

Westland District Council

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Director Regional Relationships

June 2023

Maintenance and Operations Programme

22/23 maintenance renewals programme completed in March 2023.

- 141 lane km of renewals in West Coast NOC (~110 lane km in Westland)

Renewals programme for 23/24 will be smaller because we try to focus on a 2-yearly cycle.



Speed Management Planning

Waka Kotahi has set deadlines for full speed management plan (SMP) activities as per the Rule. Please note that these are **default** dates.

The new deadlines or full speed management plans:

- **5 Oct 2023** – Final date for the publication of **any consultation draft SMP**
- **29 Mar 2024** – Final date for submitting the **final draft SMPs for certification**

What do these deadlines mean for RCAs?

- Earliest default date RCAs could publish a consultation draft territorial authority SMP was 5 April 2023.
- RCAs and RCs planning to consult outside these default dates can ask for a 'specific' date that better suits their needs.

The default dates are based on the Rule assumption that consultation on regional SMPs would be completed before consultation on RLTPs begins to avoid the need for public hearings. **We expect these deadlines will suit most RCAs and RCs.**



State Highway Speed Management Plans

- We continue to work through what impact the Government's reprioritisation announcement has on the certification of the Interim State Highway Speed Management Plan 2023-2024 and the development of the State Highway Speed Management Plan 2024-2027.
- Waka Kotahi remains committed to ongoing engagement with councils, and sharing information as early as possible.
- When the Interim Plan has been certified by the Director of Land Transport, we'll provide an update. We anticipate this taking place mid-2023.



Government Policy Statement on **LAND TRANSPORT**

2021/22-2030/31



Government Policy Statement on land transport (GPS)

- Developed every three years by the Ministry of Transport, the GPS sets the Government's strategic priorities for investment in the land transport system
- It guides where investment in the land transport system needs to be focused
- It forecasts how much revenue is expected to be raised through the National Land Transport Fund (NLTF) and where it will be spent
- Details the activity classes for investment and the levels of funding for each
- Waka Kotahi investment decisions must align with the outcomes being sought through the GPS

Indicative strategic priorities for GPS 2024

Overarching focus: Emissions Reduction

Transport-related greenhouse gas emissions will fall significantly, while providing a more sustainable, inclusive, safe and accessible transport system for all New Zealanders.

Supported by five strategic priorities for investment:

Integrated freight system

Efficient and effective freight connections

Sustainable urban development

People in urban areas have better choices to access economic and social opportunities.

Safety

A land transport system where no-one is killed or seriously injured.

Maintaining and operating the system

The existing system is maintained at a level that meets current and future needs.

