

Otago and Southland Regional Transport Committees 28 July 2025

Gore District Council Chamber
29 Bowler Avenue, 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 Alexa Forbes (ORC, RTC Deputy Chair)
Cr Bruce Graham (CDC)
Cr Stuart Duncan (CODC)
Cr Jim O'Malley (DCC)
Cr Quentin Smith (QLDC)
Cr Jim Thomson (WDC)
Mr Ian Duncan (NZTA)

SOUTHLAND

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

Meeting support: Cara Jordan, Governance Support (ORC)

28 July 2025 10:30 AM - 03:00 PM

Agenda Topic	Page
1. WELCOME - HAERE MAI Opening karakia.	
2. APOLOGIES - NGĀ PA POURI No apologies were received at the time of agenda publication.	
3. PUBLIC FORUM - HE HUINGA TUKU KORERO KiwiRail will speak at public forum.	
4. CONFIRMATION OF AGENDA - RAUPAPA O NGĀ TAKE Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.	
5. CONFIRMATION OF MINUTES - TE WHAKAŪ I NGĀ MENETI That the minutes of the Otago and Southland Regional Transport Committees' meeting held on 5 May 2025 be received and confirmed as a true and accurate record.	4
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8.5 RLTP Improvement Projects Status Update This report is to provide an update for the Regional Transport Committees on the current status and progress of improvement projects included in the current Regional Land Transport Plan 2024/27.	58

8.6 [Update on Southland District Council Bridge Replacements](#) 65

The report provides an update on the processes and timeline involved in gaining final funding approval for the Southland District Council bridge replacement program.

8.7 [New Zealand Transport Agency Update](#) 70

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

8.8 [South Island Regional Transport Committee Chair's Activities Update](#) 72

This report is to update the Committees on the activities of the South Island Regional Transport Committee Chairs Group.

8.8.1 [Unconfirmed Minutes - South Island Regional Transport Committee Chairs Group meeting on 7 April 2025](#) 74

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

Urgent business items to be addressed at the meeting.

10. CLOSING - KARAKIA KATI



**Otago & Southland Regional Transport Committee
MINUTES**

**Minutes of an ordinary meeting of the Otago Regional Council held in the Council Chamber,
Level 2 Philip Laing House, 144 Rattray Street, Dunedin on Monday 5 May 2025, commencing
at 1:00 pm.**

COMMITTEE MEMBERSHIP

Otago

Cr Kate Wilson
Cr Alexa Forbes
Cr Bruce Graham
Cr Stuart Duncan
Cr Jim O'Malley
Cr Quentin Smith
Cr Jim Thomson

Otago Regional Council (Chair)
Otago Regional Council (Deputy Chair)
Clutha District Council
Central Otago District Council
Dunedin City Council
Queenstown Lakes District Council
Waitaki District Council

Southland

Cr Jeremy McPhail
Cr Phil Morrison
Cr Christine Menzies
Cr Ria Bond
Cr Joe Stringer
Chairman Nicol Horrell

Environment Southland (Chair)
Environment Southland (Deputy Chair)
Southland District Council
Invercargill City Council
Gore District Council
Environment Southland (ex-officio)

Otago & Southland

Mr Ian Duncan

NZ Transport Agency Waka Kotahi

1. WELCOME

Chair McPhail welcomed Councillors, staff and the public to the meeting at 1:00 pm.

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

Other attendees included Murray Hasler (Gore District Council), Doug Rodgers (Invercargill City Council), Dean Lowry (Environment Southland), Henri van Zyl (Gore District Council), Shawn Scott (New Zealand Transport Agency), Chad Barker (New Zealand Transport Agency), Helen Chapman (Dunedin City Council), Danial Basubas (Otago Regional Council), Hartley Hale (SDC), Russell Hawkes (Environment Southland), Lorraine Cheyne (Otago Regional Council), Paul Fleet (Central Otago District Council), Toshi Hodliffe (New Zealand Transport Agency) and Cara Jordan (Otago Regional Council Governance Support).

2. APOLOGIES

Resolution: Cr Wilson Moved, Cr Morrison Seconded:

That the apologies for Cr O'Malley and Cr Forbes be accepted.

MOTION CARRIED

3. PUBLIC FORUM

No requests to address the Committee under Public Forum were received.

4. CONFIRMATION OF MINUTES

Resolution: Cr Wilson Moved, Cr Thomson Seconded

That the minutes of the Committee's meeting held on 25 November 2024 be received and confirmed as a true and accurate record.

MOTION CARRIED

5. ACTIONS

Open actions from resolutions of the Committee were reviewed and updates were provided by Russell Hawkes.

6. NOTIFICATION OF EXTRAORDINARY AND URGENT BUSINESS

The agenda was confirmed as published.

7. QUESTIONS

The implementation of the change in speed management legislation was discussed. A question was raised regarding the ability of the Committees to consider legislation prior to its implementation and for the Committees to advocate and make submissions taking into account regional community feedback.

Cr Smith joined the meeting at 1:12 pm.

8. CHAIRPERSON'S REPORT

8.1. Chairperson's Report

Chair McPhail updated the Committees on the South Island Regional Transport Committees Chair's Group Meeting held on the 7 April 2025. Minister Bishop was invited to the meeting but did not attend due to Cabinet commitments.

Resolution: Cr McPhail Moved, Cr Wilson Seconded

That the Committees:

- 1) Note the Chairperson's report.**

MOTION CARRIED

9. STAFF REPORTS

9.1. Regional Land Transport Plan Development – Review of strategic section

[YouTube 23.19] This report updated the Committees on the strategic section of the Regional Land Transport Plan 2027-37. Russell Hawkes, Lead Transport Planner Environment Southland, and Lorraine Cheyne, Manager Transport Otago Regional Council, were available for questions.

Resolution: Cr Menzies Moved, Cr Morrison Seconded

That the Committees:

- 1) Note this report.**
- 2) Receive a report at the next Committee's meeting on the outcomes of the Combined Otago Southland Regional Land Transport Plan 2021-31 strategic planning workshop held on the 5 May 2025.**

MOTION CARRIED

9.2. NLTP 2024/27 – Summary of Otago Southland Expenditure to February 2025

[YouTube 26.14] The report updated the Committees on the National Land Transport Plan expenditure on continuous programmes to the end of February 2025. Concern was expressed at the lack of information on Otago State Highway expenditure that had not been provided by the Agency. Russell Hawkes, Lead Transport Planner Environment Southland, and Lorraine Cheyne, Manager Transport Otago Regional Council, were available for questions.

Resolution: Cr Wilson Moved, Cr Menzies Seconded

That the Committees:

- 1) Note this report.**

MOTION CARRIED

9.3. Update on Southland District Council Bridge Replacements

[YouTube 30.32] The report provided the Committees with information related to the Southland District Council's bridge replacement programme as an action item from the 25 November 2024 Regional Transport Committee meeting.

Resolution: Cr Graham Moved, Cr Menzies Seconded

That the Committees:

- 1) Note the report.**
- 2) Directs Environment Southland and Southland District Council to develop a case study on the cost-benefit effects of the investment and the cost of delays.**

MOTION CARRIED

9.4. Decision on petition from the NZ Equestrian Advocacy Network

[YouTube 1.03.53] The report provided the Committees with an opportunity to decide, to support or otherwise, a petition presented by the New Zealand Equestrian Advocacy Network (NZEAN). Lorraine Cheyne, Manager Transport Otago Regional Council, was available to answer questions.

Resolution: Cr Wilson Moved, Cr Thomson Seconded

That the Committees:

- 1) Note this report.**
- 2) Endorse Option 2 to support in part the petition.**

MOTION CARRIED

9.5. New Zealand Transport Agency Report

[YouTube 1.13.50] This report provided an update from the New Zealand Transport Agency Waka Kotahi (NZTA) on its activities. Mr Ian Duncan from NZTA was available for questions.

Resolution: Cr Menzies Moved, Cr Wilson Seconded

That the Committees:

- 1) Note the report.**
- 2) Provide any feedback to NZTA on the topics included in the presentation.**
- 3) Write a letter to the Minister of Transport, copying the NZTA Chief Executive and Kiwirail Chief Executive, highlighting the issues of funding at Maitaha railway crossing.**
- 4) Invite Kiwirail representatives to future Committee meetings.**

MOTION CARRIED

The meeting was adjourned at 3:21 pm

The meeting recommenced at 3:29 pm

9.6. Update on the Draft Otago Regional Public Transport Plan 2025-2035

[YouTube 2.33.26] This report updated the Committees on the draft Otago Regional Public Transport Plan 2025-2035. Lorraine Cheyne, Manager Transport Otago Regional Council, was available for questions.

Resolution: Mr Duncan Moved, Cr Thomson Seconded

That the Committees:

- 1) Note this report.**

MOTION CARRIED

9.7. Southland Regional Public Transport Plan 2024/27 Update

[YouTube 2.35.25] The report provided an update from the Invercargill City Council on the mid-term review of the Southland Regional Public Transport Plan. Doug Rodgers and Russell Hawkes were available for questions.

Resolution: Cr Wilson Moved, Cr Menzies Seconded

That the Committees:

- 1) Note this report as recommended by Invercargill City Council.**

MOTION CARRIED

9.8. Time of Use Charging – Regional Sector Submission

[YouTube 2.41.14] The report updated the Committees on a Regional Sector submission to the Land Transport Management Act (Time of Use Charging) Amendment Bill 2025. Russell Hawkes was available for questions.

Resolution: Cr Wilson Moved, Cr Morrison Seconded

That the Committees:

- 1) Note this report.**

MOTION CARRIED

9.9. South Island Regional Transport Committee Chairs' Activities Update

[YouTube 2.43.16] The purpose of this report was to update the Otago Southland Regional Transport Committees (RTCs) on the recent activities of the South Island Regional Transport Committee Chairs Group. The minutes of this meeting are not yet available. Russell Hawkes, Cr Wilson and Chair McPhail were available for questions.

Resolution: Cr Morrison Moved, Cr Menzies Seconded

That the Committees:

- 1) Note this report.**
- 2) Provide any feedback to the RTC's representatives on the South Island Regional Transport Committee Chairs Group for consideration at their next meeting.**

MOTION CARRIED

10. EXTRAORDINARY AND URGENT BUSINESS

The next meeting will be held on 28 July 2025 in Gore.

11. PUBLIC EXCLUDED BUSINESS

There was no publicly excluded business.

12. CLOSURE

There was no further business and the meeting was concluded with an Irish blessing by Cr Morrison. Chair McPhail declared the meeting closed at 3:46 pm.

Chair

Date

Otago and Southland Regional Transport Committees 28 July 2025 - ACTIONS ITEMS - NGA MEA MAHI

Meeting Date	Document	Item No.	Item	Status	Action Required	Assignee/s	Action Taken
2024.11.25	RTC 25 November 2024	9.6	South Island RTC Chairs Group.	Assigned	Committee to request the New Zealand Infrastructure Commission to present their Infrastructure Project presentation to this Committee directly.	Russell Hawkes	To date we have not been able to coordinate a suitable time. The Infrastructure Commission has now released its draft plan for feedback. Feedback closes on the 6 August 2025.
2024.11.25	RTC 25 November 2024	10	Extraordinary and Urgent Business	Assigned	Territorial Authorities and Regional Councils should collaborate, understand and problem solve in regards to STEDs	Russell Hawkes	Authorities work together on the installation and maintenance of STEDs. Currently there is no funding available for construction of STED sites but the issue will be revisited again for the 2027 RLTP.
2025.05.05	RTC 5 May 2025	9.1	Regional Land Transport Plan Development – Review of strategic section	Assigned	Prepare a report for the next Committee's meeting on the outcomes of the Combined Otago Southland Regional Land Transport Plan 2021-31 strategic planning workshop held on the 5 May 2025	Russell Hawkes	The requested report is included on the agenda for the 28 July meeting.
2025.05.05	RTC 5 May 2025	9.3	Update on Southland District Council Bridge Replacements	Assigned	Environment Southland (ES) and Southland District Council (SDC) to develop a case study on the cost-benefit effects of the investment and the cost of delays.	ES and SDC	The requested report is included on the agenda for the 28 July meeting.
2025.05.05	RTC 5 May 2025	9.5	New Zealand Transport Agency Report	Assigned	Write a letter to the Minister of Transport, copying the NZTA Chief Executive and Kiwirail Chief Executive, highlighting the issues of funding at Maitai railway crossing.	Committee	Not progressed at this stage but will be prior to the RTC meeting in July.
2025.05.05	RTC 5 May 2025	9.5	New Zealand Transport Agency Report	Assigned	Invite Kiwirail representatives to future Committee meetings.	Russell Hawkes	KiwiRail representatives are invited to all RTC meetings. They will be specifically requested to address the Committees in July.

7.1. Chairperson's Report

Prepared for: Regional Transport Committee
Activity: Transport - Transport Planning
Author: Councillor Kate Wilson
Date: 28 July 2025

EXECUTIVE SUMMARY

The Chairs of South Island Regional Transport Committees met with the Minister of Transport on 16 July 2025 and presented the South Island Transport Story highlighting the case for collective action on strategic transport priorities shared across the motu.

Each region presented examples of the resilience issues that they had. It felt like a productive meeting and an emphasis was made on a new GPS that addressed resilience needs, funding streams for projects that might deliver more than just a transport resolution eg additionally providing flood protection, and longer-term planning that can provide confidence to build a pipeline of work that allows for a local workforce.

The three strategic priorities are:

- Building network resilience with strengthened bridges and connections
- Boosting the economy with efficient freight networks
- Enabling people and communities to flourish with better travel options

RECOMMENDATION

That the Committees:

- 1) **Note** this report.

ATTACHMENTS

Nil

8.1. RTC Achievements of the Triennium

Prepared for: Regional Transport Committee
Report No. RTC2503
Activity: Transport: Transport Planning
Author: Daniel Basubas (Transport Planner)
Endorsed by: Anita Dawe (General Manager Regional Planning and Transport)
Date: 28 July 2025

PURPOSE

- [1] The purpose of this report is to provide the Otago and Southland Regional Transport Committees (RTCs) with a summary of their key achievements of the triennium (2022-2025).

EXECUTIVE SUMMARY

- [2] The 2022-2025 triennium was busy for the Otago and Southland Regional Transport Committees, which continued to meet and maintain a combined Otago Southland Regional Land Transport Plan (RLTP).
- [3] One key achievement of the triennium was the 2024 mid-term review of RLTP 2021-2031. Other activities included providing regional councils and territorial authorities with updates on transport matters and contributing to the South Island RTC Chairs group.

RECOMMENDATION

That the Committees:

- 1) **Note** this report.

BACKGROUND

- [4] In accordance with Section 105 of the Land Transport Management Act 2003 (LTMA) “*as soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region*”. The Otago and Southland RTCs held combined meetings throughout the 2022 to 2025 the triennium.
- [5] A Regional Transport Committees has two core functions under the Land Transport Management Act 2003:
- a. To prepare a Regional Land Transport Plan (RLTP)
 - b. To provide regional councils with any advice and assistance they may request in relation to its transport responsibilities
- [6] The Otago and Southland RTCs maintained and reviewed the combined Otago Southland RLTP over the 2022 – 2025 triennium.

DISCUSSION

- [7] The establishment and composition of the RTC is set out in the LTMA. At the first meeting of the triennium, the RTCs considered a request from Transporting NZ for external membership of the RTCs. The RTCs declined this membership request while welcoming Transporting NZ at public forums.

Recommendation of the Otago Southland 2024 mid-term review RLTP 2021-2031

- [8] In June 2024 the RTC fulfilled a core function when it endorsed the 2024 mid-term review RLTP. The RLTP was approved by Otago Regional Council (ORC) and Environment Southland and submitted to the New Zealand Transport Agency (NZTA) in July 2024.
- [9] The mid-term review of the combined RLTP 2021 – 3031 was complicated by the government releasing two draft Government Position Statements on Land Transport (GPS), one under the then Labour government and one under the National-led coalition government.
- [10] The different approaches of the two draft GPS were more significant than previous instances of the government changing at the general election. The RTC worked collaboratively with technical advisory groups and staff to develop a common strategic framework in the RLTP that identified issues, objectives and policies relevant for both the Otago and Southland regions. The RLTP's strategic framework gives effect to both national objectives and regional priority issues while acknowledging that difficulties remain in meeting continually changing requirements from Government through the GPS.
- [11] The Government released the final GPS to cover the 2024/27 period on the 27 June 2024. The GPS did not raise any concerns regarding the RLTP consistency assessment previously carried out and signed off by the RTC.
- [12] The RTCs also undertook a collaborative process for developing a transport project list. Each contributing organisation submitted proposed projects for consideration in the RLTP. With support from a technical advisory group, Regional Council staff compiled a list of these projects for the RTC to consider, assessed their significance and prioritised them.
- [13] With the change in government direction in the second draft GPS, NZTA sought to significantly modify its intended transport investment in Otago and Southland. The RTCs extended the consultation period on the draft RLTP review to enable NZTA to confirm its revised investment proposal. This process has resulted in an RLTP project list that is consistent with the GPS and is strategically aligned to attract funding through the National Land Transport Programme (NLTP).

