

Otago and Southland Regional Transport Committees 23 February 2026

Otago Council Chamber
Level 2, Philip Laing House
144 Rattray Street, Dunedin



This meeting will be recorded and uploaded to the [ORC Official YouTube Channel](#).



REGIONAL TRANSPORT COMMITTEES MEMBERSHIP

OTAGO

Cr Kate Wilson (ORC, RTC Chair)
Cr Matt Hollyer (ORC, RTC Deputy Chair)
Cr Stuart Duncan (CODC)
Cr Steve Walker (DCC)
Cr Quentin Smith (QLDC)
Cr Bruce Graham (CDC)
Cr John McCone (WDC)
Mr James Cargill (NZTA)

SOUTHLAND

Cr Phil Morrison (ES, RTC Chair)
Cr Alistair Gibson (ES, RTC Deputy Chair)
Cr Christine Menzies (SDC)
Deputy Mayor Joe Stringer (GDC)
Cr Ria Bond (ICC)
Mr James Cargill (NZTA)

Meeting support: Cara Jordan, Governance Support (ORC)

23 February 2026 12:30 PM - 03:00 PM

Agenda Topic	Page
1. WELCOME - HAERE MAI Opening karakia.	
2. APOLOGIES - NGĀ PA POURI An apology was received from Cr Christine Menzies.	
3. PUBLIC FORUM - HE HUINGA TUKU KORERO There were no requests to speak at public forum.	
4. CONFIRMATION OF AGENDA - RAUPAPA O NGĀ TAKE Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.	
5. CONFIRMATION OF MINUTES - TE WHAKAŪ I NGĀ MENETI The minutes of the Otago and Southland Regional Transport Committees' meeting of 28 July 2025 were signed by the Chairperson and ORC Chief Executive at the end of the last triennium.	4
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6. ACTIONS ITEMS - NGA MEA MAHI There are no open actions for the Committees.	10
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7. CHAIRPERSON'S REPORT - NGĀ PŪRONGO Ā TUMUAKI There is nothing to note under this item.	
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This report updates the Otago and Southland Regional Transport Committees on National Land Transport Plan expenditure to the end of December 2025.

8.7 [New Zealand Transport Agency Update](#) 65

The New Zealand Transport Agency Waka Kotahi will provide the Committees with a presentation and verbal update on its activities.

9. EXTRAORDINARY AND URGENT BUSINESS - PANUI AUTAIA HEI TOTOIA PAKIHI

Urgent business items to be addressed at the meeting.

10. CLOSING - KARAKIA KATI



**Otago and Southland Regional Transport Committees (RTC)
MINUTES**

Minutes of an ordinary meeting of the Otago and Southland Regional Transport Committees held in the Gore District Council Chamber on Monday 28 July 2025, commencing at 10:30 am.

PRESENT

Otago Regional Transport Committee

Cr Kate Wilson (RTC Chair)	<i>Otago Regional Council</i>
Cr Alexa Forbes (RTC Deputy Chair)	<i>Otago Regional Council</i>
Cr Bruce Graham	<i>Clutha District Council</i>
Cr Jim O'Malley	<i>Dunedin City Council</i>
Cr Quentin Smith	<i>Queenstown Lakes District Council</i>
Cr Jim Thomson	<i>Waitaki District Council</i>

Southland Regional Transport Committee

Cr Jeremy McPhail (RTC Chair)	<i>Environment Southland</i>
Cr Phil Morrison (RTC Deputy Chair)	<i>Environment Southland</i>
Cr Christine Menzies	<i>Southland District Council</i>
Cr Ria Bond	<i>Invercargill City Council</i>

**Otago and Southland
Regional Transport Committees**

Mr Ian Duncan	<i>NZ Transport Agency Waka Kotahi</i>
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Councillor Wilson was designated as the Chairperson for this combined RTC meeting.

1. WELCOME

Chair Wilson welcomed Councillors, members of the public and staff to the meeting at 10:30 am. Cr Forbes opened the meeting with a karakia.

Committee members present were Cr Kate Wilson (Otago Regional Council and Chair), Cr Jeremy McPhail (Environment Southland), Cr Bruce Graham (Clutha District Council), Cr Jim O'Malley (Dunedin City Council), Cr Quentin Smith (Queenstown Lakes District Council), Cr Jim Thomson (Waitaki District Council), Mr Ian Duncan (New Zealand Transport Agency), Cr Phil Morrison (Environment Southland), Cr Christine Menzies (Southland District Council) and Cr Ria Bond (Invercargill City Council, online).

Other attendees included Russell Hawkes (Environment Southland), Lorraine Cheyne (Otago Regional Council), Danial Basubas (Otago Regional Council), Hartley Hale (Southland District Council), Dean Lowry (Environment Southland), Joshua Rendell (Waitaki District Council), Henri van Zyl (Gore District Council), Grant Fisher (Invercargill City Council), Liz Devery (Environment Southland), Helen Chapman (Dunedin City Council), Janine Benson (Dunedin City Council), Chad Barker (New Zealand Transport Agency), Shawn Scott (New Zealand Transport Agency), Murray Hasler (Gore District Council), Paul Fleet (Central Otago District Council), Jim Crouchley (Transporting New Zealand, online) and Cara Jordan (Otago Regional Council, Governance Support).

2. APOLOGIES

An apology from Cr Stuart Duncan was noted by the Chair.

4. CONFIRMATION OF AGENDA

Resolution: Cr O'Malley Moved, Cr McPhail Seconded

That public forum be delayed until after the Chairperson's Report due to the availability of KiwiRail staff. The agenda was then confirmed as published.

MOTION CARRIED

5. CONFIRMATION OF MINUTES

Resolution: Cr McPhail Moved, Cr Graham Seconded

That the minutes of the Committees' meeting held on 5 May 2025 be received and confirmed as a true and accurate record.

MOTION CARRIED

6. ACTIONS

Open actions from resolutions of the Committees were reviewed and updates provided by Chair Wilson.

7. CHAIRPERSON'S REPORT

7.1. Chairperson's Report

[YouTube 5:02] Chair Wilson updated the Committees on a meeting with the Minister of Transport on the 16 July 2025 and related feedback on the South Island Transport Story. Chair Wilson requested that the South Island Transport Network Vulnerabilities Report be shared with Committee members.

Resolution RTC25-101: Cr McPhail Moved, Cr Morrison Seconded

That the Committees:

- 1) **Note** this report.

MOTION CARRIED

8. STAFF REPORTS

8.1. RTC Achievements of the Triennium

[YouTube 6:47] The report provided the Committees with a summary of their key achievements of the triennium (2022-2025). The role of the Committees in regional deals going forward was discussed. Collaboration was noted as a key contributor to success. Daniel Basubas (Transport Planner, Otago Regional Council) and Lorraine Cheyne (Manager Transport, Otago Regional Council) were available for questions.

Resolution RTC25-102: Cr Morrison Moved, Cr McPhail Seconded

That the Committees:

- 1) **Note** this report.
- 2) **Note** that the achievements of the triennium have come through good collaboration of Committee members and staff.
- 3) **Give a vote of thanks** to staff for working through changes to the drafts and final version of the Government Policy Statement and supporting the achievements of the Committees.

MOTION CARRIED

3. PUBLIC FORUM

[YouTube 17:50] Lisa de Coek and Andrew Bruce from KiwiRail were online to present to the Committees. The presentation covered the importance of freight hubs for the South Island, an update on the Rail Network Infrastructure Programme and an update on the status of South Island infrastructure. Planning processes and timeframes were discussed.

Cr McPhail left the meeting at 11:20 am.

Cr McPhail rejoined the meeting at 11:25 am.

8. STAFF REPORTS continued

8.2. Transport Operating Environment

[YouTube 1:14:10] The report updated the Committees on legislative and policy changes impacting Otago and Southland's regional land transport planning and management. The report also provided an update on current workstreams of interest to elected members and the wider public. The Going for Housing Growth programme, the draft National Infrastructure Plan, Time-of-use schemes and the Otago Central Lakes regional deal were discussed. Daniel Basubas (Transport Planner, Otago Regional Council) and Lorraine Cheyne (Manager Transport, Otago Regional Council) were available for questions.

Resolution RTC25-103: Cr Wilson Moved, Cr McPhail Seconded

That the Committees:

- 1) **Note** this report.

MOTION CARRIED

Resolution RTC25-104: Cr Smith Moved, Cr O'Malley Seconded

That the Committees:

- 1) **Request staff to prepare a submission** on Going for Housing Growth programme and circulate it to members and delegate to the Chairs to sign.

MOTION CARRIED

Resolution RTC25-105: Cr Forbes Moved, Cr O'Malley Seconded

That the Committees:

- 1) **Submit** on the draft national infrastructure plan and delegate to the Chairs to sign.

MOTION CARRIED

Resolution RTC25-106: Cr Smith Moved, Cr Thomson Seconded

That the Committees:

- 1) **Seek joint regular updates** from the Otago Lakes regional deal Steering Group Committee and relevant authorities on the progress.

MOTION CARRIED

Resolution: Cr Wilson Moved, Cr McPhail Seconded

That the meeting be adjourned for 30 minutes until 1:00 pm.

Agenda item 8.6 was taken before item 8.3 due to staff availability.

8.6. Update on Southland District Council Bridge Replacements

[YouTube 2:32:20] The report updated the Committees on the processes and timeline involved in gaining final funding approval for the Southland District Council bridge replacement programme. Timing was a big challenge to deliver activities within the associated funding period. Hartley Hare (Roading Asset Manager, Southland District Council) and Russell Hawkes (Transport Planner, Environment Southland) were available for questions.

Resolution RTC25-107: Cr Wilson Moved, Cr Smith Seconded

That the Committees:

- 1) **Note** this report.

MOTION CARRIED

8.3. Regional Land Transport Plan Development – Review of Strategic Section

[YouTube 2:59:50] The report provided the opportunity for the Committees to comment, and provide direction to staff, on work to develop the Regional Land Transport Plan for the 2027/37 period. Russell Hawkes (Transport Planner, Environment Southland) was available for questions.

Resolution RTC25-108: Cr Forbes Moved, Cr O'Malley Seconded

That the Committees:

- 1) **Note** the report.
- 2) **Ask staff** to reword the strategic section based on the Committee's discussions at this meeting and other consultation and bring the paper back to the Committees in the new triennium.

MOTION CARRIED

8.4. NLTP 2024/27 – Summary of Otago Southland Continuous Programmes Expenditure to June 2025

[YouTube 3:06:10] The report updated the Committees on the end of June 2025 expenditure on Continuous Programmes funded through the National Land Transport Fund. It was noted that

the report effectively covers 9 months and that the comments section will be completed after final year end. Russell Hawkes (Transport Planner, Environment Southland) was available for questions.

Resolution RTC25-109: Cr Wilson Moved, Cr Morrison Seconded

That the Committees:

- 1) **Note** the report.

MOTION CARRIED

8.5. RLTP Improvement Projects Status Update

[YouTube 3:14:10] The report provided an update on the current status and progress of improvement projects included in the current Regional Land Transport Plan 2024/27. Changes in the Government Policy Statement have impacted the process and changed priorities. Russell Hawkes (Transport Planner, Environment Southland) was available for questions.

Resolution RTC25-110: Cr O'Malley Moved, Cr Smith Seconded

That the Committees:

- 1) **Note** this report.
- 2) **Write a letter** to central government outlining that Regional Transport Committees require surety in policy to ensure effective and efficient planning to meet demand.

MOTION CARRIED

8.7. New Zealand Transport Agency Update

[YouTube 3:20:19] The New Zealand Transport Agency Waka Kotahi (NZTA) provided an update on its activities. Winter maintenance, speed management, the national ticketing solution, safety cameras and regional projects were highlighted. Mr Ian Duncan from NZTA was available for questions.

Resolution RTC25-111: Cr Wilson Moved, Cr McPhail Seconded

That the Committees:

- 1) **Note** the report.
- 2) **Provide any feedback** to the New Zealand Transport Agency on the topics included in the presentation.

MOTION CARRIED

8.8. South Island Regional Transport Committee Chair's Activities Update

[YouTube 3:57:10] Cr Wilson updated the Committees on the recent activities of the South Island Regional Transport Committee Chairs Group. The minutes of the latest meeting are not yet available. An investigation into the potential for regional commuter rail was discussed. Russell Hawkes (Transport Planner, Environment Southland) and Chair Wilson were available for questions.

