Otago and Southland Regional Transport Committees 22 June 2026

Gore District Council Chamber
29 Bowler Ave
Gore

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 Caygill (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 Caygill (NZTA)

Meeting support: Cara Jordan, Governance Support (ORC)

22 June 2026 12:30 PM - 03:00 PM

Agenda Topic — Page

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

Urgent business items to be addressed at the meeting.

11. CLOSING - KARAKIA KATI

KiwiRail Update

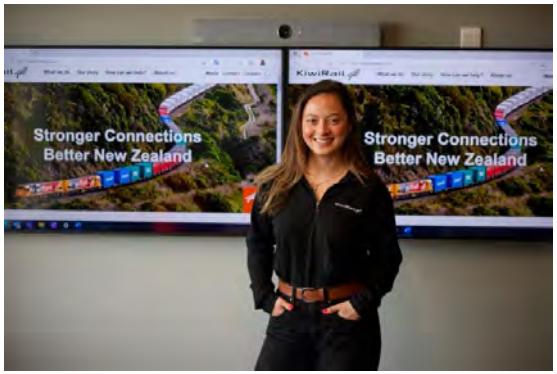
Otago Southland Regional Transport Committee June 2026

Ben Johnston – Manager Government Investment
Gary Ikin - Group Manager South Island Infrastructure Maintenance and Renewals

KiwiRail

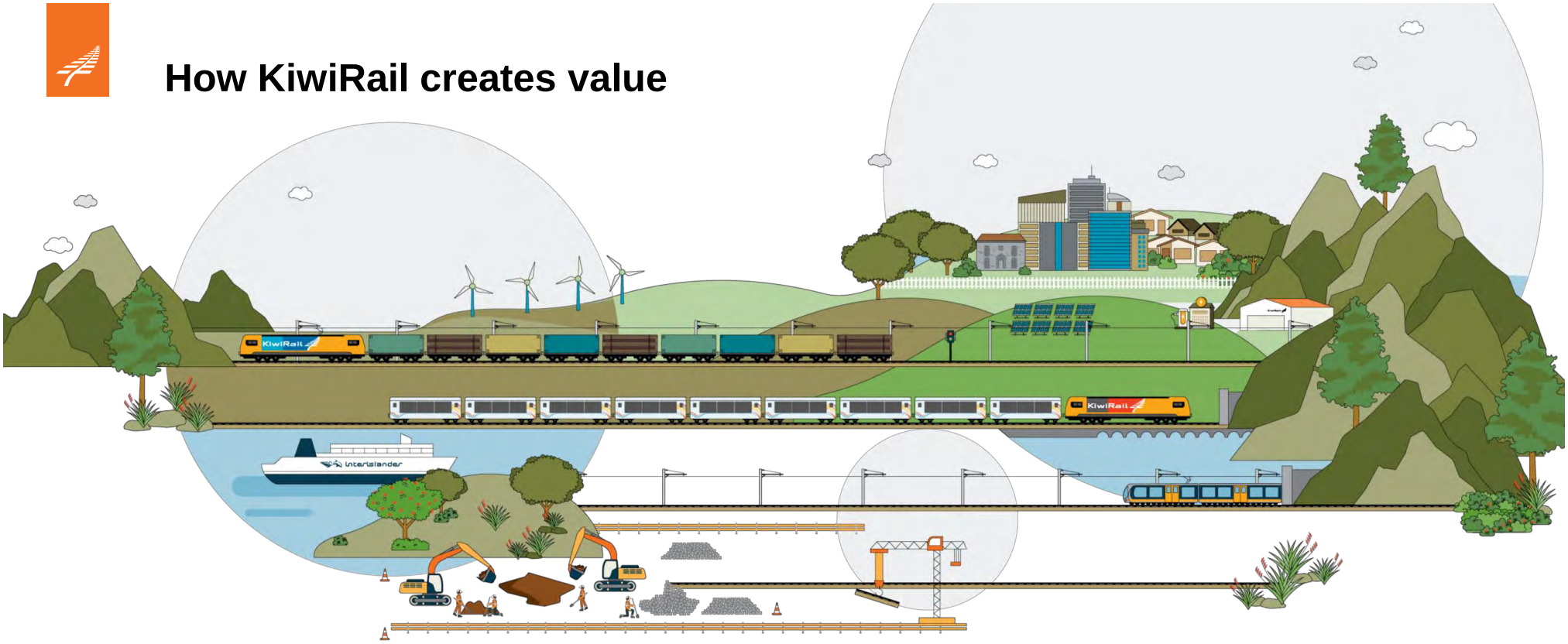
Agenda

- **KiwiRail Overview**
- **The Rail Network Investment Programme**
  - Notable renewals within the Otago Southland Region
  - Level Crossings
- **Rail-Road Interface and Local Matters**
  - Mataura intersection
  - Gore rail bridge
- **Freight Update**



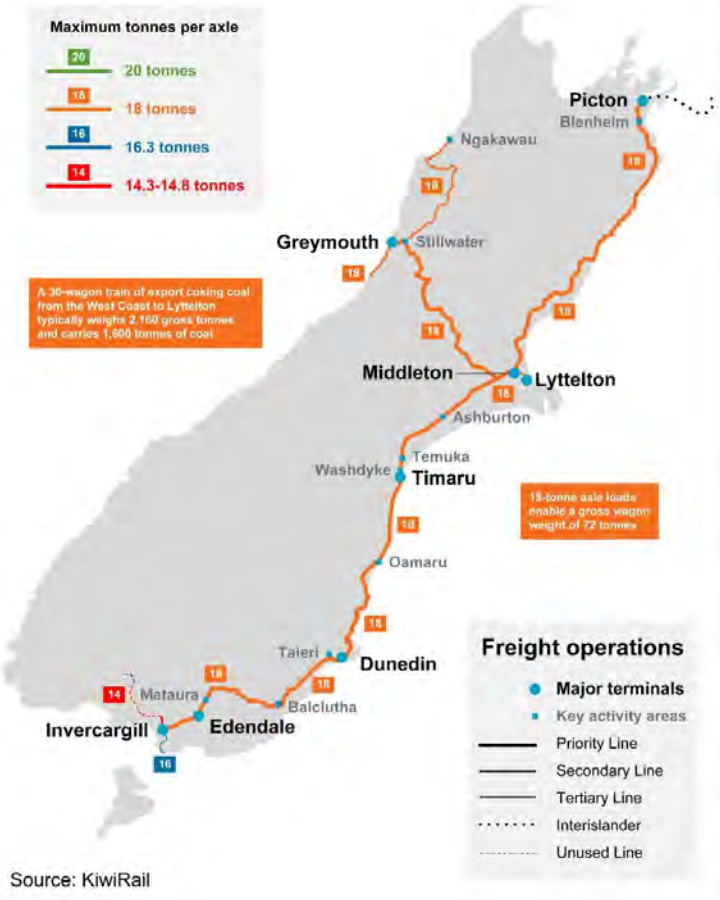
KiwiRail Overview

How KiwiRail creates value



4600 employees	Moves **15 million tonnes** of freight (13% market share) **23%** of New Zealand's exports	Enables **24 million+** metro commuter trips / year	Operates and maintains **3800km** of track	**18,000+** hectares of land	Tourism rail experiences and regional commuter rail	Interislander ferry service **73,000** commercial vehicles moved / year **600,000** passenger trips / year

KiwiRail Network – South Island
Maximum axle loads and major yards



Source: KiwiRail

KiwiRail Network – South Island
Net freight tonnage density FY25

The Rail Network Investment Programme (RNIP)

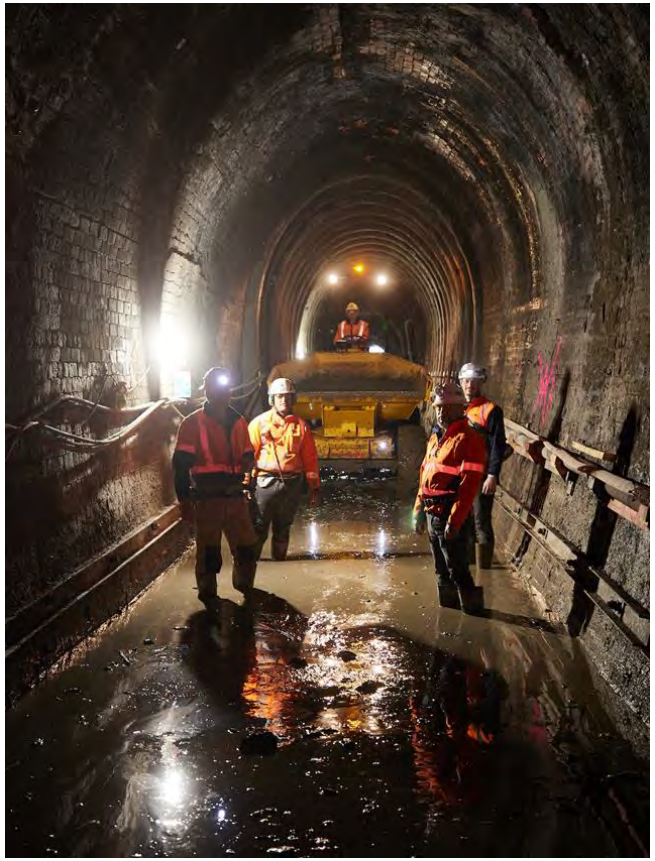
Rail Network Investment Programme

The RNIP is guided by the GPS. The investment focus for rail is:

- Investing in the busiest and most productive parts of the existing rail network, to support efficient movement of freight
- Investing in the metropolitan rail networks to support the efficient movement of people in Auckland and Wellington

Key Benefits of the RNIP:

- Increasing rail's contribution to economic growth and productivity
- Increased reliability on passenger routes
- Increased reliability on priority routes
- Improved safety
- Greater value for money
- Emissions reduction



Tunnel works underway

RNIP 2 - Notable renewals within the Otago Southland Region

KiwiRail has delivered, during RNIP 2 – FY25:

- 10km resleepering on MSL and Taieri Branch
- 1km rerail on the MSL
- Turnout replacement in Balclutha
- Many other minor renewals

KiwiRail has delivered, during RNIP 2 – FY26:

- 8km of rerail on the MSL
- 6km resleepering on the MSL
- Renewals work at four level crossings
- Turnout replacement in Bluff
- Many other minor renewals

Bridge 202 on MSL at Waikouaiti during RNIP 1 works in 2022

RNIP FY26-27 planned renewals for all lines south of Ashburton*

Asset Class	Asset type	Estimated units	Units
Track	Re-rail	10	km of track
	Sleepers	17	km of track
	Relay	4	km of track
Structures	Bridges	11	no. of renewals
Civil	Culverts	8	no. of renewals
	Coastal protection	1	no. of renewals
	Retaining Walls	6	no. of renewals
	Slopes	6	no. of renewals

RNIP will deliver:

- Ongoing maintenance
- Proposed renewals (as shown in the table)

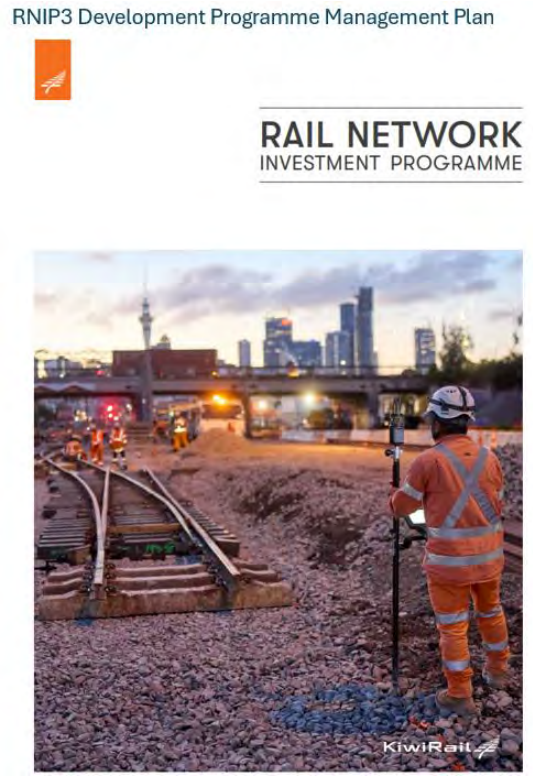
Bridge 194 Main South Line across Pleasant River at Goodwood

* Ashburton is the boundary between KiwiRail's Dunedin and Christchurch areas

2027-30 Rail Network Investment Programme

$1.075bn in Budget 2026 for RNIP 3.0

KiwiRail is developing the next RNIP (3-year programme, 10-year forecast). There is a continued focus on putting forward a more efficient proposal that maximises customer outcomes and provides value for money. We expect metro passenger rail and the Golden Triangle to remain a priority through the next GPS. We await the release of the draft GPS 2027 – 37 for consultation



Key milestones for RNIP 3.0

- Indicative programmes outlined (including for RLTP input) – mid to late 2026
- Final RNIP completion – early to mid 2027
- Expected Minister of Transport Approval – mid 2027
- We will be engaging with RTCs during the development of the RNIP 3.0 on priorities and aspects such as the proposed level crossing work programme.

Level Crossings

RNIP and RLTP Development

- KiwiRail is preparing a nationally prioritised programme for future works, including level crossings, as part of the development of our RNIP 2027-30.
- This will set out what work is needed, location and priority, based on safety and risk.
- The programme will be shared by early August to help inform councils' continuous programmes as part of their RLTP development process.
- We will include a limited number of more significant Safety Improvements projects too but only have limited capacity and funding to deliver these annually

Level Crossing update

- KiwiRail is proposing a consistent nationwide approach to funding level crossing maintenance and renewals which is based on a 50:50 split with councils.
- As part of the RNIP planning process we will identify national maintenance and renewal priorities geographically which will be shared and agreed with RTCs enabling RLTP planning to be progressed.
- We will engage with councils through REG prior to any implementation.

Rail-Road Interface and Local Matters

Mataura Intersection

- A proposal to upgrade the Mataura level crossing was put forward some time ago.
- KiwiRail has been working closely with NZTA to reduce scope and the associated costs to an acceptable level.
- The crossing is complex, as it is next to rail yards and the level crossing has multiple rail lines through it.
- Design work is progressing, physical works likely to begin in 2027.

Gore rail bridge

Bridge 348 on MSL

195m, steel spans and concrete piers

Built 1874 and extended in 1920 as part of a flood protection scheme

Bridge 348 on MSL at Gore

Freight Update

National Freight Demand Study

- Work on the National Freight Demand Study has commenced
- NZTA has engage Deloitte to look at establishing a more automated methodology using a range of administrative data already collected by the public or private sector.
- KiwiRail fully supports this work.
- We are contributing data to this and participating in various stakeholder workshops.
- Phase 1 the new methodology report is due to be delivered in August.
- Phase 2 is to undertake the first National Freight Demand Study utilising the new methodology will follow later in the year.

Thank you

KiwiRail

Otago and Southland Regional Transport Committees (RTC)
MINUTES

Minutes of an ordinary meeting of the Otago and Southland Regional Transport Committees held in the Council Chamber, Level 2 Philip Laing House, 144 Rattray Street, Dunedin on Monday 23 February 2026, commencing at 12:30 pm.

PRESENT

Otago Regional Transport Committee

Cr Kate Wilson (RTC Chair)	*Otago Regional Council*
Cr Matt Hollyer (RTC Deputy Chair)	*Otago Regional Council*
Cr Bruce Graham	*Clutha District Council*
Cr Stuart Duncan	*Central Otago District Council*
Cr Steve Walker	*Dunedin City Council*
Cr Quentin Smith	*Queenstown Lakes District Council*
Cr John McCone	*Waitaki District Council*

Southland Regional Transport Committee

Cr Phil Morrison (RTC Chair)	*Environment Southland*
Cr Alistair Gibson (RTC Deputy Chair)	*Environment Southland*
Cr Christine Menzies	*Southland District Council*
Cr Ria Bond	*Invercargill City Council*
Deputy Mayor Joe Stringer	*Gore District Council*

Otago & Southland Regional Transport Committees

Mr James Caygill	*NZ Transport Agency Waka Kotahi*

Councillor Kate Wilson was designated as this meeting's Chairperson.

1. WELCOME

Chair Wilson welcomed Councillors, members of the public and staff to the meeting at 12:32 pm with a karakia.

Committee members present were Cr Kate Wilson (Otago Regional Council), Cr Matt Hollyer (Otago Regional Council, online), Cr Stuart Duncan (Central Otago District Council), Cr Steve Walker (Dunedin City Council), Cr Quentin Smith (Queenstown Lakes District Council, online), Cr Bruce Graham (Clutha District Council), Cr John McCone (Waitaki District Council), Cr Frans Schlack (Waitaki District Council), Cr Phil Morrison (Environment Southland), Cr Alistair Gibson (Environment Southland), Mayor Rob Scott (Southland District Council), Deputy Mayor Joe Stringer (Gore District Council, online) and James Caygill (New Zealand Transport Agency).

Other attendees included Hartley Hare (Southland District Council), Dean Lowry (Otago Regional Council), Anita Dawe (Otago Regional Council), Fleur Matthews (Otago Regional Council), Murray Hasler (Gore District Council), Doug Rodgers (Invercargill City Council), Shawn Scott (New Zealand Transport Agency), Lesley McCoy (Environment Southland), Joshua Rendell (Waitaki District Council), Liz Devery (Environment Southland), Simon Spiers (Dunedin City Council), Helen Chapman (Dunedin City Council), Jeanine Benson (Dunedin City Council), Henri van Zyl (Gore District Council), Russell Hawkes (Environment Southland, online), Bryson Huxley (Waitaki District Council, online), Alison Tomlinson (Queenstown Lakes District Council, online), Pierre Kotze (Clutha District Council, online), Paul Fleet (Central Otago District Council, online), Toshi Hodliffe (New Zealand Transport Agency, online) and Cara Jordan (Otago Regional Council, Governance Support).

2. APOLOGIES

Resolution: Cr Bruce Graham Moved, James Caygill Seconded:
That the apologies for Cr Christine Menzies, Cr Ria Bond, Cr Barry Stewart and Titus Naidoo be accepted.
MOTION CARRIED

3. PUBLIC FORUM

[YouTube 6:00] Chair Wilson welcomed Rebecca Shepherd (Chair) and Andrew Sutton (Deputy Chair) of the Mosgiel-Taieri Community Board to speak at public forum on traffic flow issues for Mosgiel, and the need for a bus service between Outram and Mosgiel. Committee members were given the opportunity for questions.

4. CONFIRMATION OF AGENDA

Resolution: Cr Kate Wilson Moved, Cr Phil Morrison Seconded:
That the agenda be approved as published.
MOTION CARRIED

5. CONFIRMATION OF MINUTES

The minutes of the Otago and Southland Regional Transport Committees' meeting of 28 July 2025 were signed by the Chairperson and Otago Regional Council Chief Executive at the end of the last triennium. The minutes were noted by the Committees.

6. ACTIONS

Actions from resolutions of the Committee were reviewed. No changes were noted.

7. CHAIRPERSON'S REPORT

7.1. Chairperson's Report

There were no points to note under this item.

8. STAFF REPORTS

8.1. Otago and Southland Regional Transport Committees - Induction Briefing

[YouTube 16:22] The report outlined the responsibilities and structure of the Otago and Southland Regional Transport Committees under the Land Transport Management Act 2003. An inconsistency in the Otago Regional Transport Committee quorum numbers between the report and the terms of reference was noted for correction. Dean Lowry (Senior Transport Planner, Otago Regional Council) was available for questions.

Resolution RTC26-101: Cr Kate Wilson Moved, Cr Bruce Graham Seconded

That the Committees:

***1) Note** this report.*

MOTION CARRIED

8.2. Terms of Reference Review 2026

[YouTube 20:15] An update to the Terms of Reference for both Regional Transport Committees and the associated Otago Southland Regional Technical Advisory Group was provided. Dean Lowry (Senior Transport Planner, Otago Regional Council) was available for questions.

Resolution RTC26-102: Cr Phil Morrison Moved, Cr Stuart Duncan Seconded

That the Committees:

***1) Note** this report.*

***2) Adopt** the Terms of Reference as attached to this report.*

MOTION CARRIED

8.3. Regional Transport Committees Correspondence Update

[YouTube 24:20] The report provided copies of the correspondence sent to Ministers (as requested at the July Committees meeting) and the responses received. Dean Lowry (Senior Transport Planner, Otago Regional Council) was available for questions.

Resolution RTC26-103: Cr Kate Wilson Moved, Cr Steve Walker Seconded

That the Committees:

***1) Note** this report and the correspondence to Ministers and that received in response.*

MOTION CARRIED

8.4. Regional Land Transport Plan 2027-2037 - Development

[YouTube 30:38] The report provided an update on the development of the draft Otago Southland Regional Land Transport Plans and early engagement plans to inform the development. Dean Lowry (Senior Transport Planner, Otago Regional Council) was available for questions.

Resolution RTC26-104: James Caygill Moved, Cr Phil Morrison Seconded
That the Committees:
1) ***Note*** *this report.*
2) ***Confirm*** *the current approach of early engagement to inform development of the Regional Land Transport Plan 2027-2037.*
MOTION CARRIED

8.5. Regional Road Safety Update
[YouTube 45:15] The report updated the latest annual road safety outcomes for each region and the road safety statistics that are available. Dean Lowry (Senior Transport Planner, Otago Regional Council) was available for questions.

Resolution RTC26-105: Cr Kate Wilson Moved, James Caygill Seconded
That the Committees:
1) ***Note*** *this report.*
MOTION CARRIED

8.6. Summary of Otago and Southland Expenditure to December 2025
[YouTube 55:15] The report provided an update on expenditure from each Approved Organisation based on their respective claims to the end of December 2025. This was in regard to the National Land Transport Programme. Annual versus three-year expenditure reporting time frames were discussed. Dean Lowry (Senior Transport Planner, Otago Regional Council) and transport staff from Approved Organisations were available for questions.