Provide regional councils with advice and assistance the regional council may request in relation to its transport responsibilities

- [14] Regional councils and territorial authorities have not made significant requests to the RTCs regarding transport responsibilities during the triennium 2022-2025.
- [15] However, the RTCs received and conveyed important transport information in Otago and Southland throughout the triennium. For example, the RTCs provided advice to Environment Southland and Southland District Council on bridge replacement.
- [16] The RTCs also made submissions to the Ministry of Transport on the following:
- a. Road User Charges (April 2022)
 - b. Draft GPS (September 2023)
 - c. Draft GPS 2024 (March 2024)
 - d. Setting of Speed Limit Rule 2024 (July 2024)
- [17] Advice and assistance were also provided by the RTCs on the issues raised at meetings often in public forum, including:
- The RTCs welcomed representatives from Lead & Tracks Network Trust (12 May 2023)
 - The RTCs resolved to write to the Minister of Transport on Rural School Bus Safety concerns (20 November 2023).
 - The RTCs resolved to receive a petition (Change.org) in relation to slowing traffic down on SH1 on the bend near the Waitati Village (24 June 2024).
 - The RTCs received presentations from the NZ Equestrian Advocacy Group, with petition, and subsequently resolved to endorse the petition in part (25 November 2024).

Other achievements

- [18] **South Island Regional Transport Committee (SI RTC) chairs group:** Otago Southland RTC elected members and staff have been actively engaged in the SI RTC chairs group. The group has advanced key projects such as the South Island story, the South Island Transport Network Vulnerabilities Report and the South Island Freight Study. These projects are crucial for a connected and resilient transport network in Otago and Southland.
- [19] **Combined nature of the Otago Southland RTC:** Otago and Southland have continued to hold a combined RTC since the 2013-2016 triennium. The combined nature of the RTC produces better transport outcomes for the two regions because it improves access to central government funding and increases the chances of transport projects getting off the ground.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [20] This report has no strategic framework or policy considerations.

Financial Considerations

[21] This report has no financial considerations.

Significance and Engagement

[22] This report has no significance or engagement considerations.

Legislative and Risk Considerations

[23] This report highlights the achievements and legislative functions of the Otago Southland RTC but has no other considerations.

Climate Change Considerations

[24] This report has no climate change considerations.

ATTACHMENTS

Nil

8.2. Transport Operating Environment

Prepared for: Regional Transport Committee
Report No. RTC2501
Activity: Transport: Transport Planning
Author: Daniel Basubas (Transport Planner),
Grace Longson (Transport Planner)
Endorsed by: Anita Dawe (General Manager Regional Planning and Transport)
Date: 28 July 2025

PURPOSE

- [1] This report updates the Regional Transport Committees (RTC) on legislative and policy changes impacting Otago and Southland's regional land transport planning and management.
- [2] The report also updates the RTC on current workstreams of interest to elected members and the wider public.

EXECUTIVE SUMMARY

- [3] Recent national level changes in the transport operating environment which may impact the RTC include:
 - a. Going for Housing Growth (GfHG) programme
 - b. Draft National Infrastructure Plan
 - c. Time-of-use schemes
 - d. Otago Central Lakes Regional Deal
- [4] Ongoing workstreams of interest to elected members and the wider public include:
 - a. Otago Regional Public Transport Plan 2025-2035
 - b. Southland Regional Public Transport Plan 2025-2035

RECOMMENDATION

That the Committees:

- 1) **Note** this report.

DISCUSSION

Going for Housing Growth Programme (GfHG)

- [5] In 2024, central government announced legislative changes under the 'Going for Housing Growth' programme (GfHG). GfHG aims to increase the supply of developable land for housing to improve housing affordability.

- [6] GfHG is relevant to the RTC because decisions councils make about housing also impact transport. If councils support housing developments that are situated near jobs, schools and services, people will have greater access to them via walking, cycling and public transport.
- [7] GfHG involves three pillars:
- Pillar 1:** Freeing up land for urban development
 - Pillar 2:** Improving infrastructure funding and financing to support urban growth
 - Pillar 3:** Providing incentives for communities and councils to support growth
- [8] On 18 June 2025 the Ministry of Housing & Development released a GfHG discussion document and factsheet for **Pillar 1** proposals as part of this consultation. A link to the discussion document and fact sheets can be found here: [Going for Housing Growth programme - Te Tūāpapa Kura Kāinga - Ministry of Housing and Urban Development](#)
- [9] **Pillar 1** comprises six proposals which are the focus of consultation. The table below summarises these proposals and highlights the implications for the RTC.

<p>Proposal 1: Introducing Housing Growth Targets*</p> <ul style="list-style-type: none"> New Housing Growth Targets for Tier 1 and 2 councils, requiring them to enable 30 years of feasible housing capacity in their district plans using 'high' population growth projections. New requirement that 'price indicators' (such as the difference in the price between land zoned for rural and urban use) do not deteriorate over time. New central government tools to monitor council compliance and a mandate to take action where there is unjustified non-compliance. <p>Implications for the RTC:</p> <ul style="list-style-type: none"> Higher housing growth targets may put increased long-term pressure on transport networks to meet higher travel demands for people and freight.
<p>Proposal 2: Enabling greenfield growth**</p> <ul style="list-style-type: none"> Councils are prohibited from imposing rural-urban boundary lines in planning documents (but can still have rurally zoned land). Government is investigating options to require councils to plan for 50 years of growth in their Future Development Strategies (up from 30). Central government has indicated that it will work toward a 'growth pays for growth' system where the tax revenue generated from new housing developments is expected to fund the infrastructure of those developments. <p>Implications for the RTC:</p> <ul style="list-style-type: none"> Removing rural-urban boundary lines could incentivise the development of low-density, car-oriented suburbs on the urban edges due to cheap land and building costs. Low-density, car-oriented suburbs undermine public and active transport by placing homes far from jobs, schools and essential services. More private cars on the road leads to increased transport-related emissions and traffic congestion.

<p><u>Proposal 3: Intensification in the right places (Tier 1 councils only)</u></p> <ul style="list-style-type: none"> • Enable appropriate levels of density across their urban areas and housing intensification along ‘strategic transport corridors’ (e.g. key bus routes). • Directly offset any housing capacity lost due to reasons such as ‘special character’ or elsewhere. <p>Implications for the RTC:</p> <ul style="list-style-type: none"> • This proposal does not directly impact the RTC as there are no Tier 1 councils in Otago and Southland.
<p><u>Proposal 4: Mixed-use development*</u></p> <ul style="list-style-type: none"> • Tier 1 and 2 councils must enable activities such as cafes, dairies and other retail across their urban areas. • Industrial-type activities can still be kept away from housing. <p>Implications for the RTC:</p> <ul style="list-style-type: none"> • Enabling retail activities in urban areas promotes diverse, mixed-use neighbourhoods that support public and active transport by reducing the need for car travel to access key destinations.
<p><u>Proposal 5: Balconies and floor area requirements**</u></p> <ul style="list-style-type: none"> • Councils cannot set minimum floor area requirements for apartments and other houses or require balconies. Developers can still choose to provide balconies and size dwellings in line with demand from buyers. <p>Implications for the RTC:</p> <ul style="list-style-type: none"> • Eliminating minimum floor area and balcony requirements can support public and active transport by increasing housing densities.
<p><u>Proposal 6: Making the Medium Density Residential Standards optional</u></p> <ul style="list-style-type: none"> • The Environment Select Committee recommended amending the Bill so that it no longer provides a process for councils to remove the Medium Density Residential Standards. Instead, central government intends that the Medium Density Residential Standards will be replaced as part of Phase 3 of resource management reform. <p>Implications for the RTC:</p> <ul style="list-style-type: none"> • Unknown until more information is released in Phase 3 of resource management reform.

*Note: *Primarily impacts Tier 2 local authorities: Queenstown Lakes District Council, Dunedin City Council, Otago Regional Council*

*Note: ** Impact all councils in Otago and Southland*

[10] **Pillars 2 and 3** are still under development. Staff will provide the RTC with an update on these Pillars when more information is released.

Draft National Infrastructure Plan

[11] On 25 June 2025 Te Waihanga New Zealand Infrastructure Commission released the draft National Infrastructure Plan for public consultation. The draft plan identifies New Zealand’s infrastructure challenges and sets out a path to address them.

[12] A core theme of the draft plan is that New Zealand makes significant investments in infrastructure but does not get good value for money. It notes that New Zealand spent more on public infrastructure than any other OECD country in the 2010s, but the quality of our infrastructure doesn’t measure up to our spend. Good value for money means an

infrastructure project provides “*value to New Zealand above the costs required to deliver, operate, maintain and dispose of it.*”

- [13] With respect to our roading infrastructure, against comparator countries (Switzerland, Canada, Finland, Sweden, Israel and Norway) the draft plan notes that New Zealand has high investment levels, low usage and a high amount of fatalities on the network.
- [14] Overall, the National Infrastructure Plan makes 19 recommendations that fall into four areas:
- Establish affordable and sustainable funding – 5 recommendations
 - Clear the way for infrastructure – 7 recommendations
 - Start with maintenance – 3 recommendations
 - Right-size new investment – 4 recommendations
- [15] A key recommendation in the draft plan is ‘Transport System Reform’. This recommendation proposes requiring road user charges to fully fund planned land transport infrastructure investment.
- [16] The draft plan also lays out a strategic approach for investing in infrastructure called ‘forward guidance’. The table below from the draft plan (p. 132) outlines the proposed forward guidance investments in land transport for each decade through 2055.

Land transport (roads, rail, public transport)	2025-2035	2035-2045	2045-2055	2010-2022 historical average
Average annual spending (2023 NZD)	\$3.4 billion	\$4.1 billion	\$4.5 billion	\$3.5 billion
Percent of GDP	0.8%	0.8%	0.8%	1.3%

- [17] The draft plan recommends that New Zealand reduces its spending on land transport from 1.3% of GDP to 0.8% of GDP for each decade through 2055.
- [18] The reduction can be attributed to:
- a. A growing share of investment going toward maintaining existing infrastructure rather than building new infrastructure
 - b. A shift in travel demand from private vehicles to walking, cycling and public transport, thereby reducing spending on roads, parking and other private vehicle infrastructure
- [19] Feedback on the draft National Infrastructure Plan is open until 6 August 2025, with the Commission intending to present the final Plan to Government in December 2025.
- [20] As the plan impacts the entire transport sector rather than individual regions, and because infrastructure issues for territorial authorities are broader than just transport, staff are not recommending the RTCs make a submission. Staff will update the RTC as the draft National Infrastructure Plan progresses, including any considerations for the development of the Otago Southland Regional Land Transport Plan 2027.

- [21] Further information and a copy of the draft National Infrastructure Plan can be found here: [Draft National Infrastructure Plan | Te Waihanga](#)

Time-of-use Charging

- [22] On 4 March 2025 the Land Transport Management (Time of Use Charging) Amendment Bill passed its first reading in the House of Representatives. The Bill establishes a framework for implementing time-of-use schemes in New Zealand.
- [23] Time of use charging is proposed as a solution to improve traffic flow and optimise the use of the road network. By charging motorists for using specific parts of the network at certain times, the system encourages behaviour changes, such as altering travel times, routes, destinations, or modes of transport.
- [24] Under the proposed legislation, the New Zealand Transport Agency (NZTA) would lead the design of time-of-use schemes in partnership with local councils to ensure motorists benefit from the design of schemes across their region's roading network.
- [25] Time-of-use schemes have been identified as a measure to reduce traffic congestion in Queenstown. If passed, the Bill will likely mean time-of-use schemes will be proposed in Queenstown.
- [26] Central government intends to pass the legislation before the end of 2025.

Otago Central Lakes Regional Deal

- [27] In 2024 central government announced the City and Regional Deals initiative to establish long-term partnerships between central and local government to increase economic growth, create jobs, and boost productivity.
- [28] Otago Regional Council, Central Otago District Council and Queenstown Lakes District Council submitted a proposal designed to deliver a range of initiatives to address critical needs and support economic growth. A summary of the Otago Central Lakes (OCL) Regional Deal proposal is attached (Attachment 1).
- [29] In July 2025 the three OCL councils signed a Memorandum of Understanding with government ministers as the first official step to developing a Regional Deal.
- [30] In the coming months representatives from these councils will engage with central government around the contents of the deal. Final approval of the deal will remain delegated to individual councils and Cabinet.

Otago Regional Public Transport Plan (RPTP) 2025-2035

- [31] On 25 June 2025 ORC adopted the Otago RPTP 2025-2035.
- [32] Key updates in the Otago RPTP 2025-2035 include:
- a. Policies on fares and funding in line with the Government Policy Statement on land transport 2024

- b. A new section outlining ORC's intentions to support community transport services in Otago
- c. 30-year network aspiration maps for Dunedin, Queenstown and regional public transport services

[33] Fares, concessions, regional connectivity, community transport, rail and vehicle size were common themes in the submissions received on the draft plan. These themes reflect key transport issues and areas of interest in Otago.

[34] The plan has the following impacts on the Otago transport networks:

Regional	The plan sets intentions for future public transport connections such as Balclutha-Dunedin, Ōamaru -Dunedin and Alexandra-Queenstown in the next 6 years and Wānaka -Queenstown in 6 to 10 years.
Queenstown	The plan reflects the service improvements set out in the Queenstown Public Transport Business Case
Dunedin	Fare structure changes increased youth fares (13-18 years) from \$1.20 to \$1.50. The plan sets intentions to increase the number of routes with frequent service over 3 to 10 years.

[35] In alignment with ministerial expectations set out in the Government Policy Statement, alongside the RPTP update, ORC agreed to raise the adult Bee Card base fare from \$2 to \$2.50 and increase child fares (5-12 years) from free to \$1.50.

Southland Regional Public Transport Plan (RPTP) 2024-2034

[36] Invercargill City Council (ICC) adopted the Southland RPTP 2024-2034 alongside the Annual Plan in May 2025.

[37] The Southland RPTP 2024-2034 does not provide a significant change from the previous RPTP 2021-2031 in terms of policies or additional bus services. However, ICC agreed to increase the base bus fares for adults and youth.

CONSIDERATIONS

Strategic Framework and Policy Considerations

[38] There are no policy considerations from this report.

Financial Considerations

[39] There are no financial implications from this report.

Significance and Engagement

[40] There is no significance or engagement considerations from this report.

Legislative and Risk Considerations

[41] There are not legislative considerations from this report.

Climate Change Considerations

[42] There are no climate change considerations from this report.

ATTACHMENTS

1. [Otago Central Lakes Regional Deal Proposal Summary](#) [8.2.1 - N/A]

Council Report

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ATTACHMENT A: OTAGO CENTRAL LAKES REGIONAL DEAL PROPOSAL SUMMARY

Otago Central Lakes – From premier destination to hub for investment

Building on its dominant tourism and agriculture sectors, OCL has a vision for growth that maximises investment and visitation for New Zealand, whilst ensuring it remains the attractive and liveable place in which talent and investors want to be.

Otago Central Lakes has a supercharged housing market, but urgent improvements to critical infrastructure and alternative methods for delivering affordable housing are required to successfully deliver this vision.

An Otago Central Lakes Deal will provide certainty for new infrastructure and services that are critical to the Region's growth and resilience, driving increased value from tourism and developing new growth sectors, such as technology, film and agriculture, enabling productivity growth to lift outcomes. The delivery of critical infrastructure and affordable housing will support a projected population growth of ~21,000 residents and ~25,000 (peak day) visitors, generating real annual average GDP growth of 5.6% pa, reaching \$12b in GDP value by 2035.

Economic growth in OCL needs to leverage its unique position as the tourism gateway to NZ while increasing the productivity of tourism and enabling more productive industries to thrive.

Under current trends OCL's economy will expand \$5 billion in 10 years, yet its dominant industries fall far behind the productivity levels for the rest of the country. Imagine if OCL's productivity could be lifted to match the rest of NZ by enabling emerging sectors to flourish, improving the value of tourism and tapping into capital and talent as the shopfront to NZ. This could grow OCL's economy by an additional \$1billion (\$6 billion total). To achieve this OCL needs to:

- > grow highly productive sectors
- > increase the total value of the visitor economy
- > position OCL as NZ's investment and business 'shopfront'
- > Power sustainable tourism through data driven insights

To enable OCL to achieve this government needs to:

- > establish bespoke settings to attract new businesses in targeted sectors
- > commit IVL funding for tourism productivity projects and the Optimal Visitation Model
- > commit NZTE to collaborating on marketing campaigns targeted at increasing post visit sales
- > establish an Invest NZ presence in OCL, positioning OCL as the 'shopfront' for international investment
- > deliver MBIE's Tourism Data Leadership Group's Ara Whānui 2-year road map

Lifting productivity requires the right enablers, including having infrastructure and services in place with the funding models, partnerships, and regulatory settings to allow things to happen.

