



Regional Transport Committees Membership

Otago

Cr Kate Wilson (ORC, Chairman) –
Cr Alexa Forbes (ORC, Deputy Chair)
Cr Bruce Graham (CDC)
Cr Stuart Duncan (CODC)
Cr Jim O'Malley (DCC)
Cr Quentin Smith (QLDC)
Cr Jim Thomson (WDC)
Mr James Caygill (Waka Kotahi)

Southland

Cr Jeremy McPhail (ES) – – **Meeting Chair**
Cr Phil Morrison (ES)
Cr Christine Menzies (SDC)
Cr Ria Bond (ICC)
Cr Joe Stringer (GDC)
Mr James Caygill (Waka Kotahi)
Chairman Nicol Horrell (ES) – ex officio

Meeting of Otago and Southland Regional Transport Committees

24 June 2024

ES File No A1095280

Clutha District Council Chambers

1 Rosebank Terrace, Balclutha
and via Teams

10.30 am

Morning tea from 10.15 am

[Join the meeting now](#)

A G E N D A Rarangi Take

1. Welcome | Haere mai Karakia
2. Apologies | Ngā Pa Pouri – Cr Alexa Forbes
3. Public Forum, Petitions and Deputations | He Huinga tuku korero
4. Confirmation of Minutes | Whakau korero – 2 February 2024 ([attached](#))
5. Actions Arising from the Minutes of 2 February 2024
6. Notification of Extraordinary and Urgent Business | He Panui Autaia hei Totoia Pakihi
 - 6.1 Supplementary Reports
 - 6.2 Other
7. Questions | Patai
8. Chairman's Report | Ngā pūrongo ā Tumuaki

9. Staff Report –
- Item 1 – RLTP 2021/31 – Mid-term Review – Approval to submit the Draft RLTP to Council 11
 - Item 2 – New Zealand Transport Agency Update 14
 - Item 3 – NLTP Indicative Funding Allocations 16
 - Item 4 – KiwiRail Presentation – South Island Rail Plans 20
 - Item 5 – South Island RTC Chairs – Projects and Activities Update 22
 - Item 6 - Next Meeting 30
10. Extraordinary and Urgent Business Panui Autaia hei Totoia Pakihi
11. Public Excluded Business He hui Pakihi e hara mo te iwi
12. Karakia



Anita Dawe

General Manager, Regional Planning & Transport



Lucy Hicks

General Manager, Policy & Government Reform

Confirmation of Minutes

Minutes of the Otago and Southland Regional Transport Committees Meeting held online on Friday 2 February 2024 at 10:30am

Otago:

Cr Kate Wilson (ORC, RTC Co-Chairperson) – Meeting Chair

James Caygill (Waka Kotahi)

Cr Guy Percival (on behalf of Cr Jim Thomson) (WDC)

Cr Jim O'Malley (DCC)

Southland:

Cr Jeremy McPhail (ES, RTC Co-Chairperson)

Cr Phil Morrison (ES)

Cr Christine Menzies (SDC)

Cr Joe Stringer (GDC)

James Caygill (Waka Kotahi)

In attendance:

Russell Hawkes (ES)

Lorraine Cheyne (ORC)

Chad Barker (Waka Kotahi)

Kushla Tapper (WDC)

Mike Harrison (WDC)

Doug Rogers (ICC)

Helen Chapman (DCC)

Chris Bopp (CDC)

Jeanine Benson (DCC)

Gavin Bartlett (QLDC)

Gary Wook (WDC)

Murray Hasler (GDC)

Tony Pickard (QLDC)

Chris Baker (Waka Kotahi)

Rolly Rowland (Waka Kotahi)

Varghese Thomas (ORC)

Paul Fleet (CODC)

Hartley Hare (SDC)

Toshi Hodliffe (Waka Kotahi)

Michael Day (ICC)

Alison Tomlinson (QLDC)

Jack Cowie (ORC)

Trudi McLaren (ORC – Governance Support)

1 Welcome | Haere mai

Chairperson Kate Wilson welcomed everyone to the meeting, including those attending via zoom and opened with a karakia.

2 Apologies | Nga Pa Pouri

Resolved:

Moved by Cr Wilson, seconded by Cr O'Malley that apologies be received from:

Cr Alexa Forbes and Cr Jim Thompson (Guy Percival attending on his behalf).

Motion Carried

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

There were no requests to speak at public forum.

4 Confirmation of Minutes | Whakau Korero – 20 November 2023

Resolved:

Moved by Cr McPhail, seconded by Cr O'Malley that with the following amendments, the minutes of the Regional Transport Committees meeting held on 20 November 2023, be confirmed as a true and correct record.

Amendments:

- Cr McPhail to be indicated as Meeting Chair
- Wording of motion carried for 'Item 9.4 RLTP 2021/31 – Med-term Review Next Steps' to be amended to correctly reflect the motion.

Motion Carried

5 Actions from Minutes of 4 August 2023

5.1 Item 10: Extraordinary and Urgent Business - Rural School Bus Safety Concerns

The letter as resolved in the motion for the above item to the Minister of Transport, signed by Co-Chairs, Cr McPhail and Cr Wilson has been sent to the Minister. Canterbury will be discussing it at their next meeting and was also raised at the South Island Regional Transport Chairs Meeting. Feedback has been received that the speed element is easier to address than the seatbelt element.

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

6.1 Supplementary Reports

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

6.2 Other

Mr Hawkes noted that Canterbury Regional Council have released their RLTP for consultation and advised that the combined committee should be making a submission on this. It was agreed that this should be discussed under 'Item 10 Extraordinary and Urgent Business'.