Resolution RTC26-106: Cr Kate Wilson Moved, James Caygill Seconded
That the Committees:
1) ***Note*** *this report.*
MOTION CARRIED

8.7. NZ Transport Agency General Update
[YouTube 1:11:07] The report provided an update on the 2027-30 National Land Transport Programme, the national ticketing system, community road safety fund, maintenance programmes, state highway speed management, project updates and funding. James Caygill (New Zealand Transport Agency) was available for questions.

Resolution RTC26-107: Cr Stuart Duncan Moved, Mayor Rob Scott Seconded
That the Committees:
1) ***Note*** *this report.*
2) ***Provide feedback*** *to NZTA on the topics included in the update.*
MOTION CARRIED

9. EXTRAORDINARY AND URGENT BUSINESS
Chair Wilson acknowledged the passing of Chris Bopp and his contribution over many years to the Regional Transport Committees.

10. CLOSURE

Cr Phil Morrison gave an Irish blessing and Chair Wilson closed the meeting at 2.35 pm.

_____ _____

Chairperson Date

8.1. Chairperson's Report

Prepared for: Regional Transport Committee

Author: Councillor Phil Morrison (Environment Southland)

Date: Monday 22 June 2026

EXECUTIVE SUMMARY

The transport planning environment continues to evolve in response to wider government reform programmes, including resource management reform, regional spatial planning initiatives, and the Government's recent "Head Start" proposal relating to local government reform. While the implications of these processes for future governance and institutional arrangements are still emerging, the current statutory responsibilities of Regional Transport Committees under the Land Transport Management Act remain unchanged, including the requirement to develop and maintain Regional Land Transport Plans.

In this context, it remains important that the Committees retain a clear strategic focus on the continued development of the Otago Southland Regional Land Transport Plan 2027–2037, while remaining sufficiently adaptive to respond to future national direction and evolving investment frameworks. Regardless of any future local government arrangements, the transport networks, infrastructure systems, freight connections, and public transport services across Otago and Southland will continue to require proactive planning, investment, maintenance, and skilled delivery capability in support of regional communities and economies.

The recent meeting of the South Island Regional Transport Committee Chairs Group also reinforced the value of inter-regional collaboration across the South Island. There was strong interest in strengthening collective advocacy, improving intelligence sharing, and better aligning regional priorities in engagement with agencies such as NZ Transport Agency Waka Kotahi and KiwiRail. In particular, there was recognition that long-term transport resilience, freight reliability, and strategic network planning increasingly benefit from coordinated regional perspectives rather than isolated regional approaches.

As wider reform processes continue to develop, it may also become timely to reflect on how the collaborative strengths developed between Otago and Southland over recent years can be preserved and strengthened into the future. The Committees' longstanding cooperative approach has demonstrated clear value in supporting integrated transport planning, shared strategic understanding, and more effective regional advocacy.

RECOMMENDATION

That the Committees:

1) ***Note*** *this report.*

ATTACHMENTS

Nil

9.1. Regional Land Transport Plan Development

Prepared for:	Regional Transport Committee
Report No.	RTC2610
Authors:	Dean Lowry (Senior Transport Planner, Otago Regional Council) Lesley McCoy (Senior Regional Planner - Transport, 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) Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Date:	22 June 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). At the first RTCs meeting on 23 February 2026, staff presented an outline of the structure of the RLTP as well as information on the early engagement that was being undertaken to inform its development.

[3] Staff have continued with the development of the RLTP and have been undertaking further early engagement with parties to inform the strategic front section, including the vison, objectives and policies. Staff have refined the draft vision, objectives and policies and have also reviewed the Investment Logic Map. Draft sections of the RLTP have also been developed.

RECOMMENDATION

That the Committees:

1) ***Note** this report.*

2) ***Provide direction** on any changes required to the draft vision, objectives, policies and investment priorities.*

3) ***Adopt** the draft vision, objectives, policies and investment priorities subject to changes identified in Recommendation 2.*

4) ***Provide feedback** on the draft RLTP sections in the attachment: Draft Sections for the RLTP.*

BACKGROUND

[4] 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 approved organisations that are requesting inclusion in the National Land Transport Programme and funding from the National Land Transport Fund.

[5] At the RTC meeting on 23 February 2026, staff presented a draft structure for the RLTP as well as a draft vision, objectives and policies. Further work, including stakeholder engagement, has resulted in a refined draft vision, objectives and policies.

[6] As part of the 2024 RLTP mid-term review, an Investment Logic Map (ILM) process was undertaken. The ILM sets out the Otago and Southland pan-regional transport investment story. Considering the development of the new draft RLTP, staff have since reviewed the ILM.

[7] Staff have progressed draft sections for the RLTP including, a regional overview, place-based stories, an overview of the transport system, and transport vulnerabilities. Content for these sections is still being developed and refined.

DISCUSSION

<u>Early engagement and a revised vision, objectives and policies</u>

[8] Staff have been undertaking early engagement to inform the strategic front section of the RLTP. A summary of feedback points from stakeholders was provided to the RTCs at the meeting on 23 February 2026.

[9] Since the last meeting, staff have conducted further engagement and have been in contact with the NZ Police (Otago), RealNZ, Dunedin Tracks and Trails, Dunedin Tunnels Trail Trust, Regional Tourism Organisations in Otago (Queenstown, Wānaka, Central Otago, and Waitaki), Great South, Fonterra, Silver Fern Farms, Matariki Forests, Disabled Persons Assembly NZ, CCS Disability Action, and AA North Otago. A summary of the key feedback points is provided in Attachment 1: Early Engagement Summarised Feedback.

[10] Engagement has centred on testing the initial draft vision and objectives, gathering feedback on key transport challenges and opportunities, and gaining insight into organisations' perspectives. The draft vision, objectives, and policies presented in Table 1 have been refined based on feedback and continued work, including improving alignment with the Land Transport Benefits Framework.

Table 1: Draft Vision, Objectives and Policies

Vision
An integrated transport system that is safe, resilient and sustainable, supporting transport choice, the wellbeing of communities and visitors, and the economic prosperity of the region.

O1: Safety	**A safe transport system that prevents harm**
P1.1	Prioritise the safety for all transport system users with particular attention to vulnerable users such as pedestrians, cyclists, children, the elderly and disabled people.
P1.2	Plan and implement safety initiatives, including speed management measures and infrastructure improvements that target high-risk locations.
P1.3	Support 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 resilient to disruptions**
P2.1	Identify and manage risks to critical transport connections across all modes, including long-term risks from aging infrastructure and key structures, 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	Partner with councils, critical infrastructure providers, and emergency management to strengthen the security and resilience of strategic transport corridors and vital lifelines.
O3: Connectivity & Choice	**A multi-modal, inclusive transport system enabling efficient movement and access to opportunities**
P3.1	Provide reliable connections for car-dependent communities.
P3.2	Promote the development of connected active transport networks that support local, everyday travel and wider regional connectivity.
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: Environmental Sustainability	**A transport system managed in an environmentally responsible manner**
P4.1	Support the reduction of transport emissions by promoting low-emission options and supporting the development of infrastructure to accelerate the uptake of sustainable travel choices.
P4.2	Integrate nature-based solutions into the design, construction, and maintenance of the transport system to reduce environmental impacts.

P4.3	Promote funding and pricing models that account for environmental costs and incentivise a shift toward more sustainable transport modes.
O5: Future Prosperity	**A transport system that supports sustainable growth, meets the needs of communities and businesses, and adapts to change**
P5.1	Support sustainable development through integrated spatial planning that coordinates land use and transport, encourages efficient density, and reduces infrastructure duplication.
P5.2	Improve productivity by managing demand and enabling shifts to more efficient transport modes, optimising existing network capacity, and targeting new investment to critical constraints.
P5.3	Support the protection and enhancement of key freight corridors and hubs to ensure efficient movement and connectivity across the freight network.
P5.4	Improve cross-boundary connectivity by collaborating with neighbouring regions on shared data, joint planning, and coordinated investment.

Investment Priority Areas

[11] Staff reviewed the ILM and considered it to be largely fit for purpose, while identifying targeted amendments to improve clarity and the investment story. Following the identification of potential improvements, staff engaged the same independent expert who facilitated the original mid-term review ILM process, to test and refine the links between problem statements, benefits, KPIs, and responses (investment priority areas). The refined version of the ILM was subsequently presented to the Technical Advisory Group for feedback. The refined draft investment priority areas are provided in Table 2.

Table 2: Draft Investment Priority Areas

IP1	Maintain, renew and strengthen network resilience while managing environmental impacts to protect community access and connectivity. 35%
IP2	Improve accessibility and network efficiency by expanding fit-for-purpose transport choices across the regions. 30%
IP3	Reduce transport-related harm and improve health and wellbeing across the regional transport network. 20%
IP4	Improve access to key regional destinations, gateways, growth areas and critical community services. 15%

Draft Sections for the RLTP

[12] Since the last RTCs meeting, staff have been progressing draft sections for the RLTP. These sections provide an overview of the regional context for Otago and Southland, including demographic and economic characteristics, place-based narratives spanning rural communities, urban centres, and tourism and growth areas. The material outlines the regional transport system across modes and natural hazard vulnerabilities. These sections are currently being refined, and staff are seeking feedback. The draft sections are provided in Attachment 2: Draft Sections for the RLTP.

CONSIDERATIONS

Strategic Framework and Policy Considerations

[13] The RLTP provides a framework for guiding transport investment within the region. The draft RLTP content largely retains existing strategic direction and does not materially introduce new strategic or policy matters.

Financial Considerations

[14] This report does not have direct financial implications.

Significance and Engagement

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

Legislative and Risk Considerations

[16] The development of the RLTP is required to comply with the Land Transport Management Act 2003. This report provides an update and is not considered to introduce any new material risks.

Climate Change Considerations

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

Communications Considerations

[18] Communications considerations have been addressed through coordinated messaging and structured feedback reporting with engaged external stakeholders, noting that wider public consultation has not yet commenced.

NEXT STEPS

[19] Based on the RTCs' feedback staff will make recommended adjustments and continue to develop the draft RLTP. Updated draft content will be presented to the RTCs at future meetings for guidance and feedback.

ATTACHMENTS

1. Early Engagement Summarised Feedback [**9.1.1** - 12 pages]
2. Draft Sections for the RLTP [**9.1.2** - 34 pages]

Attachment: Early Engagement Summarised Feedback

Stakeholder / Organisation	Summarised feedback

Disabled Persons Assembly NZ	General Comments
	• Accessibility should be explicitly included in transport objectives.
	• Transport policy has a disproportionate impact on disabled people.
	• The goal is to achieve greater equity for disabled people, in line with the UN Convention on the Rights of Persons with Disabilities, particularly Article 9 (Accessibility).
	Concerns with current policy
	• The Government Policy Statement on Land Transport may reduce the role of public transport and reinforce "Total Mobility"-style approaches over accessible, mainstream networks. Accessibility needs to be embedded at a system level, not offset through limited assistance schemes.
	Accessibility outcomes sought
	• Improved access to transport within and between communities, including:
	  ○ Urban and rural inter-connectivity.
	  ○ Better integration of health shuttle services.
	  ○ Improved access for urban bus services.
	Transport experiences and evidence
	• Research: *Transport Experiences of Disabled People in Aotearoa New Zealand* (NZTA Research Report 690).
	• Disability data is available, including the 2023 survey. Transport systems must support people to age in place and remain in their communities, particularly as needs change due to ageing or disability.
	Neurodiversity and communication
	• Accessibility extends beyond physical access to include communication and information design.
	• Clear, easy-read, and predictable information systems are essential, particularly for neurodivergent people.
	
	Transport accessibility is fundamentally an equity and human rights issue. Embedding it in planning, and service delivery is essential to meet UN Convention on the Rights of Persons with Disabilities obligations and enable full community participation by disabled people.

CCS Disability Action	• Suggested stronger emphasis on accessibility and equity within the RLTP vision and objectives. • Noted that improving accessibility often strengthens public transport, contributing to climate and resilience goals. • There are gaps in understanding the needs of older people, with more data required. • Healthcare access remains a major issue in Southland, with limited community transport options. Welcomed the new Oamaru service.

	• Encouraged submission to the Total Mobility consultation, noting ongoing issues with taxi availability and consistency affecting the service.

Road Police - Otago	<u>General comments</u>
	• The Southern Police District stretches from the bottom of the South Island, north to the Waitaki River and west to Haast. There are three operations areas:
	  o Otago Coastal
	  o Otago Lakes Central
	  o Southland
	• Tourist drivers who are unfamiliar with the roads and driving conditions pose a considerable safety risk.
	• Given the long distances people are travelling driver fatigue is a major problem.
	• Road policing funding is tied to meeting operational targets under the Road Policing Investment Programme. These include targets for speed, impairment, restraints and distraction.
	• There is an operational split between open road enforcement and urban policing.
	• For speed enforcement the open road is the priority given serious injuries and fatalities are significantly more likely.
	• The stretch of State Highway 1 between Hampden and Palmerston, specifically around the Moeraki Boulders turnoff, is recognised as a high-risk area.
	• The stretch of State Highway 1 from Milton to Titri is widely considered a high-risk area for serious and fatal road crashes, with Waihola to Titri being of exceptionally high risk. Greater safety interventions need to be put in place. For example, double yellow lines or barriers.
	• NZTA has got point-to-point cameras going in for a section of road on State Highway 1.
	• Police have a dedicated Commercial Vehicle Unit to monitor the commercial vehicle industry.
	• The Better Together programme is a road safety initiative aimed at reducing risk-taking behaviour on roads. It is a collaborative initiative between the Police, NZTA and local councils.
	• The Right Track Programme aims to proactively address drivers that are repeat offenders through immersive experiences designed to educate participants to make safer future choices. Participants are referred to the programme, often by a Judge.
	• Alcohol testing has significantly increased, and a new roadside drug testing regime is going to be rolled out. This will test for cannabis, methamphetamine, MDMA, and cocaine.
	• Concerns were raised about the new Dunedin Hospital and potential impacts on Fire, Ambulance and Police services. Specifically, how the upcoming road closures may impact the ability to respond to events.
	• A major challenge for policing in Otago and Southland is the vast geographic scale of the region relative to its small, dispersed

	population. This creates a funding gap, as the significant travel and resourcing required makes it harder for monitoring and meet targets.

RealNZ	<u>Vision and Objectives</u>
	• In alignment
	<u>Challenges</u>
	• Sustainability:
	  ○ Stewart Island ferry sustainability: patronage, high costs, and ageing assets
	  ○ Requests the service to be included in the RLTP to be recognised as an essential service for the Rakiura community.
	  ○ Public funding for the service.
	  ○ The ferry is currently diesel. Need to consider decarbonisation and the supporting infrastructure needed.
	• Resilience:
	  ○ Community resilience in the event of a natural disaster.
	  ○ Interest in coordinating with councils to share up to date information on Realnz's assets in the case of a natural disaster.
	  ○ Lack of network redundancy makes the road network highly vulnerable to disruptions. Events can have a material impact on Realnz's coaches travelling between Queenstown and Milford Sound.
	<u>Broad challenges</u>
	• Visitor drivers: pose safety and efficiency risks as the majority tend to be unfamiliar with the roads. Visitor mode shift away from private vehicle travel should be encouraged.
	• Coach driver sustainability: attracting and retaining coach drivers is extremely challenging, particularly in Queenstown due to limited accommodation and high costs of living.
	• Recognition of mode share of private coaches: the role that coach bus travel plays in mode shift away from private vehicle travel should be more recognised by councils in their planning processes (e.g. District Plan).
	• More EV charging stations are needed within Queenstown, along the Queenstown – Milford Sound corridor and in Te Anau.
	• Speed limit reductions create challenges for coach operators to complete a full Queenstown – Milford round trip with one driver due to maximum driving hour limits.
	<u>Opportunities</u>
	• Adding passing lanes along the state highway corridor between Kingston and Te Anau would increase road efficiency and safety.
	• A park and ride facility in Te Anau for travel to Milford Sound would increase safety, reduce private vehicle travel on State Highway 94 and the capacity required in the national park for carparks.
	• A park and ride facility in Queenstown for those travelling by coach to Milford Sound would encourage the use of coach services, achieving environmental and safety benefits.

	• Lake Wakatipu ferry transport: increasing opportunity with urban growth in the Southern Corridor and Kingston for ferries to provide needed capacity for the transport network. • Investment in charging technology/hydrogen infrastructure.
Dunedin Tunnels Trail Trust	<u>Dunedin Tunnels Trails Trust current work</u> • Stage 1 (Chain Hills) opened late 2025. • MBIE funding $2m approved for stages 2 & 3 with DTTT heading these stages. • Stages 2 and 3 (Fairfield, Abbotsford, Green Island) planning well underway, aiming to be opened hopefully mid-2027. • Stages 4 Abbotsford to Burnside, requiring landowner easements, KR and trail route, design and consents. • Stage 5 MOU with DCC past at last year's annual plan to clear services from Caversham Tunnel. (noting Stage 5 could be opened linking KV to Dunedin City prior to stage 4). • All stages total to ~14km. <u>Purposes of tunnels trail</u> • Serve commuters (workers and students). • Recreational (off road) walking and biking. • Attract tourists to Dunedin. <u>Objectives-related feedback</u> • Safety o Active transport routes protected/separated from traffic are the safest for users. Expanding the protected/separated active travel network would result in a considerable increase in walking and cycling trips, particularly for children and ageing populations. <u>Connectivity & choice</u> o This objective reflects the Trust's priority of increasing connectivity for active travel modes along the Mosgiel – Dunedin corridor. <u>Future-focused</u> o The Trust aims to build the trail at a high quality (e.g. sealed, sufficient width) to ensure its longevity. o Form the vital link from south to north incl harbour trails through Dunedin City. <u>Challenges</u> o Availability of funding and the time it takes to get things done o Compilance and collaboration arrangements affect how freely the trust can make decisions and implement its plans in a timely manner. <u>Opportunities</u> o Connecting the Clutha Gold Trail at Lake Waihola to Dunedin. o Connecting Dunedin to Otago's wider trail network to bring tourists to Dunedin. o Connecting the Otago Central Rail Trail at Middlemarch to Dunedin by converting the Taieri Gorge rail line to a cycle trail.
Dunedin Tracks and Trails	<u>General</u> • Planning future years' expenditure. • The Trust relies on volunteers who contribute extensive hours to support its activities.

