records details of vehicles that are registered to operate on the road. Motor vehicle registration and licensing fees are defined as land transport revenue.
NLTF/National Land Transport Fund	The set of resources, including land transport revenue, that are available for land transport activities under the NLTP.
NLTP/National Land Transport Programme	A three-yearly programme of investment in land transport infrastructure and services from the NLTF.
Pavement	The road structure that is constructed on the subgrade and supports the traffic loading.
Public transport	Passenger transport services provided or subsidised by local and central government.
Regional Transport Committee	A committee required to be established by every regional council or unitary authority comprising a range of representatives, including from the regional council, local authorities, the NZTA, one representing each of the five transport objectives and one from a cultural perspective. Its main functions are to prepare an RLTS and an RLTP.
Regional land transport programme (RLTP)	A three-yearly land transport infrastructure and services proposal for funding from the National Land Transport Fund prepared by a Regional Transport Committee. In Auckland, the RLTP is prepared by ARTA.
Regional land transport strategy (RLTS)	A strategy that every Regional Transport Committee, on behalf of the regional council, must prepare, and consult on to provide guidance on the land transport outcomes the region seeks. The RLTS must be produced every six years, cover 30 years and contribute to its vision.
Road-controlling authorities	Authorities and agencies, including the NZTA, local authorities, the Waitangi Trust and the Department of Conservation, that have a legal responsibility for roading.
Road user charges	Charges on diesel and heavy vehicles paid to the government and used to fund land transport activity.
Roads of national significance	Seven New Zealand roads identified by the GPS whose further development 'will have national benefits to the roading network and to national economic development' and that 'require significant development to reduce congestion, improve safety and support economic growth'.
RPP/Road Policing Programme	The programme of land transport enforcement activities delivered by New Zealand Police.
RSAP/Road safety action plan	A plan developed at the local level to address road safety issues in the area.
RTPP/Risk-targeted patrol plan	New Zealand Police operational tasking documents used to allocate strategic road policing resources to known safety risks by location and time.
State highway	A road operated by the NZTA, as defined by the LTMA.
Unitary authority	A local authority that undertakes the additional functions of a regional council.
Vehicle kilometres travelled	The total annual vehicle kilometres travelled in an area.

## Key to map abbreviations

4L	Four-laning
PL	Passing lane
SH	State highway
Nth Bd	Northbound
Nth	North
Sth Bd	Southbound
Sth	South
East Bd	Eastbound
West Bd	Westbound









## Our contact details

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