



AGENDA

Regional Transport Committee Meeting

Date: Monday, 14 September 2026

Time: 9:30 am

Location: Council Chambers
Waikato Regional Council
Level 1, 160 Ward Street, Hamilton

Members: Cr Liz Stolwyk – Committee Chair – Waikato Regional Council
Cr Angela Strange – Committee Deputy-Chair – Waikato Regional Council
Cr Ray Broad – Hauraki District Council
Andrew Corkill – Waka Kotahi – NZ Transport Agency
Mayor Rodney Dow – Ōtorohanga District Council
Cr Sue Moroney – Hamilton City Council
Cr Janette Osborne – Waitomo District Council
Cr Mike Keir – Waikato District Council
Cr Elvira van der Leden – South Waikato District Council
Mayor Peter Revell – Thames-Coromandel District Council
Mayor Mike Pettit – Waipā District Council
Cr Duncan Campbell – Taupō District Council
Mayor Ash Tanner – Matamata Piako District Council
Anthony Curl – Access and Mobility Advisor (non-voting)
Lisa DeCoek – Kiwirail (non-voting)

Alternates: Cr Mich'ael Downard – Waikato Regional Council
Cr Sandra Greenslade – Taupō District Council
Cr Andrew Barker – Ōtorohanga District Council
Cr Kerry Purdy – South-Waikato District Council
Cr Stephen Crooymans – Hauraki District Council
Cr Martin Rodley – Thames-Coromandel District Council
Cr Claire St Pierre – Waipā District Council
Cr Dan Tasker – Waitomo District Council

Deputy-Mayor James Sainsbury – Matamata-Piako District Council
Cr Mesh Macdonald – Hamilton City Council
Cr Eugene Patterson – Waikato District Council
Susan Collins - Waka Kotahi – NZ Transport Agency
Kathy Harward – Access and Mobility Advisor (non-voting)
Steve Zahorodny- Kiwirail (non-voting)

Regional Transport Committee

Ngā Tikanga Whakahaere | Terms of Reference

1. *Mana ā-Ture | Status*

This Committee was created by Waikato Regional Council as required by section 105 of the [Land Transport Management Act 2003](#). The provisions of the Local Government Act 2002, including Schedule 7, and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the Committee (refer to [section 107 of the Land Transport Management Act 2003](#)).

2. *Ngā Kawenga | Responsibilities*

The Committee is responsible for undertaking the functions prescribed by *section 106 of the Land Transport Management Act 2003* and providing a regional forum for the consideration of regionally significant transport matters including:

- a. Preparing the *Regional Land Transport Plan* for the approval of, and adoption by Waikato Regional Council pursuant to section 106(1)(a) of the *Land Transport Management Act 2003*.
- b. Adopting a policy that determines significance (*RLT Significance Policy*) in respect to (section 106(2) of the *Land Transport Management Act 2003*):
 - i. variations made to the *Regional Land Transport Plan* under [section 18D of the Land Transport Management Act 2003](#); and
 - ii. the activities that are included in the *Regional Land Transport Plan* under [section 16 of the Land Transport Management Act 2003](#).
- c. Preparing and adopting variations to the *Regional Land Transport Plan* that do not trigger the *RLT Significance Policy*.
- d. Preparing variations to the *Regional Land Transport Plan* that trigger the *RLT Significance Policy* for adoption by Waikato Regional Council.
- e. Reviewing the *Regional Land Transport Plan* as required including in the six-month period before the expiry of its third year.
- f. Monitoring the implementation of the *Regional Land Transport Plan*.
- g. Providing Waikato Regional Council with any advice and assistance it requests in relation to its transport responsibilities, including promoting the strategic integration of land use and strategic planning (section 106(1)(b) of the *Land Transport Management Act 2003*).
- h. Preparing and approving the *Regional Road Safety Strategy*.
- i. Advocating for regional land transport strategic priorities (such as road safety), including the development of plans, strategies, and policies.
- j. Carrying out any functions required of the Committee by regulations made under section 109(1)(c) of the *Land Transport Management Act 2003*.
- k. Submitting on policies, plans, and consultation documents issued by Waka Kotahi NZ Transport Agency, the Ministry of Transport, regional and territorial local authorities, and other relevant organisations.
- l. Engaging and collaborating with other regional transport committees on strategic regional and inter-regional transport matters through working parties and similar.
- m. Considering advice and recommendations from the Waikato Regional Advisory Group.
- n. Preparing the *Regional Speed Management Plan* and any subsequent variations to that Plan.

3. *Ngā Apatono | Powers*

- a. The Committee has the following powers required to carry out its responsibilities:
 - i. Prepare the *Regional Land Transport Plan* for Waikato Regional Council approval.
 - ii. Prepare and adopt the *RLTP Significance Policy*.
 - iii. Prepare and adopt variations to the *Regional Land Transport Plan* that do not trigger the *Significance Policy*.

- iv. Prepare variations to the *Regional Land Transport Plan* that trigger the Significance Policy for Council adoption.
 - v. Review the *Regional Land Transport Plan* as required, including before the end of its third year.
 - vi. Establish a single purpose hearings committee or subcommittee with appropriate representation to develop and hear submissions on the *Regional Land Transport Plan*.
 - vii. Monitor implementation of the *Regional Land Transport Plan*.
 - viii. Prepare and approve the *Regional Road Safety Strategy*.
 - ix. Prepare and approve the *Regional Speed Management Plan* and its variations.
 - x. Provide advice and assistance to Waikato Regional Council on transport responsibilities.
 - xi. Advocate for regional transport priorities, including road safety.
 - xii. Submit on policies, plans, and consultation documents from Waka Kotahi, Ministry of Transport, councils, and other relevant bodies.
 - xiii. Engage and collaborate with other regional transport committees on strategic matters.
 - xiv. Consider advice and recommendations from the Waikato Regional Advisory Group.
 - xv. Carry out any functions required by regulations under section 109(1)(c) of the Land Transport Management Act 2003.
- b. The Chair of the Committee has the following powers delegated by the Committee to act on its behalf:
- i. To sign off submissions once approved by the Committee.
 - ii. To communicate with external organisations on matters approved by the Committee.

