



Meeting of Otago and Southland Regional Transport Committees

5 May 2025 at 1:00 pm

ES File No A1257688

Otago Regional Council Chambers

Level 2 Phillip Lang House
144 Rattray Street Dunedin
and via Zoom

<https://otagorc.zoom.us/j/85499004928?pwd=X3jN7FqwHKwcnmahooJq280TcdbA6P.1>

RTC Meeting to follow morning workshop

Regional Transport Committees Membership

Otago

Cr Kate Wilson (RTC, Chair)
Cr Alexa Forbes (RTC, Deputy Chair)
Cr Bruce Graham (CDC)
Cr Stuart Duncan (CODC)
Cr Jim O'Malley (DCC)
Cr Quentin Smith (QLDC)
Cr Jim Thomson (WDC)
Mr Ian Duncan (NZTA)

Southland

Cr Jeremy McPhail (RTC Chair) **Meeting Chair**
Cr Phil Morrison (RTC Deputy Chair)
Cr Christine Menzies (SDC)
Cr Ria Bond (ICC)
Cr Joe Stringer (GDC)
Mr Ian Duncan (NZTA)
Chairman Nicol Horrell (ES) – ex officio

AGENDA Rarangi Take

1.	Welcome I Haere mai Karakia	2
2.	Apologies I Ngā Pa Pouri An apology was received from Cr Jim O'Malley.	2
3.	Public Forum, Petitions and Deputations I He Huinga tuku korero No requests to speak at public forum were received at the time of agenda publication.	2
4.	<u>Confirmation of Minutes I Whakau korero – 25 November 2024</u> That the minutes of the Otago and Southland Regional Transport Committees meeting held on 25 November 2024 be received and confirmed as a true and accurate record.	3
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10.	Extraordinary and Urgent Business Panui Autaia hei Totoia Pakihi	37
11.	Public Excluded Business He hui Pakihi e hara mo te iwi	37
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Anita Dawe
General Manager Planning & Transport
Otago Regional Council

Rachael Millar
General Manager, Strategy, Policy & Science
Environment Southland

Minutes of the Otago and Southland Regional Transport Committees Meeting held at Te Pou Ō Mata Au Clutha District War Memorial & Community Centre, 6 Clyde Street, Balclutha, on Monday 25 November 2024 at 10:30am

Southland:

- Cr Phil Morrison (ES)
- Cr Christine Menzies (SDC)
- Cr Joe Stringer (GDC)

Otago:

- Cr Kate Wilson (ORC, RTC Chairperson)
- Cr Bruce Graham (CDC)
- Cr Jim Thomson (WDC)
- Cr Stuart Duncan (CODC) joined at 10:59am

In attendance:

- Lorraine Cheyne (ORC)
- Daniel Basubas (ORC)
- Helen Chapman (DCC)
- Russell Hawkes (ES)
- James Caygill (NZTA)
- Chad Barker (NZTA)
- Rhiannon Fechny (NZTA)
- Toshi Hodliffe (NZTA)
- Shawn Scott (NZTA)
- Doug Rodgers (ICC)
- Tony Pickard (QLDC) joined at 10:55am
- Hartley Hare (SDC)
- Henri Van Zyl (GDC)
- Julia McClean (NZ Equestrian Advocacy Group)
- Jim Crouchley (Ia Ara Aotearoa Transporting New Zealand)
- Jen Jeffery (ORC Support)

1 Welcome | Haere mai

Chairperson Cr Kate Wilson welcomed everyone to the meeting, including those attending via Zoom, and Hartley Hare opened with a karakia.

2 Apologies | Nga Pa Pouri

Cr Alexa Forbes (ORC), Cr Jim O'Malley (DCC), Cr Quentin Smith (QLDC), Jeanine Benson (DCC), Murray Hasler (QLDC), Cr. Jeremy McPhail (ES).

It was moved by Cr Kate Wilson, seconded by Cr Christine Menzies that the apologies be accepted.

3 Public Forum, Petitions and Deputations | He Huinga Tuku Korero

- Julia McLean – NZ Equestrian Advocacy Group (joined via Zoom at 10:40am).

Julia McLean spoke to the Committee regarding the request for Horse Riders to be considered a Vulnerable Road User (VRU). Julia has approached 13 Committees across the motu to highlight the dangers and to promote the need for road safety measures for Horse Riders. The committee will add this as an item to the next Meeting Agenda for further discussion.

Cr Stuart Duncan joined via Zoom at 10:59am.

4 Confirmation of Minutes | Whakau Korero – 23 September 2024

With an amendment in the welcome regarding the members all being on zoom - the Minutes were approved.

Resolved:

Moved by Cr Kate Wilson, seconded by Cr Bruce Graham that, the minutes of the Regional Transport Committees meeting held 23 September 2024 be confirmed as a true and correct record.

MOTION CARRIED

5 Actions from Minutes of 23 September 2024

1. Petition from Waitati community to be forwarded to James Caygill (NZTA).
2. For the next RTC meeting, James Caygill will present on the New Zealand Guide to Temporary Traffic Management (NZGTTM).
3. Cr Quentin Smith (QLDC) to reach out to the Albert Town community regarding their concerns with the Albert Town Bridge, and invite them to attend next committee meeting.

6 Notification of Extraordinary and Urgent Business | He Panui Autaia hei Totoia Pakihi

6.1 Supplementary Reports

There were no supplementary reports tabled for inclusion in the agenda.

6.2 Other

Information Item: Nil

7 Questions | Patai

Jim Crouchly (Ia Ara Aotearoa Transporting New Zealand) raised his concerns regarding the temporary closure of Stock Effluent Disposal Sites (STED). Jim indicated he would speak to this later in the meeting.

8 Chairman's and Councillors' Reports | Nga Purongo-a-Tumuaki me nga Kaunihera

There was nothing to note under this item (all points covered in main agenda reports).

9 Staff Report

9.1 – Summary of Achievements for the 2021/24 RLTP Transport Program

The purpose of this report was to provide the Otago Southland Regional Transport Committees with a summary of the achievements delivered in the 2021/2024 National Land Transport Plan period.

Russell Hawkes spoke to the committee and highlighted the website 'Transport Insight' www.transportinsights.nz – an initiative between NZTA and local government. Hawkes can be contacted regarding Transport Insight.

