

6 August 2025

Te Waihanga New Zealand Infrastructure Commission  
Level 7, Todd Building  
95 Customhouse Quay  
Wellington 6011

Via online form: <https://www.surveymonkey.com/r/te-waihanga-draft-plan-feedback-upload>

***Otago and Southland Regional Transport Committees' submission on the Draft National Infrastructure Plan***

Kia ora,

The joint Otago and Southland Regional Transport Committees (RTCs) welcome the opportunity to provide feedback on the Draft Infrastructure Plan. The RTCs provide our regional councils with advice on transport and therefore have an interest in the Draft Plan's impact on transport infrastructure decisions. This submission reflects the views of the RTCs' members, excluding the New Zealand Transport Agency. The RTCs defer to the local authorities in Otago and Southland to provide comment on specific proposals that affect them.

The RTCs are broadly supportive of the Draft Plan and acknowledge the Infrastructure Commission's assessment regarding the state of New Zealand's infrastructure.

The RTCs acknowledge that the current land transport funding model is no longer fit for purpose and support Recommendation 5 to "establish affordable and sustainable funding" (p. 65). Road user charges are an important mechanism for generating revenue to support land transport infrastructure. In high-growth areas such as Queenstown, where transport networks are under increasing pressure, time-of-use charging can increase funding, manage travel demand and reduce peak-hour congestion.

The RTCs encourage two amendments regarding the forward guidance for land transport (p. 132). First, the RTCs would like to see a greater emphasis on public and active transport infrastructure investments. This is because public and active transport infrastructure represents good value for money relative to private vehicle infrastructure. Second, the RTCs recommend highlighting maintenance and renewal of transport infrastructure in low-growth rural areas, particularly those that produce significant economic value. For example, there are dozens of bridges in Otago and Southland that are crucial for the movement of livestock, crops and other produce and require immediate maintenance. Failure to maintain these bridges threatens the reliability of key supply routes and poses a significant risk to New Zealand's domestic and export markets.

The RTCs also emphasise the importance of ensuring that projects in the Infrastructure Pipeline are well-planned, have sufficient capacity to be completed, and have guaranteed long-term funding as part of a continuous work programme. Discussions to this effect, particularly around the maintenance and renewals of existing infrastructure, should meaningfully involve local authorities so that

infrastructure decisions are rooted in the local context. Moreover, ensuring long-term funding of infrastructure will mean transport projects are more likely to be successfully implemented across changes of government.

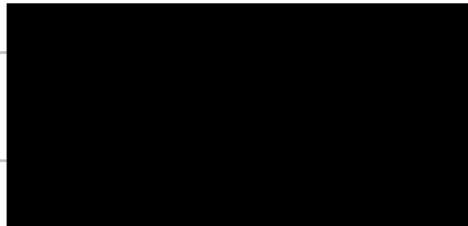
The RTCs also seek further clarification on how the Draft Plan's findings will inform policy decisions for current and future Governments. This is because many of the recommendations in the Draft Plan do not align with some of the Government's strategic documents and frameworks, such as the Government Policy Statement on land transport 2024-2034 and the Going for Housing Growth Programme.

The RTCs appreciate the opportunity to provide feedback on the Draft Plan and encourage the Infrastructure Commission to consider the points raised in this submission.

Nā māua noa, nā


Otago RTC Chairperson



Southland RTC Chairperson