4. *Ngā Tūranga* | **Membership**

4.1 *Ngā Mema* | **Members**

The Committee comprises eighteen members:

- a. Two persons appointed by, and representative of, Waikato Regional Council.
- b. One person nominated by, and representative of each territorial authority in the Waikato region, being:
 - i. Hamilton City Council.
 - ii. Hauraki District Council.
 - iii. Matamata-Piako District Council.
 - iv. Ōtorohanga District Council.
 - v. South-Waikato District Council.
 - vi. Taupō District Council.
 - vii. Thames-Coromandel District Council.
 - viii. Waikato District Council.
 - ix. Waitomo District Council.
 - x. Waipā District Council.
- c. One person nominated by, and representative of Waka Kotahi NZ Transport Agency.
- d. One person appointed by, and representative of KiwiRail (in a non-voting capacity) pursuant to section 105A(1)(c) of the Land Transport Management Act 2003.
- e. One person nominated by, and representative of the New Zealand Automobile Association (AA), in an advisory (non-voting) capacity.
- f. One person representing the disability, access and mobility sector in an advisory (non-voting) capacity appointed by the Regional Transport Committee.
- g. One person nominated by, and representative of the New Zealand Police, in an advisory (non-voting) capacity.
- h. One person representing economic development in an advisory (non-voting) capacity appointed by the Regional Transport Committee.

Members shall be deemed to be appointed by Waikato Regional Council on receipt of such nominations from their respective organisations.

4.2 *Ngā Kairiwhi* | **Alternates**

Alternates for any members may be nominated by, and representative of their respective organisations. Alternates shall be deemed to be appointed by Waikato Regional Council on receipt of such nominations, except in the case of KiwiRail. KiwiRail may appoint an alternate to its representative member.

4.3 *Ehara i te Mema* | **Non-members**

The Committee may invite non-member, non-voting experts to assist the Committee, including sitting at the Committee table and speaking as invited by the Chair.

4.4 *Ūpoko me te Ūpoko Tuarua* | **Chair and Deputy-Chair**

The Chair and Deputy-Chair of the Committee are appointed by Waikato Regional Council from its two representative members pursuant to [section 105](#) of the Land Transport Management Act 2003.

5. *Tokamatua* | **Quorum**

Seven voting members.

6. *Ngā Tikanga Pōti* | **Voting**

- a. Decisions of the Committee are made by majority vote of the members present and voting.
- b. In the case of equality of votes, the Chair or any other person presiding at the meeting does not have a casting vote (and therefore in the case of equality of votes the act or question is defeated, and the status quo is preserved).

Refer to section 105(7) of the [Land Transport Management Act 2003](#), clause 24 of Schedule 7 of the [Local Government Act](#) and [Standing Orders](#).

7. *Ngā Hui i te Tau* | **Frequency of meetings**

Quarterly or as required.

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1 KARAKIA TIMATANGA

Whakataka te hau ki te uru	Cease o winds from the west
Whakataka te hau ki te tonga	Cease o winds from the south
Kia mākinakina ki uta	Bring calm breezes over the land
Kia mātaratara ki tai	Bring calm breezes over the sea
E hī ake ana te atakura	And let the red-tipped dawn come
He tio	With a touch of frost
He Huka	A sharpened air
He hau hū	And promise of a glorious day
Tīhei mauri ora!	Behold we live

2 APOLOGIES**3 CONFIRMATION OF AGENDA****4 DISCLOSURES OF INTEREST**

Members are reminded of the need to be aware of maintaining a clear separation between personal interests and duties and their role as an elected member.

If any member has an interest that creates an actual, or could be perceived to create, a conflict in relation to any item on the agenda, it is recommended that this be disclosed.

5 PRELIMINARY ITEMS

5.1 PUBLIC PARTICIPATION

Rā | Date: 7 September 2026

Kaituhi | Author: Jess Hood, Democracy Advisor

PARTICIPANTS

There are no participants scheduled to address the committee.

Waikato Regional Council welcomes members of the public to share their views with elected members through Public Forums, Deputations and Petitions. Information about each option, including eligibility criteria and speaker requirements, is available on the Council website and included later in this report.

We welcome members of the public to share their views with Waikato Regional Council. There are three main ways you can do this: **Public Forums**, **Deputations**, and **Petitions**.

The option that is right for you depends on what you would like to achieve. **PUBLIC FORUM**

A public forum is an opportunity for members of the public to raise an issue, idea, concern, or topic directly with elected members.

You can speak about a matter that is not on the meeting agenda, provided it falls within the responsibilities of the Council or committee.

Public forums are only available at selected meetings. Currently, only the Regional Transport Committee, RTC Public Transport Subcommittee and WRC Transport Committee provide for public forums.

Key points:

- Up to five minutes speaking time per speaker.
- Requests should be made at least ten clear working days before the meeting.
- The Chair may approve late requests.
- Councillors may ask questions for clarification after you speak.
- The meeting cannot debate or make a decision on matters raised during the public forum unless the matter is already included on the agenda.

A public forum may be suitable if you want to:

- Raise a community concern.
 - Bring an issue to councillors' attention.
 - Share your views on a topic that is not already on the agenda.
-

DEPUTATION

A deputation is a presentation to Council or a committee about a matter that falls within that meeting's responsibilities (in other words it is an item that is on the agenda for that meeting).

Unlike a public forum, a deputation is generally used when you want to speak about a specific issue that relates directly to the work of the Council or committee, or about a matter already being considered by the meeting.

Key points:

- Approval is required from the Chair (or delegated officer).
- Requests should be made at least ten clear working days before the meeting.
- The Chair may approve late requests.
- Speakers can speak for up to five minutes, although the Chair may allow more time.
- Organisations may have up to two speakers.
- Councillors may ask questions for clarification after the presentation.
- Any discussion or decision on the matter must occur when the relevant agenda item is considered.

A deputation may be suitable if you want to:

- Present information, evidence, or recommendations to elected members.
 - Speak about a matter that is already before the committee or Council.
 - Represent an organisation, community group, or interest group.
-

PETITION

A petition is a formal way to demonstrate support for a particular issue or request.

A petition allows a group of people to present a shared concern or proposal to Council or a committee.

Key points:

- The petition must contain at least 20 signatures.
- The petition text must be fewer than 150 words (excluding signatures).
- Petitions must be submitted at least five working days before the meeting.
- The Chair may waive this requirement.
- The person presenting the petition may speak for up to five minutes.
- A petition can also be presented as part of a public forum or deputation.

