

WEST COAST

The West Coast is one of most remote regions in New Zealand. It has a low regional population, with approximately half of the residents located in the main urban centres of Greymouth, Westport and Hokitika. While long standing industries of dairy farming and mining have increased significantly in recent years, the region is heavily reliant on tourism.

We will continue to direct the majority of investment towards ensuring the region's state highway network is well maintained, resilient and safe. Our investment priority is on addressing the region's relatively poor safety record, with challenges around run-off road crashes, inappropriate speeds on high-risk urban and rural roads, and poor driver behaviour. More widely, our activities in the region will include ensuring key tourism and freight routes are safe and resilient.

IMPACT OF COVID-19

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged, however there may be a reduction in inter-regional trips over the short to medium term due to reduced visitor numbers. Road and rail links within the region and key life-line connections to neighbouring regions are critical for access, freight and tourism, and supporting post-COVID-19 recovery.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on West Coast's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the West Coast region over the next three years we are looking to invest \$7m to make 221km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by just over 1.3%.

We will work with our safety partners in West Coast to engage and deliver the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads for this region.

Better freight connections, tourism and climate change

The region relies on its road and rail network to support tourism and freight movements. State highways, together with the Midland and Stillwater Ngākawau rail lines are regionally significant freight and tourism connections, linking the region to main South Island urban centres and key ports.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 21 major and extreme risks within the West Coast area. These relate to extreme weather, ice/snow, erosion, rockfall, landslip and flooding - along state highways 6, 7, and 73. Key sections of these routes remain vulnerable to coastal erosion, extreme weather and flooding, the impacts of which could increase in the long term with climate change.

The government's Regional Investment Opportunities package includes seawall protection on a section of SH67 between Granity and Ngākawau, to improve route security and safety. At a national level, we will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

We will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. We are continuing to monitor aging infrastructure across the network and expect to complete the SH7 Ahaura River Bridge replacement within the first term of the upcoming NLTP.