James Cargill (NZTA) highlighted that the delivery data for the end of June would be of specific use to this committee.

Resolved:

Moved by Cr Kate Wilson seconded by Cr Joe Stringer that the Combined Regional Transport Committees resolve to:

- (1) Note the report.**

MOTION CARRIED

9.2 - Update on Approvals for Activities in the 2024/27 NLTP Transport Program

The purpose of this report was to provide the Combined Regional Transport Committees with a comparison between the continuous programme figures included in the Regional Land Transport Plan and the National Land Transport Plan for 2024/27. Russell Hawkes was available to respond to questions on this report.

Resolved:

Moved by Cr Kate Wilson seconded, by Cr Phil Morrison that the Combined Regional Transport Committees resolve to:

- (1) Note the report.**

MOTION CARRIED

9.3 – Current Bridge Replacements Planned and Forecast

The purpose of this report was to provide the Otago Southland Regional Transport Committees with an update on the planned bridge replacement works for 2024/27.

Russell Hawkes read an overview of the report. Hartley Hare spoke to the committee on the 'end of life bridges' in Southland. Hartley was asked to supply the Committee with a map of bridges in the area, preferably coloured for those bridges needing replacement or repair, and new installs.

Resolved:

Moved by Cr Kate Wilson, seconded by Cr Bruce Graham that the Combined Regional Transport Committees resolve to:

- (1) Note the report.**

MOTION CARRIED

9.4 – Speed Limit Setting Rule Update

The purpose of this report was to update the Otago Southland Regional Transport Committees on the Land Transport Rule: Setting of Speed Limits 2024, which replaces the Setting of Speed Limits Rule 2022.

James Caygill (NZTA) informed the committee that there will be a subsidised request coming from NZTA regarding changes of Speed Limits. Cr Kate Wilson encouraged Territorial Authorities to itemise costs as quickly as possible to secure NZTA funding. No timeframe has been announced.

James recommended maintaining a list of communities interested in lowering speeds through townships.

Noted that James is to receive the petition from the Waitati community regarding lowering speed in the area; James is to connect this petition to the NZTA Speed Management Plan.

Resolved:

Moved by Cr Kate Wilson, seconded by Cr Phil Morrison, that the Combined Regional Transport Committee resolve to:

- (1) Note the report.**

MOTION CARRIED

9.5 – New Zealand Transport Agency Update

The purpose of this report was to allow the New Zealand Transport Agency Waka Kotahi over (NZTA) the opportunity to provide the Otago Southland Regional Transport Committees with a verbal update on its activities.

James Caygill (NZTA) provided an update on State Highway 6 (West Coast, Haast), a relevant passage in connecting to Otago and Southland region.

Cr Kate Wilson expressed gratitude on behalf of the Committee to the Staff and Contractors working on repairing the damage to SH6 due to the slips caused by rainfall, remarking how quickly and efficiently work is being completed. This was noted and seconded by Cr Phil Morrison.

Resolved:

Moved by Cr Phil Morrison, seconded by Cr Christine Menzies that the Combined Regional Transport Committees resolve to:

- (1) Note the report.**
- (2) Provide any feedback on the proposed programme to allow staff to take any necessary next steps.**

MOTION CARRIED

9.6 – South Island RTC Chairs Activities Update

The purpose of this report was to update the Otago Southland Regional Transport Committees on the recent activities of the South Island RTC Chairs Group.

Russell Hawkes spoke to this item. Minutes from the Chairs group will be distributed to this committee before the next meeting. The Infrastructure Project presentation was not shared to the committee in time for this meeting.

James Caygill (NZTA) recommended that this committee ask for the New Zealand Infrastructure Commission to present to the committee directly.

Cr Kate Wilson is to send a link of the presentation to Jen Jeffery to distribute.

Resolved:

Moved by Cr Phil Morrison seconded by Christine Menzies that the Combined Regional Transport Committees resolve to:

- (1) Note the report.**
- (2) Provide any feedback to the RTCs representatives on the South Island RTC Chairs Group for consideration at their next meeting**

MOTION CARRIED

9.7 – Next Meeting

It was noted that if the Infrastructure Commission can meet with the committee sooner than the next proposed meeting in 2025 to present the Infrastructure Project, then the committee will arrange an online hui (meeting) to accommodate. This will be the same presentation delivered to the Chair Group meeting.

It is proposed the next meeting of the Otago and Southland Regional Transport Committee be held on a date to be confirmed following the initial RLTP Development Workshop currently planned for the 5 May 2025.

Resolved:

Moved by Cr Kate Wilson, seconded by Cr Jim Thompson that the Combined Regional Transport Committees resolve to:

- (1) Hold the next meeting of the Committee on 5 May 2024, with the intention that it be held in Dunedin pending confirmation of a venue.**

MOTION CARRIED

10 Extraordinary and Urgent Business | Panui Autaia hei Totoia Pakihi

Jim Crouchley (Ia Ara Aotearoa Transporting New Zealand) raised the issue around the temporary closures of STEDs (Stock Truck Effluent Disposal site). Closure is due to the Waitaki area not wanting to breach nitrate levels. Five new effluent stations available, but a gap in the network in Southland. Trucking companies are trying to manage their own nitrate levels. Cr Stuart Duncan informed the committee that effluent enters settling ponds with town sewage. Russell Hawkes suggested the committee look at which sites are closed and the reason for this, revisit issues and plan for the future.

Cr Christine Menzies suggested the Territorial Authorities and Regional Councils should collaborate, understand and problem solve.

Jim Crouchley is to send report from 2003 to ORC Support, who will distribute to the Committee.

11 Public Excluded Business | He hui Pakihi e hara mo te iwi

There were no public excluded business items raised.

12 Closure

There was no further business, the meeting closed with a karakia at 12:50pm.