Resolution RTC25-112: Cr O'Malley Moved, Cr Bond Seconded

That the Committees:

- 1) **Note** the report.
- 2) **Write a letter** to the Minister of Transport, Minister of South Island and Minister for Rail to support the community's request to investigate commuter rail between Invercargill and Christchurch with a copy to Environment Canterbury.

MOTION CARRIED

Mr Duncan abstained.

9. EXTRAORDINARY AND URGENT BUSINESS

The inclusion of a KiwiRail representative being permanently appointed to the Regional Transport Committees was discussed.

Resolution RTC25-113: Cr O'Malley Moved, Cr Forbes Seconded

That the Committees:

- 1) **Request** that the Minister of Transport appoint a KiwiRail representative to the Otago and Southland Regional Transport Committees as per Section 105A 1(c) of the Land Transport Act.

MOTION CARRIED

Mr Duncan abstained.

Members of the Regional Transport Committees shared their reflections for the new triennium's incoming Committee members. Key points noted were:

- The Committees undertake important work with common issues shared across the South Island.
- There is a need for long term strategy and planning that is not affected by political change.
- A request was noted for Councillors and staff to meet informally at the beginning of the triennium to share the need to work collectively and for staff to summarise key issues, challenges and constraints.
- The transport environment is a big complicated picture and new members must try to understand the base level of service as quickly as possible.
- A request was made for an induction meeting to be held to include a briefing paper outlining the Committees' history and key current issues with the ability to monitor progress across trienniums.
- To have empathy for all issues (urban or rural, large or small) and follow an evidence based approach with knowledge management.

10. CLOSURE

A vote of thanks was given to staff for their expertise and input into the Committees over the triennium. There was no further business and Chair Wilson declared the meeting closed at 3.22 pm.



30-09-2025

Chair

Date



9 October 2025

Chief Executive

Date

Meeting Date	Item	Status	Action Required	Action Taken
28-07-2025	Chairperson's Report	Completed	RTC25-101 Request that the South Island Transport Network Vulnerabilities Report be shared with Committee members.	08/08/2025 Governance Support Officer Report sent to Committee members.
28-07-2025	RTC2501 Transport Operating Environment	Completed	Request staff to prepare a submission on Going for Housing Growth programme and circulate it to members and delegate to the Chairs to sign.	10/09/2025 Governance Support Officer Submission completed and circulated
28-07-2025	RTC2501 Transport Operating Environment	Completed	Submit on the draft national infrastructure plan and delegate to the Chairs to sign.	12/08/2025 Governance Support Officer Submission completed
28-07-2025	RTC2501 Transport Operating Environment	Completed	Seek joint regular updates from the Otago Lakes regional deal Steering Group Committee and relevant authorities on the progress.	15/10/2025 Regional Planning and Transport The item was discussed with Anita Dawe (General Manager, Regional Planning and Transport). Due to the confidentiality of the regional deal, only publicly available information can be shared with the Regional Transport Committees. Ms Dawe will make a request to the Joint Committee, to provide updates to the RTC. 17/11/2025 Governance Support Officer Update - this work is now underway: - A Dawe (GM Regional Planning and Transport)
28-07-2025	RTC2504 Regional Land Transport Plan Development – Review of Strategic Section	Completed	Ask staff to reword the strategic section based on the Committee’s discussions at this meeting and other consultation and bring the paper back to the Committees in the new triennium.	19/11/2025 Governance Support Officer Strategic section has been refined by staff based on feedback and engagement. Paper to be brought back to next RTC.
28-07-2025	RTC2506 RLTP Improvement Projects Status Update	Completed	Write a letter to central government outlining that Regional Transport Committees require surety in policy to ensure effective and efficient planning to meet demand.	15/10/2025 Regional Planning and Transport Letter sent to Minister of Transport.

Meeting Date	Item	Status	Action Required	Action Taken
28-07-2025	RTC2509 South Island Regional Transport Committee Chair's Activities Update	Completed	Write a letter to the Minister of Transport, Minister of South Island and Minister for Rail to support the community's request to investigate commuter rail between Invercargill and Christchurch with a copy to Environment Canterbury.	30/09/2025 Governance Support Officer Letter sent to Minister of Transport, Minister of South Island and Minister for Rail
28-07-2025	Extraordinary and Urgent Business	Completed	Request that the Minister of Transport appoint a KiwiRail representative to the Otago and Southland Regional Transport Committees as per Section 105A 1(c) of the Land Transport Act.	30/09/2025 Governance Support Officer Letter sent to Minister of Transport

8.1. Otago and Southland Regional Transport Committees - Induction Briefing

Prepared for: Regional Transport Committee
Report No. RTC2601
Authors: Dean Lowry (Senior Transport Planner, Otago Regional Council)
Russell Hawkes (Principal Transport Planner, Environment Southland)
Approved by: Fleur Matthews (Manager Policy and Planning, Otago Regional Council)
Liz Devery (Regional Planning Manager, Environment Southland)
Endorsed by: Anita Dawe (General Manager Regional Planning and Transport, Otago Regional Council)
Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Date: 23 February 2026

PURPOSE

- [1] The report outlines the responsibilities and structure of the Otago and Southland Regional Transport Committees under the Land Transport Management Act 2003.

EXECUTIVE SUMMARY

- [2] Regional councils must establish a Regional Transport Committee (RTC) after each triennial election. RTCs comprise representatives of the regional council, each territorial authority in the region and the NZ Transport Agency.
- [3] The primary functions of a RTC are to prepare the Regional Land Transport Plan (RLTP) for regional council approval and provide advice on the council's transport responsibilities. A RTC must also adopt a significance policy.
- [4] This report should be read in conjunction with the [Terms of Reference Review 2026](#) and the [Regional Land Transport Plan Development 2027–2037](#) reports.

RECOMMENDATION

That the Committees:

- 1) **Note** this report.
- 2) **Provide comment and direction** on further information or actions the RTCs require.

BACKGROUND

- [5] The Land Transport Management Act 2003 requires regional councils to establish a RTC following each triennial election. This report incorporates information that will be presented at the induction held on 23 February 2026, together with additional information. It provides the RTCs with the opportunity to formally record any components of the induction discussion or direction to staff that maybe required.

Land Transport Management Act 2003

- [6] The Land Transport Management Act 2003 (LTMA) sets the requirements for establishment of RTCs by regional councils. Section 105 of the LTMA requires:
- (1) *As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.*
 - (2) *Each regional council must appoint to its regional transport committee;*
 - (a) *2 persons to represent the regional council; and*
 - (b) *1 person from each territorial authority to represent that authority; and*
 - (c) *1 person to represent the Agency*
 - (6) *Each regional council must appoint from its representatives the chair and deputy chair of the committee.*
 - (7) *At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting,*
 - (a) *has a deliberative vote; and*
 - (b) *in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).*
- [7] Section 106 of the LTMA sets out the core functions of a RTC, as follows:
- (1) *The functions of each regional transport committee are:*
 - (a) *to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and*
 - (b) *to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.*
 - (2) *Each regional transport committee, must adopt a policy that determines significance in respect of:*
 - (a) *variations made to regional land transport plans under section 18D; and*
 - (b) *the activities that are included in the regional land transport plan under section 16.*

DISCUSSION

Otago and Southland Regional Transport Committees

- [8] Since 2015, the Otago and Southland RTCs have met collaboratively to fulfil their core functions under the LTMA, including jointly developing the Otago Southland RLTP. The collaborative approach taken in Otago and Southland has been recognised by the NZ Transport Agency and Ministry of Transport as a good model for regional and inter-regional cooperation.
- [9] The RTC is responsible for developing the RLTP, which is required to be developed every six years by the RTC, with a mid-term review completed within six months of the end of the first three years. The Otago Southland RLTP underwent its mid-term review in 2024. Development of the draft Otago Southland RLTP 2027-2037 commenced under the previous RTCs and is reported on in the [Regional Land Transport Plan Development 2027-2037](#) report.

Otago Regional Transport Committee

[10] Otago Regional Council (ORC), at its meeting on 26 November 2025 confirmed the establishment of the Otago RTC for the 2025-2028 Triennium, with the following membership:

- Cr Kate Wilson, ORC - Chair
- Cr Matt Hollyer, ORC - Deputy Chair
- Cr Stu Duncan, Central Otago District Council
- Cr Steve Walker, Dunedin City Council
- Cr Quentin Smith, Queenstown Lakes District Council
- Cr Bruce Graham, Clutha District Council
- Cr John McCone, Waitaki District Council
- Mr James Cargill, NZ Transport Agency

Nominated Alternates:

- Cr Frans Schlack, Waitaki District Council
- Mr Peter Brown, NZ Transport Agency

Southland Regional Transport Committee

[11] Environment Southland (ES), at its meeting on 11 December 2025 confirmed the establishment of the Southland RTC, with a subsequent amendment to Gore District Council representation on the 9 February 2026 for the 2025-2028 Triennium, with the following membership:

- Cr Phil Morrison, ES - Chair
- Cr Alastair Gibson, ES - Deputy Chair
- Cr Christine Menzies, Southland District Council
- Deputy Mayor Joe Stringer, Gore District Council
- Cr Ria Bond, Invercargill City Council
- Mr James Cargill, NZ Transport Agency

Nominated Alternates:

- Mayor Rob Scott, Southland District Council
- Cr John Gardyne, Gore District Council
- Cr Barry Stewart, Invercargill City Council
- Mr Peter Brown, NZ Transport Agency

Alternate Regional Transport Committee Representation

[12] Formal confirmation of alternate representation to the Otago and Southland RTCs was requested to allow an organisation to be represented on any occasion that the nominated representative cannot be present and has lodged an apology.

[13] The legislation does not make provision for alternate RTC members. However, since the Otago and Southland RTCs began meeting jointly, both committees have considered it desirable to have alternates available to attend meetings and report back to their respective councils.

Quorums

- [14] As the Otago and Southland Regional Transport Committees meet jointly and are not a single identity, two separate quorum requirements are required, as follows:
- **Otago:** An Otago Regional Transport Committee cannot proceed unless four members are present, at least one of whom must be a representative of the regional council.
 - **Southland:** A Southland Regional Transport Committee cannot proceed unless three members are present, at least one of whom must be a representative of the regional council.
- [15] Further information regarding Regional Transport Committees is included in the [Terms of Reference Review 2026](#) report.

Technical Advisory Group

- [16] To assist the RTCs, a Regional Technical Advisory Group (TAG), comprising technical representatives from the regions' regional councils, territorial authorities and NZTA, provides advice and carries out investigations on transport matters for the RTCs. From time-to-time other transport-related organisations are invited to attend TAG meetings where additional external input is considered relevant.
- [17] Organisations currently represented on the Otago Southland TAG are:
- Otago Regional Council
 - Environment Southland
 - Queenstown Lakes District Council
 - Dunedin City Council
 - Central Otago District Council
 - Waitaki District Council
 - Clutha District Council
 - Invercargill City Council
 - Southland District Council
 - Gore District Council
 - NZ Transport Agency as an RCA and funder
 - KiwiRail - when required
 - Department of Conservation - when required
- [18] The TAG meets as required to consider any matter referred to it by the RTCs. It also provides input on and makes recommendations concerning the development of the RLTP.

Other Relevant Legislation

- [19] Although the LTMA is the primary legislation for the RTCs, there are a number of other pieces of legislation that must be kept in mind when making decisions.
- [20] The Resource Management Act 1991 (RMA) currently establishes the statutory framework for land use planning. For RLTPs, RTCs are required to take into account relevant national policy statements and relevant regional policy statements or plans in force under the RMA.

- [21] The RMA is in a transitional phase and is scheduled for replacement by two new Acts, introduced to Parliament on 9 December 2025 as the Planning Bill and the Natural Environment Bill.
- [22] As proposed, Part 3 - Clause 68 of the Planning Bill, “How spatial plans promote integration,” states:
- (c) *a regional land transport plan under the Land Transport Management Act 2003 (the LTMA) must be consistent with the relevant regional spatial plan (see section 14(a)(iii) of the LTMA):*
 - (d) *the Minister under the LTMA must take into account any relevant regional spatial plan when preparing or reviewing a Government Policy Statement on land transport (see section 67(1)(b)(iii) of the LTMA):*
- [23] The Local Government Act 2002 sets out the requirements that local government must meet when planning and carrying out its functions, including consultation requirements relevant to the RLTP.
- [24] On 25 November 2025, the Government announced consultation on a proposal to simplify local government. In summary:
- The proposal seeks views on abolishing elected regional councillors and transferring their governance functions, including regional transport planning, to Combined Territorial Boards (CTBs).
 - CTBs would also be tasked with developing regional reorganisation plans to improve efficiency across councils, subject to independent review and Ministerial approval.
- [25] The current framework for the structure and responsibilities of the RTCs remains in place under the LTMA until the outcome of the consultation and any subsequent legislative process.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [26] The LTMA requires regional councils to establish RTCs. This report does not introduce new strategic or policy issues requiring consideration.