	• Acknowledges and appreciates funding support.
	• Currently preparing a business case to apply for MBIE funding for connecting Waihola to Dunedin via the airport.
	• The trail will connect to the Tunnels Trail, attracting tourists to Dunedin.
	• Vision to connect Dunedin Airport and Queenstown Airport.
	<u>Vision and objectives-related feedback</u>
	• Safety
	  ○ Active transport routes separated from traffic are the safest for users. Expanding the protected/separated active travel network would result in increased walking and cycling trips.
	• Connectivity & choice
	  ○ The integration of the transport network between modes and with land use should be a priority.
	  ○ Trails should be emphasised as infrastructure for both cycling and walking.
	• Resilience
	  ○ Diversification of available transport modes improves the resilience of the transport system and communities. Therefore, investing in active transport infrastructure is essential.
	  ○ The current fuel situation shows the importance of having alternatives.
	  ○ Otago's trails increased in popularity during the COVID-19 pandemic, a time where the tourism industry generally suffered, demonstrating the economic resilience of cycle tourism.
	<u>Challenges</u>
	• One-off funding provision creates uncertainty and makes budgeting for ongoing expenditures challenging. Multi-year or ongoing funding commitments would be more useful and efficient to the Trust.
	• Differences can arise between funding criteria and the Trust's broader objectives. For example, funding criteria may prioritise parts of the network that are believed to deliver greater economic benefits, while the Trust's focus is to invest in linking up the wider regional trail network.
	• Establishing agreements with landowners whose land future trails would cross is an ongoing challenge.
	<u>Opportunities</u>
	• Connecting Dunedin Airport to the trail network to attract tourists and promote cycle tourism on the Otago coast.
	• Providing active transport infrastructure (e.g. bicycle parking) into the Mosgiel Transport Hub.
	• Recognising the economic potential of:
	  ○ Joining up regional cycle trails to increase high-value cycle tourism.
	  ○ The high concentration of conservation estate that could be connected to trails.
	• Active travel corridors have environmental and social co-benefits:

	○ The development of green corridors where native planting occurs along the trail. ○ Improved access to otherwise hard to reach land for pest trapping. ○ Partnerships with iwi to tell their stories through signage and art along trails. ○ Health and wellbeing benefits, as captured in the Sport New Zealand Active NZ Survey 2021 which found walking, running/jogging and cycling to be in the top 5 most popular physical activities among Otago adults.
Matariki Forests	<u>General</u> • Matariki Forests is the third largest forest owner in New Zealand. • Matariki owns approximately 117,000 hectares of commercial forests across New Zealand, of which 33,000 hectares is planted in tree crop in the Southland-Otago region (43,000 hectares are managed in total, which also includes road corridors, riparian areas, quarries, tussock, native forest etc). • Matariki's forestry business - like most forest owners - is limited to production forestry, with no involvement in permanent carbon forestry. • Southland-Otago is the second largest plantation forestry region in the country, with a plantation estate exceeding 220,000 hectares. Approximately 140,000 hectares (64%) is owned by six large organisations including Matariki, Ernslaw One, Wenita, City Forests, Port Blakely and Calder Stewart. • Current regional harvest levels of radiata pine and Douglas-fir are approximately 2.5 million m^3 per annum. Potential to increase to a sustainable harvest of around 4.0 million m^3 per annum. • With a growing resource and continued investment in the region (e.g. Milburn Quadrant, Niagara mill expansion, and emerging bioenergy opportunities), the industry has strong potential to grow across the 2027–2037 period, despite significant market and cost challenges at present. • Forestry provides significant economic, employment, environmental and social benefits to the region. Further detail on these benefits can be provided within a report recently published by NZIER <u>Vision</u> • Consider incorporating a clearer reference to improving economic outcomes. <u>Objectives</u> • The key objectives I'd expect are included in the draft - integration (connectivity), safety, environmental sustainability, and value for money (financial sustainability and resilience). Improved regional economic outcomes should - in my view - also be incorporated. <u>Challenges in achieving these objectives</u> • The current national funding model is a significant constraint. • It would be useful to understand the more detailed performance measures (e.g. KPIs/KRAs) to monitor and determine whether the objectives are achieved. <u>Transport challenges facing the Otago and Southland regions</u>

	• Underinvestment in transport infrastructure, driven in part by the current funding model, remains a key challenge. <u>Opportunities</u> • Southland appears to be an outlier nationally with regard to approved HPMV routes. • There is also an opportunity to improve integration between road, rail and sea. Developments such as the Milburn Quadrant present strong potential to improve connectivity. For example, log traffic from Coastal Otago forests could be linked via rail to Southport, Port Otago (or Timaru) for export, or directed to processing hubs such as Daiken or Niagara more efficiently.
Destination Queenstown, Lake Wānaka Tourism, Tourism Central Otago, and Tourism Waitaki	<u>Overall feedback</u> • There is a distinct absence of the tourism sector in the RLTP material provided. Explicit reference should be inserted to better reflect the sector as a source of transport demand and a significant economic driver. <u>Vision</u> • Should explicitly recognise the wellbeing of visitors as they are a key user group of the transport system and a significant contributor to the economy. <u>Objectives</u> • Sustainability: this objective should include more ambitious language making explicit reference to 'carbon emissions reductions.' • Safety: safe infrastructure needs to be a priority even more so when a high share of travellers are tourists. • Future-focused: this means accommodating growth and decarbonisation in the Queenstown Lakes context. <u>Challenges</u> • Transport pressure from visitors in the Queenstown Lakes. • The additional transport demand from visitor has not adequately been accommodated in transport planning. Visitors are driving a large share of growth in the Queenstown Lakes. • The Government's Tourism Growth Roadmap projects a massive uptick in tourism (e.g. roughly a doubling of international tourist expenditure by 2034). • Disconnect between government ministries: Tourism and Transport are siloed, resulting in interdependencies and co-benefits going unaddressed. For example, a Kawarau Gorge Trail underpass did not receive NZTA funding, so bicycles have to navigate traffic to cross the state highway. The result is a massive safety risk. • Poor consideration of visitors in transport planning causes locals to have more negative sentiments towards tourism (e.g. they cause road safety issues and congestion). • The number of Cromwell commuters to Wānaka and Queenstown is (rapidly) increasing. Looking for ways to get these commuters an alternative option to car travel is key. • The active transport funding framework is challenging. There are different funding sources (e.g. trusts, NZTA, Councils' Parks and Rec budget, Central Government, DOC) but there is little

	coordination or accountability. This has resulted in networks being not funded or funded in a fragmented way.
	• These assets are often seen as primarily visitor-used, but they should be recognised as valuable to commuters and the local community.
	• Public transport operation challenges in Queenstown:
	  o Ticketing system and real-time tracking improvements would improve visitor experience.
	  o Visitors would use services more if there was greater frequency.
	• Productivity loss due to increased travel times: visitors can complete fewer activities per day, which has a significant opportunity cost. Road congestion and inadequate transport options are the main factors contributing to increased travel times. The QLDC Tourism Productivity Study highlighted this important connection between transport network performance and productivity.
	• Potential for passenger rail.
	• Fast-tracks make planning much more challenging: how do you plan infrastructure for unplanned growth?
	<u>Opportunities:</u>
	• Increased alternative transport options and multi-modal connections to connect different centres in the region for both visitors and commuters.
	• Working with the airport to coordinate shuttle transport to the air travel (e.g. luggage getting moved directly onto shuttle). International examples show this can be successful.
	• Wānaka/Queenstown – wide community support for a bed tax to support increased investment in transport and other essential infrastructure.
	• Investigating spare seats on tourism transport operators to be available for public use.
	• Economic Investigations into regional connectivity of PT should be re-examined now that driving costs more with increased fuel prices.

Department of Conservation/Milford Opportunities	• Strong focus on managing access to Milford, reducing congestion, and shifting toward shared / managed transport (noting current shift toward private vehicles). • Data: Using Milford Sound Tourism Limited (MSTL) and Great South DISH data, with plans for additional monitoring (e.g. cameras). Milford Road Alliance holds more detailed visitor data. Will share a study on visitor flows. • Planning: Transport working group in Te Anau progressing to Business Case Optioneering. • Wider work: International Visitor Access Charge being explored, requiring legislative change (longer timeframe). • Concern raised around Southland District Council's position on Hollyford Road.
AA North Otago	<u>Vision</u>

	• The vision looks good and covers everything we would like to see in the region's transport system. <u>Objectives</u> • Emphasise the need for having alternative routes to ensure continuity of flow of goods and people when SH 1 is closed following fatal accidents. There have been several occurrences of this lately which has led to significant disruptions and costs. • Where there are no alternative route options perhaps those sections of the State Highway could be engineered up to improve safety and reduce accidents. For example, north of Hampden. <u>Challenges in achieving objectives</u> • Significant challenges associated with cost, funding and financing, and contractor availability. Also, with the low population in the south, the region seems to be low in the prioritisation of project funding (regardless of need), with larger centres deemed more important. <u>Transport challenges facing the Otago and Southland regions</u> • Lack of population and big distances. Constrains feasibility and funding of projects. • High number of visitors to the area and drivers not familiar with wide range of driving conditions. • Lack of public transport and lack of choice. High reliance on private vehicles. <u>Opportunities</u> • Continuity to planning and multiple party agreement on the fundamentals for the transport system. Safety, modal choice, resilience and the enablement of movement of goods and people. Change in priorities on short cycles impedes progress. <u>Other</u> • Good to see the community bus going between Ōamaru and Dunedin. High priority of public transport for Waitaki District and would like to see more public transport generally for regional centres.
Great South	<u>Objectives</u> • Support for the objectives, particularly the future-focused one that takes a broader perspective. Their team is thinking along similar lines, especially regarding key infrastructure needs for industry. <u>Spatial Planning</u> • Great South has commissioned consultants to prepare a Future Growth Scenarios report for Southland, covering tourism, aquaculture, agriculture, land use, and related housing demand to inform regional spatial planning. • Spatial plans are expected to become key drivers of investment and funding allocations. • There is an ongoing challenge of aligning land-use and transport infrastructure planning, essentially a "chicken and egg" scenario. <u>Tourism demand and travel patterns</u>

	• There is new MBIE data based on cell phone tracking now available however, Great South is still working through how to interpret this data. <u>Primary industry growth and freight pressures</u> • In the agriculture sector, major players (e.g. Fonterra and others) are expecting growth, which is expected to place additional demands on the transport system. Growth is also expected to increase the volumes of imported nutrients moving through South Port. <u>Major projects</u> • There are several significant projects currently being discussed, including wind farms, data centres, aquaculture developments, and the inland port at Awarua. <u>Riverton Bridge</u> • The Riverton Bridge was highlighted as a concern given its age and condition. The bridge is a conduit for infrastructure services and utilities. • Questions were raised regarding renewal or upgrade timing and potential increases in future traffic demand, particularly as forestry plantations along SH 99 reach milling age.
Fonterra	<u>Vision</u> • The draft vision aligns with Fonterra's projected operational needs over the next 10 years. • It would be useful to call out that the domestic integrated transport system needs to integrate with an international transport system efficiently, as New Zealand relies on export revenue to support the well-being of local communities. <u>Objectives</u> • Fonterra has manufacturing sites from the top to the bottom of the South Island, in Southland, we have a plant at Edendale, and a plant at Stirling (Otago). • All products manufactured at these sites are exported through ports in Otago and/or Canterbury. So, the efficient movement of containers from our manufacturing locations to ports will underpin our supply chain and create value for our farmer shareholders and the communities where Fonterra operates. • Fonterra's focus is on the collection of milk from on-farm, movement of consumables to manufacturing sites, and movement of export containers to ports. • Specifically in Otago and Southland, Fonterra moves approximately 400,000MT of products to the export ports during the year. • Export containers are railed (Main South Line) from Edendale to the export port, whereas containers are trucked (State highway 1) from Stirling for export.

	• Rail access and resilience is critical for our Edendale site to export – trucking containers would only be used as a business continuity option. • In terms of milk collection, our milk tankers travel on state highways, and many ancillary roads in Southland and Otago, so road access to farms is critical. • Our expectation is that weather related disruptions will become more frequent and will potentially impacts the transport networks – it might be useful to have a principle called out of building back stronger, depending on the criticality of the transport corridor. For example, when weather related disruptions impact the Main South Line, all the product from Edendale was exported by road which required Fonterra to work closely with logistics partners to get the trucks required to move the containers north. <u>Challenges and Opportunities</u> • The resilience of the rail network in the South Island is both an opportunity and challenge. KiwiRail is focused on improving the network, but it is a critical route to market for exporters based in Southland. Every rail failure puts our teams and our freight vendors to the test as the volumes that were on rail are transferred to truck, and this increases wear and tear on SH1.

Silver Fern Farms	<u>Livestock Transport and Rural Roads</u> • Ongoing concern about vehicle weight limits on rural roads, particularly whether current limits constrain efficient livestock transport. • Interest in maximising payload capacity to reduce truck movements, provided this can be managed safely and without undue impact on road condition. • Noted that weight restriction changes on some routes can significantly affect logistics planning and efficiency. • Identified a need for more frequent and better-distributed waste, slurry, and effluent disposal facilities, reducing travel distances and operational inefficiencies for livestock carriers. <u>Rail Use for Freight</u> • Silver Fern Farms actively use rail wherever it is viable, particularly from: o Kennington o Finegand o Waitane • Significant investment underway in rail upgrades, demonstrating strong industry commitment to rail as a freight mode. • Rail seen as critical for reducing road freight pressure, especially for long-haul movements. <u>Road Network Requirements for Freight and Containers</u> • Continued reliance on road for containerised freight, especially where rail options are not available or practical. • Emphasised the importance of ensuring roads can support 40-foot container movements, 24/7, without restrictions. • Highlighted the strategic importance of State Highway access to the Southern Link, to support reliable freight movements between industrial sites, ports, and processing facilities. <u>Site-Specific Infrastructure Considerations</u> • Stock effluent management identified as an issue at Alliance – Lorneville, with implications for transport movements and compliance. • Infrastructure planning (both road and ancillary facilities) needs to account for these operational realities. <u>Future-Focused Energy and Technology</u> • Strong interest in ensuring the transport system enables future alternative fuels and technologies, specifically: o Hydrogen o Electric vehicle (electrification) networks

Attachment: Draft Sections for the RLTP

Draft Otago Southland Regional Land Transport Plans 2027-2037

Statement from the South Island Regional Transport Committee Chairs Group

…

Foreword from the Otago and Southland Regional Transport Committees Chairs

…

Executive summary

…

1 Introduction

1.1 What is the role and purpose of an RLTP?

…

1.2 Who prepares the RLTP?

…

1.3 Strategic framework snapshot

…

1.4 How does this RLTP fit within the wider context?

…

1.5 The roadmap of this RLTP

…

2 Regional Context

This section identifies the regional characteristics that influence the transport system. It briefly touches on the functions of regional and local authorities, the region's demographic profile, and key economic drivers. Crucially, it incorporates place-based stories that reflect the unique contexts of our communities, from rural townships and urban areas to high-growth and tourism centres.

2.1 Our Regional and Local Authorities

Otago and Southland each cover approximately 32,000 km.² They are governed regionally by Otago Regional Council (ORC) and Environment Southland (ES), with local services and infrastructure delivered by eight territorial authorities: Waitaki, Dunedin, Queenstown Lakes, Central Otago, Clutha, Southland (incl. Stewart Island), Invercargill, and Gore. Figure X presents a map showing regional and local authorities.

Figure X: Map of Regional Councils and Territorial Authorities in Otago and Southland.

Regional councils are responsible for a range of planning and regulatory functions. These include:

- regional transport planning and providing public transport
- integrated management of natural resources including freshwater, air and the coastal marine area
- management of flood protection schemes and planning for natural hazards.

Territorial authorities which include city and district councils are responsible for a wide range of local infrastructure, services and regulatory functions. These include:

- managing land use, providing and maintaining local roading infrastructure
- managing three waters (drinking water, wastewater and stormwater)
- carrying out civil defence emergency management responsibilities.

2.2 Our People

The transport blueprint for a region is intrinsically linked to its people. The population's size, spatial distribution, demographics, and the specific needs of residents all influence the design of transport systems. This section highlights features of our regions' people.

2.2.1 Community Composition

Understanding the composition of our communities is an important part of the picture. Different groups may have distinct travel patterns, needs, and connections to place, which should be reflected in how transport systems are planned and delivered. Table X below outlines the broad ethnic composition of Otago and Southland.

Table X: Ethnic Composition of Otago and Southland

Ethnicity	Otago	Southland
European	85.2%	84.1%
Māori	9.9%	16.8%
Pacific Peoples	3.4%	3.3%
Asian	8.5%	7.1%
Middle Eastern/Latin American/African	2.2%	1.0%
Other	1.3%	1.5%

Note: People may identify with multiple ethnic groups, so totals exceed 100 percent.

2.2.2 Ngāi Tahu

Ngāi Tahu are mana whenua in Otago and Southland. Otago and Southland are home to seven Ngāi Tahu Papatipu Rūnanga. Figure X presents the Papatipu Rūnanga Map.

- Te Rūnanga o Moeraki
- Kāti Huirapa Rūnaka ki Puketeraki
- Te Rūnanga o Ōtākou
- Hokonui Rūnanga
- Waihōpai Rūnaka
- Awarua Rūnanga
- Ōraka-Aparima Rūnaka

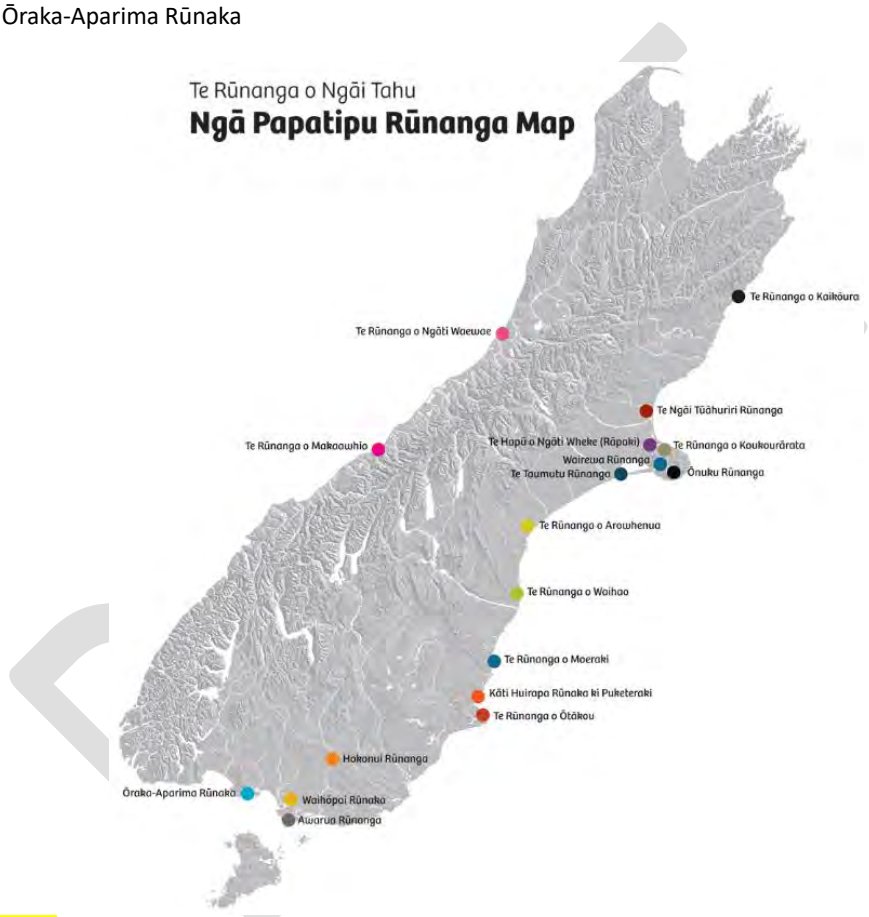


Figure X: Papatipu Rūnanga Map

Roads, public transport, and active travel infrastructure influence access to essential services, opportunities, and participation in social, cultural, and economic life. The transport system also contributes to a range environmental effects, and this RLTP recognises Ngāi Tahu as kaitiaki and the importance of engagement in land transport planning.

2.2.3 Population

The sizes of our communities largely determine the demand on the transport system. Larger centres like Dunedin, Invercargill and Queenstown generate higher travel volumes, requiring greater network capacity and more transport options. Our less populated communities generate lower demand, which can limit the feasibility of public transport services and infrastructure, increasing reliance on private vehicles. Table X presents the estimated resident population for Otago and Southland territorial authorities in 2025,[1] alongside medium projections for 2053.[2]

Table X: Estimated (2025) and Medium Projected (2053) Resident Population

Region	Territorial authority	2025	2053
Otago	Waitaki District	24,600	29,300
	Central Otago District	25,800	37,600
	Queenstown-Lakes District	53,800	84,400
	Dunedin City	132,800	146,900
	Clutha District	18,800	20,100
Southland	Southland District	33,900	37,300
	Gore District	12,950	13,400
	Invercargill City	58,000	65,200

The Queenstown Lakes District Council (QLDC) undertakes its own resident population and visitor projections separately to those presented in the table above from Stats NZ. QLDC estimates that in the Queenstown Lakes District there are currently around 27,220 visitors on average days and up to 68,050 visitors on peak days.[3] This represents a substantial increase in demand beyond resident levels, placing considerable pressure on network capacity, congestion, and performance. The latest projections show resident numbers increasing to 98,345 in 2055 and an average day population of 143,160.[4] Extending beyond the Queenstown Lakes District, visitor travel to Fiordland places considerable demand on the wider transport network, particularly through Te Anau, which serves as the main gateway to Fiordland. Piopiotahi Milford Sound alone receives approximately 800,000 visitors annually.[5] For more information on visitor numbers, see the Data Insights Southland Hub.

[1] Stats NZ, *Subnational population estimates: At 30 June 2025*, 29 October 2025, https://www.stats.govt.nz/information-releases/subnational-population-estimates-at-30-june-2025/

[2] Stats NZ, *Subnational population projections: 2023(base)–2053*, 30 January 2025, https://www.stats.govt.nz/information-releases/subnational-population-projections-2023base-2053/

[3] Queenstown Lakes District Council, *Population and Growth*, Accessed April 8, 2026, https://www.qldc.govt.nz/community/population-and-demand/

[4] Queenstown Lakes District Council, *Population and Growth*, Accessed April 8, 2026, https://www.qldc.govt.nz/community/population-and-demand/

[5] Great South, *Tourism Data Insights*, Accessed June 3, 2026, https://southlanddata.nz/data/tourism

2.2.4 Age composition

As our communities age, people's transport needs will change. While younger populations typically drive demand for school transport, safe pedestrian and cycling routes, and public transport, older populations generate need for accessible transport. It is essential to consider how a population will change over time to make informed transport investment decisions. Figures X presents the age composition for Otago and Southland, highlighting that younger adults (15-39 years) make up the largest population share in both regions, followed by those aged 40–64 years, while children (0–14 years) make up the smallest share.

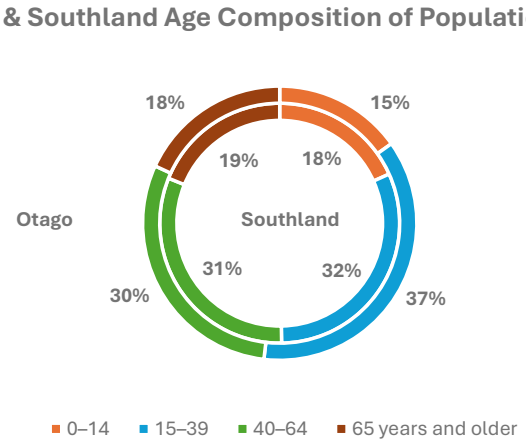


Figure X: Population age composition in Otago and Southland

Subnational population projections[6] for Otago and Southland from 2023 to 2053, indicate how the composition of the population is expected to change over time. The proportion of older adults aged 40-64 and 65+ is increasing, and communities will face growing demand for accessible transport options and good access to essential services, including healthcare, over the coming decades.

2.2.5 Income

The average household incomes in Otago and Southland were $115,881 and $114,274 respectively,[7] while median incomes were $39,100[8] and $41,100.[9] Around 40% of people earn $30,000 or less. With a sizeable proportion of households on lower incomes, transport costs can limit participation in employment, education, and community life. This highlights the importance of providing high-quality, affordable transport options, including reliable public transport and safe walking and cycling infrastructure.