Actions Arising from the Minutes of 25 November 2024

Summary of Actions from 25 November 2024 Meeting		
Item no.	Action	Action already taken/Completed
3	Agenda item for 2025 - Horse Riders and Vulnerable Road Users	
5	James Caygill (NZTA) to formulate presentation on the NZGTTM to share with this Committee.	
5	Cr Quentin Smith (QLDC) to follow up with Albert Town community regarding the Albert Town Bridge.	
9.3	Hartley Hare (SDC) to provide this Committee with a map of bridges in the Southland region, identifying bridges needing replacement, repair, or new installs.	
9.4	Petition from Waitati Community to be forwarded to James Caygill (NZTA) on behalf of the Committee, Caygill is to connect this petition with the NZTA Speed Management Plan.	
9.6	Committee to request the New Zealand Infrastructure Commission to present their Infrastructure Project presentation to this Committee directly.	
10	Territorial Authorities and Regional Councils should collaborate, understand and problem solve in regards to STEDs	
10	Jim Crouchley is to send report regarding STEDs from 2003, to ORC Support to distribute to the Committee.	

9 Staff Report

Item 1 Regional Land Transport Plan Development – Review of strategic section

Report to: Otago Southland RTCs	Meeting Date: 5 May 2025
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, (ES) and Lorraine Cheyne, Manager Transport, (ORC)	Approved by: Liz Devery Regional Planning Manager Environment Southland
Executive Approval: Rachael Millar – General Manager Strategy, Policy and Science- Environment Southland. Anita Dawe - General Manager Planning & Transport - Otago Regional Council	

Purpose

The purpose of this report is to allow the Otago Southland Regional Transport Committees (RTCs) to provide formal direction to staff as they develop the strategic section of the Regional Land Transport Plan 2027/37.

Summary

A workshop is planned for 5 May prior to the RTC meeting. At that workshop, the Vision, 30 Year Strategic Objectives, 10 Year Headline Targets and 10 Year Transport Priorities are being discussed as a first step in the preparation of the Regional Land Transport Plan 2027/37. Following the workshop the RTCs may wish to direct staff on content or changes to the items above and have the direction recorded in the action sheets for future review.

Recommendation

It is recommended that the RTCs resolve to:

1. **Note the report.**
2. **Provide direction on specific items to be included or excluded as part of the first step in developing the Regional Land Transport Plan 2027/37**

Report

Background

At the last Combined Regional Transport Committee meeting, a program for the development of the 2027/37 Regional Land Transport Plan (RLTP) was presented, with a start to be made on the strategic section review for consideration by the committees prior to the local government elections in October 2025.

To assist staff in this process a workshop is planned for the morning of 5 May 2025 with the purpose of reviewing the Vision, 30 Year Strategic Objectives, 10 Year Headline Targets and 10 Year Transport Priorities that formed part of the Combined Otago Southland Regional Land Transport 2021/31 approved on 24 June 2024.

Following the workshop staff will continue with development of the next RLTP for presentation at a future meeting of the RTCs. Following discussions at the workshop the RTCs may wish to formally

direct staff to include or exclude some components of the current RLTP and ensure they are recorded as actions for staff to follow up on.

This report provides the opportunity for the RTC to provide formal direction to staff should they wish to do so.

Views of affected parties

There are no matters in this report which require consideration under this heading.

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications for the RTCs included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

Nil

Item 2 NLTP 2024/27 – Summary of Otago Southland Expenditure to February 2025

Report to: Otago Southland RTCs	Meeting Date: 5 May 2025
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, (ES) and Lorraine Cheyne, Manager Transport, (ORC)	Approved by: Liz Devery Regional Planning Manager Environment Southland.
Executive Approval: Rachael Millar – General Manager Strategy, Policy and Science- Environment Southland. Anita Dawe - General Manager Planning & Transport - Otago Regional Council	

Purpose

The purpose of this report is to update the Otago Southland Regional Transport Committees (RTCs) on National Land Transport Plan (NLTP) expenditure to the end of February 2025.

Summary

The report summarises expenditure from each Approved Organisation (AO) in the combined regions based on their respective claims to the end of February 2025. While total claims may be slightly below the percentage of the year completed, a significant portion of the renewal's programmes will still be in progress and will be shown in claims by the end of June.

Recommendation

It is recommended that Regional Transport Committees resolve to:

- 1. Note the report.**

Report

Background

The NLTP 2024/27 was released in September 2024. The RTCs have previously been briefed on the approved programmes of work for each AO. This report takes the information included in each AOs' claims in the Transport Investment Online database (TIO) and compares expenditure to the end of February 2025 against the approved funding for the 2024/25 year.

With eight months of the financial year completed (66.6%) total expenditure in most cases is below 66% of the approved funding. However, the end of February is in the middle of the construction season when the bulk of renewals take place. It can be expected that the end of the financial year will see approved funding being claimed by the AOs.

The following tables provide the total funding allocation for the 2024/27 NLTP, the funding approved for the 2024/25 financial year and the expenditure claimed to the end of February 2025.

Southland Comparison Tables

Approved Organisation – Environment Southland				
	NLTP Approved Allocation 2024-27 (3-yr))	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	1,793,577	485,626	226,359	259,267

Approved Organisation – Gore District Council				
	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	19,773,332	6,511,038	3,343,991	3,167,047

Approved Organisation – Invercargill City Council				
	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Maintenance Total	48,199,998	16,031,664	8,370,119	7,661,545
Public Transport Total	12,081,160	4,702,228	2,597,353	2,104,875

Approved Organisation – Southland District Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	125,030,899	41,010,480	18,530,605	22,479,875

Approved Organisation – Southland State Highways				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	141,457,111	40,200,000	23,800,000	16,400,000

Otago Comparison Tables

Approved Organisation – Central Otago District Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	41,014,000	16,740,803	9,349,864	7,390,939

Approved Organisation - Clutha District Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	59,636,995	21,385,974	11,677,652	9,708,322

Approved Organisation – Dunedin City Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	136,686,000	51,422,242	25,794,520	25,627,722

Approved Organisation – Queenstown Lakes District Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	62,778,000	46,084,758	13,212,645	32,872,113

Approved Organisation – Otago Regional Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Public Transport Total	96,723,649	37,229,614	22,608,928	14,620,686

Approved Organisation – Otago State Highways				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	231,028,277	-	-	-

Approved Organisation - Waitaki District Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to February 2025	Remainder to June 2025
Total	54,443,999	19,172,190	9,271,955	9,900,235

The full National Land Transport Programme document can be found on this link.
<https://www.nzta.govt.nz/assets/planning-and-investment/nltp/2024/docs/2024-27-national-land-transport-programme.pdf>

Views of affected parties

There are no matters in this report which require consideration under this heading.