A petition may be suitable if you want to:

- Show community support for a proposal or concern.
- Ask Council to consider a particular action.
- Demonstrate that an issue affects a wider group of people.

WHICH OPTION SHOULD I CHOOSE?

If you want to...	Best option
Raise an issue or share your views with elected members	Public Forum (where available)
Present information or speak about a matter the committee or Council is considering	Deputation
Gather community support and formally request action	Petition

BEFORE YOU APPLY

Please note that requests may be declined if:

- The matter is before the courts or subject to legal proceedings.
 - The matter is currently the subject of a hearing or submissions process.
 - The presentation is offensive, disrespectful, or repetitive.
 - The speaker has recently presented on the same issue.
-

REQUEST TO SPEAK

To request a public forum, deputation, or petition presentation, please complete the form below:

<https://forms.cloud.microsoft/r/NReCWaJfeH>

Please direct any queries, or requests for information to

DemocracyAdvisors@waikatoregion.govt.nz

ĀPITIHANGA | ATTACHMENTS

Nil

6 MINUTES FOR CONFIRMATION OR RECEIPT

Regional Transport Committee Meeting – 8 June 2026



MINUTES

Regional Transport Committee Meeting

Monday, 8 June 2026

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Waikato Regional Council
Regional Transport Committee Meeting
OPEN MINUTES

Date: Monday 8 June 2026, 9.30am

Location: Council Chambers
Waikato Regional Council
Level 1, 160 Ward Street, Hamilton

Members Present: Cr Liz Stolwyk – Committee Chair- Waikato Regional Council
Cr Angela Strange – Committee Deputy-Chair – Waikato Regional Council
Cr Ray Broad – Hauraki District Council
Cr Duncan Campbell – Taupō District Council
Andrew Corkill – Waka Kotahi NZ Transport Agency
Cr Mike Keir – Waikato District Council
Cr Sue Moroney – Hamilton City Council
Cr Janette Osborne – Waitomo District Council
Mayor Mike Pettit – Waipā District Council
Mayor Ash Tanner – Matamata Piako District Council
Cr Elvis van der Leden – South Waikato District Council
Anthony Curl – Access and Mobility Advisor (non-voting)
Lisa De Coek – KiwiRail (non-voting) (from 11.03am)

In Attendance: Cr Mesh Macdonald – Hamilton City Council
Cr Garry Reymer – Waikato Regional Council (from 10.06am)

Staff Present: Phil King – Director, Regional Transport Connections
Jess Hood – Democracy Advisor

The contents of these minutes meet all legal requirements and include a full set of decisions.

An audio-visual recording of the open session of the meeting is available on Waikato Regional Council's public website.

Recording	Document ID #	YouTube Link
Recording 1	36318727	https://youtu.be/BDA6NMhO9IA
Recording 2	36318221	https://youtu.be/KsvY0GMzGpk

1 KARAKIA TIMATANGA

Item commenced in recording 1, at 17 seconds.

The Director, Regional Transport Connections (Phil King) opened the meeting with a karakia.

2 APOLOGIES

Item commenced in recording 1, at 41 seconds.

APOLOGY**COMMITTEE RESOLUTION RTC26/10**

Moved: Cr Elvise van der Leden

Seconded: Mayor Ash Tanner

That the apologies received from Cr Rodney Dow for absence and Mayor Peter Revell and Cr Andrew Barker for lateness be accepted.

CARRIED

3 CONFIRMATION OF AGENDA

Item commenced in recording 1, at 1 minute 6 seconds.

COMMITTEE RESOLUTION RTC26/11

Moved: Mayor Mike Pettitt

Seconded: Cr Ray Broad

- 1. That the agenda of the Regional Transport Committee Meeting of 8 June 2026, as circulated, be confirmed as the business of the meeting.**
- 2. That the order of items follows the order set out in the minutes.**
- 3. That the meeting may sit longer than two hours continuously and continue longer than six hours including adjournments.**

CARRIED

4 DISCLOSURES OF INTEREST

Item commenced in recording 1, at 1 minute 18 seconds.

No interests were disclosed pertaining to items on the agenda or interests not already recorded on a relevant register.

5 PRELIMINARY ITEMS

Item commenced in recording 1, at 1 minute 28 seconds.

5.1 PUBLIC FORUM

The following member(s) of the public spoke on the subjects identified below:

1. **Natasha Tanner:**
State Highway 28 and Leslie Road Intersection. Refer Document # 36322515 for the PowerPoint presentation or on the public website.
2. **Graham Singers (Chair Tīrau Community Board):**
State Highway 1 and Tīrau.

6 MINUTES FOR CONFIRMATION OR RECEIPT

REGIONAL TRANSPORT COMMITTEE MEETING – 9 MARCH 2026

Item commenced in recording 1, at 16 minutes 10 seconds.

COMMITTEE RESOLUTION RTC26/12

Moved: Cr Janette Osborne

Seconded: Cr Elvira van der Leden

That the minutes of the Regional Transport Committee Meeting held on 9 March 2026 be confirmed as a correct record.

CARRIED

7 GENERAL ITEMS

7.1 DIRECTOR'S REPORT

Item commenced in recording 1, at 16 minutes 24 seconds.

Presented by the Manager, Transport Strategy and Delivery (Lorraine Cheyne).

COMMITTEE RESOLUTION RTC26/13

Moved: Cr Janette Osborne

Seconded: Mayor Ash Tanner

That the *Director's Report* (Regional Transport Committee, 8 June 2026) be received.

CARRIED

7.2 REGIONAL LAND TRANSPORT PLAN 2027 UPDATE

Item commenced in recording 1, at 35 minutes 12 seconds

Presented by the Team Leader, Transport Planning (Katherine Simpson) and Manager, Transport Strategy and Delivery (Lorraine Cheyne).

10.06am – Cr Garry Reymer (Waikato Regional Council) entered the meeting.

COMMITTEE RESOLUTION RTC26/14**Moved:** Mayor Ash Tanner**Seconded:** Cr Elvira van der Leden

1. That the report *Regional Land Transport Plan 2027 Update* (Regional Transport Committee, 8 June 2026) be received.
2. That the Committee confirms the Investment Logic Mapping (ILM) summary report following the ILM workshops.
3. That the Committee confirm the emerging strategic policy framework, significance policy, and the method for prioritising significant transport activities.