Financial Considerations

- [27] Provision is made for the administration of the RTCs in Councils’ Long-Term Plans.

Significance and Engagement

- [28] The relevant parties have been involved in the process required to establish the RTCs by the regional councils.

Legislative and Risk Considerations

- [29] The RTCs must comply with the requirements of the Land Transport Management Act 2003. This report does not introduce new risks.

Climate Change Considerations

[30] This report does not raise any matters requiring climate change considerations.

Communications Considerations

[31] This report does not raise any matters requiring communications considerations.

NEXT STEPS

[32] A schedule of meetings is being prepared to ensure the RTCs can meet their responsibilities associated with delivering the Otago Southland RLTP by the end of June 2027.

ATTACHMENTS

Nil

8.2. Terms of Reference Review 2026

Prepared for: Regional Transport Committee
Report No. RTC2602
Authors: Russell Hawkes (Principal Transport Planner, Environment Southland)
Dean Lowry (Senior Transport Planner, Otago Regional Council)
Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Fleur Matthews (Manager Policy and Planning, Otago Regional Council)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Regional Planning and Transport, Otago Regional Council)
Date: 23 February 2026

PURPOSE

- [1] The purpose of this report is to provide the Otago and Southland Regional Transport Committees with the opportunity to review and update the Terms of Reference for both the Regional Transport Committees and the associated Otago Southland Regional Technical Advisory Group.

EXECUTIVE SUMMARY

- [2] The Terms of Reference for both the Regional Transport Committees and the Regional Technical Advisory Group were approved by the Regional Transport Committees at the meeting on the 4 August 2023. Ahead of this meeting the Terms of Reference have been reviewed by staff for consistency.
- [3] The Regional Transport Committees may consider that additional changes to the Terms of Reference are required. In that case, staff will update them and bring the updated document back to the next Committee meeting.

RECOMMENDATION

That the Committees:

- 1) **Note** this report.
- 2) **Provide direction** on any changes required, or if no further changes are required, **adopt the Terms of Reference** as attached to this report.

BACKGROUND

- [4] The Terms of Reference for both the Regional Transport Committees and the associated Technical Advisory Group were approved on 4 August 2023.

DISCUSSION

- [5] The establishment of the Regional Transport Committees makes it appropriate to review the Terms of Reference for both the Otago and Southland Regional Transport Committees and the Otago Southland Regional Technical Advisory Group.
- [6] For this meeting, the Terms of Reference have been reviewed by staff and updated with only minor changes to wording for consistency.
- [7] As the same Terms of Reference apply to both the Otago Regional Transport Committee and the Southland Regional Transport Committee, the following clarification has been inserted at the start of the document by staff:

Application of Terms of Reference

These Terms of Reference apply equally to the Otago Regional Transport Committee and the Southland Regional Transport Committee. References to the Otago Regional Transport Committee are to be read as references to the Southland Regional Transport Committee where applicable.

- [8] The Committees are asked to provide comment and / or request updates, which staff will incorporate before bringing the revised document back to the next Committee meeting.
- [9] If no further updates or changes are required, the Terms of Reference can be approved by the Committees for the remainder of the current triennium.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [10] This report does not introduce new strategic or policy matters requiring consideration.

Financial Considerations

- [11] This report does not raise any matters requiring financial consideration.

Significance and Engagement

- [12] There are no significance or engagement issues to consider.

Legislative and Risk Considerations

- [13] This report does not raise any matters requiring legislative and risk considerations.

Climate Change Considerations

- [14] This report does not raise any matters requiring climate change considerations.

Communications Considerations

- [15] No communications considerations arise from this report.

NEXT STEPS

- [16] Following approval of the Terms of Reference, they will be referred to each regional council for adoption.

ATTACHMENTS

1. Draft Terms of Reference February 2026 [**8.2.1** - 11 pages]



**Terms of Reference for the Otago and Southland Regional Transport Committees
including
Terms of Reference for the Otago Southland [Regional] Technical Advisory Group**

Requirements of the Land Transport Management Act 2003 relating to Regional Transport Committees

Section 105 - Regional transport committees

- (1) As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.
- (2) Each regional council must appoint to its regional transport committee:
 - (a) two persons to represent the regional council; and
 - (b) one person from each territorial authority in the region to represent that territorial authority; and
 - (c) one person to represent the Agency.
- (3) *...(relates to unitary authorities)*
- (4) A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.
- (5) *Repealed*
- (6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.
- (7) At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting, -
 - (a) has a deliberative vote; and
 - (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and that status quo is preserved).
- (8) *Repealed*
- (9) Despite subsection (1) to (3), two or more adjoining regional councils or Auckland Transport and one or more adjoining regional councils may agree in writing to establish a joint regional transport committee and prepare a regional transport plan, in which case subsections (4), (6), and (7) apply with all necessary modifications.
- (9A) *...(relates to joint regional transport committees)*
- (9B) *...(relates to joint regional transport committees)*
- (9C) *...(relates to joint regional transport committees)*
- (10) If a regional transport committee is established under subsection (9), any reference in Part 2 of this Act to a regional council is to be read as a reference to each of the regional councils that have established the committee.
- (10A) *...(relates to joint regional transport committees)*
- (10B) *...(relates to joint regional transport committees)*

- (11) If the area of a territorial authority falls into the regions of more than one regional council, the territorial authority must decide (after consulting the relevant regional councils) which regional transport committee to join.
- (12) If subsection (11) applies, and a territorial authority fails to decide to join a regional transport committee, the Minister must direct the territorial authority to be represented by a particular regional transport committee.
- (13) *Repealed*
- (14) *Repealed*
- (15) Nothing in this section applies to the Auckland Council or Auckland.

Section 106 - Functions of regional transport committee

- (1) The functions of each regional transport committee (other than the regional transport committee for Auckland) are:
 - (a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and
 - (b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
- (2) Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of:
 - (a) variations made to regional land transport plans under Section 18D; and
 - (b) the activities that are included in the regional transport plan under Section 16.
- (3) *...(relates to joint regional transport committees)*

Section 107 - Procedure of committee

- (1) *Repealed*
- (2) The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committee of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the regional transport committees.
- (3) The Agency is not, as a result of being represented on a regional transport committee, bound to:
 - (a) include any matter in a national land transport programme under Section 19C; or
 - (b) approve an activity or a combination of activities under Section 20.
- (4) *...(relates to the Auckland Regional Transport Committee).*

Terms of Reference Otago/Southland Regional Transport Committee

Application of Terms of Reference

These Terms of Reference apply equally to the Otago Regional Transport Committee and the Southland Regional Transport Committee. References to the Otago Regional Transport Committee are to be read as references to the Southland Regional Transport Committee where applicable.

Membership

The Regional Transport Committee for Otago comprises:

- two regional council representatives (Chair and Deputy Chair);
- one representative from the NZ Transport Agency;
- one district council representative from each of the:
 - Central Otago District Council
 - Clutha District Council
 - Dunedin City Council
 - Queenstown Lakes District Council
 - Waitaki District Council

Total membership equals eight.

The Regional Transport Committee for Southland comprises:

- two regional council representatives (Chair and Deputy Chair);
- one representative from the NZ Transport Agency;
- one district council representative from each of the:
 - Gore District Council
 - Invercargill City Council
 - Southland District Council.

Total membership equals six.

Membership is dictated by Section 105 of the *Land Transport Management Act 2003 (LTMA)*. Representatives are appointed by the regional council on the nomination of the NZ Transport Agency and each of the territorial authorities.

Purpose

To undertake the functions as prescribed by the *LTMA*.

Meeting Schedule

The Regional Transport Committee normally meets at least three times a year but may meet more regularly depending on the work to be undertaken or the issues to be addressed. Where possible, members will be advised, in advance, of the meeting schedule for the year.

Role and Functions

The role and functions of the Regional Transport Committee are as follows:

1. to undertake the statutory requirements of the *LTMA*;
2. to prepare the Regional Land Transport Plan (RLTP) in co-operation with the Otago Regional Transport Committee, to prepare any applications to vary the RLTP and to process any applications to vary the RLTP (*LTMA Section 106(1)(a)*);
3. to prepare and adopt a policy that determines significance in respect of:
 - (a) any variations made to the RLTP;
 - (b) activities included in the RLTP (*LTMA Section 106(2)*);
4. to provide any advice and assistance the regional council may request on its transport responsibilities generally (*LTMA Section 106(1)(b)*);
5. to undertake monitoring to assess implementation of the RLTP including monitoring of the performance of activities (*LTMA Section 16(3)(f)* and *16(6)(e)*), in co-operation with the Otago Regional Transport Committee;
6. to consult on a draft RLTP for the region in accordance with the consultation principles specified in Section 18 and 18A of the *LTMA*, in co-operation with the Otago Regional Transport Committee;
7. To complete a review of the RLTP during the six-month period immediately before the expiry of the third year of the Plan (*LTMA Section 18CA*) in co-operation with the Otago Regional Transport Committee;
8. to advise the Council on any significant legislative changes, programmes, plans or reports relating to the region's transport system;
9. to prepare and implement regional transportation planning studies, or pan-regional studies when necessary;
10. to represent and advocate for transport interests of regional and / or pan-regional concern;
11. to consider and submit on transport-related policies, plans and consultation documents issued by the Ministry of Transport, the NZ Transport Agency, regional/district councils, and other relevant organisations as considered appropriate, including submitting jointly with the Otago Regional Transport Committee, when appropriate;
12. to liaise with the Ministry of Transport, the NZ Transport Agency, Commissioner of Police, regional/district councils, KiwiRail, the Department of Conservation and other interested

parties on transport matters, and advise the Council on any new initiatives as considered appropriate;

13. to operate in a collaborate manner in the combined meetings of the two Regional Transport Committees and to engage with other regional transport committees and working parties, which from time-to-time may be established;
14. to consider advice and recommendations from the [Regional] Technical Advisory Group covering both Regional Transport Committees.

Members' responsibilities for reporting back to the organisation they represent

Each member of the Regional Transport Committee is expected to report back to their own organisations following each Regional Transport Committee meeting or workshop on matters discussed at those Committee meetings, and with particular reference to the RLTP. Draft minutes from each meeting will be circulated to members to assist them in reporting on the Regional Transport Committee's activities to their own organisations.

Terms of Membership

Should a vacancy occur in the membership of the Regional Transport Committee, the Committee Secretary shall report this to the next meeting of the Council, which shall then invite the nominating organisation to nominate a replacement.

Quorum and Voting Rights

A Otago Regional Transport Committee meeting cannot proceed unless five committee members are present, at least one of whom must be representative of the regional council and no more than one to be an alternate representative.

A Southland Regional Transport Committee meeting cannot proceed unless three committee members are present, at least one of whom must be representative of the regional council and no more than one to be an alternate representative.

No voting will occur unless there is a quorum of Regional Transport Committee members from those organisations allowed to vote on these matters.

The Chairperson has a deliberative vote and in the case of an equality of votes does not have a casting vote. Clause 24 of the 7th Schedule of the Local Government Act otherwise applies to voting.

The purpose of encouraging each organisation to have alternates is to ensure that each of the organisations involved in the Regional Transport Committee (the Territorial Authorities, the NZ Transport Agency and the regional council) is able to bring their organisation's view to the table and to report back the outcome to their organisation.

Each organisation (i.e. the regional council, the NZ Transport Agency and each district/city council) is therefore encouraged to have alternative representatives to act as a replacement should the appointed representative be absent from a meeting.

Alternates will count towards a quorum but do not have voting rights.