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications that will result from this report.

Future implications

There are no future financial implications that will result from this report this report.

Legal implications

There are no legal implications contained in this report.

Attachments

Nil

Item 3 Update on Southland District Council Bridge Replacements

Report to: Otago Southland RTCs	Meeting Date: 5 May 2025
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, (ES) and Hartley Hare, Roading Asset Manager (SDC)	Approved by: Liz Devery Regional Planning Manager Environment Southland.
Executive Approval: Rachael Millar – General Manager Strategy, Policy and Science- Environment Southland. Anita Dawe - General Manager Planning & Transport - Otago Regional Council	

Purpose

The purpose of this report is to provide the Otago Southland Regional Transport Committees (RTCs) with information related to the Southland District Council's (SDC) bridge replacement programme as an action item from the 25 November 2024 Regional Transport Committee meeting.

Summary

SDC have 1084 bridges on their transport network. This equates to approximately one bridge every five kilometres. There are currently 49 weight or speed restricted bridges that are in the assessment process for replacement.

The cost to replace all the bridges assessed as having a remaining useful life of 10 years or less will be an estimated cost of \$5.15m per year.

Recommendation

It is recommended that combined Regional Transport Committees resolve to:

- 1 Note the report.**

Report

Background

At the 25 November 2024 Otago Southland RTCs meeting, staff were asked to prepare a report on the SDC's bridges that need replacement or major repair. The RTCs wanted to better understand the scale of the issue SDC are currently facing.

The SDC Transport Activity Management Plan provides details of current bridges and remaining useful lives. SDC has 1084 bridges (including stock underpasses) on the network, or on average one bridge or large culvert for every five kilometres of road. The majority of these structures were built between 1950 and 1970, and therefore a large number are reaching the end of their useful lives. A number of different materials have been used to construct the bridges within the Southland District. Both the oldest and the youngest structures in the network are constructed from concrete. Timber structures have construction dates typically starting in the 1950s. There are currently 49 bridges with

either weight or speed restrictions in place. The posting limits are required due to deterioration in the condition of the main structural members. Most of the posted bridges are timber structures, although some bridges incorporating steel components also have weight restrictions imposed. All of the structures will continue to deteriorate, and the number of posted bridges can be expected to increase in future years if the structures are not upgraded or replaced.

The Remaining Useful Life (RUL) of each structure is assessed on an ongoing rolling cycle and determined by SDC's professional services provider. The RUL is used as a key input into developing the order in which bridges require attention. Generally, the approach has been to address the highest risk structures first. Over the last few years, it has become evident that too many bridges are reaching the end of their lives without reaching their expected RUL. A 10-year renewal profile with smoothed expenditure is now appropriate for all bridges with a RUL assessed at 10 years or less. The programme of works for treatment in the 2024 Long Term Plan is down from the 194 bridges, when the SDC bridge replacement strategy began back in 2018, to 134 bridges. To replace all remaining structures that have a RUL of 10 or less over the next 10 years is estimated to cost an average of \$5.15M per annum.

The following table provides detail of the current bridge stock.

Bridge Type	Number	Length (m)
Armco Culvert	48	176
Boundary (Other Council's Responsibility)	7	169
Boundary (SDC Responsibility)	11	176
Box Culvert	141	553
Concrete	450	7629
Concrete Pipe Culvert	16	40
Pedestrian	3	65
Private	1	6
Reinforced Timber	5	89
Steel/Concrete	47	1296
Steel/Timber	47	881
Stock Underpass	240	1038
Suspension	1	62
Timber	60	424
Woodstave Pipe	7	16
Totals	1084	12620

The following map shows current Closed and Weight Restricted Bridges

Considerations

Financial implications

Current budget

As this report is tabled for information purposes only, there are no budget implications for the RTC included in this report.

Future implications

As above, due to the information only purpose of this report, there are no future financial implications for the RTC included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

Nil

Item 4 Decision on petition from the NZ Equestrian Advocacy Network

Report to: Otago Southland Regional Transport Committee	Meeting Date: 5 May 2025
ES File:	Strategic Direction: All
Report by: Daniel Basubas, Transport Planner—(ORC)	Approved by: Anita Dawe, General Manager Regional Planning and Transport—(ORC)
Executive Approval: Anita Dawe - General Manager Planning & Transport - Otago Regional Council	

Purpose

The purpose of this report is to provide the Otago Southland Regional Transport Committees (RTCs) with an opportunity to make a decision, to support or otherwise, a petition presented by the New Zealand Equestrian Advocacy Network (NZEAN).

Summary

The NZEAN presented a petition in Public Forum at the November meeting of the Otago Southland RTCs. The RTCs did not form a position on the petition to allow a formal response to their request. This report provides the opportunity for a formal decision on support or otherwise for the petition to be made.

Recommendation

That the Committee:

1. **Notes** the report.
2. **Support in part** the petition presented by the NZEAN.

Report

Background

At the 24 November 2024 RTCs meeting, the NZEAN gave a presentation on the vulnerability of horse riders on New Zealand roads and requested the RTCs support a petition to that effect. Because the petition was introduced under the Public Forum, the RTCs did not have an opportunity to make a decision to support, or otherwise, the petition.

Petition summary

The petition and further details about the vulnerability of horse riders on roads are attached.

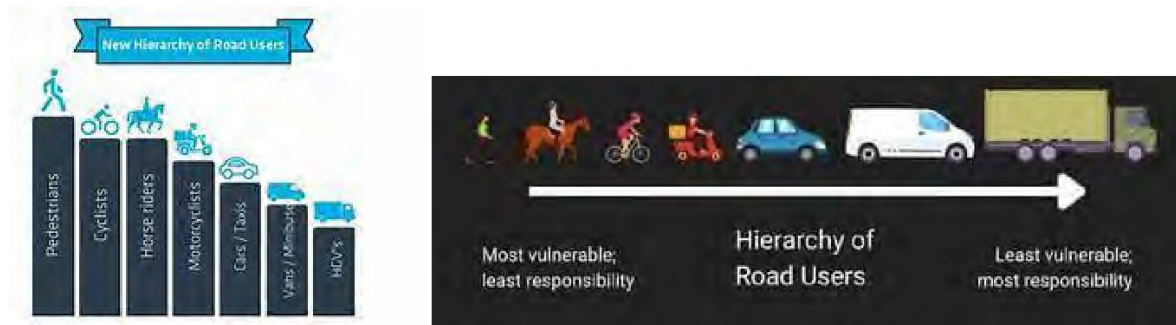
The petition contains 6 ‘asks’ of New Zealand Police, Local Government and Central Government (New Zealand Transport Agency Waka Kotahi and Ministry of Transport). Each ‘ask’ has a varying degree of risk, practicability and relevance for the RTCs.