CARRIED**7.3 REGIONAL LAND TRANSPORT PLAN 2024 MID-TERM MONITORING UPDATE**

Item commenced in recording 1, at 1 hour, 14 minutes 30 seconds.

Presented by the Senior Transport Analyst (Kana Sakai).

COMMITTEE RESOLUTION RTC26/15**Moved:** Cr Sue Moroney**Seconded:** Cr Ray Broad

That the report *Regional Land Transport Plan 2024 Mid-Term Monitoring Update* (Regional Transport Committee, 8 June 2026) be received.

CARRIED**7.4 RTC SUBMISSION TO MOT TIME OF USE CHARGING REGULATIONS**

Item commenced in recording 1, at 1 hour, 24 minutes 1 second.

Presented by the Team Leader, Transport Planning (Katherine Simpson).

COMMITTEE RESOLUTION RTC26/16**Moved:** Cr Angela Strange**Seconded:** Cr Janette Osborne

1. That the report *RTC Submission to MoT Time of use Charging Regulations* (Regional Transport Committee, 8 June 2026) be received.
2. That the Regional Transport Committee delegates to the Committee Chair (Cr Liz Stolwyk) and the Director, Regional Transport Connections (Phil King) the approval for lodgement of the proposed *RTC submission to MoT Time of use Charging Regulations* submission subject to amendments identified in discussion at the committee meeting.

CARRIED

7.5 SH3 AWAKINO GORGE AND WORKING GROUP UPDATE

Item commenced in recording 1, at 1 hour, 28 minutes 48 seconds.

Presented by the Manager, Transport Strategy and Delivery (Lorraine Cheyne).

11.03am – Lisa DeCoek entered the meeting.

COMMITTEE RESOLUTION RTC26/17

Moved: Mayor Ash Tanner

Seconded: Cr Janette Osborne

That the report *SH3 Awakino Gorge and Working Group Update* (Regional Transport Committee, 8 June 2026) be received.

CARRIED

7.6 UPDATE FROM KIWIRAIL

Item commenced in recording 1, at 1 hour, 38 minutes 20 seconds.

Presented by the Group Manager, Government Engagement, Policy and Funding, KiwiRail (Lisa De Coek). Refer Document # 36317721 for the PowerPoint presentation or on the public website.

COMMITTEE RESOLUTION RTC26/18

Moved: Cr Angela Strange

Seconded: Mayor Mike Pettitt

That the report *Update from KiwiRail* (Regional Transport Committee, 8 June 2026) be received.

CARRIED

7.7 REGIONAL NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHI UPDATE

Item commenced in recording 1, at 2 hours, 2 minutes 28 seconds.

Presented by the Director, Regional Relationships – Waikato/BoP, NZTA Waka Kotahi (Andrew Corkill), Principal Advisor, Tolling, NZTA Waka Kotahi (Angela Mortlock) and Principal Transport Planner, NZTA Waka Kotahi (David Mitchell).

COMMITTEE RESOLUTION RTC26/19

Moved: Cr Elvise van der Leden

Seconded: Cr Duncan Campbell

That the report *Regional New Zealand Transport Agency Waka Kotahi Update* (Regional Transport Committee, 8 June 2026) be received.

CARRIED

12.09pm – The meeting adjourned.

12.19pm – The meeting reconvened.

7.8 SPECIAL TOPIC - TECHNOLOGY & INNOVATIONS

Item commenced in recording 2, at start.

Presented by Cr Duncan Campbell in his capacity as Principal Traffic Engineer, Traffessionals and Cr Clare St Pierre in her personal capacity. Refer Documents # 36320456 and # 36319479 respectively for the PowerPoint presentations or on the public website.

12.29pm – Mayor Ash Tanner entered the meeting.

COMMITTEE RESOLUTION RTC26/20

Moved: Cr Sue Moroney

Seconded: Mayor Mike Pettitt

That the report *Special Topic - Technology & Innovations* (Regional Transport Committee, 8 June 2026) be received.

CARRIED

8 KARAKIA WHAKAMUTUNGA

Item commenced in recording 2, at 25 minutes 36 seconds.

The Democracy Advisor (Jess Hood) closed the meeting with a karakia.

12.45pm – The meeting closed.

7 GENERAL ITEMS

7.1 DIRECTOR'S REPORT

Rā | Date: 27 August 2026

Kaituhi | Author: Lorraine Cheyne, Manager – Transport Strategy & Delivery

Kaituku | Authoriser: Phil King, Director, Regional Transport Connections

TE ARONGA | PURPOSE

1. This report updates the Regional Transport Committee (RTC) of the policy and legislative changes impacting the RTC's roles and responsibilities.
2. The report provides the RTC with a recent submission to the draft Bay of Plenty Regional Public Transport Plan (previously approved via email).
3. The report also provides an opportunity for members of the Committee to provide verbal updates on progress being made on each of their respective councils' Long Term Plan development.

KŌRERO WHAKATAKI | EXECUTIVE SUMMARY

4. Recent changes in the policy and legislation of relevance to the operating environment of the RTC include:
 - (a) Minister's Statement on Government Policy Statement on Land Transport (GPS)
 - (b) Local Government Reform Head Start Process Update
5. A current workstream of interest to elected member is a submission on the Bay of Plenty draft Regional Public Transport Plan.

TAUNAKITANGA KAIMAHI | STAFF RECOMMENDATION:

That the report *Director's Report* (Regional Transport Committee, 14 September 2026) be received.