[6]Stats NZ, *Subnational population projections: 2023(base)–2053*. 30 January 2025, https://www.stats.govt.nz/information-releases/subnational-population-projections-2023base-2053/
[7]Infometrics, *Household income*. Regional Economic Profile, Accessed April 8, 2026, https://regions.infometrics.co.nz/otago-region/income-and-housing/household income?compare=southland-region
[8]Stats NZ, *Our Region: Otago*. Detailed Regional Infographics from 2023 Census, March 27, 2025, https://www.stats.govt.nz/infographics/detailed-regional-infographics-from-2023-census/our-region-otago/
[9]Stats NZ, *Our region: Southland*. Detailed regional infographics from 2023 Census, March 27, 2025, https://www.stats.govt.nz/infographics/detailed-regional-infographics-from-2023-census/our-region-southland/

2.2.6 Disabilities

The 2023 Stats NZ Household Disability Survey estimates that 17% of people in New Zealand live with a disability. This includes 753,000 adults and 98,000 children.[10]

New Zealand has clear obligations to provide accessible transport. In 2008 the New Zealand Government ratified the United Nation's Convention on the Rights of Persons with Disabilities (UNCRPD), which affirms the right of disabled people to participate fully in society on an equal basis with others.[11] The Convention is guided by principles including respect for inherent dignity and individual autonomy, non-discrimination, full and effective participation and inclusion in society, equality of opportunity, and accessibility.[12] The New Zealand Disability Strategy supports New Zealand's commitments to the Convention. The Strategy is a guide for government agencies, including transport authorities, and a valuable resource for any organisation to inform decision-making on matters that affect disabled people.[13]

Despite these policy commitments challenges persist. In 2022, NZTA published a report, *Transport experiences of disabled people in Aotearoa New Zealand*. This report provides insights into the persistent challenges faced by disabled people using transport in New Zealand. Addressing these challenges is essential to delivering an equitable land transport system that meets the needs of all communities.

[10]Whaikaha Ministry of Disabled People, *17 percent of New Zealanders are disabled*, February 27, 2025, https://www.whaikaha.govt.nz/news/news/17-percent-of-new-zealanders-are-disabled
[11]Te Kāhui Tika Tangata - Human Rights Commission, *Monitoring the Disability Convention*, Accessed April 8, 2026, https://tikatangata.org.nz/our-work/monitoring-the-disability-convention
[12]United Nations Department of Economic and Social Affairs, *Guiding Principles of the Convention*, Accessed April 8, 2026, https://social.desa.un.org/issues/disability/crpd/guiding-principles-of-the-convention
[13]Te Kāhui Tika Tangata - Human Rights Commission, *Rights of disabled people*, Accessed April 8, 2026, https://tikatangata.org.nz/human-rights-in-aotearoa/rights-of-disabled-people

2.3 Our Economy

This section provides an overview into the industry structure and employment levels within each industry in Otago and Southland.

2.3.1 Industry Structure and Economic Contribution

Otago and Southland have distinct economic profiles. Otago's estimated Gross Domestic Product (GDP) in 2025 was $19,073.2 million,[14] supported by a diverse mix of industries including construction, professional services, real estate, health, and agriculture. Figure X presents Otago's ten largest industries.

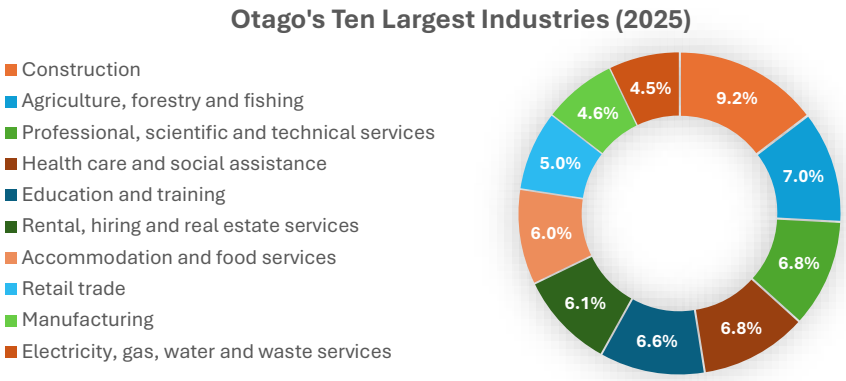


Figure X: Otago's ten largest industries

Southland's estimated GDP was $8,593.6 million,[15] with a strong reliance on by primary industries, (agriculture, forestry, and fishing), as shown in Figure X, which presents Southland's ten largest industries. Manufacturing also plays an important role, with the Tiwai Point Aluminium Smelter being a significant contributor to the region's manufacturing output.

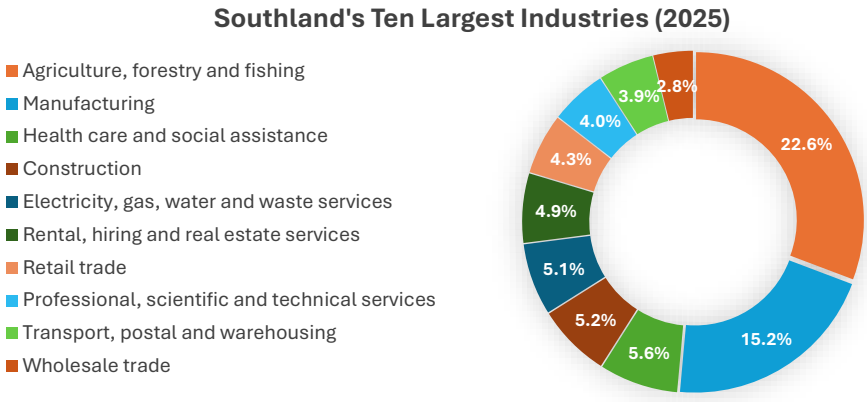


Figure X: Southland's ten largest industries

[14]Infometrics, *Industry structure of economy*, Regional Economic Profile, Accessed April 8, 2026, https://regions.infometrics.co.nz/otago-region

[15]Infometrics, *Industry structure of economy*, Regional Economic Profile, Accessed April 8, 2026, https://regions.infometrics.co.nz/otago-region/economy/structure?compare=southland-region

In 2025 the estimated total exports for Otago and Southland were $5,084.0m and $6,849.0m respectively. Export values should not be compared with GDP because exports capture gross sales in nominal dollars, whereas GDP measures inflation-adjusted value added generated within the economy.[16]

Efficiently moving freight, whether to local or international markets, requires reliable roads, rail networks, ports and airports. A well performing transport system supports economic competitiveness by ensuring goods are delivered on time, in good condition and at lowest cost.

2.3.2 Employment

In Otago, there were 137,678 filled jobs in the year to March 2025.Figure X show employment in Otago's top ten industries in the year to March 2025.[17]

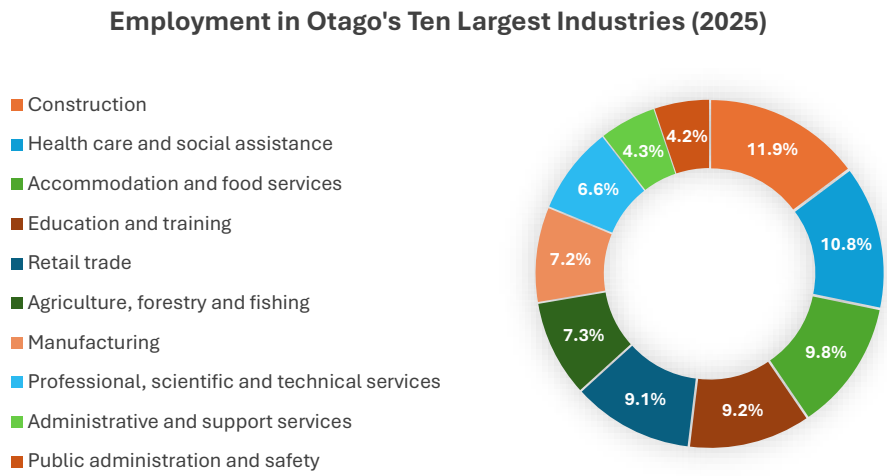


Figure X: Employment in Otago's top ten industries

[16]Infometrics, *Exports*. Regional Economic Profile, Accessed April 8, 2026, https://regions.infometrics.co.nz/otago-region/economy/exports?compare=southland-region

[17]Infometrics, *Industry structure of employment*, Regional Economic Profile, Accessed April 8, 2026, https://regions.infometrics.co.nz/otago-region/employment/structure?compare=southland-region

In Southland, there were 55,444 filled jobs in the year to March 2025. Figure X show employment in Southland's top ten industries in the year to March 2025.[18]

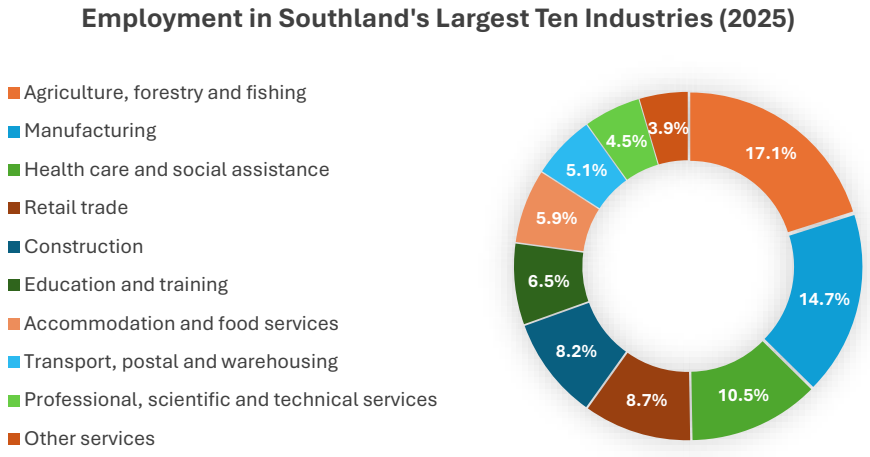


Figure X: Employment in Southland's top ten industries

Industry structure and employment levels drive transport demand. Concentrated job centres such as Dunedin, Invercargill, and Queenstown generate significant commuting flows. Sectors such as agriculture and forestry produce bulk flows, and retail and distribution networks generate complex logistics traffic with a reliance on state highways for connectivity. Tourism-related activities add to overall travel demand. These distinct patterns require transport planning to balance commuting, freight, and visitor travel needs.

2.4 Place-Based Stories

This section provides an overview of the transport context across different areas within the regions, including rural areas, urban centres, tourism destinations, and high-growth areas. While each context offers a distinct perspective on transport issues, they all rely on resilient, well-connected networks to support communities, freight movements, and regional prosperity. Summaries from Activity Management Plans, provide further context for specific areas.

2.4.1 The Rural Story

Across Otago and Southland, rural settlements and smaller towns sit within landscapes shaped by rivers, mountains, plains, and coastlines. While many share strong rural roots, each community reflects its own character and economic role. Some towns act as service centres supporting surrounding farms, others are shaped by fishing and port activity, and others experience seasonal tourism flows.

[Insert Image]

[18]Infometrics, *Industry Structure of Employment,* Regional Economic Profile, Accessed April 8, 2026, https://regions.infometrics.co.nz/otago-region/employment/structure?compare=southland-region

These smaller communities are connected by extensive transport infrastructure, including roads, bridges, and culverts, which support local economies and enable the movement of people, goods, and visitors. In these areas, public transport is limited or non-existent, and the levels of service can vary due to limited local ratepayer funding.

In Otago, Milton with a population of around 2,120,[19] serves as a service centre at the strategic junction of State Highway 1 and State Highway 8, where a steady flow of freight and travellers pass through the area. The Milton-Milburn corridor also supports industries such as fabrication and wood processing, with activity extending well beyond the area itself. Given its location and the Main South Line passing directly through, it is proposed as a natural fit for a logistic hub.

Palmerston (around 1,080 residents) and Hampden (410) provide important connection points for North Otago freight and travellers. Coastal villages like Moeraki (160) and Kakanui (440) carry fishing traditions alongside growing visitor appeal. Ranfurly (770) and Roxburgh (640) are rooted in farming and fruit-growing heritage, now bolstered by tourism activities including the Otago Central Rail Trail and Roxburgh Gorge Trail. Ettrick (170) and Roxburgh remain critical for Otago's horticultural sector, where reliable connections are essential for moving time-sensitive produce. Meanwhile, the township of Lawrence (510) continues to support a widespread farming community while also serving as the gateway to the Clutha Gold Trail.

[Insert Image]

In Southland, Bluff, with a population of approximately 1,840, functions as a port and industrial gateway, with freight moving by road, rail, and sea to support regional exports and imports. Its deep-water port, fishing fleet, and proximity to the Tīwai Point aluminium smelter make it a hub for commercial activity that extends beyond the immediate area. New ventures at Ocean Beach are bringing additional investment and industry to the region. From Bluff, a scenic ferry crosses the Foveaux Strait to Oban, Stewart Island/Rakiura's only township, providing a vital connection that sustains essential services and a growing eco-tourism economy. Riverton/Aparima supports a strong coastal community and provides services for surrounding areas, while also attracting visitors through its coastal setting, particularly during peak periods.

Winton (2,560), a township that has developed alongside the agricultural sector, serves as an agribusiness and service hub for Central Southland. Lumsden (530) serves as a vital rural service hub for the local farming community. Positioned at the junction of State Highways 6 and 94, the town connects with world-class travel destinations like Queenstown and Fiordland.

Otautau (800) and Tuatapere (560) act as centres for Western Southland, with Tuatapere also supporting tourism. Smaller settlements such as Nightcaps (310) and Ohai (290) reflect the region's industrial heritage as former coal-mining centres now navigating transition. The townships of Edendale (640) and Mataura (1,670) are key industrial hubs, hosming large dairy and meat processing facilities. Both towns are supported by road and rail networks, which underpin steady freight movements across Southland and to national and international markets.

For these areas, travel is dominated by private vehicles, distances are long, and alternative transport options are limited. Freight trucks share roads with locals, and ageing bridges, culverts, and other

[19] All population figures sourced from Stats NZ (2025 estimates).

critical infrastructure carry the weight of regional economies. With limited funding, these smaller communities are more vulnerable to infrastructure failures, and when disruptions occur, they may face restricted connectivity and access to essential services.

2.4.2 The Urban Story

Urban life in Otago and Southland is centred around a few key towns and cities that act as economic, cultural, and social anchors for their regions. Summaries from Activity Management Plans, provide further context for specific areas.

[Insert Image]

Dunedin with a population of around 120,570[20] is Otago's largest urban centre, characterised by its historic architecture, steep streets, coastal setting, and vibrant student population. The city hosts a diverse economy, with major concentrations in healthcare, education, and professional services alongside other sectors. Dunedin's residential suburbs range from compact inner-city neighbourhoods to hillside and coastal areas, reflecting the city's topography. There has been recent growth focused on infill development and selective greenfield expansion.

The city's transport network is centred on SH1, the main north–south route, which carries a mix of local, regional, and interregional traffic. Freight is concentrated along SH1 and SH88, with Port Otago serving as the region's primary gateway, making these corridors critical for goods movement. Ongoing work is underway to safely integrate the new Dunedin Hospital and central city with these key corridors. The Southern Link Logistics Hub is being developed, and the intention is to facilitate a major mode shift from road to rail. By utilising new rail sidings and shuttle services between Mosgiel and Port Otago, the hub is expected to remove over 19,000 truck movements from Dunedin city streets.[21]

The public transport network in Dunedin provides regular bus services that connect suburbs to the central city. The city has also made good progress in developing cycling infrastructure, but gaps remain in active transport networks. Car travel still dominates the city, and the city experiences localised congestion during peak periods.

[Insert Image]

Invercargill with a population of around 51,200,[22] serves as the commercial hub of Southland, where the majority of the region's workforce is employed. The city provides the essential infrastructure, specialist healthcare, education and regional services that sustain both its urban residents and the surrounding rural communities. Wide streets, generous green spaces, and a largely grid-based road network reflect Invercargill's heritage as a planned city, with housing that is predominantly low-density.

The transport network supports vital connectivity and freight movements, providing access to both the nearby Bluff Port and Invercargill Airport. Public transport services operate within the city on key routes, and while the city provides some on-road cycling lanes and recreational paths, commuter cycling uptake remains relatively low. Private vehicles remain the dominant mode. The city is evolving,

[20] Aggregation of 30 June 2025 population estimates for the Dunedin, Brighton, and Mosgiel from Stats NZ Urban units.
[21] Southern Link Logistics Park, Accessed April 10, 2026. https://southernlink.nz/
[22] Urban Population from Stats NZ (2025 estimates).

with investment in revitalisation projects and transport upgrades to support both residents and visitors.

[Insert Image]

Ōamaru (14,300) on Otago's north coast, is famous for its Victorian limestone precinct and growing tourism appeal. As the primary hub for North Otago, it provides essential services and amenities for a vast rural area. Economically, the town supports the region's food-processing sector and hosts local industries. The town's urban form is defined by its coastal setting and a wide-grid street layout. The township is supported by InterCity bus service, but there is no local bus network. However, there is investigation into a potential future service.

[Insert Image]

Gore (8,310) known as the "Country Music Capital," blends rural charm with urban convenience. It serves as service and industrial centre at the junction of SH1 and SH94. The township provides essential healthcare as well as education, retail, and recreational facilities. The transport corridors support high volumes of heavy-vehicle traffic associated with processing facilities, including milk production and meat processing operations. The town's urban form is defined by a traditional grid network, divided by the Mataura River into Gore and East Gore. While Gore lacks a local bus network, it is a key node for InterCity bus services.

[Insert Image]

Balclutha (4,460) serves as the primary regional service centre for South Otago, providing essential services and amenities. The town is defined by the Clutha River (Mata-Au), which is spanned by the iconic Balclutha Bridge. The township serves as the gateway to the Catlins and an important regional employment centre, with surrounding areas also supporting food-processing and dairy production activities. Balclutha's is heavily influenced by its role as the primary link between Dunedin and Invercargill and the town's transport network supports blend of local, tourist, and heavy industrial movements.

These urban centres are more than economic engines; they are places where people gather for education, healthcare, culture, and connection. They are supported by mature roading networks where the emphasis is on maintaining and renewing ageing assets. These centres must balance local commuting needs, freight efficiency and visitor access, while supporting vibrant, liveable communities. Reliable, safe and sustainable transport is critical to ensuring these cities and towns continue to thrive. Urban centres require people-first, safety-led improvements, including better walking and cycling networks, safer intersections, and effective public transport to support liveability and reduce car dependency.

2.4.3 The Tourism and Growth Story

At the heart of a vast regional tourism network, the lower South Island offers a diverse range of experiences, including adventure sports, alpine skiing, nature-based tourism, luxury accommodation and food and wine tourism. Queenstown functions as a central hub within the wider regional tourism network. Visitor flows extend south toward Fiordland, particularly Te Anau and Piopiotahi Milford Sound, as well as north toward Lake Tekapo and Aoraki / Mount Cook reflecting the interconnected

nature of tourism. The variety of landscapes, activities, and centres across regions supports tourism throughout the year.

[Insert Image]

The main corridor connecting Queenstown with Fiordland passes through a series of smaller settlements, including Kingston (420) at the southern end of Lake Wakatipu, a small but growing community. This route leads to Te Anau (2,920) which acts as the primary service centre and gateway to Fiordland that has evolved into a significant destination in its own right. During the peak summer season, the town's population can swell considerably. Manapōuri (270), nestled on the edge of its spectacular lake, offers a tranquil escape and serves as the gateway to the remote wilderness of Doubtful Sound / Patea. In contrast, Milford Sound / Piopiotahi, a globally renowned destination supporting high-volume tourism, is the only fiord in Fiordland National Park accessible by road via State Highway 94 (Milford Road). Widely regarded as one of the country's most scenic yet challenging routes to maintain, the road traverses steep alpine terrain, making it highly susceptible to natural hazards, including flooding, rockfall, and winter avalanches.

[Insert Image]

From a growth perspective Queenstown (33,680[23]) is the second-largest urban centre in Otago and one of the fastest-growing centres in New Zealand. Frankton functions as a key commercial hub, with major retail centres and transport links serving both residents and visitors. The transport network in Queenstown is centred on SH6 and SH6A, which provide the primary connections within the town and to the wider region. The convergence of intense tourism demand (where peak-day visitor numbers can exceed the resident population) and rapid urban development has outstripped existing infrastructure, concentrating traffic volumes on geographically constrained routes. This creates frequent bottlenecks that do not just compromise journey time reliability, but also impact residents' quality of life, the visitor experience, and the town's daily function.

Public transport services connect the town centre, Frankton, the airport, and major residential areas. These services operate largely in mixed traffic, meaning reliability can be affected by congestion on key corridors, particularly during peak periods. Active transport accounts a relatively small share of trips but is supported by an expanding network of walking and cycling infrastructure. Queenstown necessitates a significant uplift in public transport services, alongside mode shift initiatives and well-integrated multimodal transport networks, to reduce dependency on private vehicles.

[Insert Image]

Further north, Wānaka (13,200) is the main urban centre of the Upper Clutha Basin, located at the southern end of Lake Wānaka. Hāwea (2,500) is a smaller township located at the southern end of Lake Hāwea, serving primarily as a residential and lifestyle community. The Wānaka area has experienced rapid population growth in recent years, driving new residential and commercial developments. Its popularity for tourists, outdoor recreation and events creates transport challenges, especially during peak holiday periods. Travel is largely dominated by private vehicles, with no local public transport. However, services are being investigated.

[23]Aggregation of 30 June 2025 population estimates for the Queenstown Centre, Frankton (Queenstown-Lakes District), Lake Hayes Estate-Shotover Country and Lake Hayes Basin SA3 units.

[Insert Image]

Cromwell (7,470) and Alexandra (5,860) anchor Central Otago's economy, combining horticulture, viticulture, professional services, construction, and manufacturing with a growing tourism sector. In recent years, these areas have experienced population growth with increasing residential and commercial development. Cromwell in particular has expanded quickly, evolving into a logistics and service hub. As established regional centres, Cromwell and Alexandra support surrounding industries and freight movements, while also providing essential services and amenities for residents and visitors exploring the region's vineyards, cycle trails, lakes, and heritage attractions.

