

Otago Southland Regional Transport Committee

NZ Transport Agency update

28 September 2026



Ministerial Statement on land transport investment

- The Government has released a Statement on Land Transport Investment ahead of the Government Policy Statement on land transport 2027-37 (GPS 2027).
- The Statement gives NZTA, councils and the wider sector clarity on the fiscal context and emerging policy direction ahead of GPS 2027.
- A draft GPS 2027 is expected to be released for public consultation early next year.
- Likely GPS 2027 priorities include: value for money, maintaining existing assets, resilience, transit-oriented development, economic growth and productivity and safety.
- NZTA will provide further guidance to councils in coming weeks to support 2027-30 National Land Transport Programme planning.

NLTP continuous programme and TIO guidance

- In July, a second suite of draft guidance was released to help Approved Organisations put together their bids for funding in the 2027-30 National Land Transport Programme (NLTP), including public transport services, road safety promotions, programme investment, and low cost/low risk activities.
- This guidance does not reflect the upcoming draft Government Policy Statement on land transport (GPS), to be released next year, which is led by the Ministry of Cities, Environment, Regions and Transport.
- Because a draft GPS has not been released, we encourage you to build flexibility into your planning where possible, to respond to any changes or new opportunities.
- Access the NLTP guidance [on our website](#) and if you have any questions, email nltp@nzta.govt.nz
- Updated Transport Investment Online (TIO) user guides for continuous programmes are now available to help you understand what to submit, where in TIO to submit and how.
- Visit the [TIO learning and guidance page](#) to find the user guides.

- **Evidence pack (improvements-related)** – use this tool to complement your local knowledge and data as you develop your Regional Land Transport Plan and prepare for the next NLTP. Based on your feedback from 2025, updates this year include consistent data for each local authority area and Geographic Information System (GIS) maps.
- **Templates to support public transport programme bids** – we’ve released two new templates that have distinct but complementary roles. The Programme Overview explains the ‘why’ behind each bid, while the Financial and Monitoring Workbook captures quantitative data.
- **Programme Investment Approach (PIA)** – this guidance is intended for Approved Organisations with multiple improvement activities within an activity class that can be managed as one programme. It will help to develop a programme and apply for investment approval.
- **Low Cost Low Risk (LCLR) guidance** – this guidance sets out the approach you need to follow when considering LCLR activities. It brings everything you need to know together in one place, including eligibility, funding, assessment, and minimum information requirements.
- **Minimum Information Requirements (MIR) guidance** – we recommend reading this document alongside the PIA and LCLR guidance. It clarifies what you need at the NLTP inclusion stage versus the funding approval stage.
- **Road Safety Promotion (RSP)** – this guidance is designed to support you in developing and submitting your RSP funding requests.

National Land Transport Programme

NLTP 2027-30 development

National Land Transport Programme (NLTP) timeline



Draft State Highway Investment Proposal (SHIP) 2027-37

- We've released our [draft 2027-37 State Highway Investment Proposal \(SHIP\)](#).
- It follows on from the [Ministerial statement on land transport investment](#) announced last month and is designed to support you with developing your Regional Land Transport Plans (RLTPs) and preparing for the next National Land Transport Programme (NLTP).
- The draft SHIP sets out the priority state highway activities that we propose are included in RLTPs and the NLTP.
- Not all activities identified in the draft SHIP can be funded. The final investment decisions will depend on GPS 2027 and available funding.