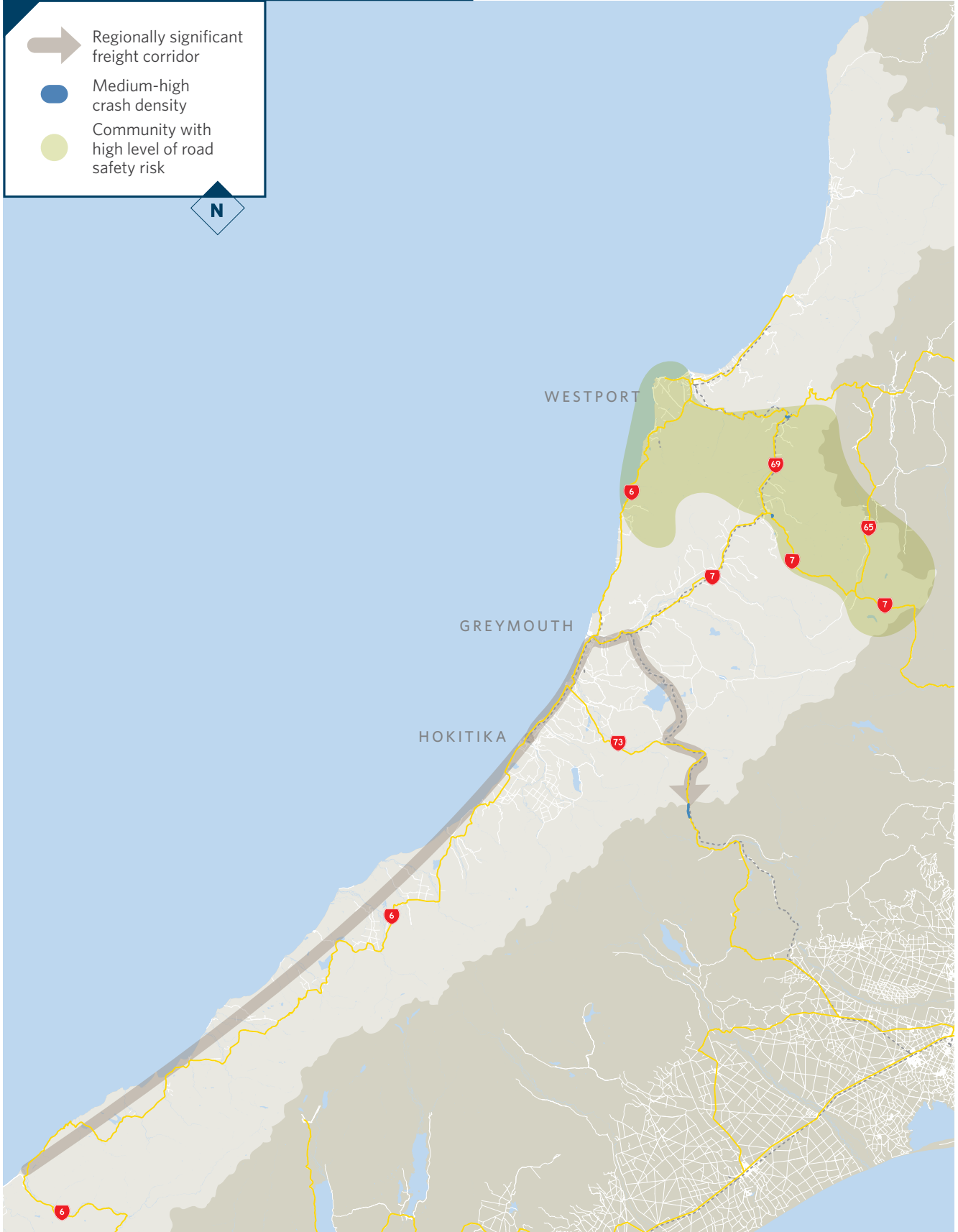
WORKING TOGETHER

We will continue to work with key regional partners to support delivery of, and complementary projects to, the package of government funded regional development activities in West Coast. This will include looking for opportunities to support tourism and economic growth.

During 2021-24, we will work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

WEST COAST

- Regionally significant freight corridor
- Medium-high crash density
- Community with high level of road safety risk