To attract and retain highly productive businesses OCL needs to have infrastructure that enables those businesses to do business easily and for residents (their staff) to have a high quality of life. OCL council commitments will enable a further ~23,500 dwellings in the next ten years, more than double that required to meet projected demand. However, no commitments have been made by other infrastructure providers to support this growth. Traditional methods are not working here. OCL needs

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innovative models of funding, financing and delivery in three areas where committed investment is insufficient and/or existing services are already inadequate:

- > Transport. To enable OCL to transform its transport network government needs to:
 - commit NZTA to partnering on refreshing the transport strategy and network design assuming accelerated implementation of offline MRT
 - establish bespoke settings to enable timely partnering with the private sector and streamlined consenting / land acquisition pathways for an offline MRT corridor
 - facilitate the establishment of alternative funding / financing / ownership / delivery mechanisms for critical future public transport, roading and bridge infrastructure that would otherwise not be funded, using a combination of private financing, IFFA and PPP arrangements with revenue provided through road pricing (tolls or congestion charging), levies (e.g. development, visitor), and changes to the public transport funding model.
- > Healthcare. To enable OCL's healthcare needs to be met through innovative partnering between the public and private sector government needs to:
 - commit to accelerating the delivery of a comprehensive health needs assessment for the region
 - commit to, and fund via the IVL, the development of integrated private / public healthcare models
 - commit to delivery of partnered health services based on high priority needs and private opportunities
- > Energy supply. To enable Queenstown's electricity supply to be secured and to enable resilience through uptake of alternative energy solutions the government needs to:
 - establish bespoke settings to allow Queenstown to be treated as part of the "Interconnected National Grid"
 - establish bespoke settings to enable innovation in alternative energy generation (relaxation of code, regulation and legislation)
 - establish bespoke settings to enable increased uptake of solar (flexible pricing, symmetrical import/export tariffs)
 - launch the Ratepayer Assisted Scheme for rooftop solar and batteries as devised by LGNZ, LGFA, RA, provide 20% investment share from central government, create a pilot project in OCL
 - require Transpower to undertake additional options analysis for the new Queenstown line
 - provide streamlined planning and land acquisition pathway for a transmission corridor.

To address OCLs unique housing and growth challenges we need to capture the value from growth and visitors and reinvest this back into critical infrastructure and affordable housing.

OCL consistently delivers the highest number of houses per capita (23 per 1,000 residents) at a rate 2-3 times the national average and ~9,400 dwelling have been consented across OCL since 2019. There is a seemingly insatiable demand for second homes, holiday homes and short term accommodation; even as a leader in housing delivery, the market is unlikely to deliver affordable housing on its own.

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OCL attracts a large number of tourists in contrast to its small resident base and those numbers continue to increase; on peak days the population is double the resident population. The additional demand placed by visitors on roads, water and waste are funded by ratepayers. \$756M (30%) of QLDC's 2024-34 LTP expenditure is attributable to visitors.

OCL has motivated developers that apply constant pressure to develop in areas not zoned or serviced. Developers building in new areas benefit from land value increases, while infrastructure providers (and ratepayers) must invest in unscheduled projects. In contrast there are landowners in zoned and serviced areas that don't develop; for example, this could provide more than 7,000 dwellings in the Queenstown suburb of Frankton alone. OCL struggles to recover timely infrastructure costs, leading to a mismatch where growth doesn't pay for itself.

To enable sustainable growth, OCL needs visitors and developers to pay their fair share of the costs of providing enabling infrastructure and affordable housing. The government can support this by enabling:

- > mining royalties to be returned to OCL and reinvested in infrastructure and economic growth
- > a local visitor levy, ensuring visitors pay their fair share
- > bespoke settings to ensure growth pays for growth (upfront DCs, incentivise building already zoned and serviced land)
- > bespoke settings to enable affordable housing (require developers to provide land or funding to housing trust, incentivise build to rent, update accommodation supplement boundary, require short term letting providers to share data)

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

Prepared for: Regional Transport Committee
Report No. RTC2504 / ES File: A1296277
Activity: Transport: Transport Planning
Authors: Russell Hawkes (Transport Planner, Environment Southland)
Lorraine Cheyne (Manager Transport, Otago Regional Council)
Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Planning and Transport, Otago Regional Council)
Date: 28 July 2025

PURPOSE

- [1] The purpose of this report is to allow the combined Regional Transport Committees (the Committees) to comment on and provide direction to staff on work to develop the Regional Land Transport Plan for the 2027/37 period.

EXECUTIVE SUMMARY

- [2] Work has continued of developing a draft Regional Land Transport Plan for the 2027/37 period following the Committees meeting on the 8 May 2025.
- [3] The proposed Vision and Objectives were developed with the Committees at the 8 May 2025 meeting. Staff have now developed draft policies to support the Objectives. Consideration has also been given to the headline targets and ten-year priorities. An assessment of the four Government Policy Statements on Land Transport indicate there are common high-level headings that can be used to further develop the ten-year priorities and headline targets for RLTP 2027/37. There is further work required before this can be brought to the Committees.
- [4] The form and content of the RLTP has also been reviewed. The report proposed a change to the transport story that has been used in the past. The report proposes telling the transport story under the headings Rural, Tourism and Urban.
- [5] The Committees' input is requested on the various sub items included in the report. This will allow staff to continue with preparing a draft Regional Land Transport Plan for consideration by the committees following the Local Government elections.

RECOMMENDATION

That the Committees:

- 1) **Note the report.**
 - 2) **Provide comment and direction on the specific items included in the report to allow development of the Regional Land Transport Plan 2027/37 to continue.**
-

BACKGROUND

- [6] At the Committees' meeting held on the 8 May 2025 the Committees confirmed the next steps in development of the combined Otago Southland Regional Land Transport Plan 2027/37 (RLTP 27/37).
- [7] Development work on the 30-year Vision and Strategic Objectives were confirmed for inclusion in the first draft of RLTP 27/37. Staff were requested to continue refining the Objectives and Policies from the current RLTP 2024/27 for discussion by the Committees.
- [8] This report brings some of the additional work to the Committees for consideration and comment and will provide a basis for further work to be carried out in the period between the meeting and confirmation of new Regional Transport Committees following the local government elections in October 2025.

REGIONAL LAND TRANSPORT PLAN 2027/37 DEVELOPMENT

- [9] At the meeting on the 8 May 2025 the **Vision and Objectives** for the draft Plan were confirmed as:

Vision –

"An efficient and effective integrated transport system that is safe, resilient and sustainable, providing choices that support the wellbeing of the regions' people and communities now and into the future."

Objectives – Five simple Objectives were decided on with an accompanying explanation.

Objective 1: Safety

A safe transport system that reduces harm and improves health outcomes by targeting high risk areas

Objective 2: Resilience

Maintain and renew the transport system to ensure it is fit-for-purpose and resilient now and into the future

Objective 3: Connectivity & Choice

Connect people, goods and communities by planning, delivering, and advocating for effective transport choices

Objective 4: Sustainability

Commit to having a transport system that is environmentally and financially sustainable

Objective 5: Future Focused

Position our regions in the South Island context to be proactive and agile to respond to change, challenges, and opportunities

From the Objectives above further work has been carried out to identify potential policies that maybe required to meet the objectives. To date this has been a staff only exercise and the Committees input is now requested before further discussion with potentially affected parties takes place. Questions to be answered could include - are there potential gaps, do the policies adequately reflect the communities likely future need for transport options, is the movement of freight adequately addressed.

Draft Related Policies

Based on the draft Objectives above potential policies to meet the Objectives have been drafted and included in the table below. These policies have been developed using those from the 2024/27 RLTP as a base. At the present time there appears to be a gap around the high-pressure tourist areas in terms of planning, infrastructure and movement of people. Comment on the direction and content of the draft policies is requested from the Committees.

Objective 1: Safety A safe transport system that reduces harm and improves health outcomes by targeting high risk areas	
Policy 1.1	Plan and implement road safety improvements and speed management measures, with a focus on the highest-risk locations.
Policy 1.2	Ensure safety remains central to the maintenance and renewal of transport assets, supporting a proactive approach to risk reduction.
Policy 1.3	Prioritise the safety of vulnerable road users including pedestrians, cyclists, children, the elderly, and persons with reduced mobility.
Policy 1.4	Encourage programmes promoting safer behaviour, safer vehicles, enforcement, and emergency response to improve transport safety.
Objective 2: Resilience Maintain and renew the transport system to ensure it is fit-for-purpose and resilient now and into the future.	
Policy 2.1	Maintain and enhance transport system resilience by identifying and addressing risks on critical connections, maintaining alternative routes, by planning for effects of future natural hazards and climate change.
Policy 2.2	Provide and manage a safe and reliable multimodal transport system that enhances community resilience by offering alternative travel options that maintain connectivity during disruptions.
Policy 2.3	Promote collaboration in the planning, investment and management of strategic transport corridors to ensure continuity and resilience of critical infrastructure across regional boundaries.
Policy 2.4	Continue to reinforce and communicate the strong evidence for increased investment to strengthen the transport system's resilience to effects of natural hazards and climate change and reduce disruptions to people and freight.
Objective 3: Connectivity & Choice Connect people, goods and communities by planning, delivering, and advocating for effective transport choices	
Policy 3.1	Plan and develop safe, connected, and accessible walking, cycling, and micromobility networks that support local and everyday travel.

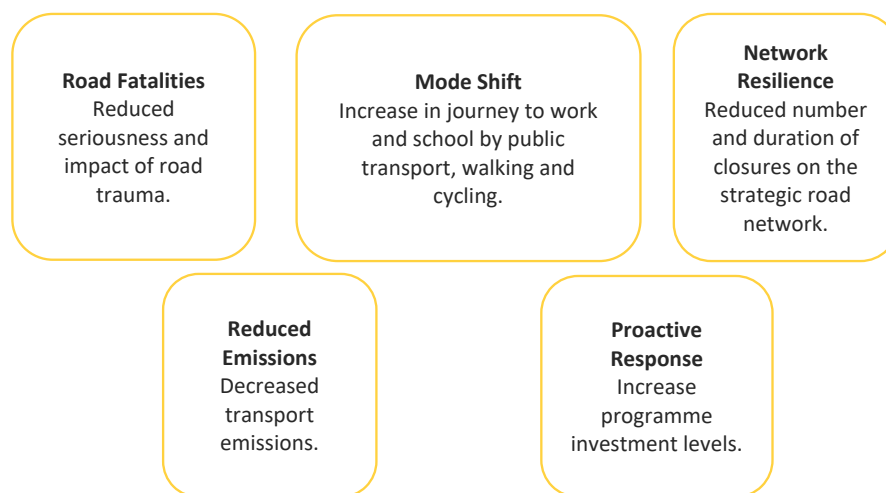
Policy 3.2	Facilitate reliable, frequent, and integrated public transport that connects people to key destinations and improves access by addressing service gaps.
Policy 3.3	Foster community-led and innovative transport solutions that improve accessibility.
Policy 3.4	Maintain safe, accessible, and well-connected road networks to meet the needs of those who rely on private vehicles, particularly in areas with limited alternative transport options.
Policy 3.5	Plan for and enable the enhancement of key freight corridors to support the efficient movement of goods between logistics hubs, ports, airports, businesses, and consumers.
Objective 4: Sustainability	
Commit to have a transport system that is environmentally and financially sustainable	
Policy 4.1	Promote funding models and pricing mechanisms that reflect the true costs of transport, support future investment, and encourage efficient travel choices.
Policy 4.2	Prioritise infrastructure and initiatives that support low-emissions transport modes and reduce the overall environmental impact of the transport system.
Policy 4.3	Advocate for integrated land use and transport planning that supports compact, mixed-use development near public and active transport networks in urban areas.
Policy 4.4	Improve the capacity, safety, and reliability of the existing transport system through targeted upgrades, proactive maintenance, and the use of smart technologies.
Objective 5: Future Focused	
Position our regions in the South Island context to be proactive and agile to respond to change, challenges, and opportunities	
Policy 5.1	Advocate for a safe, resilient, efficient, accessible, and sustainable multi-modal land transport system for people and freight.
Policy 5.2	Support proactive responses to population growth, changing demand, and environmental and technological change through the use of transport related data.
Policy 5.3	Maintain a strong foundation for future investment in Otago and Southland by using Activity Management Plans and Regional Land Transport Plans to identify and signal priorities.
Policy 5.4	Foster cross-regional collaboration and advocate for coordinated investment across the South Island to future-proof the transport system, enabling it to respond to long-term challenges and opportunities.

Ten Year Headline Targets & Priorities

Initial work on developing potential headline targets has taken place but at this stage there are no recommended targets to provide for the Committees to consider. On examination of the Targets included in RLTP 2024/31 many of the targets do not have adequate supporting data to allow future reporting and in some cases accessible data did not exist.

There is a substantial project underway with the Road Efficiency Group (REG) and the regional sector through the Transport Special Interest Group (TSIG) to provide consistent Regional Data to be used in headline targets. The project proposes using existing data from the REG sponsored Transport Insights reporting tool. Results from this project are expected to be available in the next six months.

For reference RLTP 2024/27 included the following headline targets.



Headline Targets – Regional Land Transport Plan 2024/27

The last four Government Policy Statements on Land Transport (GPS) have been examined and common threads in their priorities identified. All have some or significant emphasis on the following headings.

Safety, Resilience, Freight Connections, Economic Growth, Productivity, Value for Money and Travel Options. Although the various GPS have had a different focus on funding allocations the higher-level statements cover most or all the above. The headline targets will be reviewed to ensure alignment with the common GPS areas. At this stage the intention is to assess the data available to measure the above and develop a new set of headline targets for RLTP2027/37.

Once these targets have been identified then the proposed ten-year priorities for the RLTP will be developed.

Regional Land Transport Plan Form

RLTP 24/27 has taken a combined region approach to tell the story of the two regions. However, there are significantly different areas that have challenges that the current RLTP has not adequately addressed. For the Draft Regional Land Transport Plan 2027/37 staff are proposing to break the combined region story into three separate areas. The background story and reasons for investment are proposed under the following headings:

[10] The Transport Stories in Otago and Southland

The purpose of this section is to discuss the multiple 'transport stories' that define Otago and Southland. The intent of this section is to keep people as the focus and the way they interact with and use the transport network.

The Rural and Small-Town Story

This story refers to our rural communities including smaller towns in Otago and Southland.

Key areas: Our rural residents, smaller towns and the transport network that connects them.

Defining characteristics of these areas include:

- **Rural Productive Land:** The large rural area of productive land that the Otago and Southland economies are built on.
- **Rural Transport Network:** The rural roads and bridges that connect the rural community with services, processing factories and either directly or indirectly to the Ports.
- **Built environment:** Low density small towns surrounded by rural land
- **Demographics:** Low population with low or stagnant population growth, ageing demographic
- **Economy:** Primarily based on agriculture or industry
- **Public transport:** Fixed-route bus services are not provided in these areas largely due to the low-density nature of the built environment, which limits potential ridership and makes such services financially unviable. These areas may be served by other forms of public transport, such as Total Mobility or community transport.

Key transport issues in this story include:

- Bridge maintenance
- Road maintenance
- People have few or no transport options and largely depend on private vehicles to get around

Key transport opportunities in this story include:

- Increasing structure replacements to ensure the network remains fit for purpose and resilient.
- Improving regional connectivity through community transport or regional fixed-route bus services

The Urban Story

This story refers to urban areas in Otago and Southland.

Key areas: Dunedin, Mosgiel, Ōamaru and Invercargill

Defining characteristics of these areas include:

- **Built environment:** Combination of high, medium and low-density residential and businesses in an urban setting
- **Demographics:** Well-established permanent and diverse resident population with moderate population growth
- **Economy:** Diverse economic activities (e.g. education, healthcare and tourism)
- **Public transport:** The built environment enables strong ridership that justifies fixed-route or on-demand bus services. These areas may also be served by Total Mobility.

Key transport issues in this story include:

- Aligning urban and public transport investments (e.g. network service design)
- Introducing public transport services in Ōamaru
- Maintaining and improving public transport infrastructure

Key transport opportunities in this story include:

- Mode shift

The Central Lakes Story

This story refers to the rapidly growing Central Lakes area, the tourist linkages to Te Anau and Milford and the West Coast.