Delegated Authority – Power to Act

The Regional Transport Committee:

1. does not have the powers of Council to act in the following instances as specified by Clause 32 (1) of Schedule 7 of the *Local Government Act 2002* to:
 - (a) make a rate;
 - (b) make a bylaw;
 - (c) borrow money, or purchase or dispose of assets, other than in accordance with the Long-term Plan;
 - (d) adopt a Long-term Plan, or Annual Plan or Annual Report;
 - (e) appoint a Chief Executive;
 - (f) adopt policies required to be adopted and consulted on under this Act in association with the Long-term Plan or developed for the purpose of the Local Governance Statement;
2. does have the ability to appoint a panel to hear RLTP submissions, working parties, advisory groups and, where there is urgency or special circumstances, a sub-committee to deal with any matters of responsibility within the Regional Transport Committee's Terms of Reference and areas of responsibility, and to make recommendations to the Regional Transport Committee on such matters, provided that a sub-committee does not have power to act other than by a resolution of the Committee with specific limitations;
3. does have the ability to make decisions in accordance with the Terms of Reference and the *LTMA*.

Power to Act (for the information of Council)

The Regional Transport Committee has the power to:

1. monitor any transport activities of the regional council, territorial authorities and the NZ Transport Agency in order to report on progress on the RLTP.
2. prepare and recommend variations to the RLTP that trigger the Regional Transport Committee's significance policy;
3. consider and recommend transportation planning studies and associated outcomes;
4. provide recommendations to relevant government agencies on transport priorities for the region and the allocation of national or regional transport funds.

Otago Southland [Regional] Technical Advisory Group

A pan-regional Otago Southland [Regional] Technical Advisory Group (TAG) is a working group of technical transport officers from various organisations in the Otago and Southland regions, which advises the Otago and Southland Regional Transport Committees on matters relating to:

- development of the RLTPs for the two regions;
- regional prioritisation of transport projects;
- any other transport matters requested by the Regional Transport Committee(s) or regional councils.

The Otago Southland [Regional] Technical Advisory Group will be administered jointly by the Otago Regional Council and Environment Southland and is made up of representatives of the following organisations:

- Otago Regional Council;
- Clutha District Council;
- Central Otago District Council;
- Dunedin City Council;
- Queenstown Lakes District Council;
- Waitaki District Council;
- Environment Southland;
- Southland District Council;
- Invercargill City Council;
- Gore District Council;
- NZ Transport Agency;
- Other organisations/individuals such as (NZ Police, KiwiRail, Accident Compensation Corporation) are invited to participate and advise the Regional Transport Committees on technical matters relating to the Terms of Reference on a case-by-case basis.

Terms of Reference
Otago Southland [Regional] Technical Advisory Group

Background

The Otago Southland [Regional] Technical Advisory Group (TAG) is a working group of technical transport officers from various organisations in the Otago and Southland regions, which advises the Otago and Southland Regional Transport Committees on matters relating to:

- development of Regional Land Transport Plans (RLTPs) for the two regions;
- development of a significance policy in respect of any variations made to the RLTPs and activities to be included in the RLTPs;
- technical advice and assistance that the Regional Transport Committees may request in relation to its transport responsibilities.

The Otago Southland [Regional] Technical Advisory Group is administered jointly by the Otago Regional Council and Environment Southland.

Objectives

The objectives of the TAG are to:

1. provide professional support, technical expertise and advice to the Otago and Southland Regional Transport Committees, Otago Regional Council, Environment Southland, central government and other public-sector organisations concerned with transport and travel, as and when necessary;
2. facilitate opportunities for the integration, collaboration and co-ordination of transport planning and implementation in Otago and Southland;
3. enable strategic discussions amongst officers of key organisations in Otago and Southland on matters relating to the planning and delivery of transport projects in the region, employing an integrated, multi-modal approach;
4. provide a forum for staff of the Otago Regional Council and Environment Southland, eight district councils, the NZ Transport Agency and other individuals/organisations of relevant technical expertise (such as NZ Police, KiwiRail and ACC) to share information and ideas;
5. provide a formalised contact point for transport matters in Otago and Southland at an officer level.

Functions

The functions of the TAG are to:

1. to provide advice and support to the Regional Transport Committees on the following matters:
 - (a) preparation and development of the RLTPs for the Otago and Southland regions or any variations;
 - (b) development of a significance policy in respect of any variations made to the RLTPs and activities to be included in the RLTPs;
 - (c) preparing for, and carrying out a mid-term review of the RLTPs;

- (d) monitoring and reviewing progress towards the adoption and implementation of the RLTPs;
 - (e) any strategic or technical matters concerning transport that the Regional Transport Committees may request;
2. to advise the Regional Transport Committees on any significant legislative changes, programmes, plans or reports relating to the regions' transport system;
3. to liaise with Ministry of Transport, the NZ Transport Agency, KiwiRail, Nga Haerenga NZ Cycle Trail Inc., the NZ Police, Department of Conservation, district councils, and other interested parties on land transport matters, and advise the Regional Transport Committees appropriately on any new initiatives being undertaken by these organisations;
4. to liaise with neighbouring regions and districts on cross-regional transportation matters and advise the Regional Transport Committees on any appropriate initiatives relating to these issues.

Membership

The membership of the TAG comprises one nominated representative (and an alternate) from the following organisations:

- Otago Regional Council;
- Environment Southland;
- Clutha District Council;
- Central Otago District Council;
- Dunedin City Council;
- Gore District Council;
- Invercargill City Council;
- Queenstown Lakes District Council;
- Waitaki District Council;
- Southland District Council;

plus membership:

- from any of the above organisations, required to cover their functions concerning public transport, cycle trails or alternative modes of transport;
- The NZ Transport Agency, maximum of three representatives including alternates.
- Representatives from any other organisations/individuals invited to participate and advise the Regional Transport Committees on technical matters relating to the Committees' Terms of Reference on a case-by-case basis.

It may also be necessary for reference groups to be established which involve support people from the organisations listed above (as deemed appropriate) and which provide specific advice to the TAG

on certain matters – for example maintenance, freight, road safety, passenger transport, rail, environmental, walking and/or cycling, and any other relevant interest groups, as appropriate.

Organisation and procedures

- **Meetings**

Meetings are to take place not less than once every six months and more frequently if required.

It is anticipated that the TAG will meet approximately once every 4-6 weeks during the development of the RLTPs. Once the RLTPs are established, the TAG will meet less frequently. The TAG will meet approximately one month but no less than two weeks before each Regional Transport Committees' meeting.

Meetings will be arranged jointly by Otago Regional Council and Environment Southland and the chairmanship of meetings, and taking of minutes will alternate between the two regional councils.

- **Convenors**

The convenors of the TAG will be a staff member from each of the Otago Regional Council and Environment Southland. Should another member of the TAG wish to require a meeting to be held, this request can be made to the Convener(s) and a meeting then be established.

- **Attendance**

If nominated members are unable to attend a TAG meeting, each member should nominate an alternative representative of their organisation who has the member's proxy to attend in their absence.

Each member (or member's alternative representative) may also invite support or technical advisor/s to attend a TAG meeting with them. The role of that person/s is to provide advice to the respective member.

- **Servicing**

Notice of meetings, agenda preparation and meeting notes will be the responsibility of the convenors, with assistance from member organisation support staff. An agenda for the TAG meeting is to be circulated to members prior to the meeting and, where possible, agenda item contributions from members circulated in good time beforehand.

- **Minutes**

Meeting notes for each meeting are to be taken. The meeting notes may include a list of actions agreed to by participants.

Draft meeting notes and any action list are to be circulated to meeting attendees as soon as possible after each TAG meeting, to facilitate reporting back of TAG members to their parent organisations. Draft meeting notes are to be confirmed as accurate at a following meeting.

Meeting notes will be used to help prepare the agenda and reports for the following Regional Transport Committees' meeting(s). TAG meeting notes do not, therefore, need to be included on the Regional Transport Committees' agenda.

- **Member responsibility including reporting**

The TAG acts on behalf of the Regional Transport Committees for Otago and Southland. As such, communication and feedback to the Committee is critical. TAG meetings are scheduled approximately one month before each RTC meeting, to allow feedback and recommendations from the TAG to be included in the Regional Transport Committees' meeting agenda.

When the Regional Transport Committees seek advice or work from the TAG, members of the TAG are expected to inform the TAG meeting about any relevant policies their organisations have, and to participate in discussion to see if a consensus can be reached on the advice or recommendation to be given to the Regional Transport Committees'.

TAG members should participate actively in the group and recognise that its success depends on a group effort. Members should recognise that the nature and scope of their roles, responsibilities and experience varies, and that each member has a valid contribution to make.

Members of the TAG are expected to report back to their respective organisations on matters discussed at TAG meetings. To facilitate this, drafts of the TAG meeting notes, and Regional Transport Committees' minutes are provided to TAG members as soon as possible after each TAG and RTC meeting.

8.3. Regional Transport Committees Correspondence Update

Prepared for: Regional Transport Committee
Report No. RTC2604
Authors: Russell Hawkes (Principal Transport Planner, Environment Southland)
Dean Lowry (Senior Transport Planner, Otago Regional Council)
Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Fleur Matthews (Manager Policy and Planning, Otago Regional Council)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Regional Planning and Transport, Otago Regional Council)
Date: 23 February 2026

PURPOSE

- [1] The purpose of this report is to provide the Otago and Southland Regional Transport Committees with copies of the correspondence to Ministers requested at the July Committees meeting, and copies of the responses received.

EXECUTIVE SUMMARY

- [2] Following the 28 July 2025 Committees meeting, letters were sent to several Government Ministers regarding KiwiRail representation on the Committees, certainty in policy and funding, and support for investigation into passenger rail. Copies of the letters and subsequent responses are provided for the Committees information and possible further action.

RECOMMENDATION

That the Committees:

- 1) **Note** this report and the correspondence to Ministers and that received in response.
- 2) **Provide any feedback and subsequent actions they wish to take.**

BACKGROUND

- [3] At the combined Regional Transport Committees meeting on the 28 July 2025, the Committees discussed KiwiRail representation, policy and funding certainty, and passenger rail. As the meeting was the last before the local government elections, staff were asked to prepare and send letters to various Ministers on the Committees' behalf.

DISCUSSION

- [4] Copies of the letters and subsequent responses from the Ministers are attached for the Committee's information and further discussion as required.

- [5] In summary, the following letters were sent:
- To Hon. Chris Bishop (Minister of Transport): Requesting the appointment of a KiwiRail representative to the Otago and Southland Regional Transport Committees.
 - To Rt Hon Winston Peters (Minister for Rail), Hon. James Meager (Minister for the South Island), and Hon. Chris Bishop: Requesting support for investigation into the feasibility of passenger rail services.
 - To Hon. Chris Bishop: Requesting greater policy and funding certainty through the Government Policy Statement on Land Transport (GPS).
- [6] In summary, the following responses were received:
- From Hon. Chris Bishop: Noting support for KiwiRail representation where rail matters are on the agenda, and recommended contacting KiwiRail to discuss efficient, practical arrangements.
 - From Rt Hon Winston Peters: Noting that decisions on funding for public transport services requires a business case. KiwiRail is available to advise on operating and capital costs, noting limitations on rolling stock. The Committees are encouraged to advise if they are willing to begin the business case process.
 - From Hon. Chris Bishop: Noting that GPS 2024 signalled a shift to a 10-year planning horizon for land transport. GPS 2027 is being developed, with a draft expected to be released in mid-2026. Improvements will be made to shift the system to a 10-year planning horizon.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [7] There are no matters in this report which require consideration under this heading.

Financial Considerations

- [8] There are no financial implications included in this report.

Significance and Engagement

- [9] There are no significance or engagement issues to consider.

Legislative and Risk Considerations

- [10] The report raises no legislative or risk-related matters.

Climate Change Considerations

- [11] There are no climate change implications associated with this report.

Communications Considerations

- [12] No communications considerations arise from this report.

ATTACHMENTS

1. Combined Letters and Responses from Ministers [8.3.1 - 8 pages]

Our reference: A1345518

18 September



Hon Chris Bishop
Minister of Transport
C.Bishop@ministers.govt.nz

Dear Minister

Regional Transport Committee – KiwiRail Representation

Environment Southland and the Otago Regional Council Regional Transport Committees meet concurrently to prepare a joint Regional Land Transport Plan. Whilst the Committees are not formally joint under the Land Transport Management Act (2003) their discussions and decisions are made with a combined regional focus. This arrangement has been in place since 2015 and facilitates informed transport planning across both regions.

At a recent meeting of the combined Committees a resolution was passed to write to the Minister of Transport requesting the appointment of a KiwiRail representative to the Committees under section 105 A (1) (c) of the Land Transport Management Act.