7 Questions | Patai

No questions were asked at this time.

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

There was nothing to note under this item. However, Cr Wilson thanked the staff involved for progress on the mid-term review of the RLTP in a very difficult situation with the change in government causing uncertainties.

9 Staff Report

9.1 – RLTP 2021/31 – Mid-term Review – Approval to Consult

Cr Wilson thanked staff for their work in accurately reflecting the committee's direction.

Mr Hawkes introduced the report and spoke to amendments that have been made to the document since it was last reviewed by this committee. Regarding the GPS, Mr Hawkes advised that from the best information he had was that the draft GPS was due to come out for consultation in the last week of February and there had been no early signals of any sort received.

James Caygill advised that while he has no prior knowledge of the GPS, there could be potential risk if a signal came through the GPS that would allow the region to advance a project that wasn't in this RLTP. It would need to be in the RLTP in order for it to be given effect to in the NLTP, which he believes would mean that unless the timing allowed the committee to amend it by way of submission into the hearing process, there is the possibility of needing to consider variation between adoption of this mid-year review and the NLTP process (which didn't leave a lot of time).

Cr Wilson asked the committee whether there were any projects that were not currently covered in the RLTP that have been signalled by government to be a focus area. Cr O'Malley advised that the previous RLTP had to be modified after consultation was closed, and that transport outcomes should be focused on rather than GPS for strategic alignment, and that the language used to make sure that the committee was still able to find an activity class that the required work to be undertaken fitted with. He advised that he believed there should be time to make changes, but that it this would need to happen quickly.

Representatives from the different Councils advised of areas that were not currently in the RLTP that may need to be included in the RLTP or individual Council submissions.

It was agreed that regarding the upgrade to the influence of KiwiRail spend that would impact Otago and Southland, an action would be included in the resolution for this item to submit a letter to the RNIP supporting or promoting the Gore rail bridge over the Mataura River to ensure that the issue was noted as a concern.

Mr Hawkes advised that he has highlighted areas of concern directly with KiwiRail prior to them being invited to the next meeting of the committee. He also advised of the process for the RLTP going forward, including the variation process.

Resolved:

Moved Cr McPhail, seconded James Caygill, that the Regional Transport Committees resolve to:

- (1) Approve the draft mid-term review of the Otago Southland Regional Land Transport Plan 2021/31 be released for public consultation and notified on Saturday 10 February 2024.**
- (2) Write to KiwiRail advising of the Committees concerns regarding the rail bridge over the Mataura River in Gore.**

Motion Carried

9.6 – Next Meeting

By Consensus:

That the next meeting of the Regional Transport committees be held on 26 April 2024, with a venue to be confirmed.

Motion Carried

10 Extraordinary and Urgent Business | Panui Autaia hei Totoia Pakihi

Canterbury Regional Plan Submission

It was agreed that the Regional Transport Committees make a submission to Canterbury Regional Council regarding their regional plan, specifically the Ashburton bridge and the replacement of ferries, and their relevance to the network in the south. The Committees requested the submission be circulated to all members prior to signing by the Chairs.

Resolved:

Moved by Cr O'Malley, seconded by Cr Percival, that the Regional Transport Committees resolves to:

- (1) Make a submission to the Canterbury Regional Land Transport Plan in support of the Ashburton bridge replacement, replacement of the Cook Strait ferries and cross boundary resilience issues between Canterbury and Otago Southland.**
- (2) Review the West Coast Regional Land Transport Plan when it is released for consultation and prepare a submission if required.**

Motion Carried

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

There were no public excluded business items raised.

12 Closure

There being no further business, the meeting closed with a karakia at 11.38am.

Actions arising from the Minutes.

Summary of actions from 2 February 2024 Meeting		
Item No	Action	Action already taken /completed
1	Draft RLTP consultation as recommended.	Closing date subsequently changed to allow for the State Highway Investment Programme to be finalised and a submission made to include in the RLTP
2	Submission on the Canterbury Draft RLTP to be prepared and signed by the cochairs.	Completed. Copy of submission on page 9 of the agenda.
3	Invitation to local MPs to attend a future RTC meeting be considered by the Co-Chairs	No further action at this stage. South Island RTC Chairs Group working to try and get Minister of Transport to a meeting later this year.
4		

ES Reference: A1045419

22 February 2024

Canterbury Regional Transport Committee
draft Regional Land Transport Plan
Environment Canterbury Regional Council
PO Box 345
Christchurch 8140

Dear Sir / Madam

Combined Otago & Southland Regional Transport Committees Submission on the Draft Canterbury Regional Land Transport Plan 2024/34.

The Otago and Southland Regional Transport Committees (RTCs) thank the Canterbury Regional Transport Committee for the opportunity to submit on the Draft Canterbury Regional Land Transport Plan 2024/34 recently released for consultation.

Background and context

The RTCs have been meeting jointly since late 2014. The two committees came together and produced the first joint Otago Southland Regional Land Transport Plan for the 2015/18 period. The process was a considered to be a successful joint venture and has been continued by subsequent Regional Transport Committees through to the current mid-term review of the 2021/31 RLTPs.

The RTCs are committees of their respective Regional Councils but in meeting jointly have been able to take a wider view of the transport network and the connections and dependencies throughout the South Island. The combined Otago Southland Regional Transport Committees therefor have vested interest in the transport network within Canterbury and beyond in the linkage across Cook Straight.