Key areas: Queenstown, Arrowtown, Cromwell, Wānaka, Hāwea, and Luggate

Defining characteristics of these areas include:

- **Built environment (existing):** Queenstown Town Centre, Frankton Corridor and Five Mile range from low to high density with both mixed-use and residential-only areas. Wānaka Town Centre ranges from low to medium density with both mixed-use and residential-only areas. Cromwell, Hāwea, and Luggate are low density mostly with residential-only areas.
- **Build environment (proposed new developments):** Many proposed new developments are expected to be primarily low density, with some areas of medium density.
- **Demographics:** A rapidly growing population approaching that of bigger urban areas. A high proportion of the population is transient (e.g. tourists and seasonal workers).
- **Economy:** Heavily dependent on tourism and real estate
- **Public transport:** Queenstown has a fixed-route bus service supporting locals and tourists. However, many areas are low density, car-dependent suburbs that will struggle to attract significant public transport ridership.

Key transport issues in this story include:

- Significant traffic congestion in Queenstown due to limited road and bridge capacity.
- The transport network is constrained geographically, with numerous parts of Queenstown Lakes served by one route, many of which are vulnerable to closure (e.g. due to weather) and roads are generally the only viable means of transport.
- The topography of the area also makes providing additional infrastructure challenging and prohibitively expensive in some instances, meaning further efficiencies in the use of existing road corridors is required.
- The linkages between Queenstown and the major tourist corridors into and out of the area.

Key transport opportunities in this story include:

- **Travel demand** management (e.g. time-of-use schemes and bus priority lanes)
- Mode shift

In addition to these focused stories regional overviews under the following headings are proposed:

- Otago at a glance
- Southland at a glance
- Our land transport system
- The transport vulnerabilities

It should also be noted that the “*South Island Transport Story*” developed by the South Island Regional Transport Committee Chairs Group will form an overarching component of the next RLTP and be used in all South Island RLTPs. Refer to the attachments to this report.

The Committees thoughts on this approach being used in RLTP 2027/37 are requested.

NEXT STEPS

[11] Based on the Committees reactions and direction on the proposals above the next steps for staff will be to:

- Update the proposed policies based on the Committees comments and input.
- Continue investigation of data sources to support and allow assessment of progress against the headline targets.
- Develop headline targets that will support the high-level priorities identified across that past four Government Policy Statements.
- Prepare draft ten-year priorities for consideration.
- Engage with potential interested parties on the direction development work is taking.
- Prepare a draft of the potential transport stories for the combined regions based on the headings above and comments from the Committees.
- Utilise the Technical Advisory Group to assist in developing each of the above and allow recommendations to be taken to the Combined Committees following the Local Government elections. Likely to be in early 2026.

CONSIDERATIONS

Views of Affected Parties

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

Compliance with Significance and Engagement Policy

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

Financial Implications

[14] Current Budget - there are no budget implications for the RTCs included in this report.

[15] Future Implications - There are no future financial implications included in this report.

Legal Implications

[16] There are no legal implications contained in this report

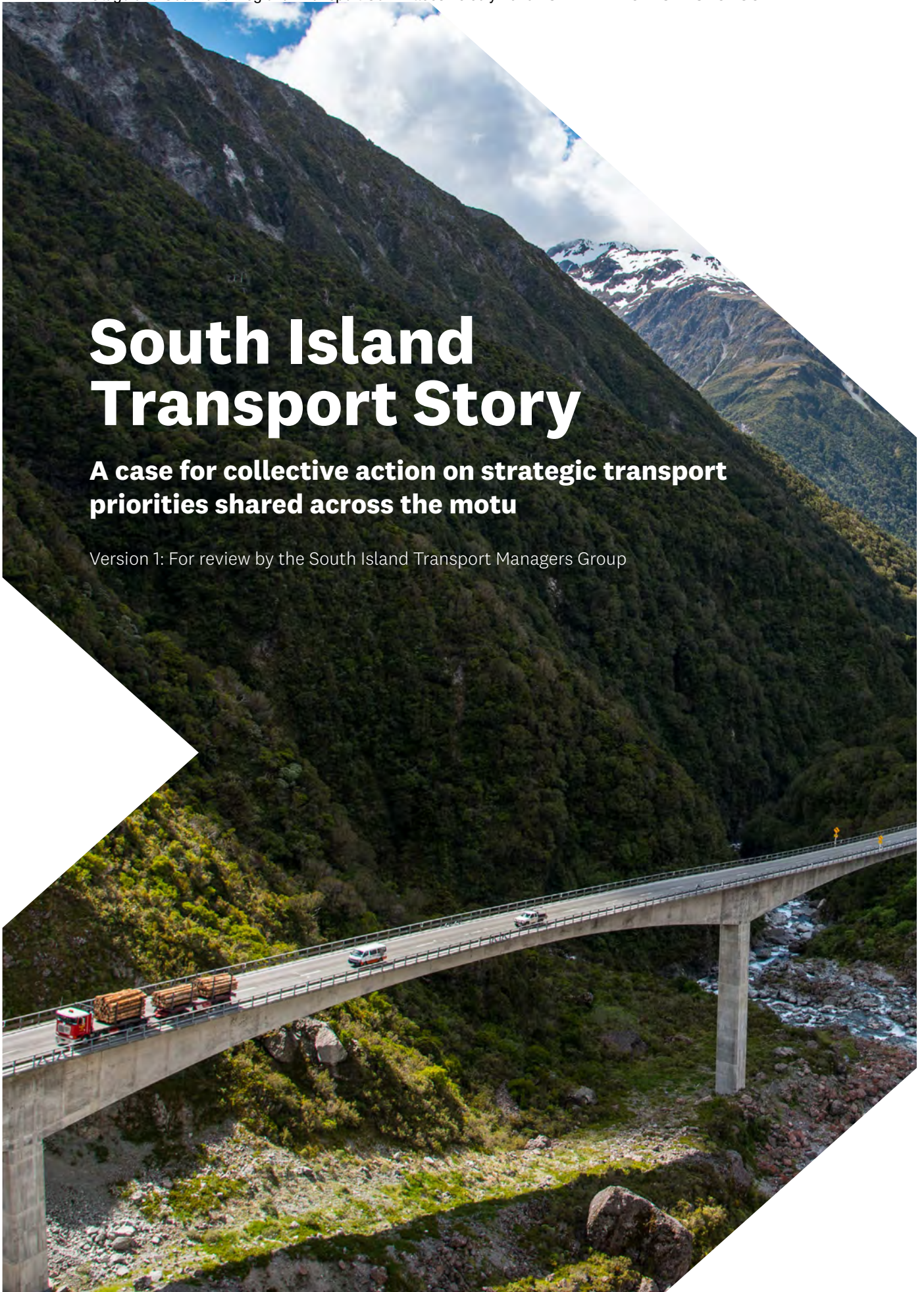
ATTACHMENTS

1. South Island Transport Story [8.3.1 - 16 pages]

South Island Transport Story

**A case for collective action on strategic transport
priorities shared across the motu**

Version 1: For review by the South Island Transport Managers Group



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Cover image: Arthurs Pass | Inside cover: Road to Aoraki/Mt Cook





Timaru port and township

Introduction

A resilient and fit-for-purpose transport network is vital for the continued health, wellbeing and prosperity of the people and communities of Te Waipounamu, the South Island.

The South Island transport network provides the arteries and veins that bring communities to life. From Bluff in the south to Golden Bay in the north, it provides the connections communities need to not only function, but flourish. It ensures people and freight can travel safely and efficiently through our diverse landscapes, moving across Te Waipounamu and beyond, to the North Island and overseas destinations.

However our network is facing unprecedented challenges that increasingly impact our success and hauora (wellbeing) if not addressed.

We must respond and adapt to the changing climate and the need to reduce emissions, while adequately planning for the growth and changes in our population, visitor numbers and freight types and volumes.

These challenges are not unique to one region and are already being felt across Te Waipounamu.

The South Island Transport Story highlights the cross-regional strategic priorities facing our transport network and provides a case for collective action across local and central government in response. It is intended to shape the strategic direction for the South Island transport network, building on and supporting the development of South Island Regional Land Transport Plans.

The interdependencies between our infrastructure, services, markets, supply chains, and where people choose to live and work across the motu (island)

are essential and must be recognised for integrated planning and investment. What happens in one place impacts another and effects our reliance on the transport network.

Ongoing investment is crucial for guaranteeing the maintenance and resilience of our existing infrastructure, and the continuation of key services.

Current investment levels are struggling to keep up with the required maintenance of aging infrastructure, while additional investment is desperately needed to improve our network and ensure it remains fit-for-purpose for future generations. Future planning and investment should prioritise outcomes-based approaches and strategic integration across South Island partners and ensure our transport networks are adaptive to the changing environment.

We outline three strategic priorities:

- Building network resilience with strengthened bridges and connections
- Boosting the economy with efficient freight networks
- Enabling people and communities to flourish with better travel options



Well-planned investment across Te Waipounamu has the potential to generate increased economic growth and productivity and continue to support the transport of goods that significantly contribute to the New Zealand economy.

The South Island regional councils have strong collaborative bonds and willingness to work in partnership with the Government to achieve our shared transport goals.

South Island Regional Transport Committee Chairs Group

The South Island Regional Transport Committee Chairs Group was formed to enhance transport outcomes across the South Island through stronger inter-regional collaboration and integration.

Our objective is integrated transport planning (air, rail, shipping, roads) that enables the efficient movement of people and freight; improves social connectedness and wellbeing; supports regional visitor strategies; and improves overall road safety.

We want to advocate with one voice and work towards shared goals. We are focused on ensuring that the needs and aspirations of communities across the motu are recognised and understood, particularly by central government.

The Group's membership comprises the Chair and/or Deputy Chair from each of the South Island Regional Transport Committees – Southland, Otago, Canterbury, West Coast, Nelson-Tasman and Marlborough. Representatives from the NZ Transport Agency Waka Kotahi (NZTA) and KiwiRail provide support to the work of the Group.



Te Waipounamu, the South Island

Te Waipounamu, the South Island is vast and characterised by its dramatic natural landscapes – rugged mountains, expansive plains, rolling hillsides, subtropical forest, lakes and rivers, glaciers, picturesque fiords, and many kilometres of exposed coastline.

Mountainous terrain occupies almost three-quarters of the South Island, with the Southern Alps forming the backbone of the motu. To the west of the mountain range is the narrow coastal strip of the Westland Plains; to the east is the rolling farmland of Otago and Southland, and the vast flat Canterbury Plains; and to the north is a diverse geography with varied landscapes.

While spectacular, Te Waipounamu's geography places a significant reliance on a few key routes to connect people, freight and places across the motu. These routes are highly vulnerable to disruption from natural hazards, including earthquakes, flooding, landslides and coastal erosion. Extreme weather events in Marlborough (2021), Fiordland (2020) and the West Coast (2019) are just a few recent examples of climate change impacting our transport network, while major earthquakes in Canterbury in 2010, 2011 and 2016 also caused widespread devastation.

The resilience of our transport network is a significant challenge. Climate change is increasing the likelihood of extreme weather events, and there is substantial risk of the Alpine and Hikurangi faults rupturing in the near future. It is not a matter of if, but when major natural hazard events impact our transport network. We need to be ready and adapt to this new context.

The South Island is sparsely populated. While it makes up 56% of New Zealand's land area, there are only around 8 people per square kilometre in the South Island, which is much lower than the 35 people per square kilometre in the North Island.

One out of five people living in the South Island reside in a rural area. Our rural communities have different accessibility, and connectivity needs when compared with our urban communities – all of which must be provided for by our transport network.

Most of the 1.2 million people that call the South Island home live in urban centres. The largest urban centres are Greater Christchurch, Dunedin, Nelson and Invercargill. Greater Christchurch is the second most populous urban centre in New Zealand and continues to grow. Other parts of the South Island are among the fastest growing in the country, with Selwyn being the fastest growing district in the country. Queenstown-Lakes and Central Otago are experiencing particularly high levels of population growth in recent years.

Each region of the South Island has its own unique social and economic characteristics, and present opportunities for higher economic growth and productivity. The South Island economy has had major economic increase in recent years and continues to contribute significantly to Aotearoa's economy.

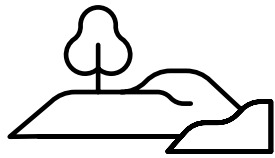
Agriculture, forestry, fishing, construction, manufacturing and professional services are the key primary industries contributing to the South Island GDP. Efficiently moving goods to domestic and international markets remains of critical importance to our economy.

Te Waipounamu remains a top destination for both local and foreign travellers, who travel across our transport network to experience the conservation land, recreational opportunities, and unique towns and cities on offer in different parts of the motu.

Tourism has surged in the South Island following the COVID-19 pandemic. Between 2023 and 2024 tourism expenditure has increased 6.39%, \$11 billion dollars was injected into our South Island economy during 2024 alone.

The South Island is an expansive geographic area with a dispersed population and challenging terrain. This creates a number of transport challenges. We must have a resilient and fit-for-purpose transport network to overcome these challenges, as well as support the ongoing growth and prosperity of the people and places that make-up the motu. The success of Te Waipounamu is critical to the success of the Aotearoa, New Zealand.

By the numbers



LAND

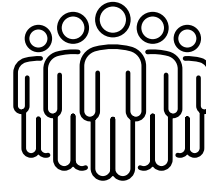
Over **150,000** square kilometres of land area – 12th largest island in the world

56% of New Zealand's land area

8 mountain peaks of more than
3,000 metres

More than **5,800km** of coastline

7 regions, **19** districts



POPULATION

More than **1.2 million** people

1 of 5 people live in rural areas

Average annual growth of **1.6%**
(compared with **1.3%** in the North Island)

Some of the **fastest** growing
districts in the country

Population projected to grow by
20% from 2018 to 2048

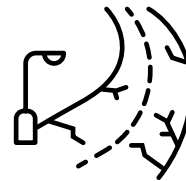


ECONOMY

\$93.7 billion of GDP –
22% of New Zealand's GDP

30% growth in GDP from 2018 to 2023

\$74,000 GDP per capita (compared
with **\$79,000** in the North Island)



NATURAL HAZARDS

4 of the top 5 **'at-risk'** regions in
New Zealand by number of natural hazards

Top 4 regions by criticality
of natural hazards



Our transport network

The South Island transport network has low levels of network resilience and high levels of economic reliance on vulnerable routes. Our population is also growing – we need a transport network that provides more people with increased travel options. This challenging context requires us to think differently about how we invest in our network, to ensure we can continue to adapt to climate change and can cater for growth and changes in our population and economy.



36,500 km

of local roads and 5,000 km of state highways – one of the highest kilometres of road length per person in the world

A vital link to the North Island is maintained through coastal shipping and road and rail-enabled ferries operating between Picton and Wellington. Additionally, direct vessel calls to Australia, Asia, North America, and Europe provide crucial access to international markets.



1,500 km

of railway lines, consisting of two main lines, two secondary lines and several branch lines

Public transport plays a crucial role in shaping and supporting our key urban centres across the motu by providing efficient, accessible, and sustainable mobility. Efficient public transport supported by the transport network reduces traffic congestion, lowers carbon emissions, and ensures that people can easily access jobs, education, healthcare, and recreational areas.



7,730

bridges across the roading network, including 1,910 on the state highway network alone – the ages and conditions of bridges varies across our network, commonly, many are in vulnerable conditions

Well-designed public transport systems encourage economic development by enhancing connectivity and fostering the growth of communities and businesses. When considering transport resilience and security, public transport must also be at the forefront of strategic planning.