Resilience

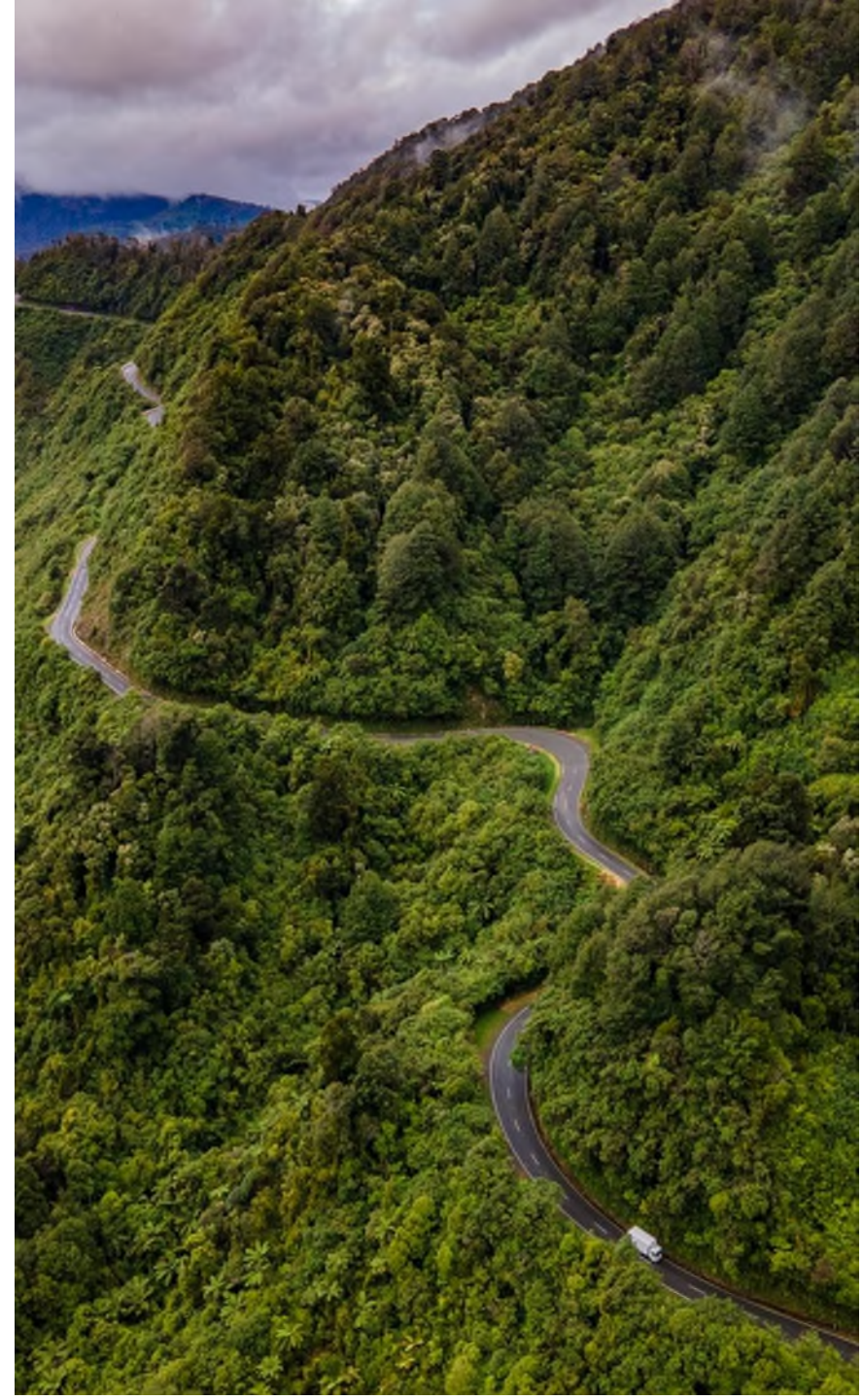
Managing the risks from natural and human-made hazards

Special Purpose Roads (SPR)

- Westland District – Haast to Jackson Bay Road

SPR roads are part of the nation-wide transition of SPR roads to local road status planned for 1 July 2024

- The transition will be preceded by formal engagement between Waka Kotahi and Council at Officer and then Governance level