The RTCs wish to provide the following comment for consideration by the Canterbury Regional Transport Committee:

- a) Refer - Page 42 Ashburton Tinwald Connectivity (Second Ashburton Bridge). The RTCs support the top priority afforded this project. The link between the freight hubs around Christchurch and the rest of the South Island is considered critical by the Otago and Southland RTCs. As demonstrated when the bridge was closed during a weather event the options for maintaining access to the lower South Island was severely compromised. Either provision of a second bridge or replacement of the existing bridge with upgraded capacity and designed to accommodate future climatic events is supported by the RTCs.
- b) Refer Page 54 - iRex (Inter-Island Connections). The RTCs consider the Cook Straight Ferries as being a critical component of the South Island transport network to allow the reliable movement of freight and people across the Strait. With the current Government cancelling the iRex replacement ferry project the Canterbury Regional Transport Committee are able

to make strong representations on behalf of the lower South Island Regions to the Government in regard to a replacement ferry service. The RTCs support any representations the Canterbury Regional Transport Committee make to either the Government or to the Marlborough Regional Land Transport Plan to ensure the importance of the service to the South Island is understood.

- c) Refer Page 55 – Extreme events require resilient connections to Otago. While the Canterbury RLTP addresses the cross-boundary issues between Canterbury and Otago the RTCs believe the importance of the connections can be strengthened by including the importance of those links through Otago to Southland. Any effects across the Canterbury Otago boundary and reflected also in Southland for all the reasons included in the Canterbury RLTP. The RTCs request specific comment on the linkages for freight and people movement into and through Otago to Southland be added to the RLTP.

- d) Refer Page 17 - Public Transport – The Draft Canterbury RLTP includes details of current and some discussion on future public transport within larger population areas of Canterbury. Transport options for people living in smaller townships and between regional centres will become more critical in the future. While solutions may not be available at present or may not even have been investigated, we can expect a growing demand in the future. This does not necessarily mean options with public funding input but a more coordinated approach to inter-regional and intra-regional transport options needs to be considered for the future. Transport options for outside the main centres do not appear to have been considered in the current Draft RLTP.

The Otago Southland RTCs do not wish to present their submission in person but are happy to provide additional comment should the Canterbury RTC request it.

Conclusion

The Otago Southland RTCs thank the Canterbury Regional Transport Committee for the opportunity to provide this feedback on their draft RLTP 2024/34.

Should you require any further information please contact Russell Hawkes, Lead Transport Planner, Environment Southland on 021 970 997 or russell.hawkes@es.govt.nz.



Cr Jeremy McPhail
Chair
Southland Regional Transport Committee



Cr Kate Wilson
Chair
Otago Regional Transport Committee

9 Staff Report –

Item 1 Approval to request Council submit the Mid-term review of the Regional Land Transport Plan to NZTA

Report to: Otago Southland RTCs	Meeting Date: 24 June 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Lucy Hicks – General Manager Policy & Government Reform - ES. Richard Saunders - CEO, Transport - ORC	

Purpose

This report updates the combined Committees on the outcomes of the Public Consultation process and changes recommended by the Hearing Panel to the draft Otago Southland Regional Land Transport Plan 2024/27

Summary

The Draft Otago Southland Regional Land Transport Plan 2024/27 has now been consulted on and hearings held. The Hearing Panel have requested a number of changes be made to wording and tables within the draft Plan. The recommended changes do not trigger the Plans significance policy so the Committees can now recommend the Plan to the respective Councils for approval to submit the Plan to the New Zealand Transport Agency.

Recommendation

It is recommended that combined Regional Transport Committees resolve to:

- 1 Note the report.**
- 2 Approve the updates to the Draft Regional Land Transport Plans 2021-31**
- 3 Request the Otago and Southland Regional Councils approve submission of the Regional Land Transport Plans 2021-31 to the New Zealand Transport Agency.**

Report

Background

The Land Transport Management Act (LTMA) requires Regional Transport Committees prepare a Regional Land Transport Plan (RLTP) for their Region on a six yearly cycle. The LTMA also requires a mid-term review of the RLTP be completed within the six months of the expiry of the first three years of the RLTP.

The current Otago Southland Regional Land Transport Plan was submitted to the New Zealand Transport Agency in June of 2021 and covered the period 1 July 2021 to 30 June 2027 in detail. This mid-term review

of the Otago Southland Regional Land Transport Plans 2021-31 has now been completed by the Combined Committees.

The draft Plan was approved for consultation by the Committees on the 2 February 2024. The submission period was extended to the 19 April 2024 as a direct result of the late availability of the draft Government Policy Statement on Land Transport (GPS) and the subsequent effects of the GPS on the State Highway Investment Plan (SHIP). Extending the submission period provided NZTA time to finalise the SHIP and for the changes to be included in the Regional Land Transport Plan rather than having to deal with the changes as variations following adoption of the Plan.

In all there were 53 submissions received with 23 requesting the opportunity to appear at the Hearings. In the end there were 5 that withdrew from attending. Hearings were held in Dunedin on the 31 May with 12 submitters attending. The second day was held in Invercargill on the 4 June with 6 submitters appearing. Deliberations continued immediately following the Hearings with agreement reached on the responses required. Staff were requested to make the required changes to the Draft RLTP to be brought to the Committees for adoption.