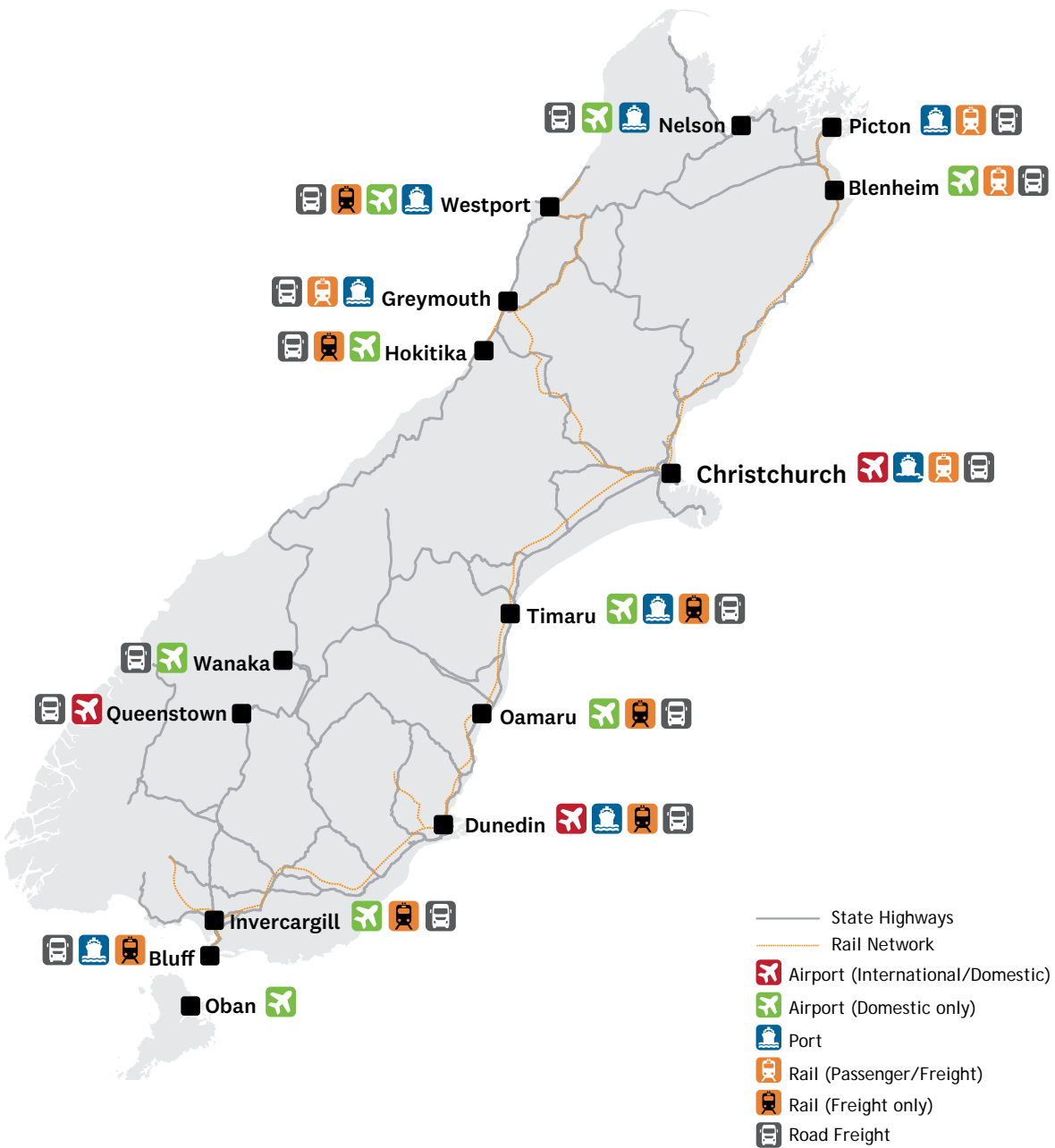
One long-distance international airport at Christchurch, two short-haul international airports at Dunedin and Queenstown, and nine domestic airports across the motu (Tākaka, Nelson, Blenheim, Picton, Hokitika, Westport, Timaru, Wānaka and Invercargill)

Two container ports at Lyttelton, Christchurch and Port Chalmers, Dunedin, and six regional ports at Nelson, Picton, Westport, Greymouth, Timaru and Bluff.

Inland ports are located at Rolleston, in the Selwyn District, Woolston in Christchurch City and Port Chalmers in Dunedin.

It is important to note that public transport looks different across the motu, smaller communities rely on total mobility schemes, while interregional coach services, driven by transport providers and rail tours provide connections for visiting tourists, and priced accordingly.

Road and rail services along the coast and through mountain passes face imminent threats and associated resilience issues.



Strategic priorities

The state of our current transport network and its shape in the coming decades will demand assertive partnership. Together, we must plan for and invest in our transport network to ensure it is resilient and fit-for-purpose for generations to come. We require bold and decisive leadership and action across local and central government to confront the challenges facing transport. The South Island Regional Transport Committee Chairs Group and partners are well positioned to work in partnership with the government on these challenges.

The transport system plays a pivotal role in shaping the South Island and supporting our economy and lifestyles. By the late 2040s, we have the opportunity to embrace real-time data, and new digital and advanced technologies which will not only improve our quality of life but also increase economic output and reduce our climate footprint.

To ensure our transport network meets both current and future needs, three strategic priority areas have been identified. These priorities are relevant across all regions of the South Island and are considered critical to the success of our motu.

Our identified strategic priorities are intrinsically linked, cannot work alone and investment and action in one area subsequently lifts another.

Key to progressing the priorities will be investigating and implementing a range of new funding and financing mechanisms. While significant, capital funding of new transport infrastructure is only part of the consideration.



The South Island Regional Transport Committee Chairs Group recognises the need to align efforts to achieve an integrated, resilient, sustainable and economically viable transport network. Collective action on the strategic priorities outlined in this Transport Story is a starting point for greater collaboration and partnership.

The costs of maintaining existing and new infrastructure, and providing public transport services to our communities, is another consideration. Underinvestment in transport infrastructure increases the risk of asset failure, this will be compounded by the impacts of climate change. Appropriate levels of investment into transport infrastructure and services in the short, medium and long term across the South Island, from both local and central government is critical.

Key to the future success of Te Waipounamu will be to investigate various transport funding mechanisms, including private sector investment.

We must ensure that development within existing urban areas is effectively supported by investment in infrastructure, services, and local amenities. This includes exploring collaborative infrastructure solutions and partnering with other sectors to deliver integrated outcomes.

These strategic priorities are:

- Building network resilience with strengthened bridges and connections
- Boosting the economy with efficient freight networks
- Enabling people and communities to flourish with better travel options.



Christchurch City

The capital funding of new infrastructure is only part of the picture when considering our transport network. The operational costs of providing services (e.g. public transport) and maintaining existing and new infrastructure are substantial, with these costs currently falling on councils and ratepayers.

Ensuring Road Controlling Authorities are supported enough to reinvest in their assets that are annually depreciating is key. It is well known that underinvestment in transport networks increases the risk of asset failure, without factoring in climate and resilience impacts.

Renewals in roading infrastructure declined to 69% in 2022/23.

The South Island Regional Transport Committee Chairs Group recognises and identifies the need to align our transport priorities to achieve an integrated, economically viable, sustainable transport system.

This story plans to build on priorities identified in Regional Land Transport Plans (RLTP) and ensure investment is long term throughout all aspects of the transport network.

This is a time when without delay, bold, decisive leadership and action is required. Below, we outline our key strategic priorities in further detail. This reflects the most effective and cost-efficient path forward; one that delivers the best value for money while lifting the resilience of our regions, with additional benefits of economic growth, productivity, and improved quality of life across New Zealand.

Collective effort on these priorities will increase the resilience of our regions, catalyse economic growth and productivity, reduce our climate footprint, and improve our overall quality of life. A joined-up approach across local and central government will support an effective path forward that delivers efficient value for money.

Building network resilience with strengthened bridges and connections

We're actively planning and investing in network resilience as a key priority for our transport network, it secures transport mobility options and economic prosperity. The South Island transport network is vast and varied, which in turn requires a higher amount of investment to keep the network at an acceptable service level.

Bridges across the South Island are a key transport network resilience issue and one that is rapidly reaching a critical point. Through the collaboration of the Chairs Group, we have developed a comprehensive case for investment into major bridges as key connectivity infrastructure, to ensure freight and communities can continue to move around in a significant event.

Bridges in the South Island are aging, 73% of those on the national State Highway network were built before 1980 and potentially due for renewal.

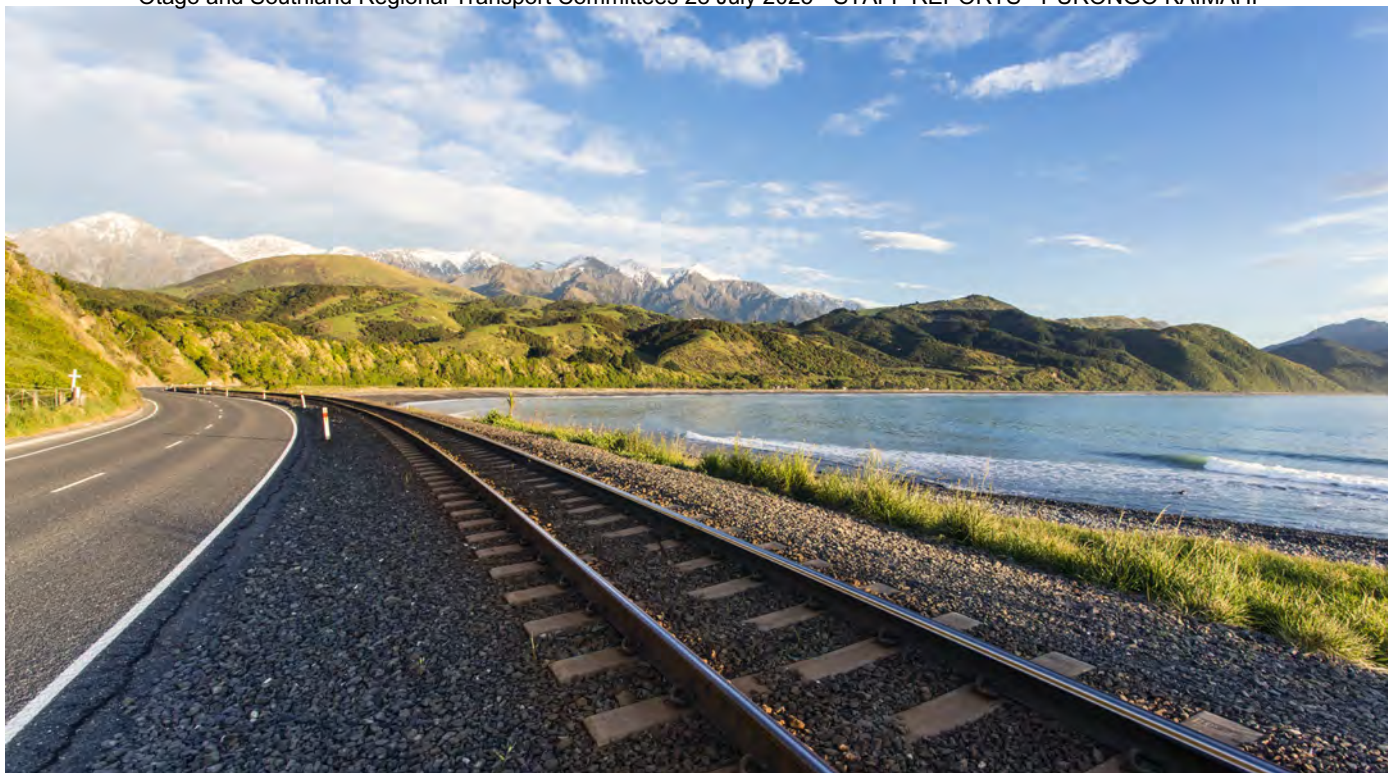
Whilst it is more difficult to get specific data on local road bridges, we do know there are around 5,816 bridges on the local transport network, with many of them included on the National Resilience Programme Business Case as most at risk to be exposed to significant natural hazards.

With such critical transport infrastructure being built nearly half a century ago, there is a substantial risk that infrastructure is no longer fit for purpose, sustainable, or economic to continue maintaining. Ensuring that transport assets are well maintained is key to resilience and efficient investments.

The increase of severe weather events due to climate change makes a clear case for revisioning the build location and specifics of our bridges in the South Island. Early resilience investment reduces the need for significant external emergency grant funding to support recovery from severe weather events.

It is critical that we begin considering bridge upgrades in conjunction with resilience upgrades and significant road developments. This will ensure works are done together in a timely and efficient manner and make certain that bridging infrastructure is upgraded accordingly with the network.





Kaikōura Coast/ State Highway 1

Boosting the economy with efficient freight networks

The economic contribution of specific transport routes in Te Waiponamu are specific. It is vital to identify and protect these key routes to ensure goods and people can continue to move freely in the event of a disaster. The South Island Regional Transport Committee Chairs Groups are committed to working together with local government and NZTA to protect these high value key routes, ensuring maintenance and renewals are well funded and enduring.

Ensuring that freight can travel freely and reliably through the South Island is key to unlocking further economic prosperity. The future state of the South Island Freight network will be data driven and an efficient mix of modes to see goods delivered in a timely, efficient and climate conscious manner. This will help us achieve maximum value from our network and appropriate levels of service.

We value supporting industry to transition to rail where practicable across the South Island as an alternative to long distance, non-time critical freight movement.

Over 40 million tonnes of freight are transported annually from the Canterbury region alone. In 2017 the total freight movements impacting on the South Island (to, from and within) are estimated to be 81.1m tonnes.

There are significant opportunities to work together with industry, local Road Controlling Authorities, regional government and the Government through NZTA to consciously plan and invest in freight hubs on transport routes that are protected in severe weather events, have well maintained supporting infrastructure and are safe for all users.

The South Island Regional Transport Committee Chairs Group is committed to strategic freight infrastructure across the motu such as freight hubs, key corridors and, rail. These connections will support economic prosperity and encourage thriving businesses in our communities. There are significant opportunities to collaborate with industry to identify where private funds are being invested now, and in the future, to ensure strategic alignment between those business investments and our transport network.



Image supplied by Nelson City Council

Enabling people and communities to flourish with better travel options

As the population of Te Waipounamu continues to grow, there will be a demand for new infrastructure together with the on-going need to maintain existing infrastructure, networks and services. A resilient well maintained transport network will ensure appropriate, growth and accessibility for our communities.

Planning across the region

We are committed to encouraging integrated transport solutions and investment into the network that crosses intra-regional boundaries with shared goals towards improving mobility, reducing emissions, increasing social equity, and promoting economic development. Our transport infrastructure will support the efficient and sustainable movement of goods and people with integrated planning between existing transport networks and new transport solutions coupled with considered urban planning. This will enable our transport networks to respond to population growth demands, ensuring appropriate and sustainable transport outcomes.

Collaborative planning of the transport system to support growth and accessibility can ensure our network is adaptable to future demands, by considering factors like population growth, climate change, and evolving technologies. Connected urban growth and form will prioritise transport infrastructure and associate land use change to capitalise on opportunities to promote transport options that make the most of our existing network.

Reporting and monitoring

Improving the reporting and monitoring of dollar investment in the South Island transport network is key to facilitating resilient growth and accessibility. This will enable us to have consistent and comparable data in the 2027 Regional Land Transport Plans from the South Island.

There is significant uncertainty around forecasting location and timing required of infrastructure to support the growth that is expected to occur over the next 25 years, whilst reducing emissions, adapting to natural hazards and increasing accessibility. These factors drive the need to reconsider where and how to invest in infrastructure for the most efficient spend.

Transport infrastructure is expensive and takes a significant amount of time to plan and implement, Councils are planning to invest \$8.1 billion on transport over the next RLTP period with central government contributions never guaranteed.

The future state of funding will see local and regional government working collaboratively with the private sector to mitigate investment risks to increase dollar investment made.

The South Island Regional Transport Committee Chairs Group and our communities will continue to advocate for increased investment in the South Island to witness significant shifts in our transport system towards a desired future state.



Closing remarks

The South Island Regional Transport Committee Chairs Group have identified key strategic priorities for the South Island transport system that are intrinsically linked to one another and are the values held by local government and community alike. This South Island Story links the strategic direction across the motu through to each region's Land Transport Plan which includes investment priorities and directive to keep Te Waipounamu moving.

The transport system has significant interdependencies with urban development, environmental and climate mitigation planning and community organisation. We are advocating for cross-regional strategic priorities and associated funding from strong collaborative regional relationships.

Weld Pass, Marlborough



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

Prepared for: Regional Transport Committee
Report No. RTC2505 / ES File: A1296277
Activity: Transport: Transport Planning
Author: Russell Hawkes (Transport Planner, Environment Southland)
Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Planning and Transport, Otago Regional Council)
Date: 28 July 2025

PURPOSE

- [1] The purpose of this report is to update the Committees on the end of June 2025 expenditure on Continuous Programmes funded through the National Land Transport Fund.

EXECUTIVE SUMMARY

- [2] The report summarises expenditure from each Approved Organisation in the combined Regions based on their respective claims to the end of June 2025 for work activities under the general heading of Continuous Programmes. Claims submitted to the end of June are almost all below the level of approved funding for the 2024.
- [3] Time constraints following the submission of claims and preparation of the reports for the agenda has not allowed additional comment to be gained from the various Approved Organisations.

RECOMMENDATION

That the Committees:

- 1) **Note** the report.