In these areas life is dynamic, as communities work to balance the benefits of tourism and growth with the pressures they bring. Rapid development strains local infrastructure and services, including roads, which must carry a mix of local traffic, freight, and tourist vehicles. Addressing these pressures demands forward-thinking solutions to maintain safety, resilience, and well-functioning environments. This includes supporting mode shift and greater transport choice, while ensuring critical connections remain reliable in the face of growing demand and seasonal pressure. For residents, these towns are more than destinations; they are homes, workplaces, and communities rooted in stunning landscapes. Transport planning and investment must keep pace with growth while preserving the character that makes these places unique.

2.5 Our Transport System

This section describes the current transport system in Otago and Southland and key features and pressures. While the RLTP primarily addresses the transport activities of territorial authorities, the NZ Transport Agency, and regional councils, the wider transport system also includes rail, ports, airports, as well as commercial services. These components are critical in shaping travel demand, visitor and freight flows, and network pressures. This RLTP is informed by this broader multi-modal system.

2.5.1 Roads

Together local roads and state highways form an integrated network that sustains social, economic and community well-being.

The total roading networks in Otago and Southland are approximately 10,617 km and 7,270 km, respectively, with around 50 percent of the roading networks unsealed.[24] Approximately 85 percent of Otago's roading network is rural, and for Southland it is approximately 91 percent.[25] Local roads provide access to schools, farms, workplaces, shops, medical facilities, and other essential services. In contrast, state highways form the backbone of inter- and intra-regional connectivity. Figure X presents a transport map of the lower South Island, including state highway and rail networks, airports, and ports.

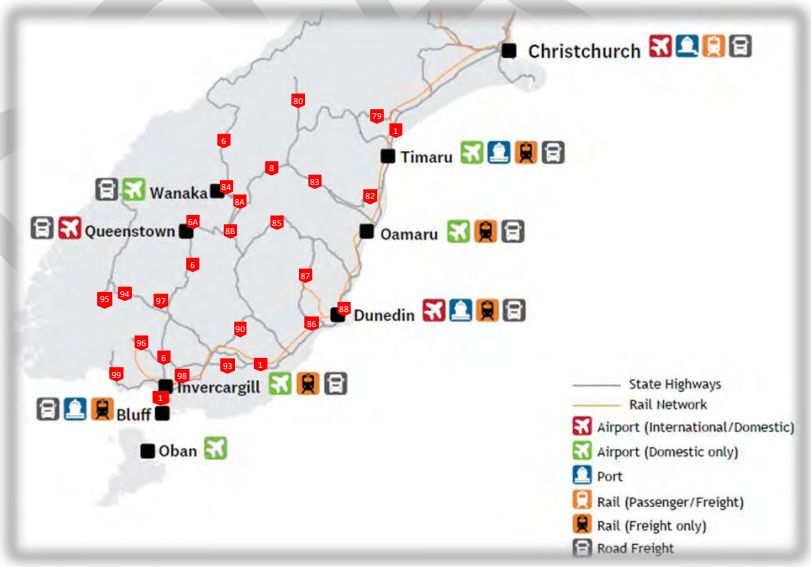


Figure X: Lower South Island Transport Map (adapted from the South Island Transport Story, South Island Regional Transport Committee Chairs Group, 2026).

[24] Te Ringa Maimoa Road Efficiency Group, Network Characteristics, *Transport Insights*, Accessed April 9, 2026. https://transportinsights.nz/onf/network-characteristics/

[25] Te Ringa Maimoa Road Efficiency Group, Network Characteristics

Otago and Southland communities are widely dispersed, and maintaining connectivity relies on extensive roading networks. Road controlling authorities are facing growing pressure from aging infrastructure, increasing demand, and constrained funding. A significant issue is the condition of bridge assets, with many on both state highways and local road networks approaching the end of their economic life. As critical yet vulnerable links in the transport network, bridges are particularly exposed to natural hazards. In some locations, seismic activity, slips, and rockfall can disrupt access, while heavy rainfall can cause foundation scouring and coastal erosion threatens low-lying structures.

In Otago, there are estimated to be over 1,000 bridges on local roads. [26] In Southland, the Southland District Council manages approximately 1,084 bridges, including stock underpasses.[27] Numerous structures are nearing the end of their useful lives, with some already subject to weight or speed restrictions. Substantial investment in bridge infrastructure is required. However, due to the scale of costs, especially for local road controlling authorities, increasing the local share is unlikely to be financially feasible, and alternative funding mechanisms will need to be considered.

At the same time, parts of the network, particularly in urban areas, are experiencing intensified pressure from growing travel demand, constrained corridors, and aging infrastructure. These networks must safely accommodate a range of users, including general traffic, freight, and active modes. In high-growth areas where physical expansion is limited, this is driving a shift toward network optimisation and greater need for alternative transport options.

Across the regions, road controlling authorities face increasing renewals demand and constraints in maintaining levels of service, particularly in sparsely populated areas with small rating bases. Authorities are moving towards the One Network Framework (ONF) approach to better align road function, levels of service, and investment decisions

2.5.2 Rail

Rail is part of the national transport network and provides a vital land-based link for moving goods and to a limited extent passengers.

[Insert Image]

KiwiRail is the national rail operator, providing both freight services and the underlying network infrastructure. The Main South Line is a critical artery running south from Lyttelton through Christchurch, Timaru, Oamaru, Dunedin, and Balclutha, eventually reaching Bluff. This spine is supported by branch lines that connect industrial hubs, processing sites, and major ports.

Across Otago and Southland, the network primarily serves the freight sector, transporting bulk goods and containerised cargo between industries and distribution centres. Dunedin Railways operates scenic passenger services through the Taieri Gorge, along Otago's coastline and north to Ōamaru.[28]

[26] Otago Regional Council, Otago Climate Change Risk Assessment 2021, March 2021, https://www.orc.govt.nz/media/9653/tt-otago-climate-change-risk-assessment-2021.pdf

[27] Otago Regional Council and Environment Southland, *Otago and Southland Regional Transport Committees Agenda,* 5 May 2025, https://www.orc.govt.nz/media/1bhe2nxi/20250505-otago-southland-rtc-agenda.pdf

[28] Dunedin Railways. Scenic Train Tours. Accessed April 9, 2026, https://dunedinrailways.co.nz

The Southerner train, which connected Christchurch, Dunedin and Invercargill, was discontinued in 2002 due to declining patronage, competition from road and air travel, changing travel patterns and financial constraints. Community groups and advocates have continued to campaign for the reinstatement of regular interregional passenger rail. The Southerner service was revived as a limited tourist excursion between Christchurch and Dunedin in May 2025. The Mainlander, operated by Pounamu Tourism Group, launched its inaugural journey in January 2026 between Christchurch, Dunedin, and Invercargill.[29]

In Otago and Southland, continued investment in both maintenance and infrastructure upgrades is critical to ensuring the network remains safe, reliable and capable of supporting future growth. For example, the rail crossing at the intersection of State Highway 1 and Bridge Street in Mataura requires upgrading. This intersection is frequently used by heavy vehicles travelling on State Highway 93 and due to its current configuration poses major safety concerns. There are also concerns about the railway bridge across the Mataura River in Gore in relation to flooding risk.

2.5.3 Bus services

Public bus services provide local communities with access to work, education, healthcare, and social activities. Commercial bus services complement public services and expand regional travel options.

[Insert Image]

In Otago, the Otago Regional Council is responsible for public transport. Fixed-route urban bus networks operate in Dunedin (23 routes) and Queenstown (5 routes). Dunedin's bus network provides services throughout the city and outer suburbs, as well as to Palmerston. Mosgiel is served by an on-demand bus service which completes bespoke trips. Queenstown's public transport system operates a network of bus routes that connect the town centre with major residential suburbs and commercial hubs. In Southland, Invercargill City Council manages public transport under delegation from Environment Southland. Invercargill's bus network comprises three routes that connect the city through a central bus hub.

Public transport authorities face a range of challenges and opportunities. They must balance generating revenue through fares and third-party sources with maintaining affordable services to support community equity and accessibility. Reliable and frequent services are essential to attract and retain users, but urban traffic congestion can limit their effectiveness. Outside urban centres, gaps in coverage and frequency highlight the need for alternatives to private car travel that meet the needs of small towns and rural communities.

For more information on public transport in Otago and Southland see the Otago Regional Public Transport Plan 2025–2035 and the Southland Regional Public Transport Plan 2024-34.

Commercial services, such as InterCity, play a significant role in supporting regional connectivity. These services link major centres and regional towns, including Dunedin, Invercargill, Queenstown, Wānaka,

[29] Sinead Gill, "The Mainlander: South Island Passenger Train Returns in January," *The Press*, November 27, 2025, https://www.thepress.co.nz/nz-news/360902823/mainlander-passenger-train-returns

and Te Anau. These services complement local public transport networks, helping to address mobility and access needs across Otago and Southland.

2.5.4 Total Mobility

A nationwide programme that provides eligible people with long-term impairments access to subsidised door-to-door transport services so they can meet their needs and participate in society.

[Insert Image]

In Otago, the Total Mobility scheme is administered by the Otago Regional Council and is available in Alexandra, Balclutha, Dunedin, Ōamaru, Queenstown and Wānaka.[30] Invercargill City Council administers the Total Mobility scheme on behalf of the Southland region, including for Gore and the Southland District.[31] Coverage limitations are most evident in rural areas, where services depend on the availability of approved operators.

The scheme's subsidy was increased from 50% to 75% in 2022, leading to a significant rise in passenger numbers and trips, which has placed the scheme under financial pressure. To stabilise costs, the Government has reviewed the scheme, and from 1 July 2026 the subsidy will be reduced from 75% to 65%.[32]

2.5.5 Water Transport (Coastal and Inland)

Water transport is an important component of the wider transport system, supporting regional connectivity, tourism, freight movement, and access to remote communities and destinations.

[Insert Image]

Water services are particularly significant in areas where geography limits land transport options. For example, access to Doubtful Sound requires a boat crossing of Lake Manapouri to connect with the Wilmot Pass Road. Across Lakes Te Anau, Wakatipu, and Wānaka, ferries and water taxis connect town centres, accommodation hubs, walking tracks, and visitor attractions, influencing travel patterns and visitor movement throughout the region.

The Bluff–Oban ferry provides a critical lifeline for Stewart Island / Rakiura, ensuring the movement of residents and essential supplies. Rakiura has no publicly subsidised public transport links supporting access. Instead, access is reliant on commercially operated services, which play a vital role in connecting the community with the mainland. Should a publicly subsidised service be proposed a

[30]Otago Regional Council, *Total Mobility,* Accessed April 14, 2026, https://www.orc.govt.nz/orbus/travel-with-us/accessibility/total-mobility/

[31]Invercargill City Council, *Total Mobility*, Accessed April 10, 2026, https://letstalk.icc.govt.nz/total-mobility/widgets/465176/faqs

[32]Whaikaha - Ministry of Disabled People, *Changes to Total Mobility Scheme*, Accessed April 10, 2026, https://www.whaikaha.govt.nz/news/news/newsnewschanges-to-total-mobility-scheme

business case would need to be developed and agreed by parties for submission to NZTA if National Land Transport Funding was being requested.

2.5.6 Community Transport

Community transport refers to not-for-profit services typically established and operated by local volunteers to improved access for communities where conventional public transport is limited or unavailable.

In Otago and Southland, community transport services exist in some areas to help people access essential destinations and services, though coverage limited. Community transport is largely run by volunteers, meaning it can operate on limited budgets. These types of services can enable access to healthcare, employment, education, and social activities that might otherwise be unreachable for transport disadvantaged populations, such as older adults or those in rural areas without reliable access to private vehicles.

Councils around the country recognise community transport's value and are increasingly supporting initiatives through grants and other resources. Otago Regional Council is currently developing a community transport framework.

2.5.7 Active Transport

Encompasses travel modes such as walking, wheeling, and cycling (including e-bikes). These modes can support healthy, low emission travel choices and reduce pressure on congested networks.

[Insert Image]

Investment in active transport networks remains uneven. Larger urban areas generally have more developed walking and cycling routes compared to rural and sparsely populated area.

Dunedin is continuing to develop its active transport infrastructure. The city has initiated several projects to enhance connectivity. For example, the Otago Harbour cycleway is a separated cycleway running from the city along the harbour side. Stage 1 of 5 of the Dunedin Tunnels Trail, which will ultimately connect Mosgiel to Dunedin, has been completed. The Government is investing $2 million in Stages 2 and 3.[33]

The Queenstown Lakes District is progressing the expansion of its active transport networks for residents and visitors, reflecting a strong strategic commitment to sustainable travel within a challenging funding and growth environment. In Invercargill, the city centre upgrade has improved pedestrian accessibility, and the Waihopai Walkway connects residential areas to the city and estuary. However, many routes in still lack physical separation from high-volume traffic.

[33] Dunedin Tunnels Trail Trust, *Latest News*, Accessed April 10, 2026, https://www.dttt.org.nz/news/

The regions support seven of the country's Great Rides (including Alps 2 Ocean, Lake Dunstan, Otago Central Rail Trail, Roxburgh Gorge, Clutha Gold, Queenstown Trail, and Around the Mountains). The development of trails and the Great Rides has turned Otago and Southland into cycling tourism hotspots, supporting local economies. Groups such as the Otago Central Rail Trail Trust, Dunedin Tracks Network Trust, Southern Lakes Trails Trust, and Fiordland Trails Trust play a critical role in advocating for, planning and developing trails. Strengthening collaboration between councils, Trusts, cycling groups, landowners and communities can help to accelerate project delivery, close network gaps and ensure that active transport infrastructure continues to grow in a coordinated way. For information on initiatives and projects that Trusts are progressing please visits their individual websites. Figure X provides a regional trail map for Otago. The yellow lines on the map indicate the gaps in the network that are being worked on to create a complete airport to airport link.

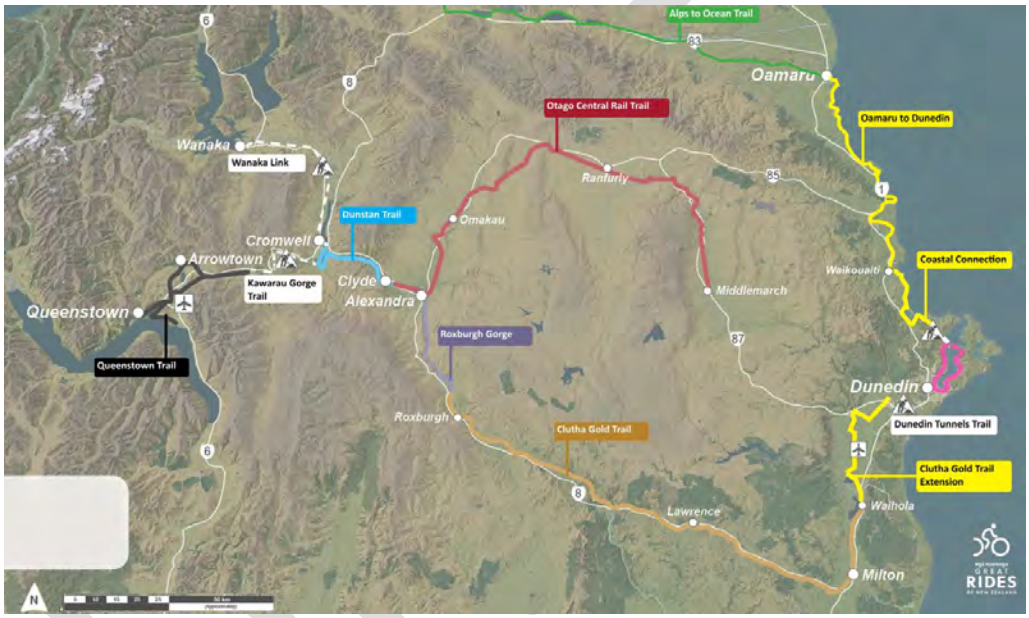


Figure X: Regional Trail Map (Otago)

The Cycle Tourism Opportunity Assessment prepared for Great South, the Southland Regional Development Agency, looks at cycling tourism in Murihiku Southland and explores the management, development and the promotion of cycling and its potential related opportunities within the region.

[Insert Figure]

2.5.8 Ports

Ports serve as critical multimodal gateways, seamlessly linking maritime trade with road and rail networks to drive global freight operations. Beyond their commercial role in handling imports, exports, and tourism, ports act as lifelines during emergencies.

[Insert Image]

Port Otago and South Port are the two main commercial deep-water ports servicing the regions. Port Otago operates two facilities. Port Chalmers manages container freight, log exports, cruise vessels, and storage of products. Dunedin Bulk Port handles bulk cargo and offers cold storage.[34,35] Bluff's South Port acts as a gateway for exporting goods like aluminium, timber, dairy and meat products. It also handles the arrival of key industrial and agricultural inputs, including fuel, fertilisers and raw materials.[36,37] Table X presents Port Otago and South Port's throughput and vessel activity.

Table X: Port Throughput and Vessel Activity (2025[38])

Port Otago		**South Port**	
Container and bulk cargo vessels	488	Ship calls	366
Container Volume	249,000 TEU	Container volume	52,300 TEU
Bulk cargo	1.70m tonnes	Bulk cargo	3.07m tonnes
Log export volume	1.03m tonnes		
Cruise ship visits	91		

Coastal ports can face several challenges, including capacity constraints, aging infrastructure and growing environmental pressures. Urban encroachment can restrict expansion, while weather conditions can disrupt operations. Global supply chain disruptions can add to operational unpredictability. Additionally, constrained road and rail connections can reduce the efficiency of freight movement.

The development of Inland ports can improve the efficiency of coastal ports. Inland ports can relieve congestion by offering space for warehousing, container storage, vehicles, freight handling and support services. Inland ports are increasingly important in New Zealand to address capacity issues, enhance intermodal connectivity between road and rail, and support regional economic development. In Otago, two inland port proposals are currently underway: the Port Otago-backed facility at Mosgiel and Calder Stewart's industrial hub at Milburn. In Southland, the Awarua Quadrant is also being progressed as an industrial partner to the Milburn site.

[34]Deloitte, *Ports and Freight Yearbook 2025,* https://www.deloitte.com/content/dam/assets-zone1/nz/en/docs/industries/infrastructure/2025/nz-deloitte-ports-and-freight-yearbook-2025.pdf
[35] Port Otago, *Services*, Accessed April 10, 2026, https://www.portotago.co.nz/
[36] Deloitte, *Ports and Freight Yearbook 2025*.
[37] South Port NZ, Accessed April 10, 2026, https://southport.co.nz/
[38]Deloitte, Ports and Freight Yearbook 2026, https://www.deloitte.com/content/dam/assets-zone1/nz/en/docs/industries/infrastructure/2026/en-nz-2026-ports-and-freight-yearbook.pdf

2.5.9 Airports

Airports are vital transport hubs that link regions to national and international networks, facilitating the movement of people and goods. They also serve as critical bases for emergency and disaster response, including essential medical flights.

[Insert Image]

Dunedin, Queenstown and Invercargill Airport are the primary airports for the regions. Queenstown Airport caters to the international and domestic tourism market, with high passenger volumes during peak seasons. Dunedin Airport serves a broad mix of passengers, providing regular domestic flights as well as limited international connections. Invercargill Airport focuses on essential regional connectivity, offering regular domestic services that support Southland's accessibility. Airports also play a critical role in the movement of goods that are typically low in tonnage but high in value, particularly time-sensitive and premium products. Table X presents the total passenger numbers for the airports.

Table X: Airport Total Passenger Numbers (2025)

Airport	Passengers
Queenstown	2,717, 415[39]
Dunedin	853,812[40]
Invercargill	338,259[41]

The three airports have entered a cooperative arrangement through a memorandum of understanding to foster collaboration and contribute to regional outcomes. The airports work together to identify opportunities and undertake joint initiatives.

Airport access and integration with land transport varies. Queenstown Airport benefits from a relatively well-developed public bus network that provides regular connections between the airport and the town centre. In contrast, Dunedin and Invercargill Airports have don't have dedicated public transport services, meaning most travellers rely on private vehicles, taxis, or shuttle services to access the airports. Where public transport services are limited, opportunities exist to improve airport access. Enhanced active transport networks connecting to airports also offer opportunities to support tourism and sustainable travel.

Apart from these major airports, the regions are also served by several smaller local airfields that play a vital role in enhancing regional resilience and connectivity. Smaller airfields are located in areas including Mandeville, Te Anau, Milford, Wānaka, Alexandra, Oamaru, Balclutha, and Rakiura.

[39]Queenstown Airport, Facts and Figures, https://www.queenstownairport.co.nz/corporate/about-us/facts-figures/
[40]Dunedin Airport, Annual Report 2025, https://www.dunedin.govt.nz/__data/assets/pdf_file/0009/1257507/Dunedin-International-Airport-Ltd-Annual-Report-2025.pdf
[41] Invercargill Airport, Annual Report 2025, https://invercargillairport.co.nz/wp-content/uploads/IAL-Annual-Report-2025-Final.pdf

2.6 Transport Vulnerabilities

This section outlines some of the vulnerabilities across Otago and Southland to which transport corridors, assets, and services are exposed, which can affect daily access, regional productivity and tourism flows.

2.6.1 Seismic Risks

The South Island sits astride an active plate boundary which exposes it to earthquakes. Recent history (e.g., Canterbury 2010–11, Kaikōura 2016) demonstrates how slips, bridge damage, and corridor pinch points can disrupt state highways, rail, and port operations for extended periods.