Draft Regional Land Transport Plan 2021-31 Recommended Changes

In general submissions received were supportive of the strategic direction and policies included in the Plan. This provided the Hearing Panel with some confidence that major changes were not required. From the submissions received that had specific request there were broadly six separate categories. These high-level categories are:

- 1) Cycle Trails and connecting networks.
- 2) Provision of passenger connections between Christchurch and Invercargill (the most populace part of SI) with emphasis on making best use of the rail corridor.
- 3) The problems of transport access to health in "our" regions with particular reference to transport disadvantage and blind citizens
- 4) .Changes to the State Highway investment program.
- 5) Changes requested by the road controlling authorities.
- 6) Requests for specific projects to be brought forward and named in the tables for consideration in the future.

None of the changes requested triggered the Significance Policy included in the draft RLTP, so it can be adopted without further consultation.

The following changes to the Draft RLTP have been made as set out below. Due to the number of small changes they have not been separately identified in this report

- Strategic Section
 - Changes to references relating to the draft Government Policy Statement (GPS) to reflect the direction in the March draft GPS released by the new Government.
 - Reassessment of the updated RLTPs consistency with the Draft GPS.
 - Updated population figures to reflect the latest information from Statistics NZ.
 - Stronger reference to connecting cycle trails and inclusion of potential trails for future consideration.
 - Reference to the United Nation's Convention on the Rights of Persons with Disabilities and the New Zealand Disability Strategy.

- Reference to transport options for transport disadvantaged.
 - Reference to provision of transport connections between Invercargill and Christchurch.
 - Strengthened statements regarding increased funding support for the regions.
 - More detail added concerning strategic corridors and resilience.
 - Emphasise the importance of alternative transport options, particularly for Queenstown.
 - Changes to include Manu Whenua representations at hearing relating to a specific Otago project.
- Funding and Programmes Section
 - Tables updated to include the revised State Highway Investment Plan.
 - Updates to project tables

As the Regional Land Transport Plan is designed as an enabling document with primarily high-level statements the changes required to Plan were easily incorporated. A copy of the updated Otago Southland Regional Land Transport Plan 2021-31 will be provided under separate cover.

Next Steps

The combined RTCs are now asked to provide further comment on the updated RLTP with any further changes they may require. Subject to any further changes being requested by the RTCs the Otago Southland Regional Land Transport Plans 2021-31 can be recommended to the Otago and Southland Regional Councils for submission to the New Zealand Transport Agency. The final submission date is the 31 July 2024.

Views of affected parties

The contents of this report recommend that changes be approved to the Regional Land Transport Plans resulting from a public consultation process. No further engagement is required.

Compliance with Significance and Engagement Policy

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

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

- Updated Otago Southland Regional Land Transport Plans 2021-31 provided under a separate cover.

Item 2 New Zealand Transport Agency Update

Report to: Otago Southland RTCs	Meeting Date: 24 June 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Lucy Hicks – General Manager Policy & Government Reform - ES. Richard Saunders - CEO, Transport - ORC	

Purpose

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

Summary

NZTA will provide a presentation and verbal update on the activities currently being undertaken by the Transport Agency. The topics will include an update on the recently released State Highway Investment Plan (SHIP) and State Highway Projects currently underway to complete the 2021/24 NLTP.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.
2. provide any feedback to the New Zealand Transport Agency on the topics included in the presentation.

Report

Background

NZTA wishes to update the Committees on a number of the activities they are currently involved with that will be of interest to the Committees. This will be a verbal update, with additional information included in a presentation provided on the day.

Topics expected to be covered in the presentation are:

- State Highway activities leading to the conclusion of the 2021/24 National Land Transport Programme.
- State Highway Investment Plan (SHIP) - Changes now included in the RLTP;
- Update on the GPS implications expected to be released on the 25 June (if known);
- Development of the 2024/27 National Land Transport Programme.

Views of affected parties

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

Compliance with Significance and Engagement Policy

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

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

None

Item 3 National Land Transport Plan – Indicative Funding Allocations

Report to: Otago Southland RTCs	Meeting Date: 24 June 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Lucy Hicks – General Manager Policy & Government Reform - ES. Richard Saunders - CEO, Transport - ORC	

Purpose

The purpose of this report is to provide Otago Southland Regional Transport Committees (RTCs) with an update on the indicative funding allocations approved by the New Zealand Transport Agency Board to carry Road Controlling Authorities (RCAs) through the period between the release of the final Government Policy Statement and the National Land Transport Plan for the 2024/27 period.

Summary

Indicative allocations have now been approved for the regions RCAs to allow maintenance of the networks to continue until the National Land Transport Plan is released in early September. The indicative funding approved to date for each RCA is shown in the report. As the indicative funding was released as the agenda for this meeting was being finalised there has not been time to obtain specific comment from the RCAs. The RCA representatives may wish to comment on their allocations at the meeting.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.

Report

Background

The Government Policy Statement on Land Transport (GPS) is expected to be released on or about the 25 June. This sets the final activity class funding bands that the NZTA Board must work between in development of the National Land Transport Plan (NLTP). With the delays in release of the GPS the final will not be confirmed by the NZTA Board until the end of August. This creates a potential issue for the Road Controlling Authorities who must continue with their maintenance programmes through the period 1 July till the end of August without approved funding from the National Land Transport Fund.

To alleviate this issue the NZTA Board have proved indicative funding approvals to allow basic maintenance work to continue through the winter months. There are still a number of activity classes where initial approvals have not been released. Final approvals will not be available until release of the NLTP.

Indicative approvals were released on the 6 June as the agenda for the RTCs meeting was being finalised. This report provides an indication of the approvals received for each of the regions Road

Controlling Authorities. At the time of preparing the report they had not been able to fully assess the implications of the approvals but may wish to comment at the meeting.