Draft State Highway Investment Proposal 2027-37

NZ Transport Agency

17 September 2026

Version 1.1

SHIP: Otago / Ōtākou

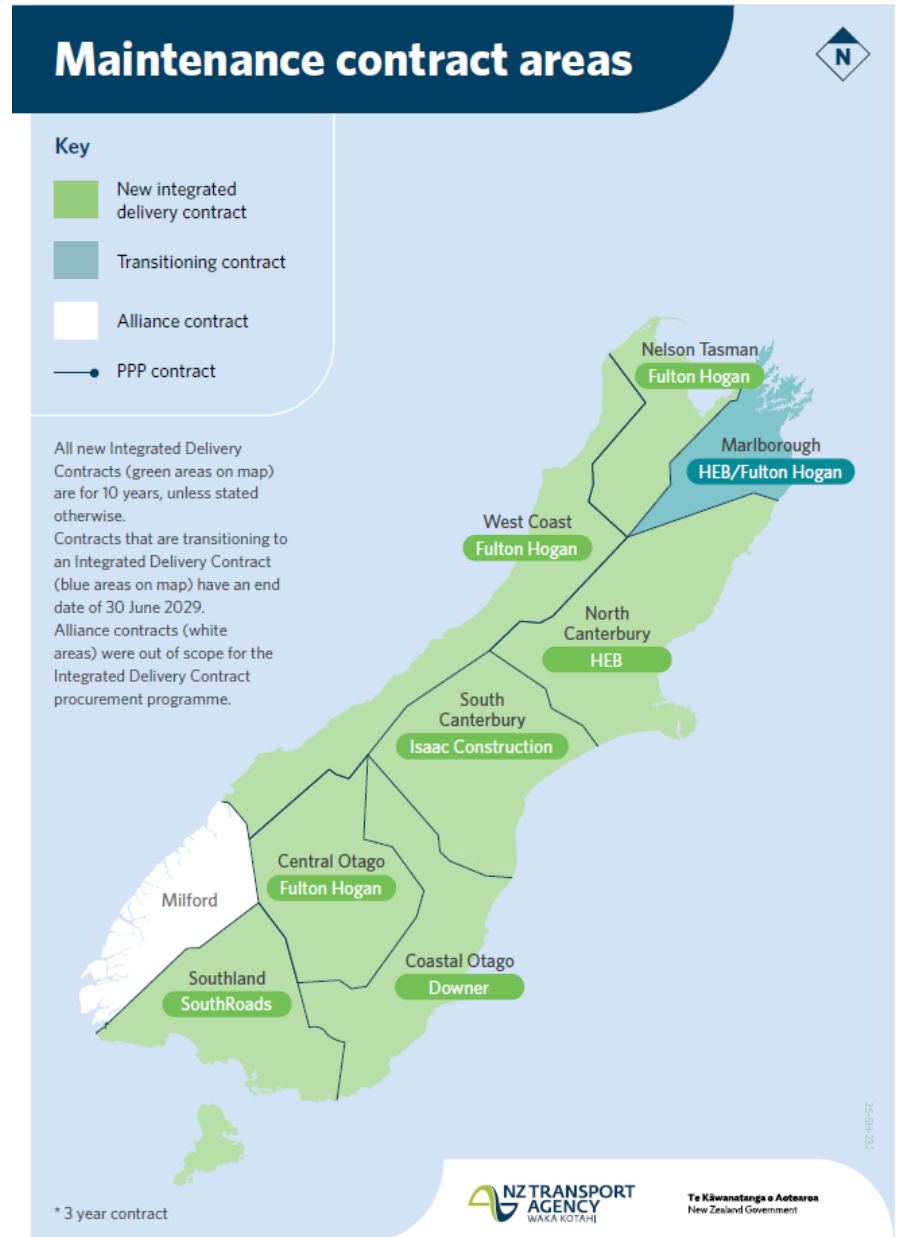
- The proposed focus for the next 3 years includes:
- Support growth and improve network performance in key urban and visitor destinations through progressing the delivery of the Roads of Regional Significance Queenstown Package, SH1/SH88 Dunedin City and Hospital improvements, SH1 and SH87 Mosgiel optimisation, SH6 Frankton Flats network improvements, and active travel investments.
- Deliver Budget 2026 Crown-funded resilience improvements on key transport corridors at SH6 Cromwell to Frankton, SH6 Frankton to Kingston, and SH6 Haast to Hāwea, and progress SH1 Kātiki resilience improvements and rock armouring works to strengthen network reliability and reduce the impact of natural hazards and disruptions.
- Improve safety on key regional routes through delivery of the SH6 Crown Range Roundabout, progress two Commercial Vehicle Safety Centre (CVSC) sites, and other targeted safety improvements.
- Renew critical bridge infrastructure, including the Clutha River bridge at Albert Town and the Albert Burn Bridge.
- For further detail on the proposed state highway programme for Otago, see the draft SHIP document online at nzta.govt.nz/resources/draft-state-highway-investment-proposal-2027-37