Ask 1

We ask that New Zealand Transport Agency literature include a definition of a Vulnerable Road User.

Description

There is no formal definition of a vulnerable road user in current legislation. Ask 1 requests the New Zealand Transport Agency Waka Kotahi (NZTA) include a formal definition of a vulnerable road user using a hierarchy like that of the UK Highway Code (see figure below). Under this hierarchy, horse riders and cyclists have the same level of vulnerability and responsibility.



Implications

Introducing a definition of a vulnerable road user that includes horse riders may achieve the following:

- Increase the awareness of horse riders as road users, and their vulnerability to other road users
- Help to address current safety concerns
- Provide opportunities for better education
- Consistency of transport planning across the country
- Potential funding and infrastructure opportunities in the future

Ask 2

We ask that Local and Central Government make the necessary changes to legislation and policy to include horse riders and carriage drivers formally in the community by way of road safety and off road trails/pathways. Work is undertaken to strengthen the relationship with equestrian community advocates to understand their specific needs and ensure there is no further loss of facilities/land or existing access.

Description

NZEAN is requesting that all off-road pathways/tracks/trails be approached as multi-use from the outset (i.e. inclusive of horse riders and carriage drivers). They are also asking for permission, access provision, dirt on the side of trails and the ability to park floats and safely tack up, including signage and education. Ask 2 also highlights the need for legislative and policy changes to improve road safety. However, no additional details about these proposed changes are provided beyond those already outlined in Ask 1.

Implications for off-road tracks and trails

Having off-road tracks and trails that are inclusive of horse riders and carriage drivers from the outset may lead to increased usage of horse riders on some tracks and trails where their presence could be a risk for people walking and cycling. For example, many off-road trails currently used by people cycling (e.g. single track) would be unsuitable for horses, as the trails are narrow and people cycling could not safely pass. Horses may also pose a risk to other users and damage the trail surface. This is not to say that horse riders and people cycling and walking cannot mix on off-road tracks and trails. However, the blanket nature of Ask 2 raises safety and practicality concerns.

Implications for off-road shared pathways

Shared pathways are typically located in urban areas and are used by pedestrians, cyclists, people with mobility devices and wheeled recreational devices. The petition requests that shared pathways be approached as multi-use from the outset (i.e. inclusive of horse riders and carriage drivers). Similar to the reasoning above, a rule change to this effect could lead to increased usage of horse riders on shared pathways where their presence could be a risk for other users, such as people walking or with mobility devices. It is worth noting that NZTA distinguishes between 'shared pathways' and 'multi-use paths.' Multi-use paths include additional users, such as horse riders, but shared pathways do not.

Other implications

Ask 2 would have financial impacts for local councils as it requests for improvements for horse riding infrastructure, such as widening trails, parking facilities, signage and education.

Ask 3

We request New Zealand Police and the Ministry of Transport – NZTA to promptly introduce data collecting measures specific to horse riders and carriage drivers on the roading network.

Description

Central Government and NZ Police currently collect little to no data on the number of incidents or serious crashes involving a horse and rider. Ask 3 requests Central Government and NZ Police to collect data to this effect.

Implications

Collecting this data could provide valuable insight into the magnitude of the road safety concern and could provide evidence to inform and support decision-making.

Ask 4

We ask New Zealand Police to prioritise horse rider safety on the road by way of improved education and enforcement. The frequency and severity of ignorant and deliberate driver behaviours must be reduced. There is a provision in the law to do this and we ask it is ramped up considerably to prevent further road related trauma and injury.

Description

Ask 4 requests that NZ Police increase education on driver behaviour and enforcement for drivers failing to exercise due care to a person moving animals/riding an animal. It also acknowledges that horse riders need to be empowered to make complaints about drivers.

Implications

Ask 4 has few direct implications for the RTCs. However, more education, enforcement and empowering horse riders to make complaints about drivers could potentially lead to driver behaviour change.

Ask 5

We ask that all stakeholders tasked with reducing road trauma, including Local Government road safety groups, work with Pass Wide and Slow NZ (PWASNZ) and its capability to provide relevant and targeted road safety messaging and content to meet horse riders' needs and safety. We ask that decision makers encourage heavy vehicle operators to adopt the PWASNZ messaging in their Standard Operating Procedures and incentives safety tools.

Description

PWASNZ is an educational road safety platform aimed at reducing the number of incidents and near misses for horse riders on the road. Ask 5 requests that Local Government road safety groups collaborate with PWASNZ to promote relevant road safety messaging and content. The petition notes that the following parties have agreed to promote and share an educational flyer on tips around approaching and passing a horse and rider/carriage driver: NZ Police, the Automobile Association, Transporting New Zealand, the Bus and Coach Association of New Zealand, Ritchies, and the New Zealand Motor Caravan Association.

Implications

Road Controlling Authorities (e.g. territorial authorities and NZTA) may need to collaborate with PWASNZ to promote the road safety messaging and content. Notably, the PWASNZ platform focuses only on the safety of horse riders, though cyclists also face similar road safety issues.

Ask 6

We ask that this annual Pass Wide and Slow road safety awareness ride is proactively supported by relevant authorities going forward.

Description

In September 2024, there were 50 organised ‘awareness rides’ across New Zealand in support of the PWASNZ safety platform. Organisers worked with local councils, police and roading authorities to ensure the purpose of the rides—to raise awareness of riders’ vulnerability on the road—was understood and supported. There were differing levels of support for these rides from local councils across the country. Some councils offered support in the form of sponsorship for high vis vests to be distributed to pony clubs and communities where affordability was a concern.