BACKGROUND

- [4] The National Land Transport Plan 2024/27 was released in September 2024. An update on expenditure to February was presented at the last meeting of the Committees. This showed some under expenditure for the time of year but acknowledged that the full programme of rehabilitation and resealing that contribute a major portion of the respective programmes had not been completed at that stage.
- [5] The figure included in the tables below are based on the claims submitted by each organisation to the New Zealand Transport Agency to the end of June 2025. It must be acknowledged that June 2025 is the first year of the three-year National Land Transport

Plan. As funding approvals are for the three-year period some under and over expenditure can be expected in the first and second years.

- [6] There are no significant outliers or issues identified in the tables to date.
- [7] The following tables provide the total funding allocation for the 2024/27 NLTP, the funding approved for the 2024/25 financial year, and the expenditure claimed to the end of June 2025 under the various NLTP activity classes. The local roads improvements activity class includes projects from the Low Cost / Low Risk funding approvals and includes such items as bridge replacements if appropriate.

SOUTHLAND COMPARISON TABLES – CONTINUOUS PROGRAMMES

Note 1 – There is no approved funding allocation shown in Transport Investment Online for the Department of Conservation in Southland.

Approved Organisation – Environment Southland				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Maintenance Local Roads	219,999	72,013	66,548	-5,465
Investment Management	1,423,578	413,613	403,727	-9,886
Total	1,643,577	485,626	470,275	-15,351

Approved Organisation – Gore District Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Maintenance & Renewals Local Roads	18,280,999	5,983,981	5,905,228	-78,756
Local Roads Improvements	1,125,000	368,250	0	-368,250
Walking & Cycling	310,000	0	0	0
Safety	172,000	0	0	0
Total	19,887,999	6,511,038	5,905,228	-447,006

Approved Organisation – Invercargill City Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Maintenance & Renewals Local Roads	46,039,998	15,777,466	13,026,380	-2,751,086
Public Transport Services	11,770,260	4,080,774	3,334,241	-746,533
Public Transport Infrastructure	310,900	15,261	0	-15,261
Safety	251,000	117,666	117,666	0
External Funding	0	625,198	595,817	-29,381
Local Roads Improvements	0	0	0	0
Total	58,372,158	20,616,365	17,074,104	-3,542,261

Approved Organisation – Southland District Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Maintenance & Renewals Local Roads	109,310,999	40,926,814	31,445,916	-9,480,898
Walking & Cycling	720,000	235,680	0	-235,680
Local Roads Improvements	15,000,000	4,910,000	0	-4,910,000
Safety	251,000	83,666	57,351	-26,315
Total	125,281,999	46,156,160	31,503,267	-14,652,893

Approved Organisation –Southland State Highways				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
State Highway Pothole Prevention	140,898,459	25,889,005	25,674,171	-214,834
Maintenance and Operation of State H/W		15,488,793	15,423,259	-65,534
State highway improvements	29,131,174	12,034,936	8,226,141	-3,808,798
Crown funding		4,383,761	1,376,665	-3,007,096
Total	170,029,633	57,796,495	50,700,236	-7,096,259

OTAGO COMPARISON TABLES – CONTINUOUS PROGRAMMES

Approved Organisation – Central Otago District Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Maintenance & Renewals Local Roads	41,014,000	15,372,045	12,249,332	-3,122,713
Walking & Cycling	0	0	0	0
Local Roads Improvements	1,332,758	500,000	500,000	0
Safety	108,000	36,000	36,000	0
Total	\$42,454,758.00	\$16,740,803.00	12,785,332	-3,122,713

Approved Organisation – Clutha District Council					
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25 (Including Reviews)	June 2025	Under / Over Allocation	Comments
Maintenance & Renewals Local Roads	58,975,900	19,761,997	14,670,965	-5,091,032	Bridge replacements not approved, reduced bridge repairs (114 & 215) and no pavement rehabilitations.
Walking & Cycling	720,000	505,000	0	-505,000	Minor variance
Local Roads Improvements	432,000	175,500	0	-175,500	Minor variance
Emergency Works	1,416,000	1,220,000	1,123,581	-98,419	Under for this year, allocation to be adjusted for Catlins slip increasing in scope.
Safety	190,000	64,300	62,489	-1,811	Minor variance.
Total	61,733,900	21,726,797	15,857,035	-5,871,762	

Approved Organisation – Otago DOC				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Maintenance & Renewals Local Roads	231,825	0	Figures from DoC not available through TIO. Verbal update if figures can be obtained.	
Walking & Cycling	0	0		
Total	\$231,825.00	\$0.00		

Approved Organisation - Dunedin City Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Maintenance & Renewals Local Roads	136,686,000	44,741,883	40,780,253	-3,961,630
Walking & Cycling	4,129,775	1,229,081	200,148	-1,028,933
Safety	795,000	265,000	208,029	-56,971
Emergency Works	8,074,054	8,074,054	4,390,128	-3,683,926
Local Roads Improvements	014,389,978	991,998	258,161	-733,837
Total	164,074,807	55,302,016	45,836,719	-9,465,297

Approved Organisation – Queenstown Lakes District Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Maintenance & Renewals Local Roads	62,778,000	20,549,332	16,224,426	-4,324,906
Walking & Cycling	0	0	0	0
Local Roads Improvements	1,214,468	1,214,468	1,259,473	45,005
Safety	278,000	92,666	92,666	0
Emergency Works	2,040,226	2,040,226	915,626	-1,124,600
CERF Funded Projects	1,844,284	1,844,284	1,346,953	-497,331
Total	68,154,978	25,740,976	19,839,144	-5,901,832

Approved Organisation –Otago State Highways				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Crown funding	0	56,072,033	44,340,298	-11,731,735
State Highway Pothole Prevention	230,198,360	38,832,346	45,744,552	6,912,206
Maintenance and Operation of State H/W		26,220,794	24,212,084	-2,008,710
Walking and cycling improvements	0	17,145,336	4,027,637	-13,117,699
State highway improvements	77,547,634	10,673,145	5,464,662	-5,208,483
Emergency Works	4,369,757	4,008,950	3,615,374	-393,576
Walking and Cycling	1,334,677	47,443	29,762	-17,681
Investment management (incl. Transport Planning)	0	33,924	3,084	-30,840
Total	313,450,428	153,033,971	127,437,453	-25,596,518

Approved Organisation – Otago Regional Council				
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	Expenditure to June 2025	Over / Under Allocation
Maintenance & Renewals Local Roads	500,00	140,000	102,386	-37,614
Transport Planning	2,476,782	923,625	717,465	-206,160
Public Transport Services	96,723,649	29,151,335	25,124,989	-4,026,346
Public Transport Improvements	5,271,939	300,000	294,640	-5360
External Funding Ticketing	11,604,730	7,204,343	5,166,584	-2,037,759
Total	116,077,600	37,719,303	31,406,064	-6,313,239

Approved Organisation – Waitaki District Council					
Activity Class	NLTP Approved Allocation 2024-27 (3-yr)	NLTP Approved Allocation 2024/25	June 2025	Under / Over Allocation	Comments
Maintenance & Renewals Local Roads	54,443,999	17,821,337	14,871,449	-2,949,888	Network and asset management underspent as a result of Council Transformation. \$700k underspend on annual allocation for Kakanui Point Bridge renewal.
Walking & Cycling	0	0	0	0	n/a
Local Roads Improvements	2,050,000	950,000	0	-950,000	Coastal Resilience project was awarded out of LCLR improvements. Lite business case completed and will start in the new financial year.
Emergency Works	314,000	314,000	266,291	-47,709	Assessing completion
Safety	259,000	86,333	61,863	-24,470	Annual allocation covers projects and a portion of road safety co-ordinators time
Total	57,066,999	19,171,670	15,199,603	-3,972,067	

- [8] Approved Organisations were required to create their final claim in TIO, submit requests for supplementary funding or return of previously advised surplus funds and final claims for emergency works by the 7 July 2025. The expenditure to June 2025 figures used in this report have been taken from the final or draft claims in Transport Investment Online as at the 8 July 2025.
- [9] Unfortunately, there has not been time to request additional information from the various Approved Organisation where variances are shown. However, as the 2024/25 year is the first in the current National Land Transport Plan period some under expenditure can be accommodated with additional work in the following two years.
- [10] For the Committees' reference the full National Land Transport Programme document can be found on this link. <https://www.nzta.govt.nz/assets/planning-and-investment/nltp/2024/docs/2024-27-national-land-transport-programme.pdf>

CONSIDERATIONS

Views of Affected Parties

[11] There are no matters in this report which require consideration under this heading

Compliance with Significance and Engagement Policy

[12] There are no issues within this report which trigger matters in this policy

Financial Implications

[13] Current budget - there are no budget implications that will result from this report.

[14] Future Implications – there are no future financial implications that will result from this report this report.

Legal Implications

[15] There are no legal implications contained in this report

ATTACHMENTS

Nil

8.5. RLTP Improvement Projects Status Update

Prepared for: Regional Transport Committee
Report No. RTC2506 / ES File: A1296277
Activity: Transport: Transport Planning
Author: Russell Hawkes (Transport Planner, Environment Southland)
Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Endorsed by: Anita Dawe (General Manager Planning and Transport, Otago Regional Council)
Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Date: 28 July 2025

PURPOSE

- [1] The purpose of this report is to provide an update for the Regional Transport Committees on the current status and progress of improvement projects included in the current Regional Land Transport Plan 2024/27.

EXECUTIVE SUMMARY

- [2] The current Otago Southland Regional Land Transport Plan 2024/27 was approved by the Committees and submitted to the New Zealand Transport Agency in June 2024. Improvement projects included in the Regional Land Transport Plan were submitted for inclusion in the subsequent National Land Transport Plan 2024/27.
- [3] A change of Government priorities for transport investment occurred late in the Regional Land Transport Plan development when a new Government Policy Statement was released in June 2024. As a result, many projects submitted were no longer eligible for funding or inclusion in the National Land Transport Plan.
- [4] The Land Transport Management Act requires Regional Transport Committees monitor progress on delivery of the projects included in their Plans. This report provides the Committees with an update on the current status of the projects included in the Regional Land Transport Plan.

RECOMMENDATION

That the Committees:

- 1) **Note** this report.
- 2) **Provide comment** on the information included in the report on any matters they wish to have follow up actions taken on.

BACKGROUND

- [5] The combined Otago Southland Regional Land Transport Plan (RLTP) 2024/2027 was prepared and consulted on in late 2023 and early 2024. The RLTP was submitted to the New Zealand Transport Agency in June 2024 as the Regions bid for projects and funding from the National Land Transport Fund and for inclusion in the National Land Transport Plan.
- [6] A change of Government occurred in October 2023 during preparation of the RLTP. This resulted in a new Government Policy Statement on Land Transport (GPS) being released in June 2024. The tables of improvement projects included in the RLTP had been prepared and consulted on based on the previous Governments GPS priorities. As a result, the projects and priorities included in the RLTP were not aligned with the new Governments priorities. Many of the projects given high priority in the RLTP were therefor not funded in the subsequent National Land Transport Plan released in early September 2024.
- [7] The fact that many of the high priority projects included in the RLTP were not funded does not lessen their importance to the Region. This report provides comment on the improvement projects included in the RLTP and their current status. The tables are included as an appendix to the report.

SIGNIFICANT CHANGES

- [8] The tables highlight the significant changes that arose following the change of Government. Government Policy Statement 2024 included a number of significant capital infrastructure projects to be funded through the National Land Transport Fund that was already under significant pressure to meet the funding requests for continuous programmes.
- [9] The Government Policy Statement priority changes for improvement projects moved the emphasis away from Public Transport, walking & cycling and changed the way road safety projects are funded.
- [10] The major changes in projects submitted in the Otago Southland Regional land Transport Plan 2024/27 were:

Southland			
Road Controlling Authority	Project	Regional Priority	Current Status
State Highways	SH94 Homer Tunnel Rockfall/Avalanche Protection	7	In Detailed Design and consenting phase
State Highways	SH94 Milford Road to Te Anau Downs	1	In Single Stage Business Case phase
State Highways	STLD Share of VFM safety improvement programme	4	Funding approved. In progress
State Highways	Speed Management - Southland	4	No Update provided
State Highways	Small Projects - Southland e.g. SH1/93 intersection	2	NZTA working with KiwiRail to see whether the scope of the rail work can be value-engineered as part of the project
State Highways	SH1 Clinton to Mataura	3	Project not included in 2024-27 NLTP and has been closed out. Any future safety activities part of VFM safety improvement programme
State Highways	SH6 Invercargill to Winton	4	Project not included in 2024-27 NLTP and has been closed out. Any future safety activities part of VFM safety improvement programme
State Highways	Futures Activities - Southland	9	Part of OTA Share VFM Safety Improvement Programme
State Highways	Crown Resilience Programme LCLR STLD (Under Review/External Funding)	Not prioritised	Funding approved. In progress
State Highways	Southland Site 1 CVRSC	8	No longer a priority for delivery.
State Highways	STLD Share Pre-Imp 2027-30 Bridge replacement	Not prioritised	Not started. Included in the 2024-27 NLTP as a “Probable” activity.

Otago			
Road Controlling Authority	Project	Regional Priority	Current Status
DCC	Bus infrastructure improvements	24	Not included in the NLTP
DCC	CERF-TC-Safer Streets	n/a	Not included in the NLTP
DCC	Central City Plan Upgrade	34	Not included in the NLTP
DCC	Centres programme	13	Not included in the NLTP
DCC	City to harbour cycle/pedestrian connection	39	Not included in the NLTP. Included in the DCC 9 YP in 2033/34
DCC	Dunedin Urban Cycleways	2 & 26	Not included in the NLTP. Some work proceeding with local share funding to deliver 1.5 km from Gladstone North Road through Chain Hills Tunnel. Construction of this section expected to be completed October 2025
DCC	Inner Harbour seawall renewals	28	No Update
DCC	Mosgiel Freight improvements	Future	Not included in the NLTP
DCC	Portobello north resilience	Future	Not included in the NLTP. Funding included in DCC 9YP from 2025/26 – 2028/29
DCC	Rail and freight improvements	28	Not included in the NLTP
DCC	SFDT - Central City Parking Management plan	34	Static wayfinding is being rolled out end of June/start of July. Procurement will be underway for electronic parking wayfinding signs in Q1 FY 25/26 for real time parking availability. Licence plate recognition parking enforcement is in the implementation phase, with a contract signed and work underway on the integration, mapping and delivery. The Parking strategy will be ready for engagement in mid-2026.
DCC	SFDT - Central Cycle and Pedestrian improvements	Future	Albany St bidirectional cycleway and pedestrian improvements: revised designs in response to stakeholder feedback being finalised. Procurement for construction expected to commence in early 2025/26
DCC	SFDT - Harbour Arterial Efficiency Improvements	11	DCC implementation funding is in the 9 YP from 2025/26 to 2026/27. Engagement is anticipated to occur in early 2026
DCC	SFDT - Park and Ride Facilities	Future	Construction is due to commence in early 2025/26

DCC	SFDT - Princes Street Bus Priority and Corridor Safety Plan	5	DCC implementation funding is in the 9 YP from 2026/27 to 2028/29
DCC	Shore St/Teviot St safety improvements	28	Not included in the NLTP
DCC	Strategic Walking and Cycling network upgrades	6	Not included in the NLTP. The strategic walking and cycling PBC was substantially completed in 2023, but due to changes in the strategic environment work on the financial and management cases was paused. Decisions have now been made as part of the DCC 9YP with indicative funding from 2027/2028. Engagement on the strategic vision and public facing plan, Ōtepoti Dunedin pathways: A walking and cycling plan, is expected to occur in early 2026
DCC	Tertiary Precinct Improvement Project	Future	Not included in the NLTP. Included in DCCs 9YP in 2033/34
DCC	VKT reduction plan programme	19	Not included in the NLTP
QLDC	Arthurs Point Bridge Pre-implementation	4	Declined for funding in 24-27 NLTP. QLDC progressing early works with local share with NZTA involvement
QLDC	Capell Avenue Road Formation	28	Received funding through the NZTA Targeted Fund - to be delivered under LCLR budge
QLDC	Shepherds Creek Hut Bridge Resilience	19	Approved for funding under Crown Resilience fund, 76%. To be delivered as LCLR, >\$2m
QLDC	Travel Demand Management	Not prioritised	No 24-27 funding received, budget from previous 21-24 funding carried forward and being utilised in 24-27 period
QLDC	Remaining projects in RLTP were all future projects not prioritised	Not prioritised	
State Highways	SH1 Dunedin City and Hospital	6	In Single Stage Business Case phase
State Highways	Katiki resilience (rock armouring)	37	In Detailed Design and consenting phase
State Highways	SH1 Lake Waihola CVRSC	33	No longer a priority for delivery
State Highways	Oamaru to Dunedin - (Hampden to Palmerston)	19	Project not included in 2024-27 NLTP and has been closed out. Any future safety activities part of VFM safety improvement programme