KiwiRail has had limited involvement with the combined Regional Transport Committees in recent years as rail transport planning was substantially outside the normal functions of the Regional Transport Committees. However given the need to ensure the rail network is fit for purpose in Otago and Southland, the need for increased utilisation of the network and potential for passenger services in the future the Committees feel that a more formal working relationship with KiwiRail is now necessary.

Can you please advise on further steps the Committees would need to take to have a more formal arrangement put in place for the next triennium? At this stage the new Regional Transport Committees will be in place by February 2026.

Should you wish to discuss this further please contact the undersigned on 021 970 997 or Russell.hawkes@es.govt.nz

Thank you for your assistance in this matter.

Russell Hawkes
Principal Transport Planner
Environment Southland

Hon Chris Bishop

Minister of Housing
Minister for Infrastructure
Minister Responsible for RMA Reform
Minister of Transport
Leader of the House
Associate Minister of Finance
Associate Minister for Sport and Recreation



TCB25-2321

Russell Hawkes
Principal Transport Planner
Environment Southland
By email: Russell.hawkes@es.govt.nz

Dear Russell,

Thank you for your letter dated 18 September 2025 requesting the appointment of a KiwiRail representative to the Environment Southland and the Otago Regional Council Regional Transport Committees (the Committees).

I appreciate you are looking to have a more formal arrangement in place with KiwiRail in advance of the next triennium, noting that you expect the Committees to be in place by February 2026.

As you are aware, section 105A of the Land Transport Management Act 2003 allows me to name a regional transport committee or joint committee (other than a committee for Auckland or Wellington). I support KiwiRail's representation on the Committees where there are rail matters on the agenda. I suggest you contact Lisa De Coek, Group Manager - Engagement (Acting) at KiwiRail to discuss KiwiRail representation, including how this might best work in practice and in a way that is efficient for all parties. Lisa can be contacted at Lisa.DeCoek@kiwirail.co.nz.

Thank you again for writing.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Chris Bishop'.

Hon Chris Bishop
Minister of Transport

Our reference: A1345516

18 September 2025



Hon Chris Bishop
Minister of Transport
C.Bishop@ministers.govt.nz

Rt Hon Winston Petters
Minister for Rail
W.Peters@ministers.govt.nz

Hon James Meager
Minister for South Island
J.Meager@ministers.govt.nz

Dear Ministers

Passenger Rail in the South Island

Environment Southland and the Otago Regional Council Regional Transport Committees meet concurrently to prepare a joint Regional Land Transport Plan. Whilst the Committees are not formally joint under the Land Transport Management Act (2003) their discussion and decisions are made with a combined region focus. This arrangement has been in place since 2015 and informed transport planning across both Regions.

During consultation on the combined Otago Southland Regional Land Transport Plan in 2024, a number of submissions were received regarding passenger rail services in the South Island. The Committees modified the Regional Land Transport Plan to reflect this. The potential for a South Island-wide project has been discussed but has not progressed to date due to funding limitations. In recent months increased community interest in the potential for passenger rail between Christchurch and Invercargill has been noted.

At a recent meeting of the combined Regional Transport Committees a resolution was passed to write to the Ministers of Transport, Rail and the South Island recording the combined Committees support for investigation into the potential return of passenger rail in the South Island.

The Committees wish to work with Government to progress a detailed investigation into the feasibility of rail services in the South Island.

Can you please advise of any current plans that maybe being formulated or how the combined Committees can further support action with any proposal?

At this stage the new Regional Transport Committees will be in place by February 2026 and the topic will be discussed again at that time.

Should you wish to discuss this further please contact the undersigned on 021 970 997 or Russell.hawkes@es.govt.nz

Thank you for your assistance in this matter

Russell Hawkes
Principal Transport Planner
Environment Southland

Rt Hon Winston Peters

Minister of Foreign Affairs
Minister for Racing
Minister for Rail



Russell Hawkes, Environment Southland
Russell.Hawkes@es.govt.nz

Dear Russell

Thank you for your letter of 18 September 2025, sent on behalf of the Otago and Southland Regional Transport Committees, expressing support for investigating the potential return of passenger rail services in the South Island. This response is on behalf of the Government.

Decisions on funding public transport services require a business case evidencing the need for such a service. This requires the involvement of the New Zealand Transport Agency and the relevant Public Transport Authority, which in this instance, would be your regional councils.

KiwiRail has maintained an 'open offer' for many years to any public transport authority to advise on standard operating and capital cost assumptions. For instance, the establishment of Te Huia required upfront capital investment, including the construction of a new park and ride facility in Hamilton, refurbishment of older carriages, and the establishment of a mechanical depot. In addition, annual operating costs were shared between the regional council and the Government, after accounting for farebox revenue. It is worth noting that New Zealand has limited rolling stock available, and any existing stock would likely require refurbishment and may have a shorter lifespan compared to new assets designed for a 30-year operational life. As such, any new service would require careful consideration of capital investment needs.

We are aware of a recent petition calling for the reinstatement of the Southerner service. This petition is currently with the Petitions Select Committee and will be considered by the Government once referred. In the meantime, we note that the uptake for the Southerner excursions earlier this year was highly positive as a tourism venture for KiwiRail. We are also encouraged by the solid performance of Dunedin Railways as it re-establishes itself after Covid.

When announcing the Rail Heritage Trust of New Zealand's commitment to restoring the Matura Railway Station, made possible through increased KiwiRail's funding for public good initiatives, we noted the potential for the station to be used by KiwiRail or Dunedin Railways in the future. But as stated, that requires a clear-eyed view on the merits of such a service and the best people to make that assessment are the communities that want the service.

We therefore encourage your joint committee to advise if it is willing to commence the business casing.

Thank you for taking the time to write.

Yours sincerely

A handwritten signature in black ink that reads "Winston Peters".

Rt Hon Winston Peters
Minister for Rail

cc Hon Chris Bishop, Minister of Transport
Hon James Meager, Minister for the South Island
Hon Mark Patterson, Minister for Rural Communities
Sue Tindal, KiwiRail Chair



7 October 2025



Hon Chris Bishop
Minister of Transport
C.Bishop@ministers.govt.nz

Our reference: A1349155

Dear Minister,

Regional Transport Committees - Government Policy Statement & Funding Issues

Environment Southland and the Otago Regional Council Regional Transport Committees meet concurrently to prepare a joint Regional Land Transport Plan. Whilst the Committees are not formally joint under the Land Transport Management Act (2003) their discussions and decisions are made with a combined regional focus. This arrangement has been in place since 2015 and facilitates informed transport planning across both regions.

At a recent meeting of the combined Committees a resolution was passed to write to the Minister of Transport expressing the Committees' concerns about the tendency for fluctuations in transport policy and funding that occur with changes to the Government Policy Statement on Land Transport (GPS).

As you will be aware, the primary responsibility of a Regional Transport Committee is to prepare a Regional Land Transport Plan (RLTP). The process of developing the RLTP for the 2027/37 period is underway. The RLTP guides the various Approved Organisations (AOs) who prepare Activity Management Plans and receive funding assistance from the National Land Transport Fund. Activity Management Plans inform the funding needed in Long-Term Plans.

The timeframe for submitting funding requests is set by NZTA, with current planning requiring AOs to have their maintenance and renewal funding requests submitted by August 2026, with improvement requests submitted by October 2026. These funding requests become a section of the RLTP that is subsequently consulted on as part of the approval process by the RTC. The finalised RLTP 2027/37 must be submitted to NZTA by the end of June 2027.

In recent years, the GPS has undergone significant changes, particularly in relation to funding for improvement projects. These changes have resulted in many consulted on RLTPs not being able to be fully informed by the GPS. The Committees recognise and respect the Government's role in setting transport funding priorities, particularly in the improvement projects activity classes. However, there are a number of activity classes (continuous programmes) that require greater funding certainty beyond the current stop-start three-year cycle. These include maintenance, renewals, public transport services, and low-cost low-risk safety projects.

Providing NZTA with the ability to signal the potential level of longer-term funding available to AOs would support better planning resulting in savings to the sector. It would also provide greater certainty for AOs when setting rate requirements in their Long-Term Plans. It is believed

that this ability could be provided for through the current GPS processes by providing a funding commitment for continuous programmes beyond the current three-year cycle.

The Otago and Southland RTCs would welcome the opportunity to discuss this matter further.

To further any discussion, please contact the undersigned on 021 970 997 or Russell.hawkes@es.govt.nz

Thank you for giving consideration to this matter.

A handwritten signature in black ink, appearing to read 'Russell Hawkes', written in a cursive style.

Russell Hawkes
Principal Transport Planner
Environment Southland

Hon Chris Bishop

Minister of Housing
Minister for Infrastructure
Minister Responsible for RMA Reform
Minister of Transport
Leader of the House
Associate Minister of Finance
Associate Minister for Sport and Recreation



TCB25-2366

Russell Hawkes
Otago Southland Regional Transport Committees
By email: Russell.hawkes@es.govt.nz

Dear Russell,

Thank you for your letter of 7 October 2025 regarding the Environment Southland's and Otago Regional Council's Regional Transport Committees' concerns about transport policy and funding through the Government Policy Statement on Land Transport (GPS).

GPS 2024 signalled a shift to a 10-year planning horizon for land transport. This will bring it into alignment with local governments' Long Term Plans and provide greater confidence to the sector, especially for the ongoing programmes like road maintenance and public transport services. Shifting to a 10-year planning horizon will provide a clear pipeline to the sector and will help avoid the stop/start dynamics that been observed under previous GPSs.

I am currently working on the development of GPS 2027 and expect to release a draft for public consultation in mid-2026. Through GPS 2027, I will be making improvements to shift the system to a 10-year planning horizon. To help with this change, I have requested NZTA provide me a 10-year forecast of land transport expenditure and revenue. This will outline both the expenditure required to maintain land transport services to a reasonable standard and the forecast expenditure on improvements.

I appreciate your invitation to discuss this matter further. I have passed your letter on to my officials at the Ministry of Transport for their consideration.

Thank you again for writing.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'CBishop'.

Hon Chris Bishop
Minister of Transport

8.4. Regional Land Transport Plan 2027-2037 - Development

Prepared for: Regional Transport Committee
Report No. RTC2603
Authors: Dean Lowry (Senior Transport Planner, Otago Regional Council)
Russell Hawkes (Principal Transport Planner, Environment Southland)
Approved by: Fleur Matthews (Manager Policy and Planning, Otago Regional Council)
Liz Devery (Regional Planning Manager, Environment Southland)
Endorsed by: Anita Dawe (General Manager Regional Planning and Transport, Otago Regional Council)
Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Date: 23 February 2026

PURPOSE

- [1] The purpose of this report is to provide the Otago and Southland Regional Transport Committees (RTCs) with information on the development of the draft Otago Southland Regional Land Transport Plans 2027-2037 (RLTP).

EXECUTIVE SUMMARY

- [2] Preparation of the RLTP is a primary function of the RTCs as set out in the Land Transport Management Act 2003 (LTMA). The LTMA also sets out the core requirements of a RLTP.
- [3] Development of the draft RLTP commenced under the guidance of the outgoing RTCs. Staff have continued with the development and have been undertaking early engagement with interested parties to inform the strategic front section.

RECOMMENDATION

That the Committees:

- 1) **Note** this report.
- 2) **Confirm** the current approach of early engagement to inform development of the RLTP.
- 3) **Advise** any changes they wish to make to the content of Table 2: Draft Vision, Objectives and Policies

BACKGROUND

- [4] Section 106 of the LTMA sets out the functions of RTCs, which include:
- (a) Preparing a RLTP, or any variation, for the approval of the regional council.
 - (b) Providing the regional council with advice on its transport responsibilities.
- [5] A RLTP sets out the common strategic transport direction to guide investment in transport activities within a region. The strategic front section of the RLTP sets out the regional context, a long-term vision, objectives, policies and investment
-

priorities. The back section outlines the transport activities and projects from authorities that are requesting inclusion in the National Land Transport Programme (NLTP) and funding from the National Land Transport Fund (NLTF).

- [6] The Government Policy Statement on Land Transport (GPS) sets out the Government’s priorities for the land transport system and provides direction to NZTA on how the NLTF is to be invested. NZTA, in developing the NLTP, must give effect to the GPS in place at the time. RLTPs must be consistent with a GPS. In preparing the NLTP, NZTA is required to take RLTPs into account.
- [7] A RLTP must be developed every six years, with a mid-term review completed within six months of the end of the first three years. The current RLTP had its mid-term review in 2024. Section 16 of the LTMA sets out the form and content of RLTPs, which has been included as Attachment 1 for reference.
- [8] Development of the draft RLTP commenced under the guidance of the outgoing RTCs. At the RTC meeting on 28 July 2025, a revised structure for presenting the regions’ stories was recommended to better reflect the transport challenges across the combined regions. A draft vision, objectives and policies were also presented to the RTCs for comment. Staff were asked to revise the content based on the RTCs’ discussions at the meeting, as well as future engagement with interested parties.

