

# WDC Transportation Update

April 2024

WESTLAND  
District Council | Te Kahui o Poutini





# Update Topics Covered



1. NLTP Funding Bid 2024/27 & GPS Implications
2. 2024/25 Reseal List (Unconfirmed)
3. 2024/25 Footpath List
4. Update on Parking Strategy
5. Update on Speed Management

# 2024/27 NLTP Bid & GPS Implications

- New Potholes Activity Class – What is it and how will it work?
  - A ringfenced range of renewal and maintenance activities that includes the following:
    - Sealed Pavement Maintenance
    - Unsealed Pavement Maintenance
    - Routine Drainage Maintenance
    - Unsealed Road Metalling
    - Sealed Road Resurfacing
    - Drainage Renewals
    - Sealed Road Pavement Rehabilitation
  - How will it work? – It basically means that any money within that range of activities cannot be used to help with any activities not within that class.





## 2024/27 NLTP Bid & GPS Implications Cont'd

- Walking and Cycling
  - “Investment in walking and cycling should only take place where there is either clear benefit for increasing economic growth or clear benefit for improving safety and demonstrated volumes of pedestrians and cyclists already exist.”
  - This directly affects Footpath and Cycleway maintenance and renewals.
  - Hints indicate that the FAR subsidy on these activities could be altered or the level of approved funding could be reduced or we may need to provide more data to justify expenditure. (or all of these things)
- Speed Management Changes
  - Changes being made to the rules to allow for reversal of “blanket speed limit reductions where it is safe to do so...”
  - How will this affect our Draft Regional Speed Management Plan? – Uncertain at this stage but this also includes school speed limit changes that had already been committed to.

## 2024/27 NLTP Bid & GPS Implications Cont'd

- Safety
  - Funding will be primarily targeted towards road policing and coordinated road safety promotion.
  - Not intended for Traffic calming measures such as “raised pedestrian crossings, raised platforms, speed bumps and in-lane bus stops on state highways and local roads”





# 2024/25 First Draft Reseal List

Road	Start Displacement	End Displacement	tl_length_m	Area	Urban/Rural	carr_way Area	Sub-Area
BEALEY STREET	167	355	188	1917.6	Urban	HOKITIKA	
BEALEY STREET	369	589	220	1936	Urban	HOKITIKA	
BEALEY STREET	608	812	204	1795.2	Urban	HOKITIKA	
DOROTHY FALLS ROAD KOKORE	9266	9383	117	444.6	Rural	CENTRAL	KANIERE RURAL
FRASER STREET	6	220	214	1412.4	Urban	CENTRAL	ROSS
FRASER STREET	240	264	24	69.6	Urban	CENTRAL	ROSS
HACKELLS MILL ROAD	1264	1840	576	2534.4	Rural	CENTRAL	KANIERE RURAL
HACKELLS MILL ROAD	1840	2464	624	2745.6	Rural	CENTRAL	KANIERE RURAL
HACKELLS MILL ROAD	2464	3137	673	3360.2	Rural	CENTRAL	KANIERE RURAL
HAU HAU ROAD	0	460	460	3082	Rural	CENTRAL	CENTRAL RURAL
HAVILL DRIVE	2	1605	1603	9778.3	Rural	NORTH	NORTH RURAL
HOKITIKA-KANIERE TRAMWAY	12	774	762	3657.6	Urban	CENTRAL	KANIERE TOWN
KANIERE KOWHITIRANGI RD	3848	8180	4332	29690.4	Rural	CENTRAL	CENTRAL RURAL
MAX ROAD	4	1065	1061	4456.2	Rural	CENTRAL	KANIERE RURAL
PARK STREET	6	138	132	1016.4	Urban	HOKITIKA	
PARK STREET	153	259	106	869.2	Urban	HOKITIKA	
PARK STREET	290	396	106	1759.6	Urban	HOKITIKA	
PARK STREET	762	1252	490	6076	Urban	HOKITIKA	
PETTICOAT LANE	9	150	141	564	Urban	CENTRAL	ROSS
PETTICOAT LANE	160	218	58	232	Urban	CENTRAL	ROSS
PINE TREE ROAD	0	664	664	3652	Rural	CENTRAL	KANIERE RURAL
PINE TREE ROAD	679	894	215	1139.5	Rural	CENTRAL	KANIERE RURAL
RICHARDS DRIVE	0	221	221	1775	Urban	HOKITIKA	COMMERCIAL
ROSS BEACH SIDE ROAD	0	283	283	1075.4	Urban	CENTRAL	ROSS
SEWELL STREET	7	66	59	879.1	Urban	HOKITIKA	COMMERCIAL
SEWELL STREET	900	1108	208	2891.2	Urban	HOKITIKA	
SHALLOW RUSH ROAD	8	315	307	1903.4	Rural	CENTRAL	CENTRAL RURAL
SPENCER STREET	3	144	141	1015.2	Urban	HOKITIKA	
STAFFORD STREET	0	42	42	827.4	Urban	HOKITIKA	
STAFFORD STREET	73	573	500	5970.6	Urban	HOKITIKA	
STAFFORD STREET	573	1118	545	6503	Urban	HOKITIKA	
STAFFORD STREET	1180	1480	300	3300	Urban	HOKITIKA	
STAFFORD STREET	1480	1537	57	627	Urban	HOKITIKA	
TANCRED STREET	4	118	114	1539	Urban	HOKITIKA	
TOWN BELT EAST	198	239	41	328	Urban	HOKITIKA	
UPPER KOKATAHI ROAD	2000	6300	4300	26276.3	Rural	CENTRAL	KANIERE RURAL
UPPER KOKATAHI ROAD	6300	7290	990	5434.8	Rural	CENTRAL	KANIERE RURAL
UPPER KOKATAHI ROAD	7290	8864	1574	8657	Rural	CENTRAL	KANIERE RURAL
UPPER KOKATAHI ROAD	8864	8939	75	412.5	Rural	CENTRAL	KANIERE RURAL
UPPER KOKATAHI ROAD	8939	12674	3735	20542.5	Rural	CENTRAL	KANIERE RURAL
UPPER KOKATAHI ROAD	12674	12725	51	280.5	Rural	CENTRAL	KANIERE RURAL
WELD STREET	215	282	67	1541	Urban	HOKITIKA	

## 24/25 First Draft Reseal List

- Total Length = 26.58km
- Estimated Cost = \$2,064,492
- Subject to NZTA Approved final allocation

## 24/25 Footpath Works

- As yet uncertain as this will depend on how much funding is approved and what (if any) changes occur to the FAR for this activity.
- Requires full condition reassessment to be carried out on all footpaths. (Once every 3 years)



# Update on Parking – Following October 23 Workshop

Proposed Phase 1 for Public Feedback (Additional Campervan Parking & Bus Parking Modifications) Set for community engagement June 2024





# Regional Speed Management Plan Update

- Public Consultation Closed 16 April 2024
- Responses received at time of this presentation being written are mixed and yet to be analysed.
- What are the implications of the new Draft Government Policy Statement on Transportation (GPS)? Still not fully known.
- Initial indication from Government that ALL schools should have variable speed zones established may affect the final outcome of the speed management plan.
- Workshop times to consider feedback yet to be set.



Questions?