Although the indicative funding allocations are generally below the funding levels requested, they are all a significant increase on the level of funding for maintenance and renewals in the 2021/24 period. Cost increases in the construction sector above the rate of inflation will have some effect on the level of work carried out. However, the funding approved should see the network being maintained to a better level than has been the case in the last few years.

Local Roads Indicative Approvals

Gore District Council				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$13,257,000	\$13,257,000	\$0	100%
LR - Operations	\$5,854,000	\$5,024,000	-\$830,000	86%
LR - Improvements- Bridge & Structural Renewals	\$1,795,500	\$1,125,000	-\$670,500	63%

Southland District Council				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$94,578,432	\$85,254,000	-\$9,324,432	90%
LR - Operations	\$28,077,556	\$24,057,000	-\$4,020,556	86%
LR - Improvements- Bridge & Structural Renewals	\$16,849,030	\$15,000,000	-\$1,849,030	89%

Invercargill City Council				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$38,237,000	\$35,190,000	-\$3,047,000	92%
LR - Operations	\$12,117,800	\$10,850,000	-\$1,267,800	90%
LR - Improvements- Bridge & Structural Renewals	\$9,461,490	\$0	-\$9,461,490	0%
Public Transport Services	\$12,165,850	\$11,770,000	-\$390,850	97%
Public Transport Infrastructure	\$0	\$311,000	\$311,000	

Environment Southland				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR - Operations	\$229,408	\$220,000	-\$9,408	96%

Otago Regional Council				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
Public Transport Services	\$98,000,000	\$94,765,000	-\$3,235,000	97%
Public Transport Infrastructure	\$7,152,567	\$1,959,000	-\$5,193,567	27%

Clutha District Council				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$42,482,000	\$39,895,000	-\$2,587,000	94%
LR - Operations	\$10,666,000	\$12,222,000	\$1,556,000	115%
LR - Improvements- Bridge & Structural Renewals	\$7,416,000	\$6,800,000	-\$616,000	92%

Waitaki District Council				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$35,299,303	\$314,786,000	-\$3,513,303	90%
LR - Operations	\$13,660,081	\$12,386,000	-\$1,274,081	91%
LR - Improvements- Bridge & Structural Renewals	\$9,372,374	\$9,372,374	\$0	100%

Central Otago District Council				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$21,041,903	\$21,070,000	\$28,097	100%
LR - Operations	\$21,449,518	\$17,840,000	-\$3,609,518	83%
LR - Improvements- Bridge & Structural Renewals	\$3,171,396	\$1,600,000	-\$1,571,396	50%

Queenstown Lakes District Council				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$38,124,609	\$37,263,000	-\$861,609	98%
LR - Operations	\$28,285,574	\$25,065,000	-\$3,220,574	89%

Dunedin City Council				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$91,080,519	\$85,000,000	-\$6,080,519	93%
LR - Operations	\$49,193,511	\$47,366,000	-\$1,827,511	96%

Otago State Highways				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$123,294,196	\$128,389,647	\$5,095,451	104%
LR - Operations	\$85,422,225	\$84,303,482	-\$1,118,743	99%

Southland State Highways				
Activity Class	Funding Requested 2024/27	Indicative Funding Allocation 2024/27	Difference	Percentage Comparison
LR – Pothole Prevention	\$72,909,772	\$75,826,436	\$2,916,664	104%
LR - Operations	\$61,099,848	\$59,696,171	-\$1,403,677	98%

Views of affected parties

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

Compliance with Significance and Engagement Policy

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

Attachments

None

Item 4 KiwiRail Update

Report to: Otago Southland RTCs	Meeting Date: 24 June 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Lucy Hicks – General Manager Policy & Government Reform - ES. Richard Saunders - CEO, Transport - ORC	

Purpose

The purpose of this report is to provide representatives from KiwiRail to address the Committees on their current plans for the South Island rail network.

Summary

KiwiRail representatives will attend the meeting and provide the Committees with an update on their current plans for the South Island rail network.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.
2. provide any feedback to the KiwiRail on the topics included in the presentation.

Report

Background

At a previous Combined RTCs meeting staff were requested to arrange for KiwiRail representatives to attend a meeting to allow discussion and a better understanding of the current rail network plans and utilisation.

Angus Hodgson KiwiRail Group Manager – Government Engagement and Garry Ikin – South Island Infrastructure Manager will join the Committees for their presentation after the lunch break. They will provide an update on current maintenance plans, resilience issues any capital projects planned and answer questions the Committees may have.

Views of affected parties

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

Compliance with Significance and Engagement Policy

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

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

None

Item 5 South Island RTC Chairs Activities Update

Report to: Otago Southland RTCs	Meeting Date: 24 June 2024
ES File: -	Strategic Direction: All
Report by: Russell Hawkes, Lead Transport Planner, ES and Lorraine Cheyne, Manager Transport, ORC	Approved by: Liz Devery Regional Planning Manager ES.
Executive Approval: Lucy Hicks – General Manager Policy & Government Reform - ES. Richard Saunders - CEO, Transport - ORC	

Purpose

The purpose of this report is to update the Committees on the recent activities of the South Island RTC Chairs Group.

Summary

The South Island RTC Chairs group are scheduled to meet on the 8 July 2024. The recent activities of the Group are provided for the RTCs information and comment.

Recommendation

It is recommended that Regional Transport Committees resolve to:

1. note the report.
2. provide any feedback RTCs representatives on the South Island RTC Chairs Group for consideration at their next meeting.