TE TAKE | ISSUE

Ministerial Announcement & Statement, 13 August 2026

6. On 13 August Transport Minister Chris Bishop announced the Government Policy Statement on Land Transport 2027 (GPS) will be delayed until after the election.
7. In the meantime, the Minister has issued a statement to guide regional transport committees on the government's intentions and investment strategy as we continue to prepare our regional land transport plans (RLTPs).
8. The Minister's statement signals that the GPS 2027 will likely focus on the following:

- (a) Value for money and investment and cost discipline (overarching focus) – making better use of existing network, service and system capacity before committing to new infrastructure, and ensuring investments are high value, appropriately sequenced, and supported by robust analysis.
 - (b) Maintenance, operations and renewals – looking after the existing network, supported by stronger asset management and better information on asset condition and risk.
 - (c) Resilience – targeting the most critical parts of the network, where disruption would have the greatest consequences for communities, freight, emergency response and the economy. Transit-oriented development – supporting housing growth through alignment with spatial plans and concentrating development around transit nodes, key corridors, and strategic connections.
 - (d) Economic growth and productivity – supporting access to jobs and markets, housing and urban development, improving travel time reliability, protecting key freight routes, and making better use of public transport and existing capacity.
 - (e) Safety – continuing to focus on targeted, cost-effective interventions that reduce deaths and serious injuries and avoid major network disruption.
9. These topics align well with the problems requiring investment in Waikato as identified in the RLTP Investment Logic Mapping workshops. A point of difference in the Ministerial Statement is the reference to Transit-oriented development, which the Minister defines “*as supporting housing growth through alignment with spatial plans and concentrating development around transit nodes, key corridors, and strategic connections*”.
10. In his speech at the Civil Contractors NZ Conference, also on 13 August, the Minister explained that due to the challenges facing land transport, it was his intention to undertake public consultation on a draft GPS 2027 after the election early next year in 2027. It is not clear how these challenges are significantly different from previous GPS years other than, perhaps the recent recommendation to Government of the NZ Infrastructure Plan. The Minister spoke at length on transport infrastructure issues in his speech at the conference.
11. A full copy of the Minister’s statement can be found here: [Ministerial-statement-on-land-transport-13-August-2026.pdf](#)
12. The Beehive record of the Minister’s speech to the Civil Contractors NZ can be found here [Speech: Civil Contractors NZ Conference | Beehive.govt.nz](#)
13. While not delivering the draft GPS at this time, the Minister has confirmed that the milestones for the development of the National Land Transport Programme (NLTP) that typically follow the release of the draft GPS will follow in the coming weeks. These include:
- (a) an Initial Draft Investment Prioritisation Method (IPM), which will outline how bids for inclusion in the NLTP will be prioritised to give effect to the GPS – this was released by NZTA on 26 August.
 - (b) the Draft 2027-37 State Highway Asset Management Plan (SHAMP), which sets out the activities needed to manage, maintain and renew state highway assets over their lifecycle.
 - (c) the Draft State Highway Investment Proposal (SHIP), which lists the priority state highway activities that are proposed to be included in RLTPs and subject to prioritisation in the NLTP.

Local Government Reform Head Start Update

14. On 5 May 2026 the Government called for proposals to the creation of unitary authorities as part of the “Head Start” Pathway for Simplifying Local Government. Head Start proposals were required to be submitted by 9 August.
15. Three proposals for Waikato were:
 - a. **Waikato:** Waitomo District Council, Ōtorohanga District Council,
 - b. **Waikato:** Matamata-Piako District Council, Hauraki District Council, Thames-Coromandel District Council
 - c. **Waikato:** Waikato District Council, Waipa District Council, South Waikato District Council

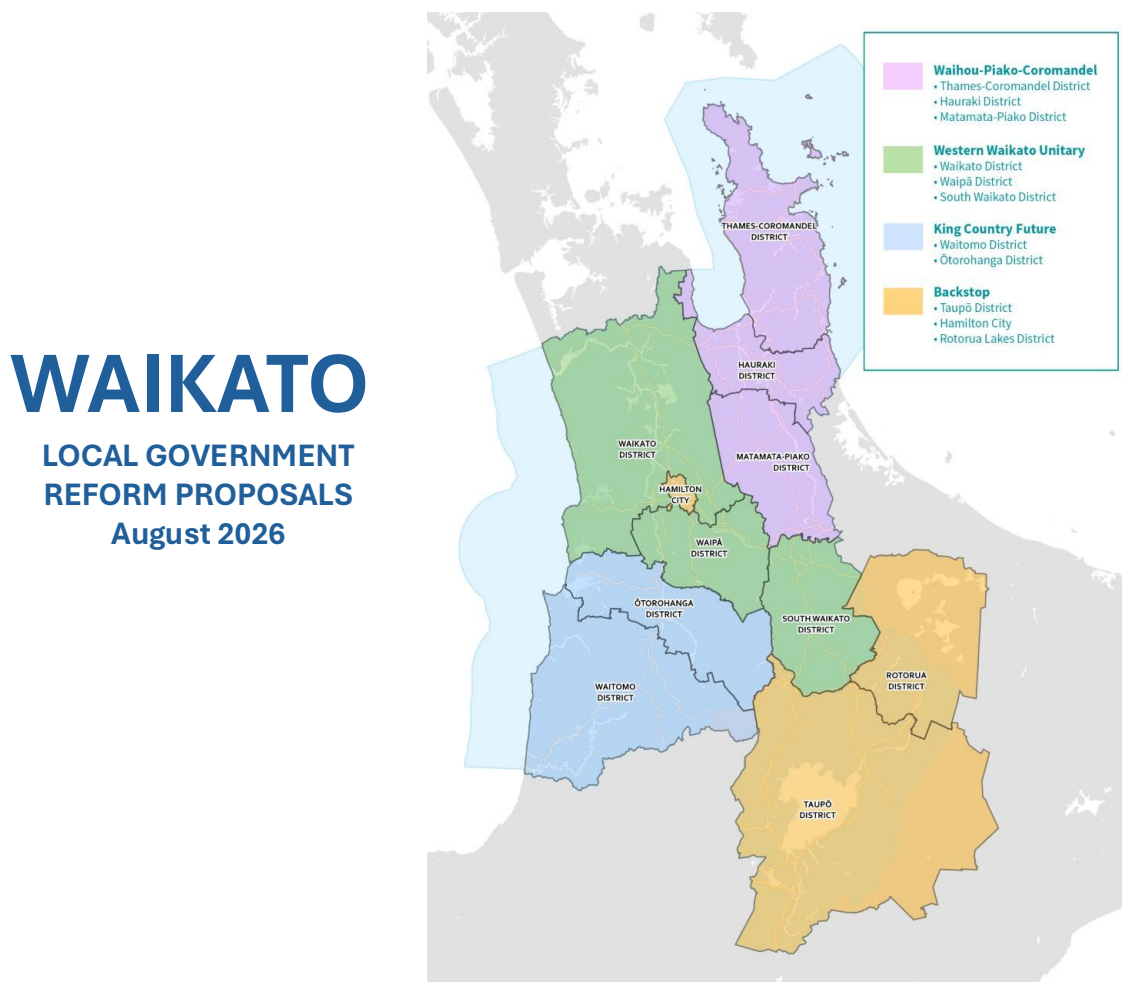


Figure 1: Waikato “Head Start” Reform Proposals Submitted

16. Of note is that three Waikato councils are not included in the Head Start Pathway.
17. Officials of the Ministry for Cities, Environment, Regions and Transport (MCERT) will now assess all the national submitted proposals against the criteria for amalgamation:
 - (a) Deliverability
 - (b) Supports new planning system
 - (c) Simplifies local governance
 - (d) Economies of scale

(e) Maintains Local Voice

18. Following assessment, Cabinet is due to decide which proposals will progress to a detailed design phase in September 2026. The Government will also continue to work on the broader Simplifying Local Government programme, with further decisions the “Back Stop” process arrangements due in May 2027.