SHIP: Southland / Murihiku

- The proposed focus for the next 3 years includes:
- Improve safety on key regional routes through intersection upgrades at SH1/SH93 Mataura and SH1 Bond Street/Balmoral Drive, and progress three Commercial Vehicle Safety Centre (CVSC) sites across the region.
- Progress the development and delivery of the Low Cost, Low Risk programme at targeted locations across the region, with investment priorities to be confirmed as the programme is developed.
- Deliver the SH94 Milford Road to Te Anau Downs resilience improvements, a Budget 2026 funded investment that will strengthen a critical transport link and reduce the impact of network disruptions.
- Renew the SH99 Waimeamea River Bridge to maintain reliable access for communities, freight operators and visitors.
- For further detail on the proposed state highway programme for Southland, see the draft SHIP document online at nzta.govt.nz/resources/draft-state-highway-investment-proposal-2027-37

Maintenance and operations

- Integrated Delivery Contracts (IDCs) are live.
- Our emergency response has been tested during recent events, especially across the South Island – performance has been strong.
- Approximately 2175 lane km of road renewals to complete over summer.
- There will be significantly more renewals than last summer due to deferred work caused by weather events.
- There are contestable works opportunities in the market throughout August and September.



South Island maintenance

- Contestable work opportunities target several areas across networks.
- This includes a large chipsealing programme across the Southland and Milford networks and road rebuilding packages across several networks.
- Other works will be procured via the Supplier Directory or as bespoke packages as required – e.g. Audio Tactile Profile line marking (rumble strips).