Report

Background

The South Island RTC Chairs group met in Christchurch on the 15 April 2024. The Group is currently chaired by Cr Kate Wilson and she was supported at the meeting by Cr Phil Morrison in the absents of Cr Jeremy McPhail.

The main items of the agenda included,

- An update from each RTC Chair on their own region
- An update from the New Zealand Transport Agency
- An update from KiwiRail on their current priorities and view of the year ahead
- An update from the Ministry of Transport on the new Governments transport priorities
- A guest presentation from Whoosh on an innovative transport solution
<https://whoosh.solutions/>
- An update on the Groups current work programme – Freight initiative in conjunction with NZTA

A copy of the minutes of the last meeting area attached for the committee’s information.

The next meeting of the group is via Teams on the 8 July 2024.

Views of affected parties

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

Compliance with Significance and Engagement Policy

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

Considerations

Financial implications

Current budget

There are no budget implications included in this report.

Future implications

There are no future financial implications included in this report.

Legal implications

There are no legal implications contained in this report.

Attachments

Minutes - South Island Regional Transport Committee Chairs

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

Date: Monday 15 April 2024, 9.00am – 3.00pm

Members Attendance:	In	<i>Canterbury Regional Council</i> Chair Peter Scott Cr Grant Edge	<i>Otago Regional Council</i> Cr Kate Wilson (<i>Chair</i>) Cr Alexa Forbes
		<i>Southland Regional Council</i> Cr Phil Morrison	<i>West Coast Regional Council</i> Cr Peter Ewen Cr Peter Haddock
		<i>Marlborough District Council</i> Cr Scott Adams	<i>Tasman District Council</i> Deputy Mayor Stuart Bryant (joined online 9.34am)
		<i>NZTA Waka Kotahi</i> James Caygill Emma Speight	
Member Apologies:		<i>Nelson City Council</i> Mayor Nick Smith	<i>Southland Regional Council</i> Cr Jeremy McPhail

Officers Attendance:	In	<i>Canterbury Regional Council</i> Jesse Burgess Sam Bellamy Tiara Thorby	<i>Southland Regional Council</i> Russell Hawkes
		<i>Marlborough District Council</i> Laura Skilton	<i>Tasman District Council</i> Bill Rice (joined online 9.34am)
		<i>Nelson City Council</i> Rhys Palmer (joined online 9.40am)	<i>West Coast Regional Council</i> Lillie Sadler
		<i>Otago Regional Council</i> Lorraine Cheyne	<i>NZTA Waka Kotahi</i> Luke Carey
Guest Attendees:		Gary Ikin, South Island Infrastructure Manager, KiwiRail (Item 5)	David Wood, Acting Chief Executive, Ministry of Transport (Item 6)
		Chris Allington, Executive Director, Holmes Solutions (Item 8)	

1. Welcome, Apologies and Introductions

The Chair, Cr Kate Wilson, welcomed members and meeting was opened at 9.11am with a karakia. Apologies were noted from Deputy Chair Jeremy McPhail and Mayor Nick Smith. Due to flight delays Deputy Mayor Stuart Bryant joined the meeting online at 9.34am.

2. Minutes from Previous Meeting – 29 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. Accept these minutes as a true and accurate record.

Chair Peter Scott / Cr Peter Ewan

CARRIED

3. Regional Updates

Canterbury

- The draft Regional Land Transport Plan (RLTP) consultation period was held with 131 submissions received, followed by hearings, which were generally supportive. Overall, the RLTP is aligned with the Government Policy Statement (GPS). Deliberations were held on 28 March, and amendments made addressing the Pages Road Bridge ranking.
- Work is ongoing to develop the Regional Public Transport Plan. There are requests from the public for inclusion of inter and intra-regional PT across the South Island.
- The Greater Christchurch Partnership endorsed the draft spatial plan and ratification is expected shortly. The GPS provides hope for integration of urban development and transport funding.
- The latest PT patronage reports shows significant uplift with low fares and single zone concessions for Greater Christchurch seen to be positive contributing factors.
- NTS (National Ticketing Solution) is on track.

West Coast

- Draft RLTP went out for consultation, submissions received. Speed limit concerns in townships are being addressed and solutions are being sought through local councils.
- Roads are experiencing washouts, causing one lane traffic and near misses. These are becoming more regular.
- Maintenance efforts are progressing well, including vegetation clearing. Willows are an issue.
- Some concern exists regarding bridges on State Highways, including the Waiho bridge, but risks won't be known until an event occurs.
- Lack of PT in the draft GPS 2024 is a concern – central government need to consider PT and mobility costs for rural communities.
- Reputational damage occurs due to road closures, affecting tourism – tour bus companies are avoiding routes or trips to some townships.
- SH73 lacks passing opportunities and pull-areas for slow vehicles need further maintenance.

Marlborough

- The Marlborough Sounds Recovery business case, in response to recent storm damage, has been approved and has been included in Long Term Plan (LTP) for funding.
- The draft Speed Management Plan (SMP) has been approved.
- The draft RLTP is currently out for consultation.

Nelson / Tasman

- Electric bus services have been successful, and patronage has doubled in 2024.
- The Ministry of Education is considering abandoning their school bus services due to parallel public services – this is not ideal.
- The SMP consultation period has concluded and received 2,200 submissions. Hearings will be held at the end of April 2024.