Network Resilience

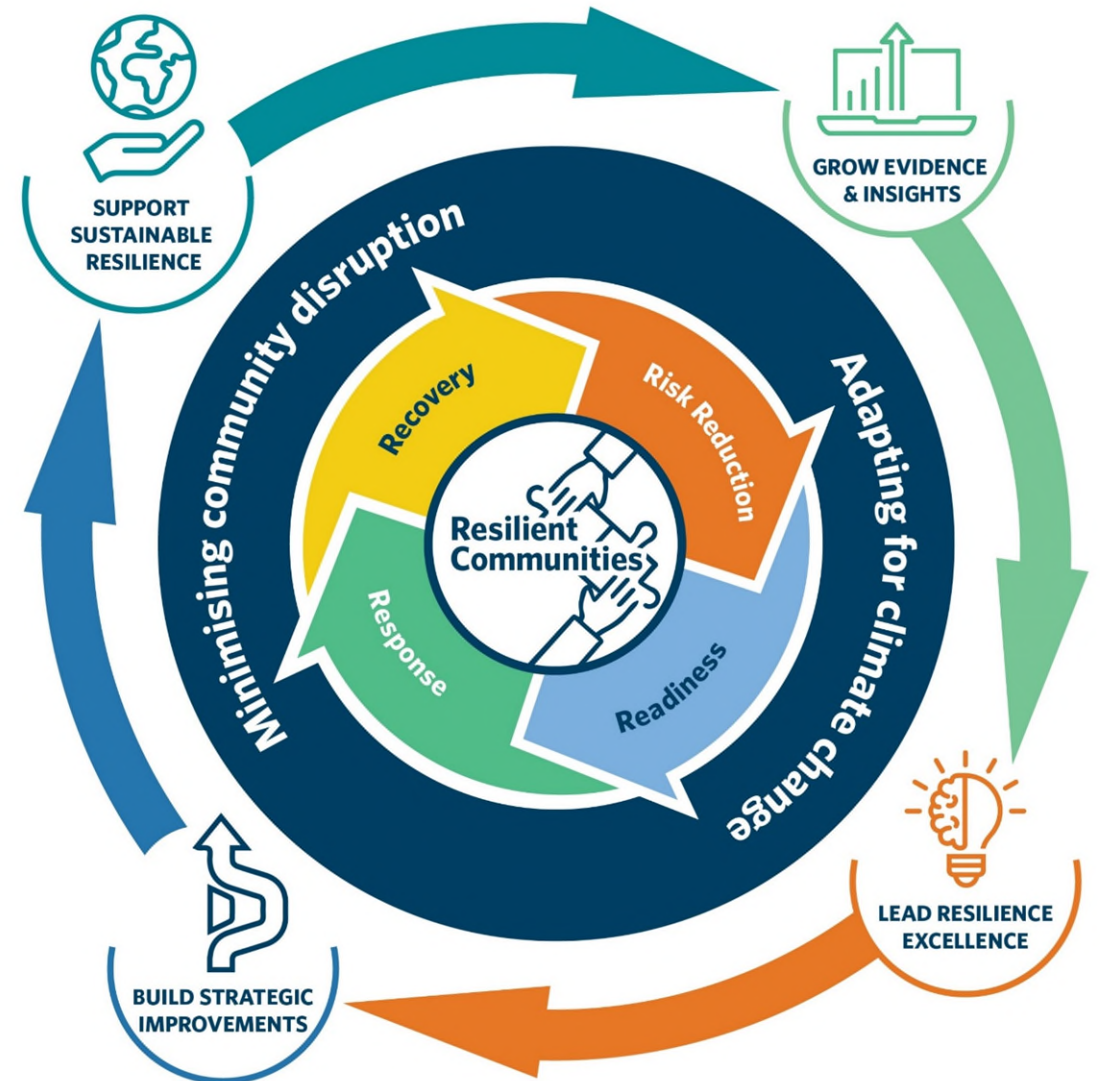
Future focus on resilience projects

- Infrastructure improvements
- Enhanced maintenance
- ITS Enhancements
- Additional Funding Streams



Transport system resilience

- Community wellbeing relies on reliable transport connections
- The transport network is vulnerable to natural hazards and our Resilience Programme looks to better manage our system risks
- We've made progress over recent years to improve access to natural hazard and network risk information.
- New tools are coming on hazard risks to help decision-making with local government and other partners



Recommendations of National Resilience PBC

- 2 output areas:
- Evidence base of natural hazards
 - Organisational process/procedure issues for NLTP development

Evidence base + rating methodology of the national risks posed to the New Zealand land transport system from a natural hazards perspective

Locational risks identified – 380 in total. Extreme = 40, Major risks = 143

Rated – **Extreme** **Major** **Moderate** Minor



National Resilience PBC – Current Risks

West Coast Region

Moderate: 5

Major: 17

Extreme: 4

Risk Types:

- Flooding
- Land Slip
- Erosion
- Rockfall



Budget 23 Resilience Funding

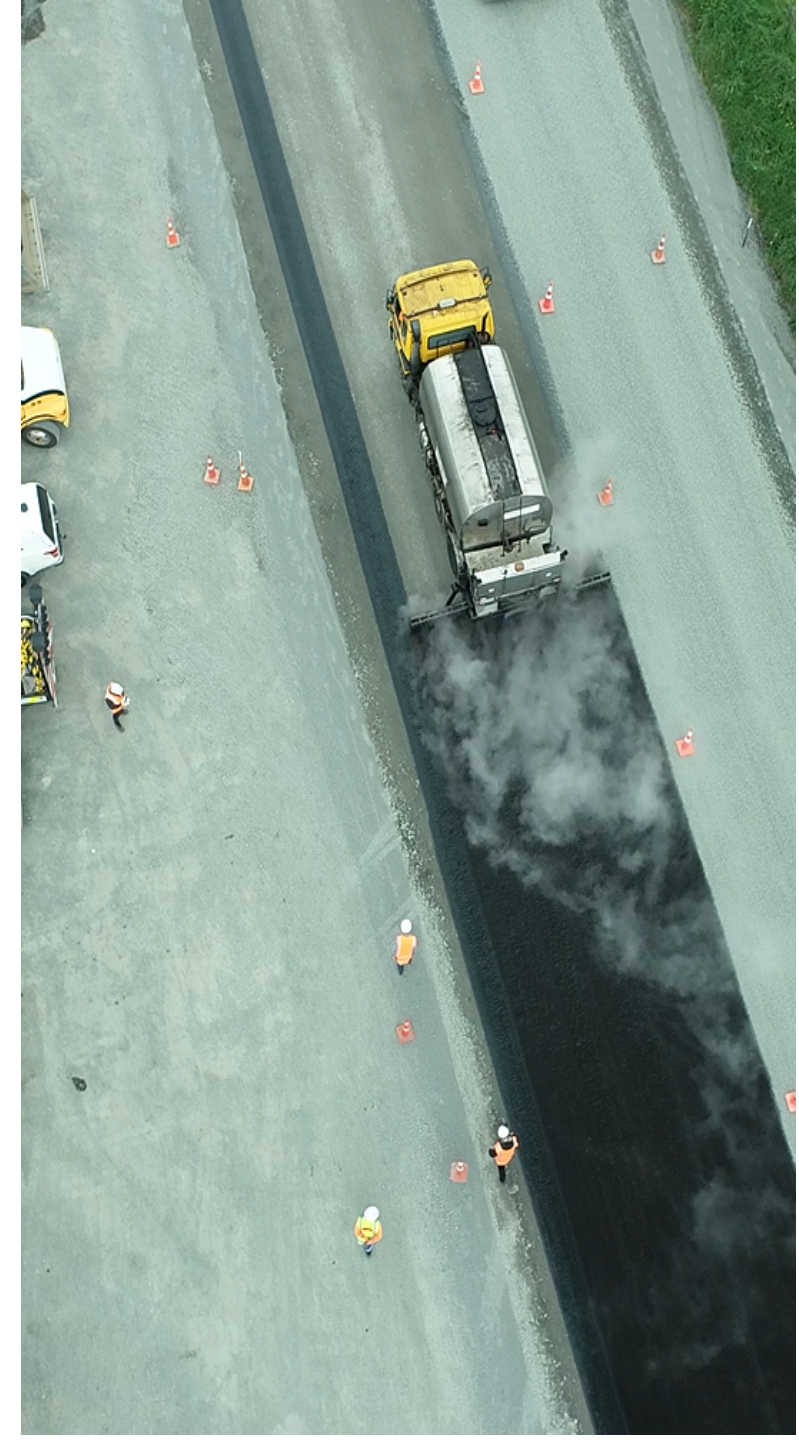
In Budget 23, Waka Kotahi received the following additional funding:

- **Emergency Works**

- \$60.7 million top-up
- \$275 million to fund recovery works

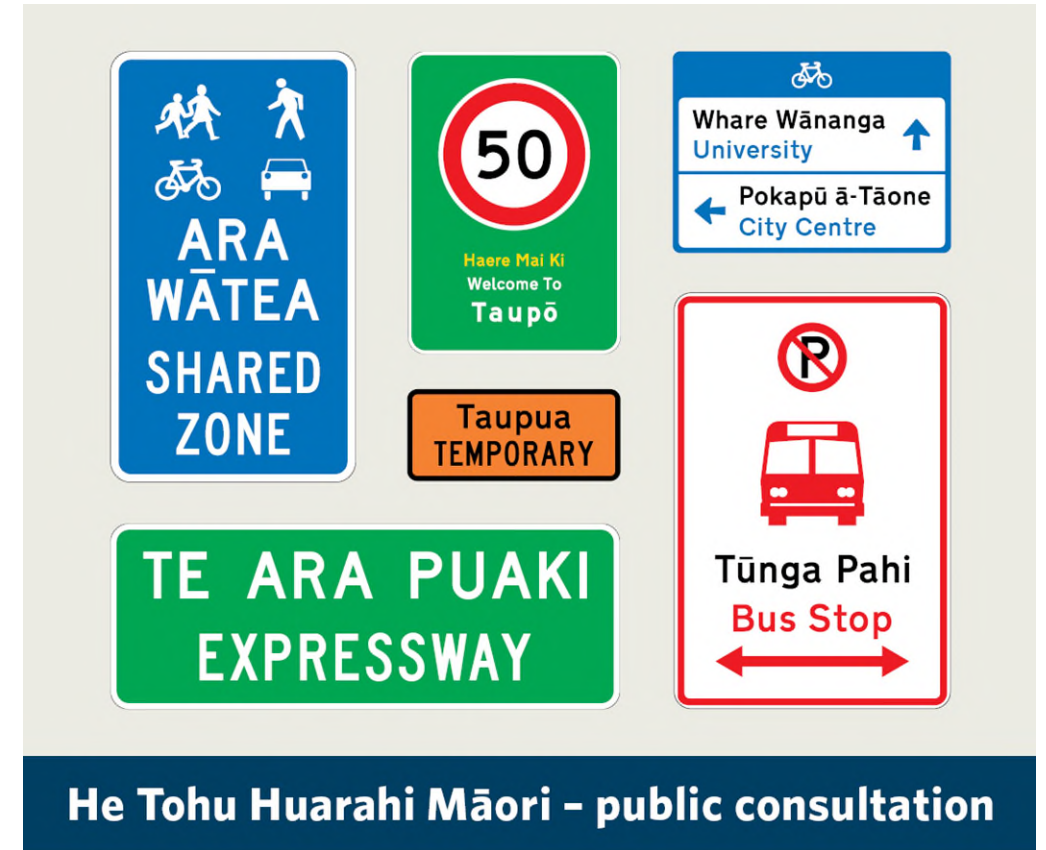
- **Resilience**

- \$140 million local LCLR
- \$100 million SH LCLR
- \$179 SH coastal, flooding and slips



He Tohu Huarahi Māori consultation

- Consultation open on 94 bilingual traffic signs grouped by type:
 - Destination
 - Public and active transport
 - Walking and cycling wayfinding
 - General advisory and permanent warning
 - Motorway and expressway
 - Temporary warning
- Bilingual signs support language revitalisation by making te reo Māori more visible
- Signs that need to be replaced, particularly signs damaged in cyclone hit regions, will be rolled out first
- Low cost implementation by rolling out when new signs or replacements needed
- International evidence considered and best design practice followed to ensure safety



Hei konā mai