Implications

RTCs support for local pony clubs and communities in the form of sponsorship for high vis vests could increase road visibility and safety for horse riders.

There are four options available to the RTC in response to the presentation:

Option 1: Support the petition in its entirety

Option 2: Support the following parts of the petition:

Ask 1: Support

Ask 2: Support in part: to the extent that work is undertaken to strengthen the relationship with equestrian community advocates to understand their specific needs.

Ask 3: Support

Ask 4: Support in part: extend ‘ask’ to all vulnerable road users

Ask 5: Support in part: extend ‘ask’ to all vulnerable road users

Ask 6: Support: contingent on operational level of request

Option 3: Do not support the petition

Option 4: Abstain—take no further action

Considerations

Financial implications

There are no financial implications from this report.

Legal implications

There are no legal implications from this report.

Attachments

Link to letter presented at the November 2024 meeting.

https://www.orc.govt.nz/media/5iviqcwa/appendix-1_to-all-elected-members-in-aotearoa.pdf

Item 5 New Zealand Transport Agency Report

Report to: Otago Southland RTCs	Meeting Date: 5 May 2025
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, (ES) and Lorraine Cheyne, Manager Transport, (ORC)	Approved by: Liz Devery Regional Planning Manager Environment Southland
Executive Approval: Rachael Millar – General Manager Strategy, Policy and Science- Environment Southland. Anita Dawe - General Manager Planning & Transport - Otago Regional Council	

Purpose

The purpose of this report is to allow the New Zealand Transport Agency Waka Kotahi (NZTA) the opportunity to provide the Otago Southland Regional Transport Committees (RTCs) with a verbal update on its activities.

Summary

NZTA will provide a presentation and verbal update on some of their current activities. The topics will include a potential revision of state highway speed limits, the new NZ Guide to Temporary Traffic Management and progress on the region's projects for the year.

Recommendation

It is recommended that RTCs resolve to:

1. **Note the report.**
2. **Provide any feedback to NZTA on the topics included in the presentation.**

Report

Background

NZTA wishes to provide an update on several activities they are currently involved with that are of interest to the RTCs. This will take the form of a presentation and subsequent discussion.

Topics expected to be covered in the presentation are:

- Implications of the recently released NZ Guide to Temporary Traffic Management.
- State Highway speed limit reversals.
- Speed Limit on State Highway 1 at Waitati – Refer to this link for background. [Speed limit petition backed after pedestrian hit | Otago Daily Times Online News \(odt.co.nz\)](https://www.odt.co.nz/news/transport/speed-limit-petition-backed-after-pedestrian-hit)
- Emergency Works Changes.
- National Land Transport Plan potential timeframes.
- Items from the Action Sheet referred to NZTA for action.
- Other projects that NZTA have underway that may be of interest to the RTCs.

A copy of the presentation will be made available to members following the meeting.

Views of affected parties

There are no matters in this report which require consideration under this heading.

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

Nil

Item 6 Update on the Draft Otago Regional Public Transport Plan 2025-2035

Report to: Otago Southland Regional Transport Committee	Meeting Date: 5 May 2025
ES File:	Strategic Direction: All
Report by: Daniel Basubas, Transport Planner—(ORC)	Approved by: Anita Dawe, General Manager Regional Planning and Transport—(ORC)
Executive Approval: Rachael Millar – General Manager Strategy, Policy & Science – ES	

Purpose

The purpose of this report is to update the Regional Transport Committee (RTC) on the draft Otago Regional Public Transport Plan 2025-2035 (RPTP).

Summary

Otago Regional Council (ORC) has completed the draft Otago RPTP. Public submissions on the draft RPTP closed on 2 May 2025. Hearings will take place 12-16 May, with deliberations shortly thereafter.

Recommendation

It is recommended that Regional Transport Committees resolve to:

- 1. Note the report.**

Report

Background

The Otago RPTP is the guiding document for the development of public transport in Otago. ORC staff have been developing a draft RPTP 2025-2035 since August 2024.

The draft RPTP is centred around five focus areas and objectives (see table below).

Focus area	Objective	Key priorities
Passenger experience	Provide useful public transport services that respect the safety and wellbeing of passengers, particularly for transport-disadvantaged people.	<ul style="list-style-type: none"> • Deliver a high-quality customer experience by prioritising users' accessibility, safety, and comfort • Easy access to timetable, ticketing, and real-time information • Promotion and education on how to use our services to reduce barriers to access
Build trust	Proactively engage with communities and organisations, including iwi, to foster trust and ensure public transport projects align with community priorities.	<ul style="list-style-type: none"> • Strong collaborative relationships with key partners in the planning and delivery of public transport • Utilise an equity-focused approach to supporting the needs of transport-disadvantaged people
Environmental sustainability	Invest in a public transport system that promotes positive outcomes regarding greenhouse gas emissions, pollutants and land use.	<ul style="list-style-type: none"> • Proactively support good land use policy through integration with public transport design • Support electrification of the public transport fleet
A connected and integrated network	Deliver a reliable and convenient public transport system that improves personal freedom and access to opportunities.	<ul style="list-style-type: none"> • Design services according to best-practice design principles • Enhance urban networks through new services, and improvements to frequency and service hours • Enhance regional connectivity through trial services and community transport
Value for Money	Provide public transport services in a manner that represents good value for money.	<ul style="list-style-type: none"> • Set fares so they are simple, fair and affordable to users, but generate sufficient revenue to maintain financial sustainability of our services • Improve financial performance by enhancing third-party revenue sources and implementing efficiencies in service delivery • Procure service contracts in a way that supports fair pricing, a competitive market, and sustainable delivery of services

Collaborating with territorial authorities

From August 2024 to January 2025, ORC staff undertook extensive stakeholder engagement in developing the draft RPTP. This process involved meetings, focus groups and surveys with 52 groups representing government, communities, tourism, mana whenua and educational institutions across Otago. Staff also held two workshops with Otago Regional Councillors.

The draft RPTP was written in close collaboration with staff from each of Otago's territorial authorities (TA's) and NZTA. ORC staff held regular meetings with staff from TA's, both individually and as a group, who provided valuable feedback as the plan was being written. The draft document was also shared for feedback. ORC staff are confident the draft RPTP accurately reflects the diverse transport needs of the region.