The Alpine Fault is the island's largest and most significant fault which stretches nearly the entire length of the South Island. There is an estimated 75% probability of an Alpine Fault earthquake in the next 50 years, with an approximate 80% likelihood that such an event would be magnitude 8 or greater.[42] The combination of long, linear corridors, limited river crossings, and few detour options create high transport vulnerability. A major event has the potential to cause widespread damage and disruption across the island. Figure X shows the Alpine Fault.

Figure X: Alpine Fault Scenario Map (Source: AF8 Programme StoryMap)

Considerable work has gone into understanding and planning for the next Alpine Fault earthquake. For more information see the AF8 Hazard Scenario. This underscores the importance of strengthening transport infrastructure and developing resilient alternative transport options to ensure connectivity during and after major events.

[42]National Emergency Management Agency, *Exercise Rū Whenua 2024*, Accessed April 10, 2026, https://www.civildefence.govt.nz/guidance-training/exercises/national-exercises/ru-whenua

2.6.2 Flooding and Extreme Weather

Flooding is a frequent natural hazard affecting transport. Flooding can lead to water inundation of transport networks, causing disruptions when parts of the network become impassable. More severe events can result in significant damage, including scour, erosion, and washouts. According to the *National Climate Change Risk Assessment for New Zealand: Technical report,* more than 19,000 kilometres of New Zealand's road network is currently situated in inland flood hazard areas. Canterbury is the most exposed, followed by Waikato and then Southland. Over 1,500 kilometres of railway in New Zealand is also vulnerable to inland flood risks.[43]

Councils undertake significant work to identify and assess natural hazards. Regional councils also manage extensive flood protection networks. Many of Otago's communities are in low-lying areas that pose a flood hazard (e.g., the Taieri Plains, South Dunedin, and the Clutha Delta). Figure X shows a flood hazard map from the Otago Natural Hazards Portal which is a valuable resource for identifying flood prone areas.

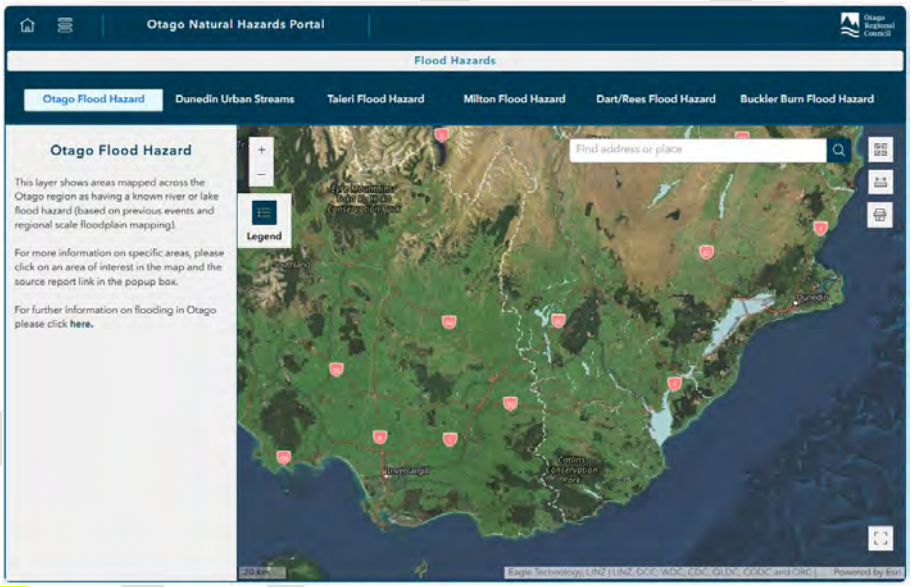


Figure X: Otago Natural Hazards Portal

[43]Ministry for the Environment, *National Climate Change Risk Assessment for New Zealand: Technical Report,* Wellington: Ministry for the Environment, 2020, https://environment.govt.nz/assets/Publications/Files/national-climate-change-risk-assessment-technical-report.pdf

Southland is highly prone to flooding due to the presence of four major rivers (Mataura, Ōreti, Aparima, Waiau), which contribute to frequent flooding. For the Southland region, hazard maps can be accessed through Southland's Natural Hazards Portal as shown in Figure X.

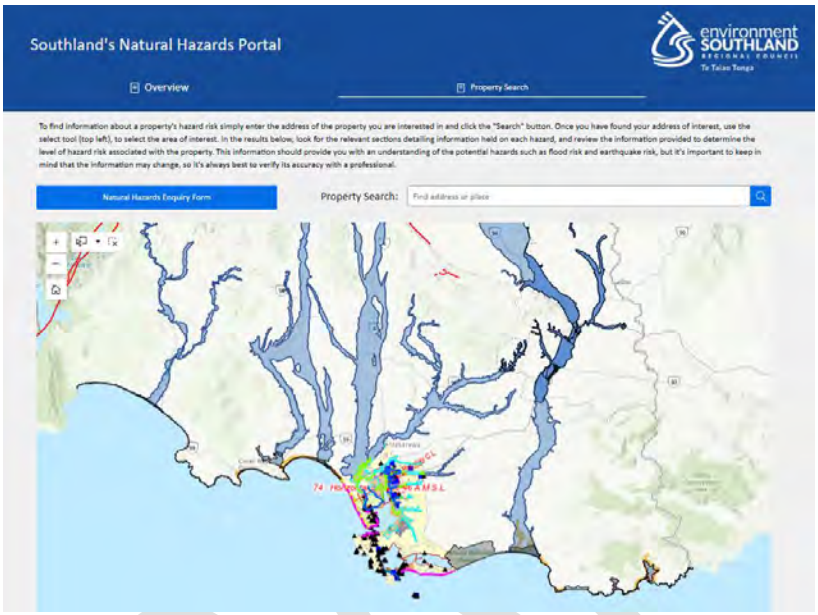


Figure X: Southland's Natural Hazards Portal

Flooding increasingly threatens transport infrastructure in the regions, particularly in low-lying and river-adjacent areas. Ongoing investment is needed to build resilience.

2.6.3 Sea-Level Rise and Coastal Hazards

The climate is changing, and sea levels are rising which contributes to more frequent and intense coastal hazards, including flooding, erosion and storm surges. Rising seas can elevate groundwater levels and amplify the effects of heavy rainfall, increasing the risk of severe and repeated flooding. Low-lying communities and coastal infrastructure are facing growing exposure to damage.

Across Otago, there are several vulnerable locations including the Dunedin Harbour, South Dunedin, river-mouth settlements like Taieri Mouth and Karitane, and parts of the Waitaki District coastline.[44] In Southland, coastal communities such as Bluff, Riverton, Colac Bay, Oban, Fortrose, Curio Bay, and Waikawa are vulnerable to rising sea levels and coastal hazards.[45] For example, SH1 at Ocean Beach experiences disruptions due to flooding or surface water events. This is the only road transport route to Bluff. NZTA is currently advancing work to mitigate the effects of coastal inundation and rising sea levels.

[44]Otago Regional Council, (2019), *Waitaki District coastal hazards assessment* (prepared by NIWA), https://www.orc.govt.nz/media/6610/waitaki-district-coastal-hazards-niwa-jan-2019.pdf
[45]Southland District Council. *Coastal Hazards,* Accessed April 14, 2026, https://www.southlanddc.govt.nz/environment/climate-change/coastal-hazards/

In 2022, the *NZ SeaRise: Te Tai Pari O Aotearoa* programme released location specific sea-level rise projections with vertical land movement for every 2 km along New Zealand's coast. This tool shows how much and how quickly sea levels are expected to rise under various climate scenarios.[46] Figure X shows the NZ SeaRise Mapping.

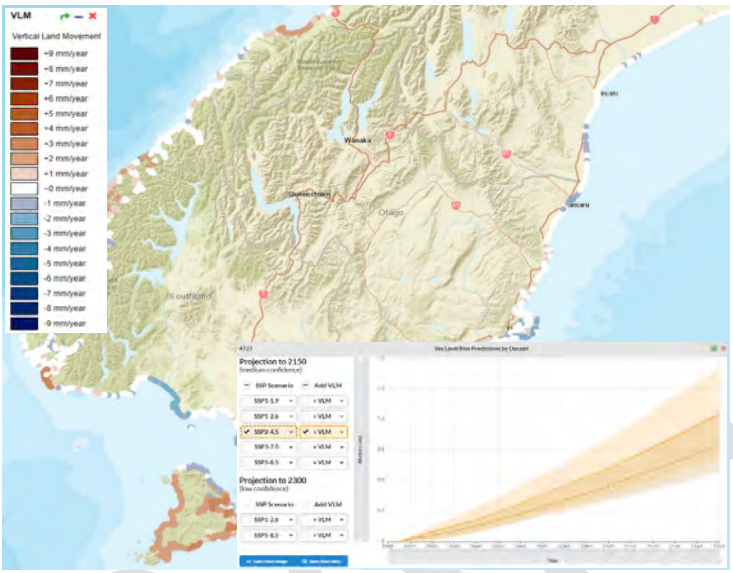


Figure X: NZ SeaRise Mapping

In 2024, the Ministry for the Environment published the Coastal Hazards and Climate Change Guidance which updates assessment methods and risk thresholds by explicitly incorporating localised NZ SeaRise relative sea-level rise projections.[47] This guidance sets out a process to assess the risk and determine appropriate actions. The guidance also aligns with the National Adaptation Plan which sets out strategies, policies, and actions to help communities adapt to a changing climate and its impacts.

2.6.4 Cross Boundary Vulnerabilities

Developed by the South Island Regional Transport Committee Chairs Group, the *South Island Transport Network Vulnerabilities Report* examines the South Island's transport network and identifies vulnerabilities arising from natural hazards, infrastructure limitations, and projected impacts of climate change.

Connectivity across the island relies primarily on key state highways and rail corridors. Key routes link major population centres, ports, freight hubs, and tourist destinations. Across much of the South Island, geographic constraints and rugged terrain mean that alternative routes are limited or costly, making the transport network highly vulnerable to disruption. In many places local roads are the only access routes to isolated communities.

[46] NZ SeaRise Programme, *Maps,* Accessed April 14, 2026, https://searise.nz/maps/
[47] Ministry for the Environment. *Coastal Hazards and Climate Change Guidance*, (Wellington: Ministry for the Environment, 2024), https://environment.govt.nz/publications/coastal-hazards-and-climate-change-guidance

The transport network faces substantial natural hazard risks. A major Alpine Fault earthquake represents the most consequential event. Flooding, landslides, severe weather, coastal erosion, and sea-level rise threaten corridors. Climate change is expected to intensify many of these hazards, increasing the frequency and severity of disruptions.

Infrastructure condition compounds these risks. Many bridges, rail assets, and port facilities are ageing and exposure to repeated hazard events increases the likelihood of failure and prolonged closures. This underscores the need for greater investment in resilience to maintain connectivity across the island. As the southernmost regions, Otago and Southland depend heavily on upstream transport corridors, adding an additional layer of vulnerability.

From a state highway perspective, NZTA commissioned the *National Resilience Programme Business Case* (NRPBC), which identifies and rates natural hazard risks. These include rockfall, landslip, ice and snow, flooding, coastal inundation and erosion, earthquakes, and liquefaction. Figure X shows the hazard map.

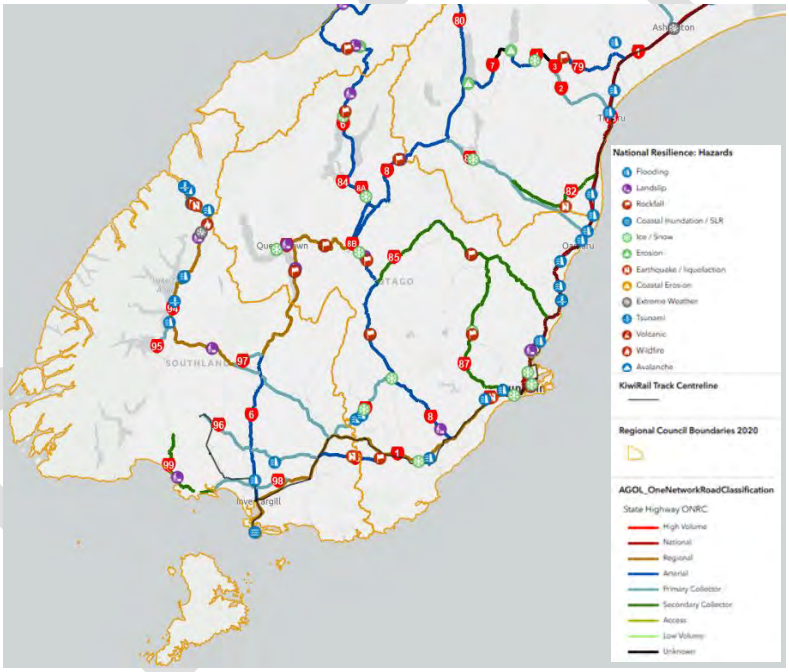


Figure X: NRPBC hazard map

The NRPBC is intended to offer a national view of vulnerability and an evidence base to guide future planning and investment. It is important to note that it does not replace the need for local, place-based business cases.[48] For more information please see the NRPBC.

[48] NZTA, *National Resilience Programme Business Case,* Accessed April 14, 2026, https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/resilience/strategic-context/our-strategic-direction/national-resilience-programme-business-case

3 Policy Context

...

4 Strategic Framework

4.1 Vision, Objectives and Policies

...

4.2 Headline Targets

...

4.3 Transport Investment Priorities

...

5 Funding and Programmes

5.1 Funding sources

...

5.2 Revenue and expenditure forecast

...

5.3 Significant activities

...

5.4 All activities

...

5.5 Inter-regionally significant activities

...

5.6 Committed activities

...

5.7 Significant expenditure funded from other sources

...

5.8 Activities for future consideration

...

6 Monitoring and Changes to the RLTP

6.1 Monitoring key performance indicators

…

6.2 Making changes to this RLTP

…

7 Appendices

7.1 Appendix A: Summaries from Activity Management Plans

…

7.2 Appendix B: Key provisions of the LTMA

…

7.3 Appendix C: Assessment of Legislative Compliance

…

7.4 Appendix D: Summary of Engagement and Development

…

7.5 Appendix E: Approach to Significant Prioritisation

…

7.6 Appendix F: Relationship with Police Activities

…

7.7 Appendix G: Glossary of Terms and Acronyms

…

9.2. New Zealand Transport Agency General Update

Prepared for:	Regional Transport Committee
Report No.	RTC2611
Authors:	Dean Lowry (Senior Transport Planner, Otago Regional Council) Lesley McCoy (Senior Regional Planner - Transport, 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) Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Date:	22 June 2026

PURPOSE

[1] The purpose of this report is to allow the New Zealand Transport Agency (NZTA) the opportunity to provide the Committees with an update on its activities.

EXECUTIVE SUMMARY

[2] The NZTA will provide a presentation and verbal update on its current activities. Topics to be covered include the development of the 2027–2030 National Land Transport Programme, the State Highway Investment Proposal, the National Ticketing Solution, and relevant project updates.

RECOMMENDATION

That the Committees:

1) ***Note*** *this report.*

2) ***Provide*** *any feedback to the NZTA on the matters raised in the presentation.*

DISCUSSION

[3] The NZTA update provides the Committees with an opportunity to receive information and to provide feedback on relevant matters. Topics to be covered in the presentation include:

- 2027-2030 National Land Transport Plan development
- State Highway Investment Proposal
- National Ticketing Solution
- Average speed safety cameras
- Relevant project updates

CONSIDERATIONS

Strategic Framework and Policy Considerations

[4] As this report is for informational purposes, it does not present strategic framework and policy implications.

Financial Considerations

[5] This report does not carry financial implications.

Significance and Engagement

[6] This report does not raise significance and engagement issues.

Legislative and Risk Considerations

[7] This report does not introduce legal or compliance risks.

Climate Change Considerations

[8] As this report is for informational purposes, it does not present climate change implications.

Communications Considerations

[9] This report does not present communication implications.

ATTACHMENTS

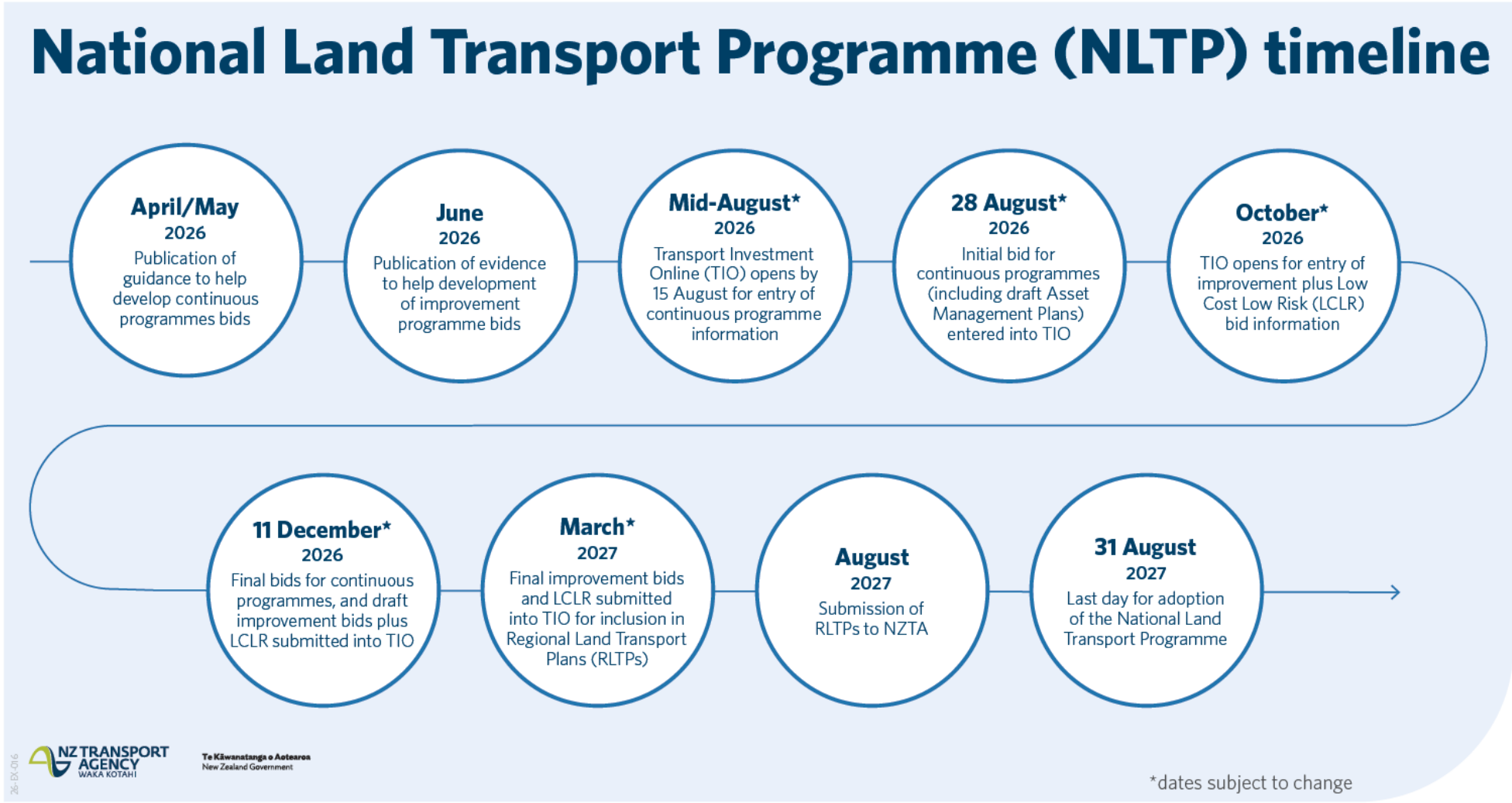
Nil

Otago Southland Regional Transport Committee

NZ Transport Agency Update

22 June 2026

NZ TRANSPORT AGENCY
WAKA KOTAHI

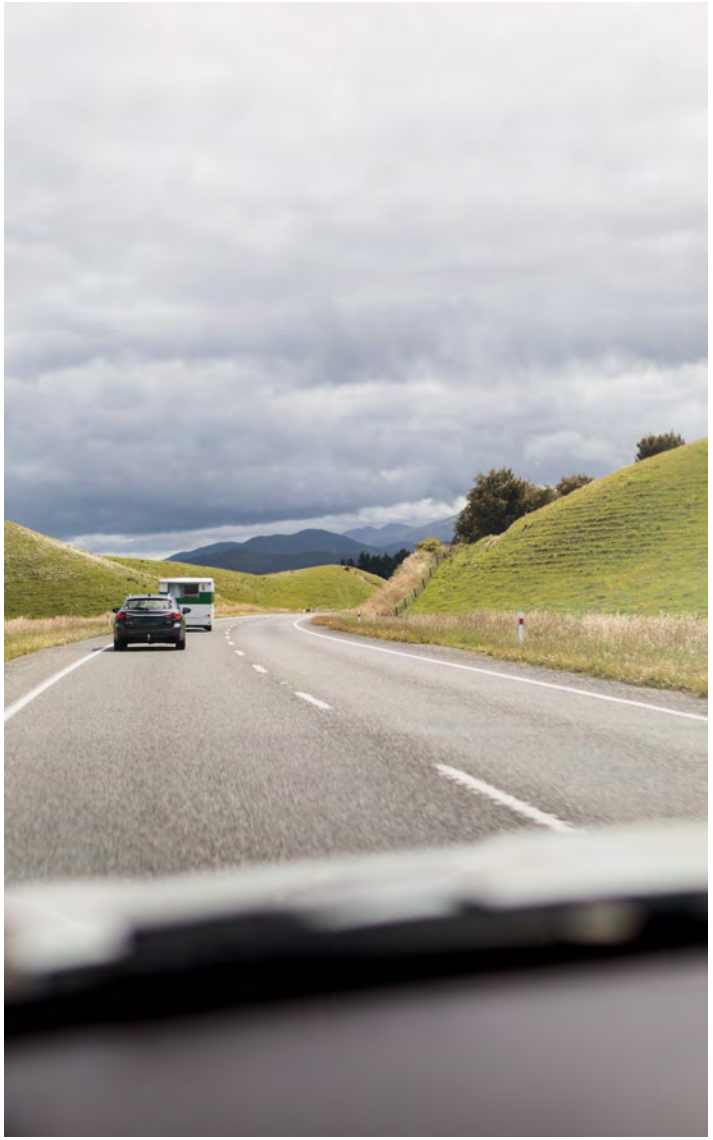


NZ Transport Agency

2027-30 NLTP development

Funding Assistance Rates (FARs)

- We’re on track to release our usual 3 yearly update of normal FARs by August 2026. This will help councils plan for the share of funding they’re required to provide for transport activities.
- The data we use to determine normal FARs includes information about the length of road networks, property values, and socioeconomic status in all regions across the country.
- As part of the process to update the normal FARs we’ve had input from a steering group, that includes local council representatives, to make sure the data inputs to the FAR remain fit for purpose.
- The updated FARs will apply from 1 July 2027 to 30 June 2030 and will be published on our website.