RTC Submission on the Bay of Plenty Regional Public Transport Plan

19. Bay of Plenty Regional Council recently consulted on its draft Regional Public Transport Plan (RPTP) 2026-2036. As the consultation period closed prior to this September RTC meeting, a draft submission was circulated to RTC members and the Waikato Regional Council Transport Committee for feedback. Following incorporation of this feedback, the submission was approved under delegated authority and lodged within the consultation timeframe. A copy of the final submission is attached for members' information.
20. The submission generally supports the strategic direction of the draft RPTP while seeking stronger recognition of the importance of inter-regional public transport connectivity between Waikato and Bay of Plenty, including opportunities to improve access to employment, education, healthcare and other key destinations across regional boundaries. The submission also supported continued investigation of future passenger rail opportunities, particularly within the Auckland-Hamilton-Tauranga corridor.
21. In addition, the submission encouraged ongoing collaboration between neighbouring regional councils and transport partners to support future cross-boundary public transport initiatives. It highlighted the importance of coordinated planning, governance and funding arrangements to enable the investigation and delivery of future inter-regional transport services.
22. A copy of the submission is provided in Attachment 1.

Verbal Updates on the Development of Long-Term Plans

23. Information provided in this report highlights an unprecedented level of uncertainty for regional land transport planning. This includes The Minister of Transport’s announcement on the delay of release of the GPS and his intention to consult on a draft GPS in early 2027, which will be post the general election; and meanwhile the release of the Ministerial Statement outlining the Minister’s expectations of what the GPS will include. Also, in this report the Committee has received an update on the Waikato “Head Start” proposals that were submitted for assessment and consideration by Cabinet which notes that not all Waikato territorial authorities can or will proceed to reform as part of the Head Start process.
24. At the time that the agenda for the meeting was being finalised, member councils, as approved organisations (AOs) were in the process on submitting their draft continuous programmes bids (including maintenance, operations and renewals) into Transport Investment On-line (TIO). Councils are now considering the scope of their improvement/low-cost, low risk activities. Later in the agenda the Committee will receive an update on the development of the Regional Land Transport Plan (RLTP) that details the anticipated time-line for the prioritisation of these activities by the Committee in November.

25. With this background as context, Committee members are invited to provide verbal updates on the progress with the development of their respective Long-Term Plans. It is an opportunity for elected members to share insights and highlight cross-boundary, sub-regional and regional topics of interest. The discussion will also support Regional Advisory Group (RAG) staff as they finalise the draft RLTP programme for prioritisation by the RTC in November.

WHAKAKAPINGA | CONCLUSION

26. This report outlines two key legislative/national policy that impact on the operating environment of the RTC.
27. The report provides the submission of the RTC on the Bay of Plenty draft Regional Public Transport plan to the public record. The submission was lodged on behalf of RTC by the RTC Chair under delegation to meet the timeframes for making a submission between committee meeting dates.
28. The report has also provided the opportunity for elected members to update the Committee as a whole on the progress their respective councils are making in the development of Long-Term plans. It is hoped that a preliminary discussion will support the Committee as it progresses to prioritise its programme of transport activities in the RLTP, noting the uncertainties in national transport policy and future governance arrangements.
29. The next steps will be:
 - (a) reporting back on policy and projects updates to the RTC.
 - (b) A workshop to prioritise the programme of transport activity improvements in the RLTP.

ĀPITI HANGA | ATTACHMENTS

1. **Waikato RTC BOP Regional Council-RPTP Submission (Doc#37583151)** [↓](#)

File No:212011
Document No:37583151



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Waikato Mail Centre
Hamilton 3240
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0800 800 401

4 August 2026

Bay Of Plenty Regional Council
PO Box 364, Whakatāne 3158.
Email: rtp@boprc.govt.nz

Dear Sir/Madam

Re: Draft Bay of Plenty Regional Public Transport Plan 2026–2036

The Waikato Regional Transport Committee (RTC) appreciates the opportunity to provide feedback on the Draft Bay of Plenty Regional Public Transport Plan (RPTP) 2026–2036.

The RTC supports the overall vision and strategic direction of the draft RPTP, particularly its focus on improving accessibility, reliability, public transport mode share, integration with land use planning, and the transition towards a lower-emission transport system. The Plan provides a strong strategic foundation for guiding public transport investment and service delivery across the Bay of Plenty over the next decade.

As a neighbouring region with strong economic, social and transport connections to the Bay of Plenty, the RTC has a particular interest in ensuring that the RPTP appropriately recognises inter-regional travel demand, supports future public transport opportunities including passenger rail and strengthens collaboration across regional boundaries to achieve integrated transport outcomes.

Please find attached the Waikato Regional Transport Committee's submission on the Draft Bay of Plenty Regional Public Transport Plan 2026–2036. Should you have any queries regarding the content of this submission, please contact Katherine Simpson, Team Leader Transport Planning, Transport Strategy and Delivery by email on katherine.simpson@waikatoregion.govt.nz

Regards,

A handwritten signature in black ink, appearing to be "Liz Stolwyk".

