

# West Coast Te Tai o Poutini



Investment on the West Coast during the 2024-27 NLTP is targeted at maintaining and improving the region's road and rail links to keep people connected and support regional economic prosperity.

Ensuring the region's roading network is more resilient to withstand the impact of more frequent and extreme weather events – and the West Coast is better prepared to respond - is critical for the region's tourism, dairy farming, mining and forestry industries which rely heavily on strong, reliable transport links to support economic growth.

The highways are prone to closures from slips, rock falls and flooding. Maintaining the highway network presents challenges with the mountainous terrain and vulnerability to extreme weather. The region is relatively isolated, depending on SH6, SH73 and the Midland Rail Line for linking sparse settlements to essential services as well as providing safe travel.

The 2024-27 NLTP will target increased funding to maintain the highways and the rail network to improve safety and freight connections, building new bridges to carry high productivity motor vehicles and reduce travel times for freight operators.

## Economic growth and productivity

Supporting economic growth and productivity is the greatest priority for the West Coast's state highway network. The region relies on the roading network for inter-regional access to the Top of the South, Canterbury and Otago. Our maintenance and safety work builds resilience into the network for a faster response to incidents and emergency events to restore these key freight routes and provide more reliable travel times.

### Key improvements

- **SH73 Jacksons to Darby overlay** a 1km long overlay of the existing surface to improve road condition with drainage improvements and potential shoulder widening.
- **SH6 Fergusons Bush overlay, south of Ross** a 3km long overlay of the existing surface to improve road condition with drainage improvements and potential shoulder widening.
- **SH7 Lewis Pass Pavement Reconstruction** of a 6km section through Lewis Pass from the summit through to Maruia Springs is planned to start in 2025/26. The planning and investigation stage is currently underway.

**\$255 million**

Forecast total investment

**\$81 million**

Forecast maintenance operations

**\$121 million**

Forecast pothole prevention

**\$49 million**

Forecast improvements

**\$1.5 million**

Forecast public transport

## Increased maintenance and resilience

### Maintenance

Increased funding into maintaining and operating the state highway and local road networks enables significant road and drainage renewal programmes. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

### State highways

- \$44 million will be invested this NLTP period for maintaining state highway assets.
- \$82 million is ringfenced for state highway pothole prevention.

This \$126 million investment includes 459 lane kilometres of works:

- 410kms of chipseal.
- 40kms of rehabilitation.
- 9kms of asphalt resurfacing.

### Local roads

With road controlling authorities in the West Coast we'll invest a total of \$76 million over this NLTP period.

- \$37m will be invested in operations.
- \$39m is ringfenced for local road pothole prevention.

### Resilience

Our focus is on completing the business cases for high priority resilience improvements and starting construction this NLTP period on key corridors on the West Coast.

- **SH6 Haast to Hawea resilience design and construction**

We're investigating the highest resilience risks along this corridor and developing an investment programme to reduce the likelihood of closures.

- **SH73 Candy's Bend rockfall protection design and construction 2024-27**

The project will ensure the Candy's Creek retaining wall can withstand a significant flooding or seismic

event, preventing a possible collapse of the road.

- **SH6 Meybille Bay retaining structures and rockfall protection design and construction 2024-27**

We're investigating improvements that will build greater resilience and reliability into this part of the corridor through SH6 Meybille Bay, between Hatters Bay and Irimahuwhero Lookout, to keep the region connected.

- **SH6 Franz Josef resilience masterplan project design**

We'll contribute to any transport improvements required as part of a wider programme in response to flooding challenges at Franz Josef.

### Bridges

The West Coast has the greatest number of single-lane bridges in New Zealand, with about 50 on the state highway network.

Replacing end-of-life bridges will improve resilience on key freight routes, supporting economic growth by enabling larger trucks to access the region's primary produce and get goods to market. This programme includes upgrading and replacing some of the region's single-lane bridges to improve access, safety and build greater resilience in the network.

- \$23m will be invested for the **SH6 Coal Creek Overbridge** end-of-life replacement.
- A further 10 local road bridges and culverts are expected to be replaced this NLTP period.

### Rail

Some West Coast Rail bridges will be replaced, and others strengthened in 2024-27.

The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal, and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

## Safety

The West Coast has one of the highest rates of per capita deaths and serious injuries on its roads.

Delivery of an enhanced maintenance programme in 2024-27 will ensure funds are prioritised for road resealing, road rehabilitation and drainage maintenance which will help make the roads safer.

A scaling up of our road renewal work will provide skid resistant surfaces; improve the maintenance of guardrails, barriers and signs; and allow for value for money safety retrofits at high-risk locations such as:

- **SH6 SH69 to Charleston safety improvements design and consenting**

We'll begin design and safety improvement investigations, including new signage and road markings, wider centrelines and installing safety barriers at high-risk locations.

## Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In the West Coast this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Key projects 2024-27