NZ Transport Agency

State Highway Investment Proposal (SHIP)

- We've consolidated an initial list of potential investments for the 2027-37 SHIP.
- Conversations we've had to date with local government have helped inform our thinking for each region.
- If there's anything new that you need us to be aware of before we finalise the SHIP, please let us know.
- We're awaiting the release of the draft Government Policy Statement on land transport, which will provide the direction we need to finalise SHIP decisions.

NZ Transport Agency

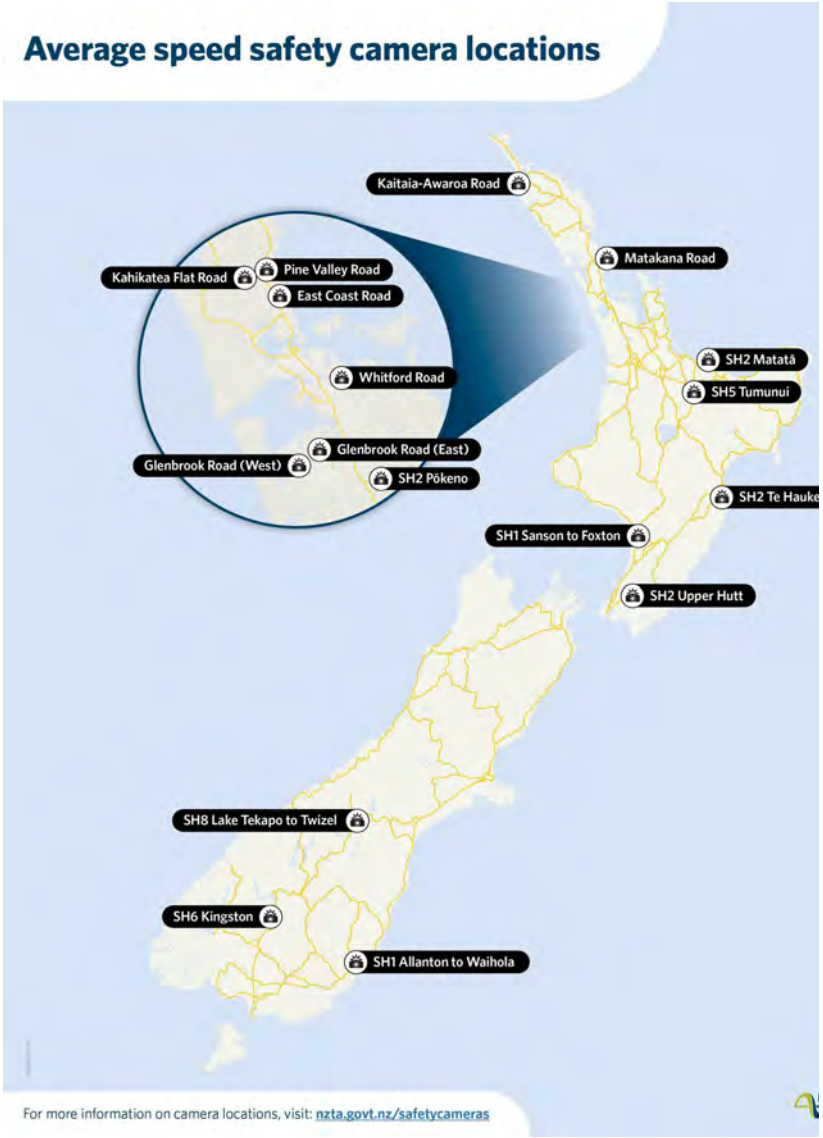
National Ticketing Solution

- The Motu Move roll-out is underway in Greater Christchurch.
- We're gradually rolling out travel concessions, and we'll introduce prepaid Motu Move cards later in 2026.
- We'll roll-out Motu Move to the rest of the country in 2026 and 2027.
  - **Q4 2026** – Invercargill
  - **Q1 2027** – Bay of Plenty, Taranaki
  - **Q2 2027** – Wellington
  - **Q3 2027** – Otago, Hawke's Bay, Manawatū-Whanganui, Nelson and Tasman
  - **Q4 2027** – Gisborne, Northland, Waikato, Auckland

NZ Transport Agency

Average speed safety cameras

- Driver compliance at Matakana has improved, from 88% in December 2025 to over 99% in May 2026.
- We started enforcement at Pōkeno to Mangatāwhiri, Tumunui and Matatā in May.
- Throughout June and July, we’re starting enforcement in Glenbrook East, Glenbrook West and East Coast Road in Auckland; and Allanton and Kingston in Otago.
- In total we’re starting enforcement at 17 average speed corridors this year.

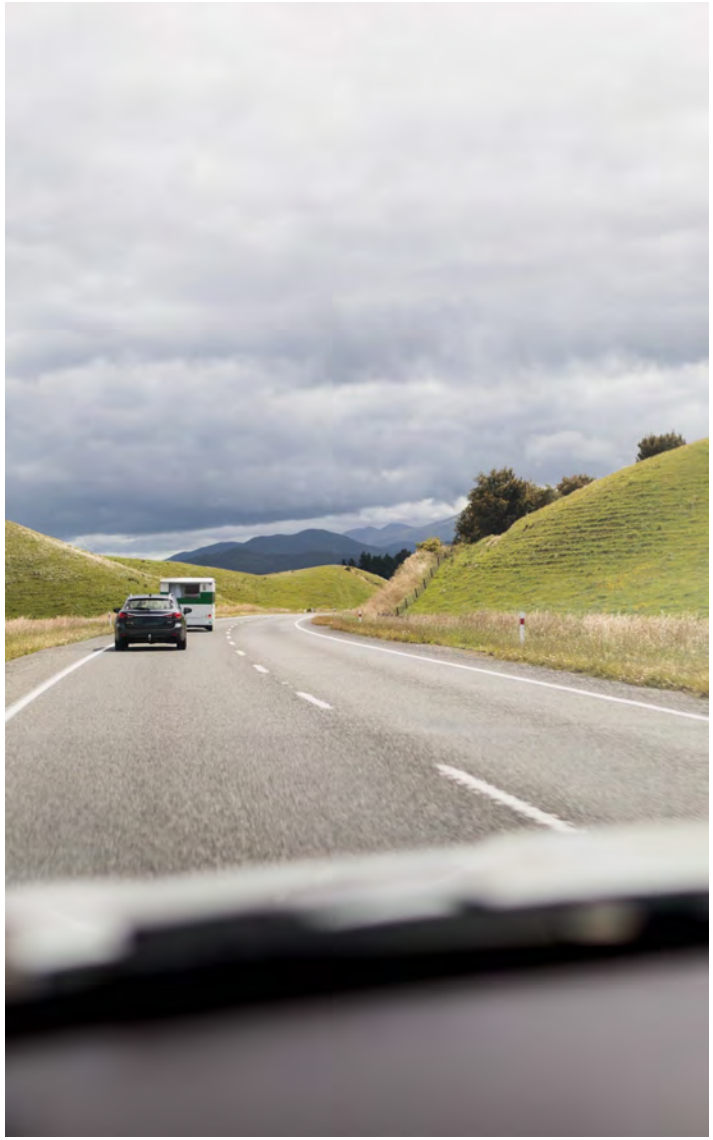


NZ Transport Agency

Community driver testing expansion

Southland

- We're bringing community driver testing officers (CDTOs) to more regions to provide practical driver testing for people that face barriers to gaining a licence.
- In Southland, Front Line Training Consultancy has been contracted to offer this service.
- Their CDTO began testing in May.
- There are now more than 40 CDTOs testing across the motu.



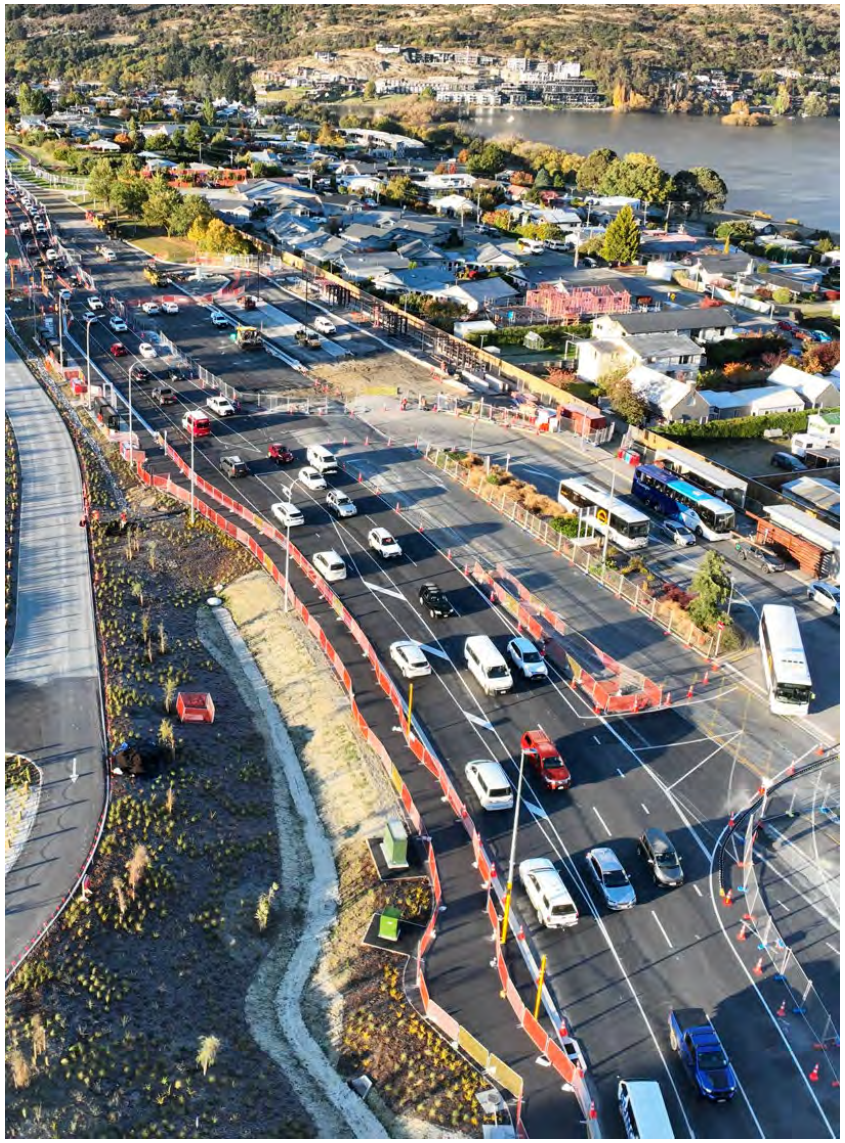
NZ Transport Agency

Project Updates

Queenstown
Roads of Regional Significance (RoRS)

- SH6 Corridor improvements including:
  - Traffic signals at SH6/SH6A intersection
  - Traffic signals at Joe O'Connell Drive (Events Centre), Bus Hub entry & exit and McBride St (SH6A end)
  - Expansion of the Frankton Bus Hub, bus priority and cycle lanes
- Intermediate Planning (2026):
  - March – new Kawarau Rd weigh-pit comes into service
  - April – new temporary SH6/SH6A roundabout, which frees up more construction footprint
  - June – southern half of Bus Hub comes into service
- January 2028 – functional completion
- Long Term - The Queenstown Strategic Network Plan is underway, identifying strategic interventions to support the transport network as Queenstown grows over the next 30 years.

NZ Transport Agency



Dunedin & Mosgiel

- SH1 Dunedin City and Hospital improvements
  - Improvements to improve safety and access on SH1 corridor, including integration of the new hospital
  - Investment case complete and endorsed by NZTA Board.
- SH88 Dunedin City and Hospital improvements
  - Project will provide safety and access improvements between two hospital blocks and shift SH88 connection to Frederick St
  - Investment case complete, and endorsed by NZTA Board. Pre-imp funding approved.
- SH1 & SH87 Mosgiel optimisation improvements
  - Project to improve traffic flow and access into and out of Mosgiel, and identify any future improvements that may be required
  - Investment case currently being developed.

NZ Transport Agency

Resilience

Resilience improvements at prioritised sites along the following corridors include drainage, rock scaling and mesh drapery, spot bolting, rockfall fences, retaining wall stabilisation, new walls or upgrades, erosion protection and increased monitoring.

- SH6 Haast to Hawea – In detailed design (included in Budget 2026)
- SH6 Cromwell to Frankton – In detailed design (included in Budget 2026)
- SH6 Frankton to Kingston – Applying for implementation funding (included in Budget 2026)
- SH1 Katiki Straight rock armouring – Mobilising on site end of June

NZ Transport Agency

SH94 Milford Road to Te Anau Downs

- The recommended $24M programme provides resilience upgrades across nine sites on the corridor, designed to reduce the impacts of river scour, landslides, rockfall, flooding and avalanche hazards.
- Budget 2026 reaffirmed the Government's commitment.
- Detailed design work is continuing.
- Consenting preparation is also progressing.
- Construction is expected to begin on the first projects in 2026.

NZ Transport Agency

SH94 Homer Tunnel improvements

- Work is underway to enhance tunnel operations, improve traffic flow and safety through Intelligent Traffic Systems, strengthen the tunnel portals, and design the replacement western rockfall/avalanche shelter for use in the event of failure.
- The Milford Road Alliance is delivering these improvements, with the programme expected to be completed over the next two construction seasons.

SH1/93 Mataura intersection improvements

- The project addresses a long-standing community safety concern caused by short-stacking and queueing issues at the intersection. This includes trucks queueing over the main south rail line and difficulty turning right onto SH1.
- NZTA is working with KiwiRail to complete the track and rail signal design, which must be finalised before construction can begin.
- NZTA is also working with KiwiRail to determine whether the required scope of rail work can be further value engineered.

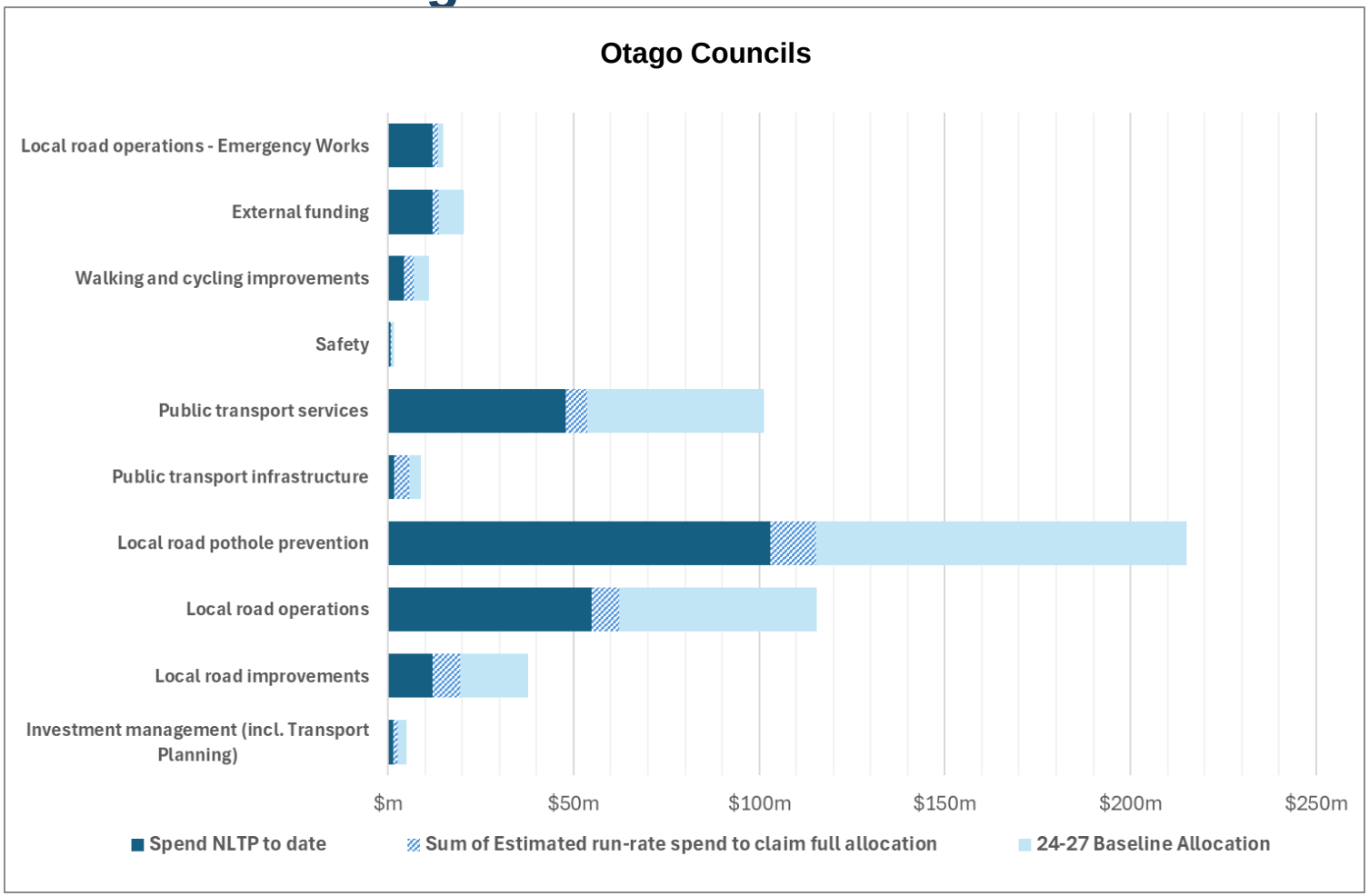
NZ Transport Agency

SH1 Ocean Beach

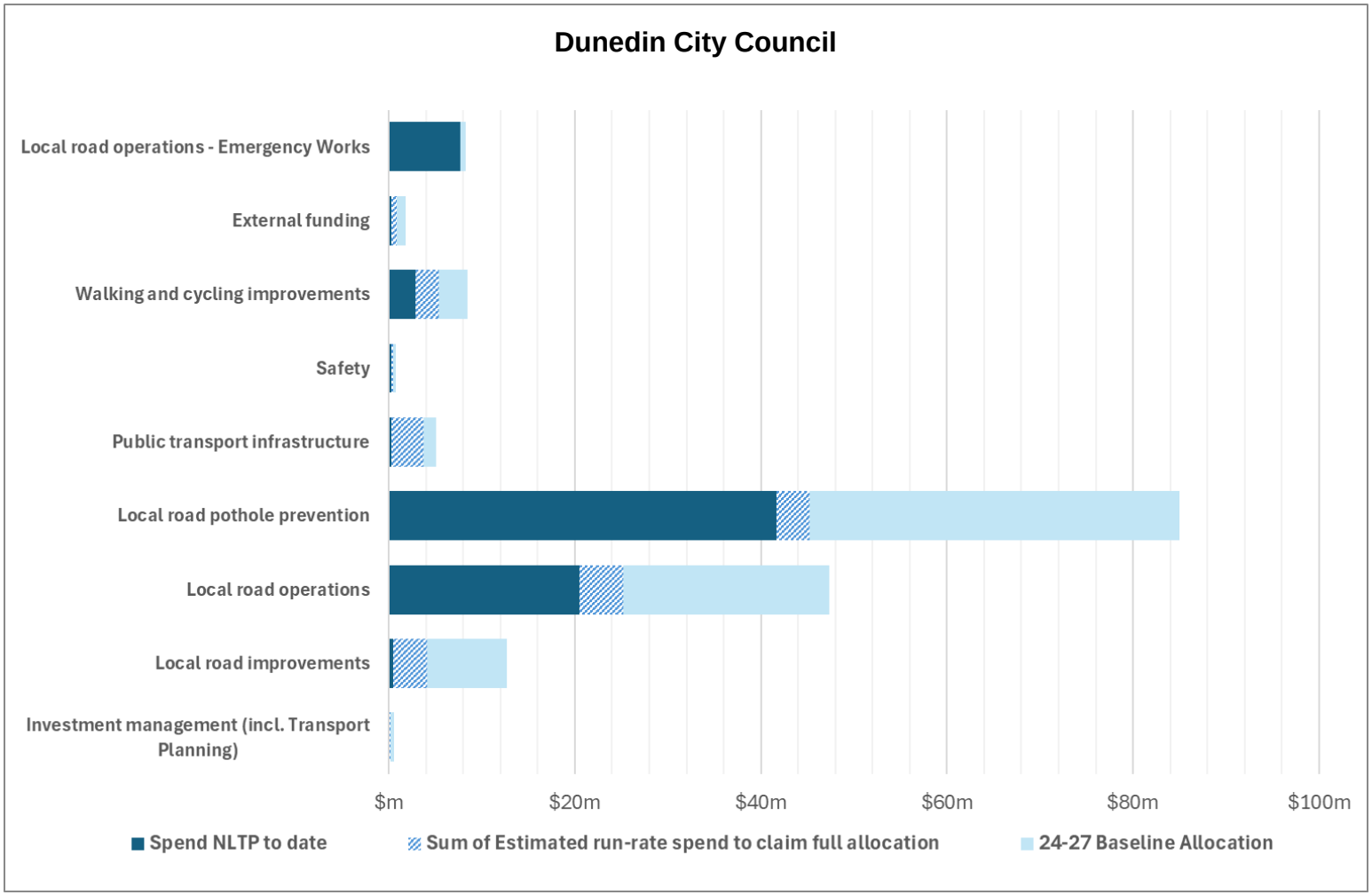
- The site currently experiences regular disruptions due to flooding or surface-water events, impacting road users. It is the only road transport route to Bluff, providing a connection to Invercargill and the rest of Southland.
- A concept design report was completed in early 2025 and identified the preferred option to raise the road level by up to 2.2m, providing resilience against sea-level rise and the effects of climate change.
- Design deliverables reviewed
- Consents lodged
- Safe System audit report finalised
- Laydown and soil disposal areas confirmed
- Wildlife Permit required for southern grass skinks.
- Implementation expected in late 2026.