The current operating environment—increasing 'private share'

The 2024-2034 Government Policy Statement on Land Transport states that councils must work to increase the proportion of public transport operating costs that are funded by private sources, such as passenger fares and advertising revenue.

The draft RPTP 2025-2035 was written with the understanding that ORC will need to work toward private share targets by increasing revenue from private sources, decreasing spending on service delivery, or a combination of the two.

Draft private share targets are included in the draft RPTP for public feedback.

Public consultation on the draft RPTP

On 20 March 2025, ORC staff provided the RTC with a copy of the draft RPTP 2025-2035. Staff encouraged the RTC to make a collective submission if the plan did not capture the views of their respective organisations at a Council level.

Public submissions were open from 24 March to 2 May 2025. During this time, ORC staff held public drop-in sessions in Dunedin, Queenstown, Wānaka, Alexandra, Cromwell, Balclutha and Ōamaru. These sessions enabled members of the public to speak with staff about the draft RPTP 2025-2035 and public transport more generally. The sessions were attended by staff members from Central Otago District Council and Dunedin City Council in Alexandra and Dunedin, respectively.

Public consultation on the draft RPTP 2025-2035 focused on five main topics (see table below).

Topic	Description
Topic 1: Are we focusing on the right things in the plan?	This question enabled people to provide feedback on the five focus areas guiding the plan.
Topic 2: Should we support community transport services in smaller towns and rural areas?	This question enabled people to provide feedback on ORC supporting community transport services. Community transport provides people with door-to-door transport in communities with few transport options through volunteer driver programmes. Community transport services are currently supported by Waikato Regional Council and Environment Canterbury.
Topic 3: Should we increase our passenger fares?	This question enabled people to provide feedback on increasing the adult Bee card fares in Dunedin and Queenstown from \$2 to \$2.50.
Topic 4: Should we charge more for longer trips?	This question enabled people to provide feedback on a zone fare system where bus passengers in Dunedin and Queenstown will pay a higher fare if they are travelling further distances across multiple zones.
Topic 5: Should we keep our free fares for children (5-12 years)?	This question enabled people to provide feedback on maintaining free fares for children (5-12 years) and standardising the youth concession (13-18 years) to a 40% discount in Dunedin and Queenstown.

Additional information about these topics can be found as an attachment.

ORC staff are currently preparing for hearings 12-14 May in Dunedin, and 16 May in Queenstown, if anyone wishes to be heard in person. Deliberations will occur shortly thereafter.

Transport implications for Southland

The draft Otago RPTP also outlines intentions to improve regional and inter-regional connectivity between Otago and Southland by:

- **Potentially supporting community transport services**, which are non-profit volunteer driver programmes that can meet local transport needs in smaller towns and rural areas. See page 10 of the attachment for more details on community transport.
- **In the next 10 years, expanding integral bus services** between Dunedin and Balclutha via Dunedin airport.
- **In the next 10-30 years (speculative), expanding integral bus services** from Balclutha to Gore, Invercargill and from Queenstown to Invercargill, Te Anau.

Considerations

Financial implications

This report does not have direct financial implications for the RTC.

Future implications

The draft RPTP presents several policies and objectives for investing in public transport in Otago from 2025-2035. If adopted, the plan would guide future investment decisions, but it does not commit ORC to funding specific projects and interventions.

Legal implications

There are no legal implications contained in this report.

Attachments

PT RPTP Summary Document

Item 7 Southland Regional Public Transport Plan 2024/27 Update

Report to: Otago Southland RTCs	Meeting Date: 5 May 2025
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, (ES) and Doug Rodgers Manager Strategic Asset Planning (ICC)	Approved by: Liz Devery Regional Planning Manager Environment Southland.
Executive Approval: Rachael Millar – General Manager Strategy, Policy and Science- Environment Southland.	

Purpose

The purpose of this report is to allow the tabling of a report from the Invercargill City Council on the current update of the Southland Regional Public Transport Plan.

Summary

Invercargill City Council carry out the regional functions for Regional Public Transport under a Transfer Agreement with Environment Southland. The report below provides an update on the mid-term review of the Southland Regional Public Transport Plan and other matters of interest that are included in the Plan.

Recommendation

It is recommended that Regional Transport Committees resolve to:

- Note the report as recommended by Invercargill City Council.**

Report

Background

Invercargill City Council carry out the preparation of the Southland Regional Public Transport Plan and operation of public transport in Invercargill under a transfer agreement with Environment Southland.

Invercargill City Council released their mid-term review of the Regional Public Transport Plan for consultation in conjunction with their Long Term Plan. Submissions were due to close in mid-April 2025.

Invercargill City Council have provided the following report to update the Regional Transport Committees (RTCs) on the mid-term review to date.

**Report Prepared by
Invercargill City Council**

REGIONAL PUBLIC TRANSPORT PLAN – MID-TERM REVIEW UPDATE, PROCUREMENT AND PRIVATE SHARE

Purpose and Summary

The purpose of this report is to update the Regional Transport Committee on the mid-term review of the Southland Regional Public Transport Plan, private share progress and progress in procuring a new service contract for public transport.

Recommendations

That the Regional Transport Committee:

1. Receives the report “Government Private Share Recovery Policy – Public Transport”.
2. Notes the updates

Regional Public Transport Plan

The Southland Regional Public Transport Plan Public is currently going through a mid-term review.

Key elements already worked through are confirmation of objectives and amending these to suit the changing transport environment.

Two workshops have been held, with one focused on stakeholders specifically for the RPTP review and an additional workshop as part of annual Plan consultation.

Consultation will shortly end, and the reviewed plan will be finalised.

Focus areas have been retained with minor wording changes with strengthening the focus on establishing a zero-emission service.

Private Share

In late 2024 the Government communicated to all PTA’s the need to increase ‘private share’. Private share is a measure of cost recovery and represents the proportion of public transport operating expenditure funded from private revenue sources. Government aims to increase private share to support increased levels of public transport expenditure and reduce pressure on ratepayers and taxpayers.

The policy framework for private share is broader than the previous farebox policy, with a more tailored regional approach and some important differences in how cost recovery is measured.

Private share funding is derived from fares and any other income that is not derived from Government funding or matching local authority funding.