State Highways	SH6 Albert Town Bridge Improvement	13	Included in NLTP as a “Possible” activity. Are considering including the activity within the “Otago State Highway Bridge Upgrades” activity which is included in the NLTP as a “Probable”
State Highways	SH6 Cromwell to Frankton Resilience	13	In Detailed Design and Consenting phase
State Highways	SH6 Frankton to Kingston Resilience	13	In Detailed Design and Consenting phase
State Highways	SH6 OTA Haast to Hawea RESIL IMPR	13	In Single Stage Business Case phase
State Highways	SH6/6A Queenstown Offline High-Capacity PT IMP	2	Not included in 2024-27 NLTP
State Highways	SH88 Dunedin City and Hospital	6	In Single Stage Business Case phase
State Highways	OTA Share VFM Safety improvement programme	18	Funding approved. In progress
State Highways	Speed Management - Otago	28	Part of OTA Share VFM Safety Improvement Programme.
State Highways	Small Projects - Otago	38	Part of OTA Share VFM Safety Improvement Programme
State Highways	SH1 Oamaru to Dunedin - Herbert to Hampden	19	Project not included in 2024-27 NLTP and has been closed out. Any future safety activities part of VFM safety improvement programme.
State Highways	SH1 Mosgiel to Balclutha	24	Part of OTA Share VFM Safety Improvement Programme
State Highways	SH1 Oamaru to Dunedin - Hampden to Palmerston (Refer to above)	19	Project not included in 2024-27 NLTP and has been closed out. Any future safety activities part of VFM safety improvement programme.
State Highways	Futures Activities - Otago	39	Part of OTA Share VFM Safety Improvement Programme
State Highways	Stanley St Corridor Improvements (Queenstown Town Centre DBC	11	Not included in 2024-27 NLTP
State Highways	SH1 and SH87 Mosgiel optimization improvements	Not prioritised	Not started. Aiming to start 2025/26 due to resourcing constraints
State Highways	SH6 Frankton Flats network improvements	Not prioritised	Included in 2024-27 NLTP as a “Possible” activity
State Highways	Otago State Highway bridge upgrades	Not prioritised	Not started. Included in the 2024-27 NLTP as a “Probable” activity
State Highways	OTA Share Pre-Imp 2027-30 Bridge replacement	Not prioritised	Not started. Included in the 2024-27 NLTP as a “Probable” activity

[11] Direct conclusions are difficult to quantify based on the updates above. There does not appear to be a great deal of alignment between the RLTP priorities, and those projects funded at present. Given the change in priorities in the Government Policy Statement released in June 2023 that may not be surprising as the National Land Transport Plan

must give effect to the GPS. Given the number of projects in the business case or planning phases the Committees' will need to take note of their progress through to 2027.

CONSIDERATIONS

Views of Affected Parties

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

Compliance with Significance and Engagement Policy

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

Financial Implications

[14] Current budget - as this report is tabled for information purposes only, there are no budget implications for the RTC included in this report.

[15] Future Implications - as above, due to the information only purpose of this report, there are no future financial implications for the RTC included in this report.

Legal Implications

[16] There are no legal implications contained in this report.

ATTACHMENTS

Nil

8.6. Update on Southland District Council Bridge Replacements

Prepared for: Regional Transport Committee
Report No. RTC2507 / ES File: A1296277
Activity: Transport: Transport Planning
Authors: Russell Hawkes (Transport Planner, Environment Southland)
Hartley Hare (Roading Asset Manager, Southland District Council)
Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Planning and Transport, Otago Regional Council)
Date: 28 July 2025

PURPOSE

- [1] The purpose of this report is to provide the Otago Southland Regional Transport Committees with an update on the processes and timeline involved in the gaining final funding approval for the Southland District Council bridge replacement program.

EXECUTIVE SUMMARY

- [2] The Committees requested further information on the delays to bridge funding approvals highlighted at their 8 May 2025 meeting. This report presents the various communications as a timeline to provide some context to the process that Southland District Council had to go through.
- [3] Bridge replacement funding was included in the National Land Transport Program released on the 30 September 2024. The subsequent approval process to allow planning for implementation of the bridge replacement delayed and prevented any construction work being carried out in the 2024/25 year. Final approvals were received on the 30 May 2025.

RECOMMENDATION

That the Committees:

- 1) **Note** this report.
- 2) **Provide direction** to staff on any further actions they wish to be taken.

BACKGROUND

- [4] A report was received by the Otago Southland Regional Transport Committees (the Committees) at their meeting on the 5 May 2025 detailing the Southland District Councils current bridge replacement program. As at the 5 May 2025 funding had not been approved for the bridge replacement program despite the National Land Transport Plan released in September 2024 included a line item indicating funding was approved.

- [5] The Committees requested additional information on the funding approval process and an indication of the timeline involved.

- [6] Before a Territorial Authority can submit a programme of works for potential funding assistance from the National Land Transport Fund, they must prepare an Activity Management Plan (AMP) for their transport network. The AMP contains details of the assets that make up the local road network in their area. A major component of the AMP is details for the bridges, their local, details of construction, present condition or restrictions and an estimate of the likely remaining useful life. Bridge structures are inspected for condition on a regular basis and as condition deteriorates restrictions on their use are placed. These may be speed or more likely weight restrictions.

- [7] Details for the current Southland District Council bridge stock were provided in the 8 May 2025 report. There are currently 49 bridges with restrictions in place and 5 that have been closed as shown on the map included in the 8 May 2025 report.

- [8] On the 3 October 2023 Southland District Council submitted their transport programme to NZTA for funding assistance from the National Land Transport Fund and inclusion in the National Land Transport Program. The submitted program was subsequently included in the Regional Land Transport Plan for the 2024/27 period. The Regional Land Transport Plan was consulted on and finalised in June 2024 with the final version being submitted to the New Zealand Transport Agency (NZTA) on the 30 June 2024. This commenced the timeline for funding approval for the submitted bridge replacement program.

TIMELINE AND SIGNIFICANT DATES

- 30 June 2024 – Regional Land Transport Plan submitted to NZTA
- 30 September – 2024 National Land Transport Program released with bridge program funding approved.
- 1 October 2024 – SDC expressed concern about the delay as follows:
SDC is exceptionally worried about the delayed bridge approvals for 2024/25 in the form of Present Value End of Life (PVEOLs). We submitted the PVEOL's with our LTP bid and we have followed up on progress via email and in person.
We now believe there is potentially a need to do SP2 (an assessment of whether an asset should be replaced) analysis for each bridge which is another economic analysis. This seems to defeat the point of doing PVEOL's (these were included in the submitted Activity Management Plans).
NZTA recognize Southlands bridge infrastructure issue and support the journey Council is taking to address these issues but then put simple unnecessarily barriers in place to hold up process and prevent action – seems quite ironic when considering the GPS direction!
Minimum Information Requirements for Release of CRP funding (>\$2m)
- *For an applicant to obtain the three-year funding allocation for a capital project, a Business Case needs to be completed. If a Business Case has previously been completed to an acceptable level where Implementation funding can be released, no further Business Case work is required. If a Business Case has not commenced, a Single Stage Business Case (SSBC) lite must be undertaken. The NZTA Resilience SSBC lite template is attached.*

- 14 October 2024 – Follow up email to NZTA as no response had been received
- 21 October 2024 – Response received from NZTA as follows: *The basic situation is that we acknowledge the delay – the subject matter expert is under quite a heavy workload, and we’ll do our best to try and get your items prioritised, but we are capacity constrained and can’t easily stand up more expertise quickly in the current environment.*

With regard to the PVEOL assessment versus the SP2 assessment, they aren’t a duplication of process. The PVEOL is designed to prove that the structure is economically due for replacement, whereas the SP2 should be showing that a bridge is the correct option from a network point of view. That isn’t an unnecessary duplication – it is an important step in verifying value for money, which is also a key GPS deliverable.

SDC were assured that NZTA would confirm the timeframe for their specific approvals ASAP.

- November 2024 – Follow up to the email on 21 October on any progress or direction on what needs to be done in order to get progress on SDC bridge replacement programme.
- 22 January 2025 – In person meeting with SDC where this item was raised again
- February 2025 – Teams meeting with NZTA on present value end of life calculation and SP2 and what is holding up of approval. Resourcing is raised as an issue. Exact process approvals also appear to be unclear. i.e. who ultimately approves / releases funding.
- 18 March 2025 – Email to NZTA confirming list of bridges SDC is wanting to replace. This included updated costs.
- 10 April 2025 – Further communication on trying to establish what is needed to get these across the line / What is the hold up.
- May 2025 – Emailed NZTA requesting any update on where bridge approvals are at.
- 27 May 2025 – Following discussions at the 8 May Regional Transport Committee meeting NZTA emailed SDC as follows - *Just following up from the RTC the other week and some other discussions we’ve had with Southland District Council re-funding approvals. Does Southland District Council have any approvals they are currently waiting for a decision on from NZTA?*

If yes, can you advise me what are they for, and I’ll endeavour to follow up on what’s happening to them in our system and process.

- 28 May 2025 – SDC responded to the above. *The subject line of your email (TIO Approvals) highlights a key issue, in my view, regarding the understanding of approvals. While funding may appear as approved in TIO, additional conditions must be met to release the funds and progress physical work. A great example of this is resilience funding (see attached) and bridge funding (see snip below).*

Although funding is marked as approved in TIO, the condition of funding letters introduced a secondary layer of approval, and this is where the system seems to break down. We submit the necessary paperwork, yet no further action follows. The bridge funding process faces similar challenges, where conditions are set but there is little to no progress post-submission. Even within NZTA, the internal process flow for paperwork approval remains unclear from an external perspective, making it difficult to identify where delays occur. Based on my observations, NZTA sets approval requirements but does not seem to account

for whether the necessary resources are in place to process these approvals (see attached email).

I fully support demonstrating that assets have reached the end of their life, and that replacement offers the best value. However, the additional approval layers do not appear to add value—particularly when SDC has a proven track record, and no concerns of matter have been raised regarding our investments (as confirmed through audits). If there were concerns, I would absolutely understand the need for closer oversight.

Given these challenges, I recently emailed NZTA stating that, unless advised otherwise (by the 23 May due date), we will proceed with our bridge replacement programme based on the submissions already made. As we approach year two of the funding cycle, we find ourselves in the same situation as the last NLTP—where a three-year programme is expected to be delivered in two years, through no fault of SDC.

Local Road Improvements - Bridge & Structure Renewals

Work Category (WC) 216 is now funded as part of the local road improvements activity class.

Specific conditions that will apply to your confirmed funding approval at NLTP adoption:

- Funding for Bridge and structures renewals in Work Category 216 will be ring-fenced. Any surplus is to be declared and not shifted to other activities without prior agreement from NZTA.
- Bridge renewals will be subject to submission of SP2 and Present Value End of Life (PVEoL) analysis report that needs to be endorsed by Waka Kotahi before funding can be approved.

- 30 May 2025 – Funding approvals received.

- [9] In the text above there are two approval documents referred to. For the Committees' information an explanation of the documents purpose is included below

SP2 Requirements for Bridge Renewals:

SP2 utilises a decision tree to determine if a bridge replacement is the most appropriate solution by considering the long-term best value. The design solution must be the most cost-effective option that meets current design standards and hazard risk management requirements.

Present Value End of Life (PVEOL SP2):

PVEOL analysis establishes the remaining economic life of the existing bridge. It compares the net present value of maintaining the existing bridge versus replacing it with a "like for like" bridge over various remaining life scenarios.

CONCLUSIONS

- [10] This timeline highlights an issue specifically in relation to the Southland District Council receiving approval for their bridge replacement program for the 2024/27 period. Similar examples of system related delays occur on a regular basis resulting in additional work for the Road Controlling Authority and delays in getting things done on the network.

- [11] The timeline has been provided to the Committees for their information. No specific action is requested at this time.

CONSIDERATIONS

Views of Affected Parties

- [12] There are no matters in this report which require consideration under this heading. Southland District Council have been involved in preparation of the report

Compliance with Significance and Engagement Policy

- [13] There are no issues within this report which trigger matters in this policy.

Financial Implications

- [14] Current budget - as this report is tabled for information purposes only, there are no budget implications for the RTC included in this report.
- [15] Future implications - as above, due to the information only purpose of this report, there are no future financial implications for the RTC included in this report.

Legal Implications

- [16] There are no legal implications contained in this report.

ATTACHMENTS

Nil

8.7. New Zealand Transport Agency Update

Prepared for: Regional Transport Committee
Report No. RTC2508 / ES File: A1296277
Activity: Transport: Transport Planning
Author: Russell Hawkes (Transport Planner, Environment Southland)
Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Planning and Transport, Otago Regional Council)
Date: 28 July 2025

PURPOSE

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

EXECUTIVE SUMMARY

- [2] NZTA will provide a presentation and verbal update on the activities currently being undertaken by the Transport Agency. The topics will include key projects update, State Highway Maintenance Delivery, Speed Limit Updates, Safety Cameras and the National Ticketing Solution.

RECOMMENDATION

That the Committees:

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

BACKGROUND

- [3] NZTA wishes to update the Committees on some of the activities they are currently involved with that will be of interest to the Committees. This will take the form of a presentation and subsequent discussion.
- [4] Topics expected to be covered in the presentation are:
- Key state highway project update
 - Maintenance delivery
 - National ticketing solution
 - Speed limit update
 - Safety cameras
 - NZTA developed Evidence Pack

- [5] A copy of the presentation will be made available to members with the minutes following the meeting.

CONSIDERATIONS

Views of Affected Parties

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

Compliance with Significance and Engagement Policy

- [7] There are no issues within this report which trigger matters in this policy

Financial Implications

- [8] Current budget - there are no budget implications included in this report.
- [9] Future implications - there are no future financial implications included in this report.

Legal Implications

- [10] There are no legal implications contained in this report.

ATTACHMENTS

Nil

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

Prepared for: Regional Transport Committee
Report No. RTC2509 / ES File: A1296277
Activity: Transport: Transport Planning
Author: Russell Hawkes (Transport Planner, Environment Southland)
Lorraine Cheyne (Manager Transport, Otago Regional Council)
Approved by: Liz Devery (Regional Planning Manager, Environment Southland)
Endorsed by: Hayley Fitchett (General Manager Strategy and Regulation, Environment Southland)
Anita Dawe (General Manager Planning and Transport, Otago Regional Council)
Date: 28 July 2025

PURPOSE

- [1] The purpose of this report is to update the Committees on the activities of the South Island Regional Transport Committee Chairs Group (RTC Chairs).

EXECUTIVE SUMMARY

- [2] The South Island RTC Chairs Group are scheduled to have a meeting on the 21 July 2025. The agenda for the meeting has not been finalised but is expected to include updates on the South Island Transport Story and South Island Freight Project that will be of direct interest to the Committees.
- [3] A verbal update on the outcomes from the 21 July 2025 meeting will be provided by the Chairs who attended.

RECOMMENDATION

That the Committees:

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

BACKGROUND

- [4] The RTC Chairs are scheduled to meet on the 21 July 2025. Christchurch.
- [5] The Combined Otago Southland Regional Transport Committee (the Committees) meeting held on the 8 May 2025 received a report on the activities of the RTC Chairs Group activities although the minutes of the meeting were not available. A copy of the draft minutes of the RTC Chairs group from their meeting on the 7 April 2025 is attached for information.

- [6] At the time of preparation of this report the agenda for the RTC Chairs group meeting on the 21 July 2025 has not been finalised. However, two major topics are expected to be discussed.
- The South Island Transport Story – Published version of the final document. A copy of this document is attached to the Regional Land Transport Plan report in this agenda.
 - The South Island Freight Study – Stage two of the Freight Project is underway with initial results to be reported on by the consultants.
- [7] In addition, arrangements are in place to have the Minister for the South Island, James Meager, attend along with updates from the New Zealand Transport Agency and KiwiRail.
- [8] A verbal update on the South Island RTC Group meeting will be provided at the meeting.

CONSIDERATIONS

Views of Affected Parties

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

Compliance with Significance and Engagement Policy

- [10] There are no issues within this report which trigger matters in this policy.

Financial Implications

- [11] Current budget - there are no budget implications from this report.
- [12] Future implications - there are no future financial implications from this report.

Legal Implications

- [13] There are no legal implications contained in this report.