NZ Transport Agency

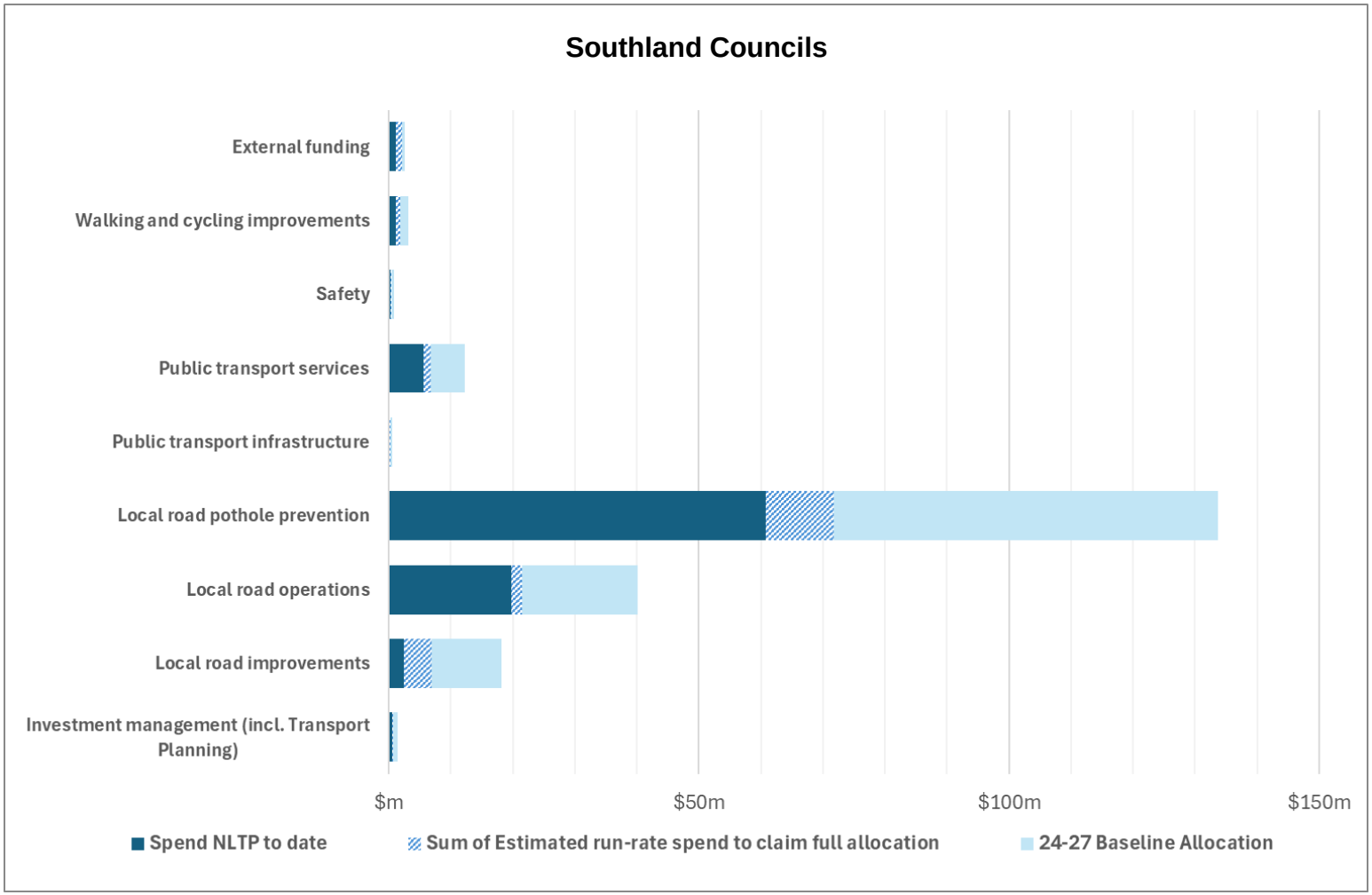
Draw down on funding



NZ Transport Agency



NZ Transport Agency



NZ Transport Agency

Hei konā mai
Thank you

NZ TRANSPORT AGENCY
WAKA KOTAHI

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

Prepared for:	Regional Transport Committee
Report No.	RTC2612
Authors:	Lesley McCoy (Senior Regional Planner - Transport, 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)
Date:	22 June 2026

PURPOSE

[1] The purpose of this report is to update the Committees on the activities of the South Island Regional Transport Committee Chairs Group, and to provide the unconfirmed minutes from its most recent meeting.

EXECUTIVE SUMMARY

[2] The South Island Regional Transport Committee Chairs Group provides a forum for the Chairs of Regional Transport Committees across the South Island to discuss shared transport issues, strategic priorities, and opportunities for alignment.

[3] This report provides the Committees with the unconfirmed minutes from the Chairs Group meeting held on 13 April 2026, and a brief overview of its ongoing role in supporting regional collaboration.

[4] The Committees are invited to note the minutes and consider any matters of interest arising.

RECOMMENDATION

That the Committees:

1) ***Note*** *this report.*

2) ***Note*** *the unconfirmed minutes of the South Island Regional Transport Committee Chairs Group meeting held on 13 April 2026.*

BACKGROUND

[5] The South Island Regional Transport Committee Chairs Group brings together the Chairs of RTCs across the South Island to discuss transport matters of regional and inter-regional importance.

[6] The group provides an opportunity to:
- Share information on regional transport priorities and challenges
- Discuss national policy and funding developments
- Identify opportunities for collaboration and alignment across regions

[7] Meetings are held periodically, with outcomes reported back to respective Committees for information.

DISCUSSION

[8] The unconfirmed minutes of the Chairs Group meeting held on 13 April 2026 are attached to this report. Key themes from the meeting include:
- Cross-regional collaboration on transport planning and investment priorities
- Alignment between Regional Land Transport Plans and national transport frameworks
- Engagement with central government agencies, including NZTA and KiwiRail, on strategic transport matters
- Opportunities to coordinate approaches to common South Island transport challenges

[9] The Chairs Group is an important mechanism for ensuring a coordinated South Island perspective on transport issues.

CONSIDERATIONS

Strategic Framework and Policy Considerations

[10] As this report is for informational purposes, it does not present strategic framework and policy implications.

Financial Considerations

[11] This report does not carry financial implications.

Significance and Engagement

[12] This report does not raise significance and engagement issues.

Legislative and Risk Considerations

[13] This report does not introduce legal or compliance risks.

Climate Change Considerations

[14] As this report is for informational purposes, it does not present climate change implications.

Communications Considerations

[15] This report does not present communication implications.

ATTACHMENTS

1. Meeting Minutes – South Island Regional Transport Committee Chairs Group [**9.3.1** - 9 pages]

Meeting Minutes – South Island Regional Transport Committee Chairs Group

Venue: *Manapouri 2 Room, Novotel Christchurch Airport, 30 Durey Road, Christchurch*
Date: *Monday 13 April 2026, 9:30am – 3:35pm*

Members Attendees:

Canterbury Regional Council
Chair Dr Deon Swiggs
Cr Joe Davies

Marlborough District Council
Cr Scott Adams *(Deputy Chair)*

Nelson City Council
Mayor Nick Smith

Otago Regional Council
Cr Kate Wilson *(Chair)*
Cr Matt Hollyer

Southland Regional Council
Deputy Chair Phil Morrison
Cr Alastair Gibson

Tasman District Council
Deputy Mayor Brent Maru

West Coast Regional Council
Cr Peter Ewen
Cr Andy Campbell

KiwiRail
Adele Wilson
Gary Ikin
Lisa de Coek

NZTA Waka Kotahi
Emma Speight
James Caygill

Member Apologies:

KiwiRail
Siva Sivapakkiam

Officers Attendees:

Canterbury Regional Council (Secretariat)
Jesse Burgess
Tiara Thorby
Kieran Ireland
Carmin Beck
Simon Tapp

Marlborough District Council
Laura Skilton

Nelson City Council
Lyndon Hammond

Otago Regional Council
Dean Lowry

Southland Regional Council
Russell Hawkes
Lesley McCoy

Tasman District Council
Bill Rice

West Coast Regional Council
Max Dickens

NZTA Waka Kotahi
Toshi Hodliffe

Officer Apologies: Chad Barker, *NZTA Waka Kotahi*

Guest Attendees: Sam Rudge, *Principal Transportation Planner, Freight and Logistics Discipline Lead, Stantec (Item 8)*
Hon James Meager, *Minister for the South Island, Minister for Hunting and Fishing, Minister for Youth, Associate Minister of Transport, MP for Rangitata (Item 11)*

1. Mihi Whakatau – opening, welcome, and apologies

The meeting was opened with a karakia at 9:30am.

As Chair of the previous Chairs Group, Cr Kate Wilson chaired the meeting until the election of the Chair and Deputy Chair.

- Apologies were received from Siva Sivapakkiam and Chad Barker, and apologies for lateness were received for Cr Matt Hollyer, Mayor Nick Smith, and Adele Wilson (online).
- Dean Lowry and Lesley McCoy were welcomed as new officer representatives.

The agenda order and timings were modified on the day of the meeting to ensure all members were present for the election of the Chair and Deputy Chair (Item 2).

3. Briefing to the incoming South Island Regional Transport Committee Chairs Group

Tiara Thorby provided a high-level overview on the history, purpose, and purview of the Chairs Group, as well as highlighting the priorities and accomplishments from the previous triennium.

Resolved

That the South Island Regional Transport Committee Chairs Group:

1. **Receives the Briefing to the incoming South Island Regional Transport Committee Chairs Group, provided as Attachment 3.1.**

2. **Receives the supporting attachments, 3.2 - South Island Transport Network Vulnerabilities: Summary of Information, 3.3 - South Island Transport Story.**

Cr Scott Adams / Mayor Nick Smith
CARRIED

4. Regional updates

<u>Canterbury</u>

- Development of the Regional Land Transport Plan 2027-37 (RLTP) is underway, with consultation planned for February 2027 and final adoption in May 2027
- MotuMove has been successful, with 100,000 contactless payments in the first month, and new concessions, website, and prepaid cards to be introduced later this year
- New lightweight, electric, double-decker Metro bus – notable exempt from weight limits
- Mainland Rail planning “Events Express” passenger rail to Te Kaha stadium, user pays running alongside public transport (PT) services
- Second Ashburton Bridge progressing well

- Regional Transport Committee (RTC) wrote to Hon Chris Bishop requesting changes to the Land Transport Management Act for KiwiRail representation at RTC, as well as a letter to KiwiRail requesting a representative to attend in an advisory capacity
- Early scoping for development of a regional investment prospectus
- Chair Swiggs wrote to Hon James Meager regarding fuel certainty and investment in PT services as critical infrastructure

Marlborough

- Replaced road maintenance contract from Network Operations Contract to Integrated Delivery Model (IDM), leading to more control of costs and results
- Have completed one RLTP workshop, with a second on 22 April, with state of the network and transport modelling reports for future proofing
- Feeling pressure of the fuel crisis and lack of PT options
- New residential developments west of Blenheim that will interact with SH6 and require roundabouts – aiming to plan infrastructure correctly at the outset

Nelson / Tasman

- Electric bus fleet has had an uptick in PT usage with the fuel situation
- Anticipating rollout of MotuMove across New Zealand
- Several roads are still recovering from weather events in 2025
- PT does not serve the needs of the rural population
- Hope Bypass remains a bottleneck issue

Otago

- The fuel situation has led to increased patronage on PT in Dunedin and Queenstown – there is network capacity remaining, especially during off peak times, and ORC is working with operators on this and monitoring future fuel supply
- 30% of Dunedin's bus fleet is currently electric – under a new contract starting October 2026 with GoBus, 61 out of 79 buses will be electric
- The RLTP is progressing as expected
- The RTC is keen for KiwiRail representation
- ORC submitted on the Planning and Natural Environment Bills, supporting a strong, coordinated approach and additional clarity among other regional and government plans
- Works finished in Queenstown, works on State Highway 6/6A continue

Southland

- RTC programmes are mostly on track, despite seasonal timing delays, targeted delivery by end of financial year, in budget
- Maintenance and renewals are progressing, although there is ongoing pressure with cost escalation and network deterioration – bridge progress is slowed by NZTA
- Invercargill City Council provides PT patronage data to the quarter so are unable to see the effects of the fuel situation just yet
- KiwiRail has agreed to provide targeted input to the joint RTC

- Monitoring the national fuel plan to ensure resilience from farm to port, to support the economy and rural community
- Regional spatial planning will benefit from the level of South Island collaboration seen in the Chairs Group

West Coast

- Feeling pressure of the global fuel situation
- Coal Creek bridge replacement is progressing
- Community interest in Total Mobility Scheme
- Pothole issues on SH73 are slowing traffic
- Strong desire for NZTA to store Bailey Bridges on the West Coast
- Westport Airport services have stopped which may have impacts on resilience

Cr Matt Hollyer joined the meeting at 9:55am.

Resolved

That the South Island Regional Transport Committee Chairs Group:

1. **Receives the verbal regional updates from members.**

Cr Scott Adams / Mayor Nick Smith
CARRIED

Mayor Nick Smith joined the meeting at 10:40am.

5. Key messages and approach for the discussion with Hon James Meager

The Chairs Group discussed how to approach the discussion with the Minister later in the day, noting the following key points:

- It is important to advocate to the Minister in his role as Minister for the South Island and requesting for his advocacy with his colleagues
- Government has less funding then previously – prioritise how to align with national infrastructure signals to get funding, be strategic
- Focus on resilience, boosting economies, enabling people and communities to flourish
- Key points that were conveyed to the Minister:
    - Proactive resilience work – it is cheaper to do work proactively rather than after an event, so would like to see more investment like this
    - Bailey bridges for West Coast resilience
    - Long-term certainty in activity classes to enable long-term infrastructure pipelines for renewals
    - Route 7 uplift has worked well – importance of funding PT Futures to enable mass rapid transit in Christchurch

- Weighing the risk of reducing the RUC funding compared to the consequences of decreased funding for projects, renewals, etc.

2. Election of a Chair and Deputy Chair

James Caygill led the election of the Chair and Deputy Chair.

Resolved

That the South Island Regional Transport Committee Chairs Group:

1. **Chooses Voting system A (election by the majority of members) for the election of the Chair and Deputy Chair.**

   Cr Phil Morrison / Mayor Nick Smith
   CARRIED

2. **Agrees that, in the event of a tie under either voting system, the candidate to be excluded from the next round of voting, or to be elected, shall be resolved by lot as described in paragraph 9 of this report.**

   Mayor Nick Smith / Chair Deon Swiggs
   CARRIED

3. **Elects Cr Kate Wilson as the Chair of the South Island Regional Transport Committee Chairs Group.**

   As no other nominations were received, Cr Wilson was declared elected unopposed.

4. **Elects Cr Scott Adams as the Deputy Chair of the South Island Regional Transport Committee Chairs Group.**

   As no other nominations were received, Cr Adams was declared elected unopposed.

6. NZ Transport Agency, Waka Kotahi update

Emma Speight and James Caygill provided an update for the NZ Transport Agency:

- Uncertainty in the rapidly shifting environment
- Draft Government Policy Statement on land transport (GPS) is likely to be released after the budget so realistically will not have a clear GPS for the next 6-12 months
- Funding Assistance Rates – threshold for qualification is increasing and amount released is decreasing as the fund does not have the capacity to respond as it has previously
- State Highways Investment Proposal – going through the process, a bit risky with GPS uncertainty

- Roads of National Significance – government has committed to 17 projects with various levels of funding, likely to be long-term pipeline of work
- National Ticketing System – progressing well
- Integrated Delivery Contracts – fundamentally altering nature of delivery contracts to enable separate tendering processes and more control (Note: this will not affect the Downer/Milford alliance)
- Maintenance and operations – wet summer slowed maintenance, front-loaded three years of activity to one year period, South Island network is good – better than North Island
- Road cones – transitioning to New Zealand guide (risk-based approach), will take industry lift to see results
- Speed management – required speed increases are complete, now working with communities who have requested reductions

Adele Wilson joined the meeting at 11:15am (online)

Resolved

That the South Island Regional Transport Committee Chairs Group:

1. **Receives the update from the New Zealand Transport Agency, Waka Kotahi.**

Mayor Nick Smith / Cr Matt Hollyer
CARRIED

7. KiwiRail update

Adele Wilson, Lisa de Coek, and Gary Ikin provided an update for KiwiRail:

- 18 months into their 5-year work plan - on track to achieve current target
- Undertaking work on RNIP3 (July 2027 – June 2030) and coordinating with regions to align with RLTPs
- Productive economy is shifting to the South Island faster than anticipated, which affect core freight flows and routes
- With fuel situation, looking to maximise use of rail capacity
- Gary provided an update on bridge renewals, highlighting standardisation, contractors for larger bridges, and in house for smaller bridges
- New ferries are currently on schedule to arrive in 2029, port capacity is the challenge
- Two ferries are going to be dry docked for three months, one stripped down and rewired
- Service reductions are unlikely as some freight can only travel via ferry

Resolved

That the South Island Regional Transport Committee Chairs Group:

1. **Receives the update from KiwiRail.**

Cr Scott Adams / Mayor Nick Smith
CARRIED

8. South Island Freight Study

Sam Rudge and Russell Hawkes provided an update on the background and current state of the South Island Freight Study. Difficulties with limited data combined with the initiation of a National Freight Study has led to the recommendation that this work be paused. There was some discussion amongst the Chairs on the value of the study.

Resolved

That the South Island Regional Transport Committee Chairs Group:

1. **Receives the briefing on the South Island Freight Study.**
2. **Notes that the Chairs Group received the findings from Phase 1 of the South Island Freight Study on 11 November 2024 and supported the progression to Phase 2 of the study.**
3. **Notes that the Chairs Group received the scope for Phase 2 of the South Island Freight Study on 7 April 2025.**
4. **Notes that the initial focus has been to progress workstream 1 (Analysis of eRUC data) and workstream 2 (Engagement with KiwiRail and ports) of the Phase 2 scope.**
5. **Notes that progressing any subsequent workstreams from the Phase 2 scope will be considered alongside other work programme priorities for the Chairs Group for the 2025-28 triennium.**

Cr Kate Wilson / Cr Andy Campbell
CARRIED

9. 2025-28 triennium work programme priorities

Jesse Burgess and Tiara Thorby provided an overview of the work programme in the previous triennium and opened the floor to the Chairs for discussion over current priorities. There was a strong appetite for advocacy, intelligence, and coordination.

Key points noted as part of the discussion included:

- Set goals and gather facts to support them
- Be in the room with officials who shape government decisions
- Understand where there are gaps in our stories / networks and gather the necessary evidence and data to address these gaps
- Be realistic and strategic about infrastructure pipeline
- Collaborate and share best practice, community of learning
- Demonstrate success stories of South Island improvements

Resolved

That the South Island Regional Transport Committee Chairs Group:

1. **Provides direction on work programme priorities for the 2025-28 triennium.**

2. **Notes that staff will further scope these work programme priorities and provide the scopes for consideration at the next Chairs Group meeting, scheduled for 13 July 2026.**

3. **Delegates authority to the Chair of the South Island Regional Transport Committee Chairs Group to finalise and approve submissions on the Chairs Group's behalf, if required, prior to a submission closing date.**

4. **Notes that, at a minimum, any draft submission will be circulated to Chairs Group members via email for input and feedback.**

Deputy Chair Phil Morrison / Cr Peter Ewen
CARRIED

10. Collaboration Charter 2025 – 2028

Tiara Thorby presented proposed updates to the Chairs Group's Collaboration Charter for the 2025-28 triennium. Feedback was provided that the charter was too broad and required more clarity. The Chairs requested that an updated version of the charter be brought to their next meeting, or edits be confirmed via email.

11. Discussion with Hon James Meager

Hon James Meager joined the meeting online, spoke on the state of the South Island, and then opened the floor up for the Chairs to share their priorities. Hon Meager encouraged the Chairs to align and share infrastructure priorities to support a long-term pipeline.

12. Next meeting

The next meeting of the Chairs Group is scheduled for Monday, 13 July 2026, in-person in Christchurch.

13. Mihi Whakakapi – closing

The meeting was closed with a karakia at 3:35pm.