Liz Stolwyk

Chair Waikato Regional Transport Committee

He taiao mauriora ▲ **Healthy environment**

He hapori hihiri ▲ **Vibrant communities**

He ōhanga pakari ▲ **Strong economy**

Waikato Regional Transport Committee submission on draft Bay of Plenty Regional Public Transport Plan 2026–2036

Introduction

1. This submission has been prepared by the Waikato Regional Transport Committee (RTC). The Committee comprises elected members from Waikato Regional Council and the region's territorial authorities, together with representatives from NZ Transport Agency Waka Kotahi, KiwiRail and CCS Disability Action (Waikato).
2. The RTC acknowledges the important role of the RPTP in guiding the future development of public transport services and infrastructure across the Bay of Plenty region and generally supports the strategic direction set out in the draft Plan.
3. As a neighbouring region with strong economic, social and transport connections to the Bay of Plenty, the Waikato has a particular interest in initiatives that support travel across regional boundaries and contribute to a more integrated Upper North Island transport system. This includes consideration of inter-regional passenger rail and bus opportunities, strategic transport corridors, land use and transport integration, and collaborative planning between neighbouring transport authorities.
4. The RTC provides the following comments from an inter-regional transport perspective, with particular regard to passenger rail opportunities and other cross-boundary public transport connectivity, strategic corridor planning, regional collaboration, and the coordination of future transport planning and investment across the Waikato and Bay of Plenty regions.

LTMA Principles and Regional Coordination

5. The RTC **supports** the response provided in **Table 1** (How RPTP key actions address LTMA principles) and acknowledges the recognition given to spatial planning and supporting public transport infrastructure. The RTC suggests that there may be an opportunity to further strengthen this section by expanding on how regional councils, territorial authorities and public transport operators work together to coordinate public transport services, infrastructure and land use planning.
6. In particular, the RTC considers that additional reference to collaborative service planning, network integration, infrastructure planning, and ongoing coordination with neighbouring regions and transport partners would complement the existing response and further reflect the partnership-based approach described elsewhere in the draft RPTP.
7. The RTC **recommends** that the response to the LTMA principle be expanded to reference:
 - a. coordinated planning and delivery of public transport services across jurisdictions;
 - b. collaboration between regional councils, territorial authorities, public transport operators and NZTA;
 - c. coordination of public transport infrastructure planning and investment; and
 - d. ongoing collaboration to investigate regional and inter-regional public transport opportunities, including future passenger rail and regional bus connections.

Inter-Regional Public Transport Connectivity

8. The RTC **supports** the draft RPTP's acknowledgement that current inter-regional public transport connections are limited and that improved connectivity could provide significant economic, social and environmental benefits.
9. The Bay of Plenty and Waikato regions are closely linked through employment, education, freight, tourism, healthcare and social travel patterns. Travel movements between Tauranga, Hamilton, Cambridge, Matamata, Waihi, Paeroa and Thames are expected to continue grow as both regions experience significant population and economic growth.
10. The RTC notes that recent Waikato Regional Council public transport consultation undertaken across the Thames-Coromandel and Hauraki districts identified demand for improved regional connectivity to locations including Tauranga, Hamilton and Auckland. Respondents specifically identified travel to Tauranga in relation to healthcare, education, airport access and wider regional connectivity opportunities. This feedback demonstrates that travel demand and access to key services do not necessarily align with

Waikato Regional Transport Committee submission on draft Bay of Plenty Regional Public Transport Plan 2026–2036

regional boundaries and reinforces the importance of considering inter-regional public transport opportunities.

11. The RTC **supports** strengthening recognition of cross-boundary public transport opportunities and coordinated long-term planning for inter-regional bus and passenger rail services. This should include ongoing collaboration between Bay of Plenty Regional Council and neighbouring regional councils, support for future investigations along strategic corridors such as SH2, SH27, SH5 and SH29, and recognition that key destinations and essential services may be located outside the Bay of Plenty region.
12. The RTC notes that the Rotorua district extends across both the Bay of Plenty and Waikato regions and considers this a strong example of the importance of cross-boundary transport planning. Ongoing collaboration between the relevant councils will be important to support integrated public transport outcomes and ensure communities throughout the district can access employment, education, healthcare and other essential services.
13. The RTC **recommends** that **Policy 2.14** be strengthened to recognise that access to employment, education, healthcare, essential services and other key destinations may occur across regional boundaries. Public transport planning should therefore consider both regional and inter-regional travel demand and support collaboration with neighbouring councils where service opportunities may provide mutual benefit for communities on both sides of the regional boundary.
14. The RTC **supports** further investigation of inter-regional public transport opportunities, including both passenger rail and regional bus connections. Where investigations progress beyond strategic assessment, business cases should clearly identify governance arrangements, service ownership, delivery responsibilities, funding implications and potential investment requirements for participating agencies, including neighbouring regional councils. Consideration should also be given to future operating arrangements, procurement and contract responsibilities, and the extent to which proposed services may require recognition within the Regional Public Transport Plans of more than one region. This will help support informed decision-making and provide greater clarity regarding the roles and responsibilities of partner organisations in the planning, funding and delivery of future inter-regional services.

Passenger Rail

15. The RTC **supports** the inclusion of **Policy 1.4** relating to passenger rail and welcomes the recognition of the Auckland–Hamilton–Tauranga corridor as an area of strategic interest. The Upper North Island continues to experience significant population and economic growth, and the role of high-quality inter-regional public transport is likely to become increasingly important over time.
16. While the draft RPTP acknowledges the potential for future inter-regional passenger rail services, the policy currently does not establish a clear pathway for progressing investigations, feasibility assessments or business case development.
17. The RTC **recommends** strengthening **Policy 1.4** by including a clearer commitment to ongoing investigation of inter-regional passenger rail opportunities, supporting future feasibility studies and business case development where justified by demand and strategic outcomes, and continuing collaborative planning with neighbouring regional councils, NZTA, central government agencies and other key stakeholders. Such an approach would help ensure that future opportunities can be appropriately assessed as travel demand and growth patterns evolve across the Upper North Island and would align with broader Upper North Island strategic planning initiatives that recognise the potential role of rail improvements in supporting both freight movements and future inter-regional passenger services.
18. The RTC also **recommends** that future passenger rail opportunities be explicitly recognised alongside regional and inter-regional bus services within the RPTP's **strategic transport priorities**. The draft RPTP currently identifies inter-regional bus services to and from the Waikato region as part of the wider transport planning framework; however, given the strategic significance of the Auckland–Hamilton–Tauranga corridor and the inclusion of **Policy 1.4**, recognition of passenger rail within the broader transport priority framework would better support future inter-regional public transport opportunities that may warrant investigation.