- Richmond Transport Programme Business Case and draft RLTP plans held consultation periods in February 2024, with deliberations underway week of 15 April 2024.
- SHIP (State Highway Investment Plan) due. Amendments will need to be made to draft RLTP to reflect the SHIP.

Southland

- Otago/Southland combined RLTP consultation date extended to 19 April 2024 – hearing dates are still to be confirmed. Speed and infrastructure are the most significant programmes.
- Work in the TA sector is on target to finish for reseals and rehabs by end of June 2024.
- Condition of SH1 Invercargill – Bluff is a concern, and any accidents disrupts flow of freight from the port which is high risk.

Otago

- Combined Otago Regional Council / Environment Southland RLTP consultation period closes 19 April 2024.
- LTP is out for consultation. Increased public transport funding is proposed, with \$315 million investment in Dunedin and estimated \$194 million in Queenstown over the next 10 years.
- High-capacity buses will connect towns to airports, including articulated buses, and other routes will be extended.
- Records show a significant increase in PT passenger trips, especially post-Covid, with tourists returning at 61% higher than last year.
- Retaining drivers and recruitment remain challenging due to systematic issues, including accommodation shortages.

Waka Kotahi

- Maintenance is a priority, but the SH condition is good. Conversations more based on resilience.
- Confirmed sufficient Bailey Bridge stock in South Island.

4. Government Policy Statement on Land Transport

The Chair, Cr. Kate Wilson, lead a discussion about the implications of the draft Government Policy Statement (GPS) for the South Island.

- In March 2024, the Ministry of Transport (MOT) released the draft GPS for feedback. All submissions have been submitted and a final summary was included in the agenda pack. The transport minister was not available to join the discussion at this meeting.
- There is a strong North Island focus and significant under funding for the South Island.
- Members discussed seeking opportunities to address underfunding with Ministers such as;
 - Simon Bridges (NZTA board)
 - Minister for Rural Communities, Mark Patterson
 - Minister for Regional Development, Shane Jones
 - Associate Minister of Transport Matt Doocey
- New Zealand Transport Agency Waka Kotahi (NZTA) representatives noted that the GPS is very deliberate and NZTA can only fund what is included. There are three main decision-making factors, and all must be met for items to be actioned:
 1. Is it a priority? (noting public transport (PT) is not a current priority)
 2. Eligibility
 3. Funding availability (Noting there is not enough funding).
- Government focus is on Roads of National Significance (RoNS)
- Members to consider strategic improvements beyond this approach and other opportunities to get funding – linking in with tourism, agriculture, energy, and rural communities and focusing on areas where specific investment can unlock economic value. Focus on resilience is key.
- 2027 preparation is key for RLTP and next GPS, ensuring alignment across the South Island.

5. Kiwi Rail Update

Gary Ikin provided an update on KiwiRail's current priorities and its outlook for the year ahead and beyond.

- The 10-year plan is set to begin in July 2024, but with the GPS funding cut, the full impact will be clearer by September 2024.
- KiwiRail emphasised the value of rail, including safety, reduced carbon emissions, and road congestion relief.
- The recent IREX project has been cancelled, staff and contractors have moved away. The Durham overbridge has also been pulled. The 3 Inter-Islander ferries are aging but performed well during the summer season.
- The Ashburton container terminal is now open, primarily serving northwards freight.
- Two new freight hubs in West Coast (for coal and minerals) and Mosgiel are proposed and are under consideration.
- KiwiRail emphasised the need for reliable funding to maintain and enhance the rail network. Advocacy for longer-term funding and alignment with KiwiRail's planning cycles is crucial. Without rail there would be an estimated 50,000 more trucks on the road long term.

6. Ministry of Transport Update

David Wood (Acting Chief Executive), Matt Skinner (Manager - Revenue) and Tim Herbert (Manager – Investment) joined online and gave a presentation on the draft GPS 2024.

- The 2024 GPS represents a transitional step to the 2027 full review. It addresses funding systems and investment approaches. Private sector investment is being encouraged. The focus is on value for money, efficiency, and maximising revenue.
- Delivery expectations for MOT and NZTA:
 - Delivery (focus on RoNS programmes)
 - Core Business (State Highway maintenance and improvements)
 - Value for money and efficiency (Look for funding elsewhere, tolling)
- The NZTA board will be responsible for assessing and ranking RoNS projects and will hold decision rights. NZTA must take direction as set by GPS.
- It was noted by members that coastal shipping is no longer in the GPS and is the only mode of transport for some areas if roads are out. MOT note that GPS is not the only source of funding and there will be other potential tools but did not specify.
- GPS sets 4 strategic priorities:
 - Economic Growth/Productivity
 - Resilience
 - Safety
 - Value for Money
- Reviewed changes to activity classes, noting changes to funding for state highway and local road maintenance, and that each project will need to be split and funded by the appropriate activity class.
- Rail network funding, previously supported through the National Land Transport Fund (NLTF), will no longer be cross-subsidised by road users. Funding will come through the standard government budget process.
- Ministerial Expectations:
 - Prioritise delivery, core business and value for money
 - Improve the business case process
 - Address significant cost increases across all programs
 - Halt programmes not aligned with GPS
 - Focus on services and users