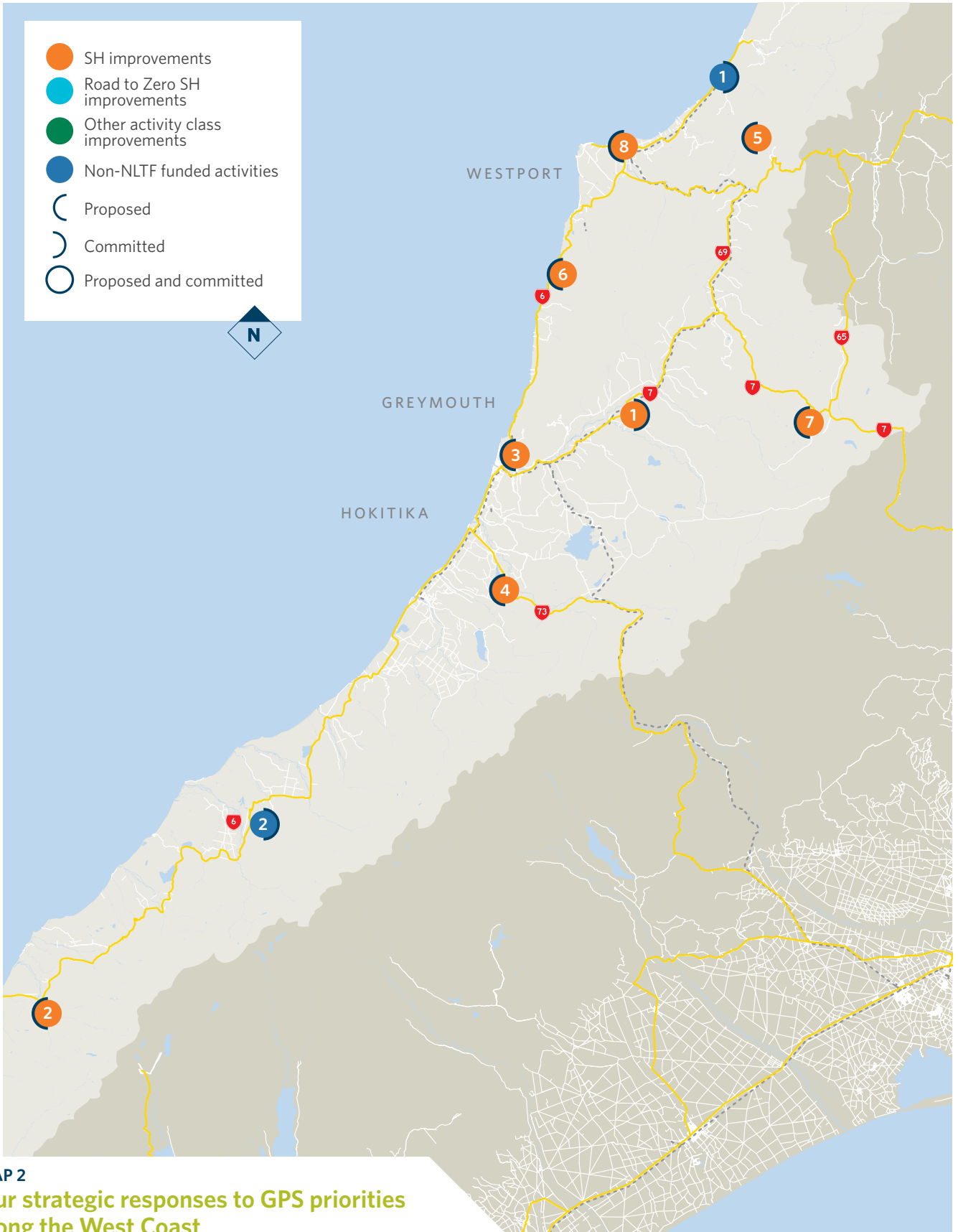


Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities along the West Coast

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
WCSR1	Improve the reliability of freight connections along SH6 between Greymouth and Haast	IFC	Regional maintenance, operations and Renewals
WCSR2	Continue to operate reliable freight connections along state highways between Greymouth and Christchurch	IFC	Regional maintenance, operations and Renewals
WCSR3	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process
WCSR4	Reduce drug/alcohol impairment, increase seat belt use, reduce distraction and speeding - through road policing and behaviour change activities	Safety	Assessed through NLTP process
WCSR5	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ West Coast Bridge safety improvements ▪ SH6 Tartare Bridge safety improvements ▪ SH67 Granity Seawall protection 		Regional Investment Opportunities



MAP 2
Our strategic responses to GPS priorities along the West Coast

TABLE 2

Proposed state highway programme for the West Coast region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	SH7 Ahaura River Bridge replacement	SHI	NLTF	CC	IMP, PTY			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed end of life structure replacements (greater than \$2m per activity)								
2	Cook River (Weheka) Bridge	SHI	NLTF	All			IMP	\$
3	Coal Creek Overbridge	SHI	NLTF	All		IMP		\$
4	Stoney Creek Bridge	SHI	NLTF	All	IMP			\$
5	Iron Bridge (Buller River)	SHI	NLTF	All			IMP	\$
6	Fox River Bridge	SHI	NLTF	All			IMP	\$
7	Inangahua River Bridge	SHI	NLTF	All			IMP	\$
8	Orowaiti River Bridge	SHI	NLTF	All			IMP	\$
-	Median Barrier additions	R2Z	NLTF	Safety	IMP	IMP	IMP	\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
Proposed investment management activities								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
Proposed walking and cycling activities								
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Committed non-NLTF funded activities								
1	SH67 Granity Seawall protection	-	Regional	CC	IMP			\$
1	West Coast Bridge safety improvements	-	Regional	Safety	IMP			\$