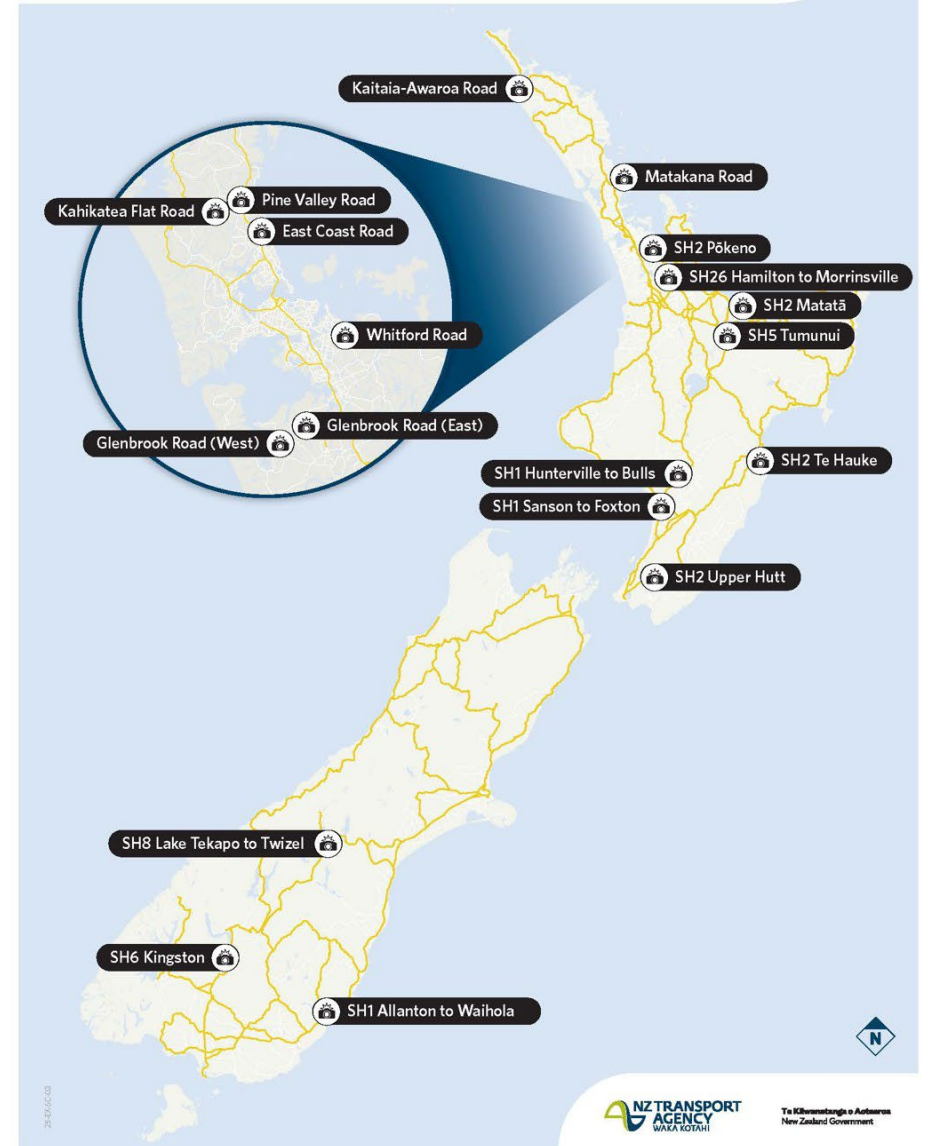
Network(s)	Activity Type(s)	Lane Length to deliver
Southland / Milford	Chipsealing	89.43
Coastal Otago	Rehab SAC / Resurfacing AC	0.55
South Canterbury / Coastal Otago	Overlay / Stabilisation	6.19
Southland	Overlay	0.58
Nelson-Tasman	Overlay	2.52

Average speed safety cameras

- Driver compliance is improving at locations where we've started enforcement activity. This includes:
 - from 88% to over 99% in June 2026 in Matakana
 - from 73% to 99.8% in Kahikatea Flat Road
 - from 26% to 97.7% in Pine Valley Road.
- In total we're starting enforcement at 19 average speed corridors this year.
- More than half are now enforcing, with plans to start enforcement in Northland, the South Island, Manawatu, Hawkes Bay and Upper Hutt in the coming months.



Location of average speed (point to point) safety cameras across New Zealand



Fuel excise announcement

- The Government has cancelled the 12-cent fuel excise increase planned for January 2027.
- The next increase has been deferred to January 2028 and will be phased in more gradually.
- To offset the lower fuel excise revenue, the Government will top up the National Land Transport Fund by an estimated \$1.476 billion over the forecast period.
- This protects funding for road maintenance, public transport services and infrastructure investment.



Funding Assistance Rates 2027-30 NLTP

- NZTA has set the normal Funding Assistance Rates (FARs) for approved organisations for the 2027–30 National Land Transport Programme (NLTP).
- FARs are the funding contribution, represented as a percentage, that NZTA makes to councils and other approved organisations for eligible transport projects and activities.
- The normal FARs have been recalculated using updated affordability data to provide a nationally consistent, transparent basis for comparing councils' ability to meet their share of land transport costs.
- The recalculation means some councils' normal FARs will increase and others will decrease. This reflects the fact that some councils are now better or less able to pay their share relative to others.
- NZTA's decisions aim to balance affordability for approved organisations and prudent use of the National Land Transport Fund.
- NZTA acknowledges the impact reduced FARs will have for some approved organisations. As in previous years, these will be transitioned across the NLTP period with a maximum reduction of 1% per annum. This is to help councils plan for and manage the impacts of the change. Increases will apply from year one.
- NZTA proposes to undertake a substantive review of the FARs policy during 2027–30 to inform future NLTPs.