DISCUSSION

Recommended structure of the draft RLTP

- [9] The main body of the draft RLTP is being broadly organised according to the structure shown in Table 1, with refinements being made as the work progresses.

Table 1: Draft RLTP Main Body Sections

Section Heading	Subheadings/Content
Part 1: Introduction	<ul style="list-style-type: none"> • Why is land transport important? • About this RLTP • Strategic framework snapshot - <i>provides an overview of the RLTP’s vision, objectives, policies, headline targets and transport investment priorities.</i> • How does this RLTP fit within the wider strategic context? – <i>provides and overview of how the RLTP fits within the broader strategic planning and investment framework.</i> • A roadmap of this RLTP - <i>sets out the structure of the document.</i>
Part 2: Regional Overview	This section outlines the region’s demographics and economic profile, including industry structure and employment trends. It also presents an overview of regional and local authorities.

<p>Part 3: Place-Based Stories in Otago and Southland</p>	<p>This section introduces a set of stories that describe places through key components such as the built environment, transport systems, housing and urban expansion, economic activity and tourism. These proposed stories are:</p> <ul style="list-style-type: none"> • The Rural Story - <i>provides an overview of the smaller towns and rural communities in Otago and Southland, including their transport networks and connectivity, as well as their general characteristics.</i> • The Urban Story - <i>provides an overview of larger urban areas in Otago and Southland. The key areas covered are Dunedin, Invercargill, Gore and Ōamaru. Note: Towns in the Queenstown Lakes and Central Otago Districts are covered in their own story.</i> • The Tourism and Growth Story - <i>provides an overview of towns within the rapidly growing Queenstown Lakes and Central Otago districts. The key areas include Queenstown, Wānaka, Cromwell.</i>
<p>Part 4: Our Transport system</p>	<p>Presents an overview of the region’s transport system, including roads, public transport, Total Mobility, community transport, active transport, rail, ports and airports.</p>
<p>Part 5: Transport Vulnerabilities</p>	<p>Examines natural hazards and other risks affecting the regional transport system.</p>
<p>Part 5: Our Transport Investment Priorities</p>	<ul style="list-style-type: none"> • Priority areas for investment over the next 10 years • Case for investment • Summary of evidence • Strategic alignment
<p>Part 6: Funding and Programmes</p>	<ul style="list-style-type: none"> • Funding sources • Revenue and expenditure forecasts (2027-2037) • Significant activities • All activities • Inter-regionally significant activities • Committed activities • Significant expenditure funded from other sources
<p>Part 7: Monitoring and Changes to the Plan</p>	<ul style="list-style-type: none"> • Key Performance Indicators • Making changes to this RLTP (Variations)

Early engagement and a revised vision, objectives and policies

[10] Staff have been undertaking early engagement to inform the strategic front section of the RLTP. For Tranche One of early engagement, parties that had limited or no involvement in the 2024 mid-term review of the RLTP have been contacted. To date, staff have contacted Aukaha, Te Ao Mārama, the National Public Health Service, Port Otago, South Port, Dunedin Airport, Queenstown Airport, Invercargill Airport, Transporting New Zealand and Calder Stewart.

- [11] It is important to note that early engagement is anticipated to continue through early 2026. Tranche Two is expected to include re-engagement with stakeholders who have previously provided feedback on the RLTP, among others. This phased approach builds on the insights gained during the mid-term review, where submissions provided valuable perspectives.
- [12] Engagement to date has centred on testing the draft vision and objectives, gathering feedback on key transport challenges and opportunities and gaining insight into organisations’ perspectives. A summary of key feedback points is provided in Attachment 2.
- [13] Initial engagement has provided valuable insights into transport matters and the challenges faced by different parties. This feedback has helped shape priorities and continues to inform the content of the plan. However, certain issues raised are beyond the scope of the Regional Land Transport Plan. The draft vision, objectives and policies have been refined based on feedback and are provided in Table 2.

Table 2: Draft Vision, Objectives and Policies

Vision	
An integrated transport system that is efficient, safe, resilient and sustainable, providing transport choices that support connectivity, economic prosperity and the health and wellbeing of the regions’ people now and into the future.	
O1: Safety	A safe transport system that reduces harm
P1.1	Prioritise road safety for all users, with particular attention to vulnerable road users such as pedestrians, cyclists, children, the elderly and disabled people.
P1.2	Plan and implement road safety initiatives, including speed management measures and infrastructure improvements, that target high-risk locations.
P1.3	Undertake initiatives that encourage safer road user behaviour, strengthen enforcement measures and improve incident management.
O2: Resilience	A transport system that is well-maintained, reliable and able to respond to disruptions
P2.1	Identify and assess risks to critical transport connections across modes and implement measures to reduce vulnerabilities and minimise disruptions.
P2.2	Align network maintenance and improvements with the One Network Framework performance measures to address identified service gaps and ensure appropriate levels of service.
P2.3	Develop and implement strategies to anticipate, manage and recover from disruptions to the transport system to maintain its reliability.

O3: Connectivity	A well-connected, multi-modal transport system enabling the efficient movement of people and goods
P3.1	Support the protection and enhancement of key freight corridors and hubs to ensure efficient freight movement and connectivity across the wider freight network.
P3.2	Develop connected active transport networks that support local and everyday travel.
P3.3	Support the provision of accessible and integrated public transport, with a focus on enhancing existing services and extending services where feasible.
P3.4	Where conventional transport options are not feasible, consider bespoke transport solutions to enhance accessibility and connectivity.
O4: Sustainability	A transport system managed in a financially and environmentally responsible manner
P4.1	Deliver value for money by prioritising integrated planning, managing demand and maximising the use of the existing transport system before investing in new infrastructure.
P4.2	Promote land-use planning that coordinates new development with existing and planned infrastructure to reduce infrastructure duplication, lower costs and support a well-functioning transport system.
P4.3	Promote funding and pricing that reflect the broader costs and benefits of transport modes, supporting efficient, sustainable travel, such as public transport, walking and cycling.
P4.4	Focus on developing a transport system that encourages low-emission travel and reduces negative environmental impacts.
O5: Future-focused	A future-focused transport system planned to respond to long-term growth, change and emerging challenges
P5.1	Embed analytical tools, long-term forecasting and scenario modelling into transport planning to proactively plan for emerging trends and pressures.
P5.2	Support alignment of transport networks and investment decisions with long-term land-use and growth patterns through integrated spatial planning.
P5.3	Participate in region-wide initiatives for shared planning, data integration and coordinated investment to support consistent, future-focused transport outcomes.

CONSIDERATIONS

Strategic Framework and Policy Considerations

[14] The RLTP provides a framework to guide transport investment within the regions. While the framework has been refreshed, it does not introduce new strategic or policy issues.

Financial Considerations

[15] This report is for information purposes and does not have any direct financial implications. The review of the RLTP is a budgeted activity for both regional councils.

Significance and Engagement

[16] The development of the RLTP involves engagement with partners, stakeholders and organisations. This report provides an update on the engagement to inform the strategic front section of the RLTP.

Legislative and Risk Considerations

[17] The development of the RLTP must comply with the requirements of the Land Transport Management Act 2003. This report provides an update and does not introduce new risks.

Climate Change Considerations

[18] The draft objectives and policies presented for consideration incorporate both climate mitigation and adaptation elements. This includes policies focused on improving network resilience to climate-related disruptions and measures to support low-emission, environmentally responsible transport choices.

Communications Considerations

[19] Communications considerations have been managed through coordinated messaging and feedback reporting to engaged external stakeholders, noting that wider public consultation has not yet commenced.

NEXT STEPS

[20] Based on the RTCs' feedback, staff will make recommended adjustments and continue to develop the strategic framework and main body sections of the draft RLTP. Updated draft content will be presented to the RTCs at future meetings for guidance and feedback.

ATTACHMENTS

1. Section 16 of the LTMA [8.4.1 - 3 pages]
2. Early Engagement Summarised Feedback [8.4.2 - 3 pages]

Attachment 1: Section 16 of the LTMA

16 Form and content of regional land transport plans

- (1) *A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.*
- (2) *A regional land transport plan must include—*
 - (a) *a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and*
 - (b) *a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and*
 - (c) *all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and*
 - (d) *an identification of those activities (if any) that have inter-regional significance.*
- (3) *For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates, —*
 - (a) *for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and*
 - (b) *in the case of Auckland, activities proposed by Auckland Transport; and*
 - (c) *the following activities that the regional transport committee decides to include in the regional land transport plan:*
 - (i) *activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and*
 - (ii) *activities relating to State highways in the region that are proposed by the Agency; and*
 - (iii) *activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and*
 - (d) *the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and*
 - (e) *an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—*
 - (i) *the objective or policy to which the activity will contribute; and*
 - (ii) *an estimate of the total cost and the cost for each year; and*
 - (iii) *the expected duration of the activity; and*
 - (iv) *any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls,*

- funding from approved organisations, and contributions from other parties); and*
- (v) any other relevant information; and*
- (f) the measures that will be used to monitor the performance of the activities.*
- (4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.*
- (5) For the purpose of the inclusion of activities in a national land transport programme, —*
- (a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and*
- (b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).*
- (6) A regional land transport plan must also include—*
- (a) an assessment of how the plan complies with section 14; and*
- (b) an assessment of the relationship of Police activities to the regional land transport plan; and*
- (c) a list of activities that have been approved under section 20 but are not yet completed; and*
- (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and*
- (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and*
- (f) a summary of the consultation carried out in the preparation of the regional land transport plan; and*
- (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and*
- (ga) in the case of the plan for Auckland, a list of any significant rail activities or combinations of rail activities proposed by KiwiRail for Auckland; and*
- (gb) in the case of the plan for the Wellington region, any significant rail activities or combinations of rail activities proposed by KiwiRail for the Wellington region; and*
- (gc) in the case of the plan for any other region that has a regional transport committee within the meaning of section 105A(1)(c), any significant rail activities or combinations of rail activities proposed by KiwiRail for that region; and*
- (h) any other relevant matters.*
- (6A) Any matter included in a regional land transport plan under subsection (6)(ga), (gb), or (gc) is for the purposes of co-ordinated planning and does not limit or affect the process by which any rail activities or combinations of rail activities may be included or excluded, as the case may be, from a rail network investment programme and its funding processes.*
- (7) For the purposes of this section, existing public transport services means the level of public transport services in place in the financial*

year before the commencement of the regional land transport plan, and any minor changes to those services.