Essentially the options are revenue garnered from other sources and fares, including advertising revenue (buses, shelters) and private funding (large commercial entities).

Commercial revenue outside fares, will be difficult to achieve in smaller centres with smaller service networks in any significant amount, subsequently fares are the logical avenue to increase private share funding.

New Public Transport Contract Invercargill

Invercargill’s public transport service contract is being renewed currently. The tender process is complete, and a preferred tenderer has been found. Normal contractual negotiations have been completed.

Infrastructure associated with the new service contract will be rolled out from November 2025. Commercial sensitivity does not allow further information to be shared at this stage.

Financial Implications

- This report does not have direct financial implications for Council.

Legal Implications

- There are no legal implications from this report.

This report is information only.

Next Steps

1. Complete review of RPTP post-consultation
2. Complete procurement process for PT service contract
3. Continue to work with NZTA to reach an amicable fare level.

Considerations

Financial implications

This report does not have direct financial implications for the RTC.

Legal implications

There are no legal implications contained in this report.

Attachments

Nil

Item 8 Time of Use Charging – Regional Sector Submission

Report to: Otago Southland RTCs	Meeting Date: 5 May 2025
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, (ES) and Lorraine Cheyne, Manager Transport, (ORC)	Approved by: Liz Devery Regional Planning Manager Environment Southland.
Executive Approval: Rachael Millar – General Manager Strategy, Policy and Science- Environment Southland. Anita Dawe - General Manager Planning & Transport - Otago Regional Council	

Purpose

The purpose of this report is to update the Otago Southland Regional Transport Committees (RTCs) on a Regional Sector submission to the Land Transport Management Act (Time of Use Charging) Amendment Bill 2025.

Summary

A submission has been prepared by the Transport Special Interest Group (TSIG) on behalf of the Regional Chief Executives on the above Bill. A copy of the submission is included as an appendix to this report.

Recommendation

It is recommended that the RTCs resolve to:

- Note the report.**

Report

Background

The Government called for submissions on the Land Transport Management Act (Time of Use Charging) Amendment Bill 2025, with submissions closing on the 27 April 2025.

The Bill is designed to improve traffic flow and optimise the use of the road network in major urban centres. The Transport Special Interest Group (TSIG) were asked by the Regional Chief Executives Group to prepare a draft submission on the Bill to be lodged under Te Uru Kahika – Regional & Unitary Councils Aotearoa cover. A copy of the submission is attached for the Committees information. The submission was signed by the TSIG sponsor Chris McLay, Chief Executive of the Waikato Regional Council and lodged on the 16 April 2025.

The submission is broadly supportive of the Bill but raises some concerns and suggested improvements. TSIG representatives have asked to be given the opportunity to appear before the Select Committee to present the submission in due course.

A copy of the submission is attached to this report.

Views of affected parties

There are no matters in this report which require consideration under this heading.

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

TSIG Submission to T&I Select Committee

Item 9 South Island Regional Transport Committee Chairs' Activities Update

Report to: Otago Southland RTCs	Meeting Date: 5 May 2025
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, (ES) and Lorraine Cheyne, Manager Transport, (ORC)	Approved by: Liz Devery Regional Planning Manager Environment Southland.
Executive Approval: Rachael Millar – General Manager Strategy, Policy and Science- Environment Southland. Anita Dawe - General Manager Planning & Transport - Otago Regional Council	

Purpose

The purpose of this report is to update the Otago Southland Regional Transport Committees (RTCs) on the recent activities of the South Island Regional Transport Committee Chairs Group.

Summary

The South Island RTC Chairs group met in Christchurch on the 7 April 2025. The minutes from the meeting have not been received at the time of preparing this agenda.

Two more meetings of the Group are to be scheduled before the local government elections in October. Dates for these meetings have yet to be confirmed.

Recommendation

It is recommended that Regional Transport Committees resolve to:

- Note the report.**
- Provide any feedback to the RTCs' representatives on the South Island Regional Transport Committee Chairs Group for consideration at their next meeting.**

Report

Background

The South Island RTC Chairs group met in Christchurch on the 7 April 2025. The Group is currently chaired by Cr Kate Wilson, and she was supported at the meeting by Councillors Alexa Forbes, Jeremy McPhail and Phil Morrison.

The main items of the agenda included:

- An update from each RTC Chair on their region as a precursor to a planned discussion with the Minister of Transport later in the meeting.
- An in-person discussion with Simon Bridges, the NZTA Board Chair. This covered a wide range of issues.

- An in-person presentation from Lisa De Coek and Adele Wilson from KiwiRail on their future strategic direction.
- The scheduled session with Chris Bishop, Minister of Transport, did not happen as he was delayed in Cabinet and was not able to move to another time.
- An update from the New Zealand Transport Agency.
- The final draft of the South Island Transport Story was reviewed and with minor changes will be released across the sector.
- The scope and contract for the next two stages of the South Island Freight Study were approved with a contract to be signed by Environment Canterbury and Stantec on behalf of the Chairs Group.
- A report on understanding the South Island's transport vulnerabilities that will feed into the South Island Freight Studies next steps.

The RTC Chairs Group are sponsoring the South Island Freight Study without direct funding from NZTA. However, NZTA are represented on the Governance Group for the project and will be assisting with data availability and analysis. The project is focused on developing a shared understanding of the freight task in the South Island, both export and internal freight requirements by use of new data sources, and analysis to assist in building a case for investment in infrastructure and resilience projects.

The meeting minutes have not been received as this agenda was being prepared.

Views of affected parties

There are no matters in this report which require consideration under this heading.

Compliance with Significance and Engagement Policy

There are no issues within this report which trigger matters in this policy.

Considerations

Financial implications

Current budget

There are no budget implications from this report.

Future implications

There are no future financial implications from this report.

Legal implications

There are no legal implications contained in this report.

Attachments

Minutes - South Island Regional Transport Committee Chairs 7 April 2025 to be circulated separately when received.

Item 10	Next Meeting
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It is proposed to hold the next meeting of the Otago Southland Regional Transport Committees on Monday 28 July 2025.

Recommendation

It is recommended that the next meeting of the Regional Transport Committees be held on Monday 28 July 2025, with a venue to be confirmed, or, if required, earlier at the discretion of the respective Committee Chairs.