Reducing privacy risk together

Keeping information in the Motor Vehicle Register (MVR) safe

- Protecting personal information held in the MVR is a shared responsibility between NZTA and those with authorised access (including councils).
- We're engaging with council staff across the motu to understand how they access, use, store and protect MVR information.
- We want to reduce privacy risk while supporting appropriate and legitimate access to information councils need.
- We've surveyed council staff and will do targeted follow-ups to get further insights and validation to inform future decisions about MVR data points and access services.
- We're also following up on a small number of long-inactive Motochek accounts to check if access is still needed.
- Questions? Email: registersprivacyuplift@nzta.govt.nz or jaime.walmsley@nzta.govt.nz

National Ticketing Solution

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



Project Updates

Queenstown

Roads of Regional Significance (RoRS)

- SH6 Corridor improvements including:
 - Traffic signals at SH6/SH6A intersection
 - Traffic signals at Joe O'Connell Drive (Events Centre), Bus Hub entry & exit and McBride St (SH6A end)
 - Expansion of the Frankton Bus Hub, bus priority and cycle lanes.
- Intermediate Planning (to Christmas 2026):
 - Kawarau Rd weigh pit is complete and southern half of bus hub is in use (not complete) and the temporary SH6/SH6A roundabout in place.
 - Construction heading towards the end of 2026: SH6A, Frankton Village and BP frontage works, closure of Hansen Rd and opening of new road link between SH6 and Hansen Rd.
- Functional completions will be progressed through 2027.
- Long Term: the Queenstown Strategic Network Plan is a 30-year strategic plan that sets the direction for how NZTA is working with partners and intends to manage and develop the strategic transport network. The Plan is about to be released.



Queenstown

- Howards Drive:
 - Utility relocation works are complete (Aurora, Chorus, Rockgas, Arrow Irrigation)
 - Site has been established, tree and ground clearance established, and earthworks have commenced.
 - All civil works and pavement construction will be progressively completed through 2027
 - Lights will be on December 2027/January 2028.
 - Practical Completion expected March 2028
- Pūāhuru bridge (Jim's Way & Ferry Hill Drive, crossing over SH6):
 - Consenting process to be completed by end of 2026
 - Embankment soil nails will be complete Dec 2026 (southern) and March 2027 (northern). SH6 Temporary Traffic Management (TTM) remains in place.
 - Utility relocations complete by Feb 2027
 - Bridge construction is programmed for completion Aug 2027



Dunedin & Mosgiel

- SH1 and SH88 Dunedin City and Hospital improvements
 - Improvements to improve safety and access on SH1 and SH88 corridor, including integration of the new hospital block and the connection to Frederick Street
 - Detailed design for this project is going to commence on the 28th September
- SH1 & SH87 Mosgiel optimisation improvements
 - Investment case progressing, decision expected late 2026.



Resilience

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

- SH6 Haast to Hawea – In detailed design (included in Budget 2026)
- SH6 Cromwell to Frankton – In detailed design. Implementation funding decision October
- SH6 Frankton to Kingston – Physical works contract out to market (closes mid October)
- SH1 Katiki Straight rock armouring – Works progressing well on site



SH94 Milford Road to Te Anau Downs

- The recommended \$24M programme provides resilience upgrades across nine sites on the corridor, designed to reduce the impacts of river scour, landslides, rockfall, flooding and avalanche hazards.
- Budget 2026 reaffirmed the Government's commitment.
- Construction is expected to begin in Oct/Nov 2026 (Pops Corner and Marian Hill).
- Design and consenting progressing for other sites for 2027 construction



Hei konā mai Thank you