Attachment 2: Early Engagement Summarised Feedback

Stakeholder / Organisation	Summarised feedback
Dunedin Airport	<ul style="list-style-type: none"> • There is an opportunity to reduce transport emissions by decreasing reliance on private vehicles for travel to and from the airport. • Visitor transport patterns are not well understood. • There is a need for greater coordination between air and land freight. • Better integration of public transport, active travel and shared mobility, especially linking airports to key destinations, could enhance Otago’s tourism appeal.
Port Otago	<ul style="list-style-type: none"> • Port Chalmers is geographically constrained and unlike most ports it does not have a logistics hub/inland port. • The inland port is vital for increasing capacity, improving efficiency, consolidating logistics and reducing emissions. • The project would save significant road freight movement on corridors in Dunedin • The Bulk Port and Dunedin Depot is constrained by small, irregularly shaped sites. Consolidating these fragmented sites would be an opportunity to improve safety and logistics efficiency. • Protecting rail corridors is important to maintain potential for future expansion. Proposals that prevent the reinstatement of rail infrastructure could constrain future economic growth. • Nationally, port infrastructure is aging and requires upgrades.
National Public Health Service	<ul style="list-style-type: none"> • Health and equity should be included in the vision • Climate change-related damage is increasing in frequency and severity, underscoring the need for proactive planning and preparation. • Regarding connectivity and transport choice, it is important to consider rural population access needs. • There are health co-benefits in making the transport system more environmentally sustainable. • Active transport should be prioritised. • Aging populations are moving to more rural areas with lower living costs but limited health services. • The transport system needs to evolve to accommodate changes.
Transporting New Zealand	<ul style="list-style-type: none"> • The Regional Land Transport Plan’s draft vision and objectives align with Transporting NZ’s strategic statements. • Freight volumes are expected to increase substantially over the next few decades. • Recognising the importance of increasing productivity in the sector, the goal is not to increase the number of vehicles, but

	<p>rather to increase axle weights and vehicle sizes.</p> <ul style="list-style-type: none"> • Economic growth trends and projections should be considered in the development of the RLTP. • In terms of stock effluent disposal stations, Otago has good coverage, while Southland only has one. • Transporting NZ’s strategy focuses on productivity and infrastructure (including resilient transport networks), sustainability (environment, workforce, and safety), and better transport businesses. • Transporting NZ recently completed the Workforce Report and the National Freight Survey, providing insights into an ageing truck-driving workforce, increasing ethnic diversity among drivers, high business costs, and driver health, safety, and wellbeing concerns.
South Port	<ul style="list-style-type: none"> • Industry prosperity should be included in the vision • More emphasis is needed on key transport arteries and lifeline utilities, such as seaports like Bluff and Port Chalmers, which have limited access but are critical for the flow of goods. This is the same for airports for moving people. • Budget constraints often affect long-term objectives, forcing trade-offs in quality and cost and resulting in repeated patch-up work. • The transport system faces multiple pressures, including sea level rise affecting low-lying roads, rising productivity increasing overall network demand, and the high cost of short-haul rail encouraging cargo to shift entirely to trucks. • Southland’s extensive roads and small population strain local authorities. • Other challenges include promoting efficient routes to export ports, maximising truck loads, and ensuring road safety for all users. • Opportunities for improvement in the transport system include greater flexibility from rail, higher truck payloads, and increased use of coastal shipping.
Invercargill Airport	<ul style="list-style-type: none"> • Invercargill Airport has regular local fuel supply, with aviation gas delivered from Port Chalmers. • Medivac flights are critical, requiring daily refueling. • Milford Sound Aerodrome, managed by Invercargill Airport, requires greater resilience planning for major events or road closures. • Severe weather and flooding may disrupt transport links to Invercargill, affecting supply continuity. • The airport is a lifeline in an AF8 earthquake. • Invercargill Airport participates in a knowledge-sharing alliance with Dunedin and Queenstown. • Airport freight is typically low-volume but high-value.
Queenstown	<ul style="list-style-type: none"> • Supportive of the transport choice language used in the vision.

<p>Airport</p>	<ul style="list-style-type: none"> • The Queenstown PT network is good but requires greater frequency and longer operating hours, particularly to serve the airport and surrounding area as a major commuter hub. • Some areas have good active transport networks, but there is poor integration with the road network in places, limiting connectivity. • The lack of PT connections from Wanaka and Cromwell to Queenstown (particularly the airport) result in both residents and visitors being car dependent. • Queenstown network capacity issues require significant mode shift to public and active transport • Any future proposals such as a PT gondola in Queenstown should align with transport planning and investment and integrate with the existing network. • Queenstown Airport is not a major freight airport • Queenstown, which is geographically isolated, is vulnerable to significant natural hazards and reliant on a small number of major bridges, which presents a resilience concern in the event of closures.
<p>Calder Stewart</p>	<ul style="list-style-type: none"> • The Milburn Quadrant in Milburn will provide a large addition to industrial land near Dunedin. • The site will be developed in stages with a rail siding going in. • Rooding upgrades will be required. • The development will supply occupiers with power from renewable energy sources (solar and wind) • Forestry is intended to be the site's dominant sector, with agricultural producers and other sectors also supported • The development will take a noticeable proportion of heavy traffic off the state highway between Milburn and Dunedin • The Milburn Quadrant and Awarua Quadrant in Southland are designed to operate together.

8.5. Regional Road Safety Update

Prepared for: Regional Transport Committee
Report No. RTC2605
Authors: Russell Hawkes (Principal Transport Planner, Environment Southland)
Dean Lowry (Senior Transport Planner, Otago Regional Council)
Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Fleur Matthews (Manager Policy and Planning, Otago Regional Council)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Regional Planning and Transport, Otago Regional Council)
Date: 23 February 2026

PURPOSE

- [1] The purpose of this report is to provide the Otago and Southland Regional Transport Committees with an update on the latest annual road safety outcomes for each region.

EXECUTIVE SUMMARY

- [2] The Road Efficiency Group (REG) has developed a tool to present data from various sources in a way that can be used to support decisions on funding and/or actions that may need to be taken in managing individual networks.
- [3] The latest release of information in Transport Insights includes additional presentations on road safety. This report uses data from both Transport Insights and the Ministry of Transport on fatalities and serious injuries to provide the Committees with an example of the basic information available for use in the 2027-2037 Regional Land Transport Plans.

RECOMMENDATION

That the Committees:

- 1) **Note** this report.

BACKGROUND

- [4] REG is a partnership between Local Government and the New Zealand Transport Agency (NZTA) that was formed to assist Local Government Road Controlling Authorities (RCAs) in the preparation and accuracy of their roading Activity Management Plans.

- [5] An early work stream for REG involved the use of asset management data collected by the RCAs and comparing this data and related achievements across similar organisations to support shared learning and improvement. To support this, a data analytics team was established and outputs are reported through a website called Transport Insights which can be accessed via the following link: <https://transportinsights.nz/home>
- [6] Among the various reports now readily available on the Transport Insights website are details of road safety for both individual RCAs and at a regional level. In the past, a basic road safety report was provided to the Committees, but the new reports provide a much clearer picture of the current situation.

DISCUSSION

- [7] The current safety reports presented in this report relate to the 2024/25 year and were released in late 2025. Transport Insights will provide the source information for many of the monitoring items to be included in the 2027-2037 Regional Land Transport Plans.

Fatalities in Otago and Southland

- [8] In addition to the annual reporting in Transport Insights, the Ministry of Transport reports on fatal crashes across the country. The tables below present information for Otago and Southland as at 27 January 2026.

Otago Fatal Crashes – calendar year					
Crash Month	2022	2023	2024	2025	2026
January	2	2	2	0	0*
February	1	1	1	3	
March	0	2	2	3	
April	2	1	0	1	
May	1	1	0	0	
June	0	1	2	1	
July	2	0	2	3	
August	1	3	0	0	
September	0	0	0	1	
October	1	3	1	1	
November	3	2	1	1	
December	1	2	2	0	
Total	14	18	13	14	

* figures for current, incomplete, year/month

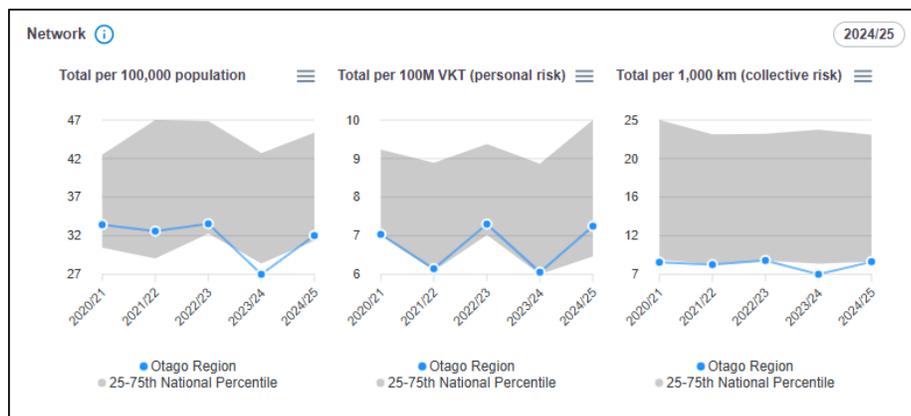
Southland Fatal Crashes – calendar year					
Crash Month	2022	2023	2024	2025	2026
January	0	1	0	1	1*
February	1	5	2	1	
March	1	0	0	0	
April	1	0	0	1	
May	0	0	0	0	
June	0	0	0	0	
July	1	0	0	0	
August	2	0	1	0	
September	0	0	1	1	
October	1	1	0	0	
November	1	1	0	1	
December	2	0	0	0	
Total	10	8	4	5	

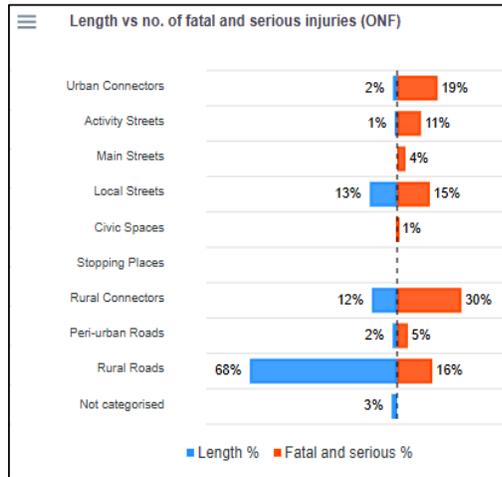
* figures for current, incomplete, year/month

- [9] The information presented below from Transport Insights provides an indication of how local roads and state highways in each region compare with national data, using different comparison sets.
- [10] The roads in each network area are classified under the One Network Framework (ONF), which categorises them according to their primary functions. The relationship between road length and serious injuries or fatalities provides an indication of where road users face the highest risk. Additional graphs within Transport Insights are available if the Committees wish to explore this topic further.

Fatal & Serious Injuries for Otago’s Local Roads

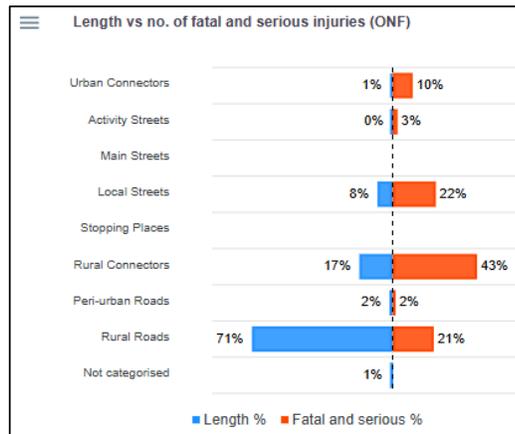
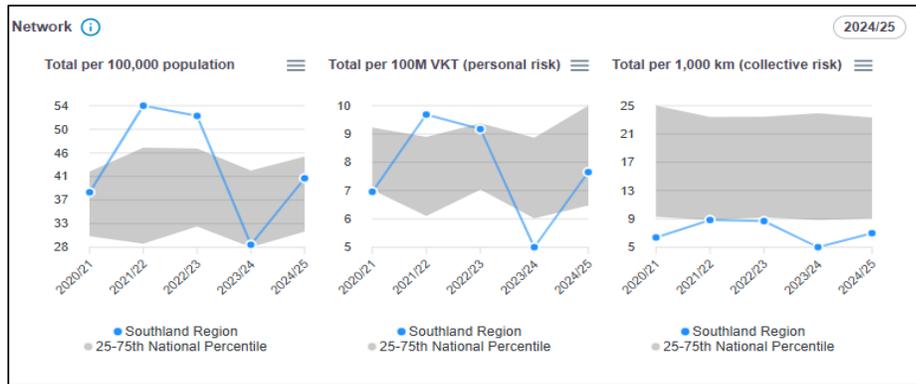
- [11] The graphs below present information on fatal and serious injuries for Otago’s Local Roads.





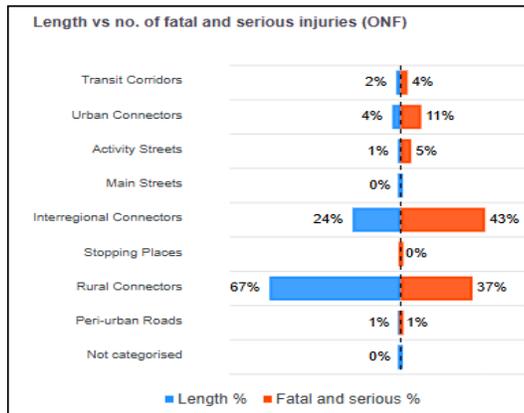
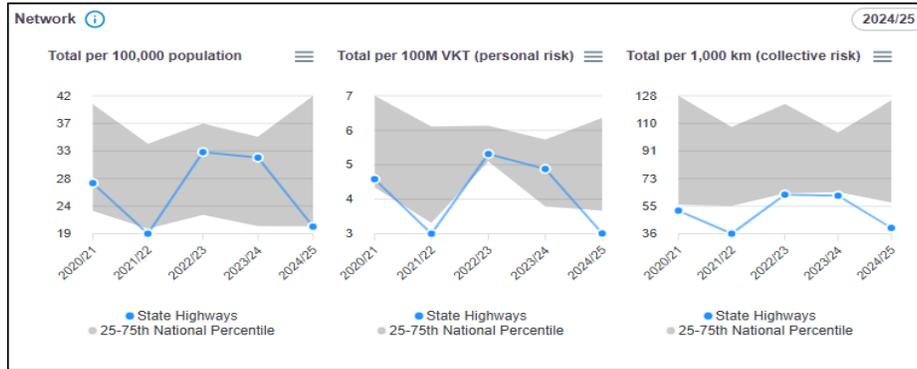
Fatal & Serious Injuries for Southland’s Local Roads

[12] The graphs below present information on fatal and serious injuries for Southland’s Local Roads.