- Explore new delivery models
 - Ensure all available revenue sources are collected
 - Consider road tolling as default setting
 - Shift focus from 3-year plan to 10-year investment plan
 - Improve asset management practices
 - Be cautious with cost estimates
- Consultation on GPS is now closed, the revised version will be submitted to Cabinet by end of April/early May, with final publication in June.
- The committee questioned narrowing of the transport portfolio to exclude rail and coastal shipping, and the effect this would have on the roads regarding heavier freight, as well as regions where road access is cut in an event. MOT responded that historically a lot of cost/benefit analysis had occurred, that the minister had made clear decisions and that heavy vehicles pay their way in road user charges for what they consume. Budgetary processes will re-allocate funding for KiwiRail's freight lines. MOT noted that there are unique markets in the South Island.
- The committee questioned reduction of funds to cycling and walking activity class, the decision to restrict modal crossover in activity class funding and the lack of opportunity for innovative transport solutions. MOT noted that these concerns were heavily featured in submissions and will be passed through to the Minister.
- The committee raised concerns regarding the effects of climate change and where funding will come from for resilience planning and work. MOT acknowledged that South Island is just as vulnerable as the East Cape and Northland and building resilience is important, but MOT is just one part of the solution, and that is a case for other government areas as well.
- MOT discussed transport revenue – in June/July will take recommendations to Cabinet.
 - EV's to incur road user charges, with the primary purpose of charges being road usage rather than fuel usage. An alternative is to increase the fuel levy, which will increase revenue from hybrid users.
 - The Minister is focused on road tolling but there are high operating costs (35% of revenue) and there still must be an alternative route for drivers.
 - Time of Use / Congestion charges is being scoped for Auckland, and from this a framework developed to extend to other regions in the future.
 - Focus on private partnerships.

7. NZTA Waka Kotahi Update

NZTA discussed the implications of the draft GPS;

- Noted that NZTA does not have the revenue to fund what is laid out in GPS. In order to fund RoNS as the priority, money will need to be taken from other activity classes.
- The Hope Bypass, Belfast to Pegasus Motorway and Woodend Bypass are the only two South Island projects. The second Ashburton Bridge is not on RoNS but listed as a Regionally Significant project.
- Any big system improvements required for resilience outside of RoNS projects will not have any funding outside of maintenance.
- There will be little funding to go towards improvements in Walking & Cycling as the amount is also covering maintenance.
- Noted that Time of Use charging may not be significant enough to raise revenue and, like tolling, operational costs are high.
- There is significant reduction to safety class, with safety improvements sitting with other improvement activities – the funding in the safety activity class will cover policing and advertising only.

- There is discussion with the Minister about weight classes for commercial vehicles. New weighing stations are planned for Kumara Junction, Lyttleton and Southland and this data will assist with compliance and changes to road user charges.
- Stressed the need to seek revenue from other departments outside of Transport, and to focus ahead to next GPS cycle and develop strong narrative early. Support KiwiRail and tourism infrastructure. Invest in cases that make sense but may not currently have government funding.
- The Committee agreed that they need to strategize and prioritise now so have a stronger voice for the 2027 GPS cycle.
- Arataki Strategy is under review but continuing for now.

8. Guest Presentation: Whoosh – an innovative transportation solution

Chris Allington, Chief Executive Officer of Holmes Solution, gave a presentation on Whoosh transportation, an elevated, autonomous transport solution developed for the Google campus. Planning for the pilot project, Remarkables Park in Queenstown, is underway and has two-thirds of funding. Aims to connect airport, ski fields and town centre. The Chairs were invited to view and trial the proto-type vehicle at the Holmes Solutions workshop, 7 Canterbury Street, Hornby, Christchurch. Chris can be contacted at- ChrisA@holmessolutions.com or 021 339 044.

9. Chairs Group's Work Programme Update

Russell Hawkes provided an update on the South Island Freight Study. Although the outputs are not yet ready, progress is being made. Currently working to set up Stage 2 and obtain detailed data from E-Road to look at freight movements, revealing growth, transfer, and control issues, allowing for informed decision-making. This will help to inform the National Freight Strategy, and how we can best use our ports and rail networks.

10. South Island's Significant Transport Activities

Jesse Burgess presented an updated version of the map highlighting the significant transport projects and programmes identified for the South Island through the development of RLTP's. Currently working to add KiwiRail network and more geographic locations such as ports, airports, and at-risk corridors. Aiming to be a visual representation to show why investment is needed in programmes and the follow through effects of one project across the South Island.

- The Committee saw the value in helping regional councils to think collectively. They requested further development to place projects in priority order, along with current funding status, and to bring the advanced mapping to the next meeting.

11. Rural School Bus Safety

Tiara Thorby led a follow up discussion on rural school bus safety issues, as raised at the previous meeting. Current reports stand as a suite of recommendations, rather than next steps to advance the issue. Tiara to circulate the reports with the Chairs with minutes. Regional council advocacy is needed to progress school bus safety changes.

That the South Island Regional Transport Committee Chairs Group:

- 1. Asks officers to consider the final NZTA School Bus report and provide feedback on the next steps to appropriate agencies.**
- 2. Provides recommendations to the Committee at the next meeting.**
- 3. Advises the Committee if any actions are required prior to this meeting.**

Cr Kate Wilson / Cr Alexa Forbes
CARRIED

12. Any Other Business

No other business items were raised.

13. Close and Farewell

The meeting was closed with a karakia at 3:00pm.

Item 6 Next Meeting

It is proposed to hold the next meeting of the Otago and Southland Regional Transport Committees on Monday 23 September 2024. The National Land Transport Programme will have been released and the outcomes for the Regions can be reported on.

Recommendation

It is recommended that the next meeting of the Regional Transport Committees be held on Monday 23 September 2024, with a venue to be confirmed, or, if required, earlier at the discretion of the respective Committee Chairs.