ATTACHMENTS

1. Unconfirmed Minutes - South Island Regional Transport Committee Chairs Group meeting on 7 April 2025 [8.8.1 - 9 pages]

Meeting Minutes - South Island Regional Transport Committee Chairs Group

Venue: Pukaki 2 Room, Novotel Christchurch Airport, 30 Durey Road, Christchurch

Date: Monday 07 April 2025, 9:30am – 3:00pm

Members In Attendance:	<i>Canterbury Regional Council</i> Cr Grant Edge	<i>Otago Regional Council</i> Cr Kate Wilson (Chair) Cr Alexa Forbes
	<i>KiwiRail</i> Adele Wilson Lisa de Coek Gary Ikin	<i>Southland Regional Council</i> Cr Jeremy McPhail Cr Phil Morrison
	<i>Marlborough District Council</i> Cr Scott Adams	<i>Tasman District Council</i> Deputy Mayor Stuart Bryant
	<i>NZTA Waka Kotahi</i> Ian Duncan Emma Speight	<i>West Coast Regional Council</i> Cr Peter Ewen Cr Peter Haddock
Member Apologies:	<i>Canterbury Regional Council</i> Cr Craig Pauling	<i>Nelson City Council</i> Mayor Nick Smith
Officers In Attendance:	<i>Canterbury Regional Council</i> Jesse Burgess Sam Bellamy	<i>Otago Regional Council</i> Daniel Basubas Anita Dawe
	<i>Marlborough District Council</i> Laura Skilton	<i>Southland Regional Council</i> Russell Hawkes
	<i>Nelson City Council</i> Lyndon Hammond	<i>Tasman District Council</i> Bill Rice
	<i>NZTA Waka Kotahi</i> Toshi Hodliffe	<i>West Coast Regional Council</i> Max Dickens
Officer Apologies:	Tiara Thorby, <i>Canterbury Regional Council</i> Chad Barker, <i>NZTA Waka Kotahi</i> Lorraine Cheyne, <i>Otago Regional Council</i>	
Guest Attendees:	Simon Bridges, <i>NZTA Waka Kotahi Board Chair (Item 6)</i>	
Guest Apologies:	Hon Chris Bishop, <i>Minister of Transport, Minister of Housing, Minister for Infrastructure, Minister for RMA Reform, Associate Minister for Sports</i>	

and Recreation, Associate Minister of Finance, Leader of the House and MP for Hutt South

Secretariat: Carmin Beck, *Canterbury Regional Council*

1. Karakia, welcome and apologies

The Chair welcomed members and opened the meeting with a karakia at 9:29am.

The representatives from KiwiRail were welcomed to the Group, as was Ian Duncan who is the Acting Director Regional Relationships with James Caygill seconded into another role.

Apologies were received from Mayor Smith and Chair Pauling.

It was noted that Emma Speight, Gary Ikin and Lisa de Coek would need to leave the meeting shortly after lunch. Anita Dawe was welcomed as an attendee in place of Lorraine Cheyne.

2. Minutes from previous meeting – 11 November 2024

There were no corrections or amendments to the minutes of the previous meeting.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the minutes from the 11 November 2024 meeting and notes any amendments if necessary.**

Cr Kate Wilson / Cr Peter Haddock
CARRIED

3. Regional updates

Otago

- Consulting on the Regional Public Transport Plan (RPTP), which aims to provide public transport (PT) that is easy to understand and meets the needs for diverse communities, focusing on passenger experience, trust, sustainability, connected network, and value for money.
- Fares will likely increase to grow proportion of private share funding. Other options being considered include increasing advertising revenue and decreasing services. Most solutions will likely result in increased pressure on communities and will impact the ability to deliver improvements.
- Queenstown received new PT funding, enabling increased and extended services.
- A new “on demand” PT service is being offered in Mosgiel.
- Issues regarding safe access to bus stops on state highways (SH).
- Calls for interregional transport links timed with commuters and planes.
- There is no funding to consider PT in Wānaka.

- Tension between the role of the Ministry of Education (MoE) and regional PT regarding the movement of students, especially with highway crossings and students left behind.
- PT patronage and reliability increasing in both Dunedin and Queenstown.
- Total mobility programme has had a significant increase in patronage, but a lack of funding remains an issue
- Continuing issue around bikes on buses, causing frustration for riders.
- Major roadworks on SH6 leading to significant congestion. Queenstown Lakes District Council, Otago Regional Council and NZTA are working together on solutions.
- Several fast track development consents underway:
- Large housing developments will compound existing limitations and issues.
- Freight hub in Mosgiel.
- Working on a Regional Deal with a focus on transport.

West Coast

- Quickly moved the Disability Ticketing Service to national system, which has gone well.
- KiwiRail is progressing on the Reefton Tunnel, which has been a long-term repair.
- The Epitaph Slip has ongoing major issues and is not a quick fix.
- KiwiRail cleared debris on a bridge away from the highway and did an excellent job. Big thank you for strong communication and quick action.
- Concerns around resilience for all areas, especially if alpine fault goes:
 - Need tools on the ground to react quickly on the coast, especially to keep the connection between Greymouth and Hokitika open to ensure airport access. Strong desire to have Bailey bridges stored locally.
 - Many bridges are at end of life and needing replacement. With increased heavy transport on roads, bridges are deteriorating faster.
- Tourism traffic was noticeably increased this summer, along with bad driving habits throughout the region (slow driving, passing lanes, etc.). There is a need for increased education aimed at tourists about local road rules, potentially delivered through rental companies.

Marlborough

- Storm repairs in the Marlborough Sounds are going well.
- A bridge that was washed out in July 2021 has been reopened.
- Picton experienced the first fare increase since the buses were established to increase private share funding.
- Continue to be interested in the Government's plan to replace the Cook Strait ferries.
- Undertaking a study on Weld Pass.

Canterbury

- RPTP has upcoming hearings and deliberations, which will be undertaken by both the RTC and Greater Christchurch Partnership (GCP) Committee. The most controversial element was allowing dogs on buses, which seems likely to happen in some form.
- Staff have commenced work on the Regional Land Transport Plan (RLTP) 2027-37, which will be a full review.

- The GCP Committee received the draft Greater Christchurch Transport Plan in March 2025. It is on track to be endorsed in May 2025. The transport plan will set strategic direction and give effect to the spatial plan.
- Progressing PT Futures with available funding, especially Mass Rapid Transit (MRT). Christchurch City Council has been tasked with designations to secure route in early planning stages, which will be followed with more detail.
- Upcoming deliberations on Environment Canterbury's Annual Plan.
- Likely to increase fares to increase the proportion of private share funding.
- The \$2 single-zone system successfully increased patronage. There have been suggestions for increased services to Darfield and Rolleston.
- National Ticketing Solution (NTS) trial on Route 29 has been successful, with 25% of trips paid via contactless method.

Nelson / Tasman

- Hope Bypass – RoNS project (largest in Nelson Tasman for some time), investment case programmed for Q2 of this year.
- Bike racks returned to buses on 21 February 2025.
- Looking at options to achieve private share targets on PT – likely to be a challenge.
- Review of services underway, with short term minor tweaks and potential major changes from 2027.
- Māpua school buses a perennial issue between Council and MoE. Pupils are not permitted to board bus, must cross SH60 or use culvert/underpass. MoE puts responsibility of safe travel to bus stop on parents.
- Lower bridge planned on Queen Street to relieve flooding from Borck Creek; existing bridge will be removed. Council considering all options.
- Construction underway for major upgrade to Wensley Road, including pedestrian and cycling access. Road has been closed from mid-February through mid-April 2025, leading to increased delays on SH6.
- Mayor Smith is lobbying for the Ministry of Transport (MoT) to look at school buses (*see more in Item 12. Any other business*).

Southland

- No major improvement projects, emphasis on maintenance and renewals.
- Good weather over the summer for resealing.
- Full effects of funding issues will come to light in June 2025 when full breakdown of completed work is known.
- There has been support for retaining the 80kph speed limit on SH94, east of Homer Tunnel.
- Invercargill City Council is consulting on the Southland RPTP, with significant funding pressure on PT signalled.
- The Southland Mayoral Forum hosted Minister Bishop in March 2025. Mayor Scott of Southland District Council led a roading discussion where he reiterated the issues with bridges and the rural perspective.
- There is need for Product to Ports to be reviewed under its context in dairy industry as funding isn't going back into roading under current system.

- Seeking a long-term solution for a bridge overhaul in Gore. Have completed modelling around flood resilience and long-term options, especially with intense industrial use.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the verbal regional updates given from each member of the Chairs Group.**

Cr Kate Wilson / Cr Jeremy McPhail
CARRIED

4. South Island Transport Story

Jesse Burgess presented the South Island Transport Story for final feedback. The document focuses on three key strategic priorities: network resilience, boosting the economy with efficient freight networks, and enabling people to flourish by providing better travel options. It was noted that much of the work programme for the Chairs Group has been supporting this piece of work.

The aim of this document is to provide a tool that is useful for elected members when engaging with Government, key stakeholders, and communities. This is an opportune piece of work to influence the next Government Policy Statement on Land Transport (GPS) which can in turn support the upcoming RLTP cycle. It was noted that this document will be a useful tool in council submissions.

The Chairs provided feedback on the document which was captured by staff.

The next step will be to incorporate the final feedback and edits, and once this work is complete, final approval will be received via email. There was emphasis to finalise this document quickly. Once finalised, there is the potential for a media release. It could also be shared on the Chairs Group webpage, hosted on the Environment Canterbury website.

Staff were acknowledged, especially Tiara Thorby, for the sustained work on this item.

This item was left on the table and the Chairs returned to share final thoughts and consider the recommendations during Item 12: Any other business.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives and endorses the final draft version of the South Island Transport Story, enabling staff to progress with the document design, for final circulation via email, along with a Comms & Engagement strategy for the final document.**

Cr Scott Adams / Cr Phil Morrison
CARRIED

5. KiwiRail update

Adele Wilson shared a presentation providing an overview of the current state of KiwiRail and the future direction, emphasising the story of growth. KiwiRail stewards the infrastructure of the

rail network, which is owned by the Crown, and provides access to customers. KiwiRail is transitioning into a self-funding business model and operating with limited resources. There are four main sections of the business: import/export, heartland rail, passenger, and property.

It was noted that the business needs to transition to a demand-led model and is focusing on improving reliability and price to achieve that outcome. A strong rail network is critical to ensure product gets to ports and countering any volatility with coastal shipping. Rail has the potential to be the growth engine of the South Island.

There has been huge investment to bring the network up to standard, to be resilient and to support growth. More planning to be done. The importance of multimodal freight hubs was highlighted.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the regional updates presented by KiwiRail staff.**

Cr Kate Wilson / Cr Scott Adams
CARRIED

6. NZ Transport Agency, Waka Kotahi discussion

Emma Speight and Ian Duncan provided a brief overview of the NZTA work programme for the South Island, reiterating that the organisation's main driver is to give effect to the GPS which is currently particularly focused on economic growth and productivity. Key updates included:

- Tākaka Hill – major repairs have been successful so far and have withstood heavy weather events.
- Maintenance programmes – almost 900km of roading completed this year.
- Public Transit – essential for Christchurch and Queenstown.
- NTS – Route 29 in Christchurch has been a successful trial so far with volumes higher than anticipated. National rollout will likely be in 2026.
- Cook Strait ferries announcement – great for South Island resilience, need to ensure funding/financing is available.
- National Land Transport Programme 2024/27 – emphasised the need to communicate projects in RLTPs.

The Chair welcomed Simon Bridges, Board Chair of NZTA. The Board Chair spoke to the Group, emphasising the mandate of NZTA to give effect to the GPS, and highlighted the work being done on RoNS and RoRS projects to address the infrastructure deficit. NZTA is investigating alternative funding methods and working to improve the value and efficiency of business case processes. He highlighted the strong investment of maintenance and renewals in the South Island this year and noted the approach of “short and sharp” closures and diversions.

The Chairs shared prominent concerns and projects for their regions with the Board Chair.

That the South Island Regional Transport Committee Chairs Group:

1. **Receives the verbal updates from NZ Transport Agency, Waka Kotahi.**

Cr Scott Adams / Cr Peter Ewen
CARRIED

7. Discussion with Hon Chris Bishop

Hon Chris Bishop was unable to attend due to an unexpected scheduling conflict. Options for future communication and engagement with the Minister were considered, including rescheduling for the July 2025 Chairs Group meeting or a delegation of Chairs travelling to Wellington to meet the Minister in person. The Secretariat will work with the Chair on how to proceed.

8. General discussion

A general discussion was held, with the following main concepts:

- Bailey bridges: Cr Haddock raised a concern that no Bailey bridges are stored on the West Coast. Ian Duncan outlined the reasoning behind storing the bridges in McLeans Island and Palmerston North, and the plan to transport them to the West Coast via sea, if needed. The concerns of the West Coast representatives were noted.
- Rail network: The Rail Network Investment Programme (RNIP) will likely have reduced funding, and the deficit will need to be managed by increasing efficiency and pivoting to growth. No funding currently available to pre-emptively address network locations vulnerable to sea level rise. South Island concerns are coastal (high tide, storm events) in Oamaru and bridge washouts (e.g. Rangitata).

9. Cost sharing arrangement review

Sam Bellamy provided an update on the cost sharing arrangement review for the Chairs Group. Having reviewed the current arrangement, staff proposed to update the funding split between councils and reduce the overall budget from \$200,000 to \$150,000. It was noted that surplus budget rolls over and councils will be charged accordingly. Councils can apply to NZTA for co-funding support. There was an acknowledgement of the in-kind contribution of staff time.

That the South Island Regional Transport Committee Chairs Group:

1. **Notes that a review of the Chairs Group's cost sharing arrangement, established in 2017, has been undertaken to ensure it remains fit-for-purpose going forward.**
2. **Notes that the scope of the review was limited to the total annual budget and how funding should be split across member councils.**
3. **Agrees that the total annual budget for the Chairs Group should be reduced from \$200,000 to \$150,000.**
4. **Agrees that the share of funding contributed by Tasman District Council, Marlborough District Council, Nelson City Council and West Coast Regional Council should reduce from 10% to 7.5% respectively, that Environment**

Canterbury's share of funding should increase from 30% to 40% and that Otago Regional Council and Environment Southland's shares to remain the same.

Cr Grant Edge / Cr Jeremy McPhail
CARRIED

10. Understanding the South Island's transport network vulnerabilities

Sam Bellamy presented the final draft South Island Transport Network Vulnerabilities report. One of the goals of this work was to create a single source depicting the criticality and priority of routes, risks and hazards in each region of the South Island. Data used in this report was collated from a broad range of sources, including from KiwiRail, NZTA, CDEM, councils, and more. The document will be able to provide evidence in support of the development of RLTPs.

The Chairs provided feedback on the document which was captured by staff.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the South Island Transport Network Vulnerabilities: Summary of Information report.**
- 2. Notes that the development of a shared view of the South Island's priority routes and projects from a natural hazard risk reduction perspective was identified by the Chairs Group as a priority for this triennium.**
- 3. Notes that this report will contribute to evidence bases supporting development of Regional Land Transport Plans across the South Island.**

Cr Peter Ewen / Deputy Mayor Stuart Bryant
CARRIED

11. South Island Freight Study

Russell Hawkes provided an update on the scope of Phase 2 of the South Island Freight Study, which builds on the Phase 1 findings presented to the Chairs Group in November 2024. It was noted that Greater Wellington Regional Council (GWRC) is initiating a lower North Island Freight Study focusing on shifting freight into Wellington, ferries, and the South Island. As the South Island study has highlighted the importance of ferries, it makes sense to work with GWRC on an integrated approach.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the South Island Freight Study – Phase 2 scope.**
- 2. Notes that the Phase 2 scope largely reflects the findings from Phase 1, which were presented to the Chairs Group on 11 November 2024.**
- 3. Notes that Phase 2 represents a multi-year programme of work, with the short-term actions to be delivered during the 2025 and 2026 calendar years.**

4. Notes that the estimated costs associated with Phase 2 can be covered within the planned budgets for the Chairs Group in 2024/25, 2025/26 and 2026/27.
5. Notes that the initial focus is on Workstream 1 (ERUC data analysis) and Workstream 2 (Engagement with KiwiRail and ports), as outlined in the Phase 2 scope, with outputs from these workstreams to be provided to the Chairs Group before the end of the triennium.
6. Notes that Stantec NZ will be engaged to support the delivery of this work.

Cr Peter Ewen / Cr Grant Edge
CARRIED

12. Any other business

Deputy Mayor Bryant brought to the Chairs Group's attention an initiative of Mayor Smith to campaign to Local Government NZ to investigate how school buses services are delivered, ultimately believing it is a local responsibility. The Chair asked for Mayor Smith to distribute the letter to regional councils and territorial authorities to pass through their RTCs for consideration.

Cr Ewen also raised the issue of vegetation growth covering road signs on the West Coast. Ian Duncan will report back on the maintenance of vegetation with regards to road signage at the next meeting of the Chairs Group.

13. Close and farewell

The meeting was closed with a Celtic saying by Cr Morrison at 2:35pm.