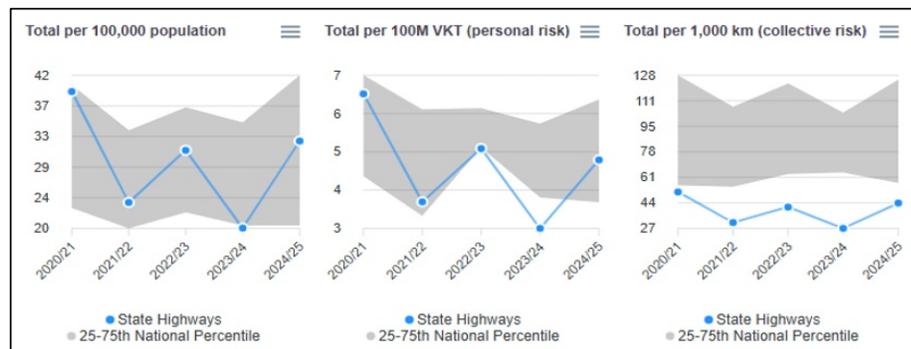
Fatal & Serious Injuries for Otago’s State Highways

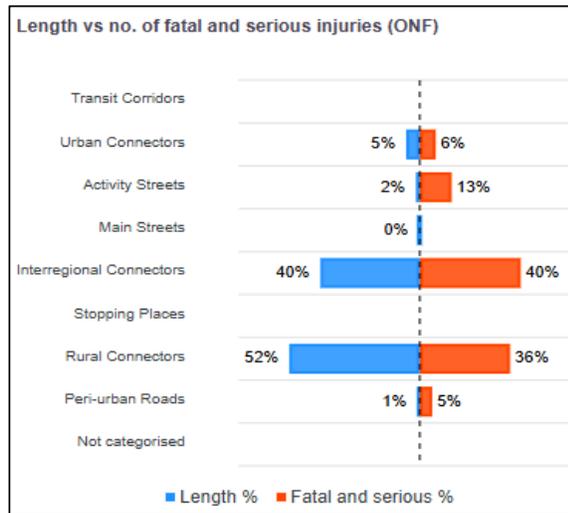
[13] The graphs below present information on fatal and serious injuries for Otago’s State Highways.



Fatal & Serious Injuries Southland’s State Highways

[14] The graphs below present information on fatal and serious injuries for Southland’s State Highways.





CONSIDERATIONS

Strategic Framework and Policy Considerations

[15] This report does not raise any strategic or policy matters.

Financial Considerations

[16] No financial implications arise from this report.

Significance and Engagement

[17] There are no significance or engagement issues to consider.

Legislative and Risk Considerations

[18] The report raises no legislative or risk-related matters.

Climate Change Considerations

[19] There are no climate change implications associated with this report.

Communications Considerations

[20] No communications considerations arise from this report.

ATTACHMENTS

Nil

8.6. Summary of Otago and Southland Expenditure to December 2025

Prepared for: Regional Transport Committee
Report No. RTC2606
Authors: Russell Hawkes (Principal Transport Planner, Environment Southland)
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Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Fleur Matthews (Manager Policy and Planning, Otago Regional Council)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Regional Planning and Transport, Otago Regional Council)
Date: 23 February 2026

PURPOSE

- [1] The purpose of this report is to update the Otago and Southland Regional Transport Committees on National Land Transport Plan expenditure to the end of December 2025.

EXECUTIVE SUMMARY

- [2] The report summarises expenditure from each Approved Organisation in the combined regions based on their respective claims to the end of December 2025. While total claims may be a little 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

That the Committees:

- 1) **Note** this report.

BACKGROUND

- [3] The National Land Transport Plan 2024/27 was released in September 2024. The Committees have previously been briefed on the approved programmes of work for each Approved Organisation (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 December 2025 against the approved funding for the 2025/26 year.

DISCUSSION

- [4] With six months of the financial year completed (50%), total expenditure in most cases is tracking below 50% of the approved funding. However, December is very early in the construction season when the bulk of renewals take place. It can be expected that by the end of the financial year the approved funding will be claimed by the Approved Organisations.
- [5] The following tables provide the funding approved for the 2025/26 financial year, and the expenditure claimed to the end of December 2026.

Otago Approved Organisations

Otago Regional Council			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	43,275,220	19,137,221 (44%)	24,137,999
<i>Includes environmental maintenance and external funding sources including CERF</i>			
<i>Comments: At the mid-year point expenditure is broadly on track, with some underspend reflecting timing of activities.</i>			
Central Otago District Council			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	15,312,170	5,900,723 (39%)	9,411,447
Comments: No Comment			
Clutha District Council			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	28,519,541	6,147,139 (21.5%)	22,372,402
<i>Includes Emergency Works, LCLR, and Road Safety Promotion allocations.</i>			
<i>Comments: Generally, on track with the programme. Reseals are now underway. Work is planned in the bridge space.</i>			
Dunedin City Council			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	70,662,541	21,522,111 (30%)	49,140,430
<i>Comments: DCC is prioritising resurfacing and rehabilitation for the year following decisions to defer Kerb & Channel and footpath contracts. Spending is on track for the Local Road operations and Pothole prevention activity classes. Construction has commenced on the Shaping future Dunedin Transport programme projects Albany Street pedestrian and cycle improvements and Harbour Arterial Stage 3. Mosgiel Park & Ride is in the consenting stage with construction anticipated to begin once this is complete. The Princes Street Bus Priority and corridor safety has received funding approval for NZTA and procurement for detailed design will occur in coming months, with stage one construction planned for 2026/27. Stage one of the Tunnels Trail opened in December 2025. Updated variable school speed limit signs have been implemented.</i>			

Queenstown Lakes District Council			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	27,481,000	10,073,991 (37%)	17,407,009
<i>Includes Emergency Works, LCLR, model, targeted fund, resilience funds, carry forwards from previous NLTPs.</i>			
<i>Comments: 41% of budget spent to 31 December 2025. Delay in procurement for transport model has slightly delayed expenditure. Operations and maintenance expenditure expected to increase during summer months.</i>			
Waitaki District Council			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	25,432,503	11,268,137 (44%)	14,164,366
<p>Comments:</p> <p>Generally, on track with the programme. 2 projects on the go are;</p> <ul style="list-style-type: none"> • <i>The Kakanui Point Bridge Renewal - on track to complete earlier than programme; probably March instead of May/June. The cost of the project has increased slightly from \$9,372,374 to \$10,251,733 which allows for the utilities to be moved to the new bridge and the old wooden bridge to be deconstructed and recycled.</i> • <i>The WDC Coastal Resilience Project, \$2,050,000, funded by the Crown Resilience Programme, is going slowly as Council is in the process of supplying information for resource consent to place rock bags on the beach to protect Waitaki's coastal network the project is expected to be delivered by June 2027.</i> 			

Otago State Highways				
	Approved budget for current financial year	Annual expenditure for the current financial year	Remanding expenditure forecast to the end of year June 2026	Forecast expenditure to end of year June 2026
Total	154,175,988	52,041,527	73,316,360	125,357,887
<p>Comments:</p> <ul style="list-style-type: none"> • <i>State Highway Pothole Prevention: Variation (under) with main contributor being a Coastal Otago forecasting error which will be corrected this month.</i> • <i>State highway improvements: Variation (under) with main contributors being lower than expected spend (~\$5m) against NLTP projects/small programmes and the remaining budget allocation to be surplused (~\$1.6m) for Beaumont Bridge project</i> • <i>Crown funding: Variation (under) with main contributors being Queenstown (~\$8m) budget allocation not being adjusted post FY25/26 baseline forecast and LCLR resilience programme funding held for "pipeline" status projects (~5m)</i> 				

Southland Approved Organisations

Environment Southland			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	585,811	213,393 (36%)	372,418
Comments: <i>Costs associated with Stock Effluent Dump Sites are not uniform during the year with April May and June being the largest cost months. This will bring the total budget back closer to the approved figure but an under expenditure of actual against approved budget is expected.</i>			
Gore District Council			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	7,360,697	3,506,106(48%)	3,854,591
Comments: <i>Coordinating with Southland District Council with regards to the bridge programme. Working with Clutha District Council in the resale space, and that's making good progress.</i>			
Southland District Council			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	53,212,462	13,334,767 (25%)	39,877,695
Comments: <i>Things are generally on track. The one that's running behind is the bridge programme.</i>			
Invercargill City Council			
	NLTP Approved Allocation 2025/26	Expenditure to December 2025	Remainder to June 2026
Total	18,950,419	2,662,222 (14%)	16,288,197
Total Public Transport	5,684,853	1,302,620 (23%)	4,382,233
<i>Includes external funding sources including CERF</i>			
Comments: No Comment			

Southland State Highways				
	Approved budget for current financial year	Annual expenditure for the current financial year	Remanding expenditure forecast to the end of year June 2026	Forecast expenditure to end of year June 2026
Total	53,617,149	21,102,271	27,274,769	48,377,040
Comments: <ul style="list-style-type: none"> • <i>State highway improvements: Variation (under) with main contributors being lower than expected spend against NLTP projects/small programmes</i> • <i>Crown funding: Variation (under) main contributor being LCLR resilience programme funding held for "pipeline" status projects</i> 				

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

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [7] This report does not raise any strategic or policy matters.

Financial Considerations

- [8] No financial implications arise from this report.

Significance and Engagement

- [9] There are no significance or engagement issues to consider.

Legislative and Risk Considerations

- [10] The report raises no legislative or risk-related matters.

Climate Change Considerations

- [11] There are no climate change implications associated with this report.

Communications Considerations

- [12] No communications considerations arise from this report.

ATTACHMENTS

Nil

8.7. NZ Transport Agency General Update

Prepared for: Regional Transport Committee
Report No. RTC2607
Authors: Russell Hawkes (Principal Transport Planner, Environment Southland)
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Fleur Matthews (Manager Policy and Planning, Otago Regional Council)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Regional Planning and Transport, Otago Regional Council)
Date: 23 February 2026

PURPOSE

- [1] The purpose of this report is to provide the New Zealand Transport Agency (NZTA) the opportunity to provide the Committees with a presentation and verbal update on its activities.

EXECUTIVE SUMMARY

- [2] The NZTA will provide a presentation and verbal update on its current activities. Topics will include 2027–30 NLTP funding and timelines, maintenance and safety initiatives and regional project updates.

RECOMMENDATION

That the Committees:

- 1) **Note** this report.
- 2) **Provide any feedback** to the NZTA on the topics included in the update.

BACKGROUND

- [3] The NZTA routinely provides the Committees with updates on its activities.

DISCUSSION

[4] Topics to be covered in the presentation include:

National Update

- 2027–30 NLTP: Key Dates
- 2027–30 NLTP: Funding Assistance Rates (FAR)
- One Network Framework (ONF)
- National Ticketing Solution (Motu Move)
- Community Road Safety Fund (CRSF)
- Maintenance – Integrated Delivery Model (IDM)
- Maintenance – 2025/26 Summer Programme (Canterbury)

Regional Update

- Speed Management
- Queenstown Projects
- Dunedin Projects
- Funding Position Drawdown

CONSIDERATIONS

Strategic Framework and Policy Considerations

[5] This report does not raise any strategic or policy matters.

Financial Considerations

[6] No financial implications arise from this report.

Significance and Engagement

[7] There are no significance or engagement issues to consider.

Legislative and Risk Considerations

[8] The report raises no legislative or risk-related matters.

Climate Change Considerations

[9] There are no climate change implications associated with this report.

Communications Considerations

[10] No communications considerations arise from this report.

ATTACHMENTS

Nil