Waikato Regional Transport Committee submission on draft Bay of Plenty Regional Public Transport Plan 2026–2036

Future Inter-Regional Service Opportunities

19. The RTC appreciates the recognition of potential future service opportunities associated with the Waihi–Paeroa–Thames corridor. This corridor represents an important connection between the Waikato and Bay of Plenty regions and has strategic significance for improving regional accessibility and supporting economic and community connectivity.
20. As growth continues across both regions, the corridor is likely to become increasingly important in connecting communities with employment, education, healthcare and other essential services. The corridor also has the potential to improve connections between existing and emerging public transport networks within both regions. The RTC notes that there are currently limited public transport connections between the Bay of Plenty and Waikato regions, and that the Waihi–Paeroa–Thames corridor may provide an opportunity to improve future regional connectivity.
21. The RTC **recommends** that the Waihi–Paeroa–Thames corridor be explicitly recognised as a strategic inter-regional public transport corridor within the final RPTP. Recognising the corridor's strategic role would better support future investigation of service opportunities and acknowledge its importance in strengthening connectivity between neighbouring regions.
22. The RTC **supports** ongoing collaboration between Bay of Plenty Regional Council and Waikato Regional Council to investigate future public transport opportunities along the corridor and to consider how future service planning aligns with wider Upper North Island transport objectives. This should include consideration of how future inter-regional connections may integrate with existing and planned public transport services, support regional growth patterns, and improve access to employment, education and key services across both regions.

Regional Collaboration

23. The RTC strongly **supports** the partnership approach reflected throughout the draft RPTP. As transport networks, travel patterns and growth pressures increasingly extend across regional boundaries, collaboration between regional councils, territorial authorities, NZTA, public transport operators and central government agencies will become increasingly important.
24. The RTC **recommends** that **Objective 4** and associated policies better recognise that growth and land-use change outside the Bay of Plenty region may influence travel demand into and through the Bay of Plenty transport system. Continued coordination with neighbouring councils on future growth patterns, transport planning and infrastructure investment would support a more integrated and efficient approach to long-term public transport planning.
25. The RTC **recommends** that **Objective 6** and associated partnership policies explicitly recognise the role of neighbouring regional councils in the planning, investigation and delivery of inter-regional public transport initiatives. This should include collaboration on service planning, demand assessment, business case development, funding opportunities and future investment decisions.
26. The RTC **supports** continued collaboration between Bay of Plenty Regional Council, neighbouring regional councils including Waikato Regional Council, territorial authorities, NZTA, central government agencies and public transport operators. Particular focus should be placed on inter-regional public transport services, passenger rail opportunities, strategic transport corridors, and the integration of land-use and transport planning across regional boundaries.

Conclusion

27. The Waikato RTC **supports** the strategic direction of the Draft Bay of Plenty Regional Public Transport Plan 2026–2036 noting the specific comments provided in this submission.

Waikato Regional Transport Committee submission on draft Bay of Plenty Regional Public Transport Plan 2026–2036

28. In particular, the Waikato RTC **supports** and **encourages** strengthening the RPTP through a stronger commitment to investigating future passenger rail opportunities, increased emphasis on inter-regional public transport planning and delivery, explicit recognition of strategic inter-regional corridors, and continued collaboration with neighbouring regional councils on cross-boundary transport issues.
29. The Waikato RTC would welcome the opportunity to be heard in support of this submission and requests that the submission be considered through both the written submissions and hearings processes.
30. The Waikato RTC looks forward to continuing to work with Bay of Plenty Regional Council, neighbouring councils and transport partners to support integrated transport planning and improved connectivity between the Bay of Plenty regions and across the Upper North Island.

7.2 REGIONAL LAND TRANSPORT PLAN UPDATE

Rā | Date: 27 August 2026

Kaituhi | Author: Katherine Simpson, Team Leader - Transport Planning

Kaituku | Authoriser: Phil King, Director, Regional Transport Connections

TE ARONGA | PURPOSE

1. The purpose of this report is to update the Regional Transport Committee (RTC) on progress towards the development of the draft 2027 Regional Land Transport Plan (RLTP).
2. The report presents the draft strategic section of the plan; outlines key themes arising from feedback on this draft provided by the Regional Advisory Group (RAG); provides an update on the anticipated release of the draft Government Policy Statement on Land Transport (GPS) 2027 with the implications for the work programme; and sets out the next steps in the RLTP development process.

KŌRERO WHAKATAKI | EXECUTIVE SUMMARY

3. This report provides an update to the RTC on progress toward the development of the 2027 RLTP. It presents the key foundational components developed to date, including the preparation of the draft strategic front-end chapters, as well as feedback from RAG and key WRC subject matter experts.
4. The draft strategic chapters for the 2027 RLTP have been prepared, building on earlier feedback from the RTC and through RAG workshops. During development, staff sought input from RAG members to strengthen the regional narrative, evidence base and local context, ensuring the draft chapters accurately reflect Waikato's transport challenges, opportunities and long-term aspirations.
5. Key themes in the feedback from RAG and internal subject matter experts included:
 - (a) strengthening the document
 - (b) greater recognition of rail's role in the transport system;
 - (c) stronger resilience narratives;
 - (d) enhanced consideration of environmental impacts;
 - (e) improved links between transport investment and regional spatial planning; and
 - (f) additional emphasis on inter-regional connectivity and Waikato's contribution to the national economy.
6. Staff will incorporate relevant feedback into the next version of the draft RLTP to ensure the final document presents a robust and evidence-based case for future transport investment priorities across the region.
7. The delayed release of the draft GPS 2027 continues to create uncertainty for the RLTP development. Following the Minister of Transport's announcement that the draft GPS will not be released until early 2027, staff have reviewed the implications for programme delivery. The direction signalled through the *Ministerial statement on land transport investment* indicates strong alignment with many existing RLTP priorities, including

resilience, maintenance, operation and renewals, safety, economic growth and productivity. The RLTP also has the potential to support the emerging focus on transit-oriented development (TOD) through its alignment with the Hamilton-Waikato Metro Spatial Plan (MSP). However, the extent to which the RLTP ultimately demonstrates alignment with a TOD focus will depend on the transport programmes and investments that complement and give effect to the MSP.

8. Ongoing work to strengthen the RLTP's focus on “value for money and investment and cost discipline” as discussed in the Investment Logic Mapping workshops, is also strongly aligned with the Ministerial Statement. Staff are also assessing whether adjustments to the RLTP consultation and approval timetable may be necessary to better align the planning process with the eventual release of the draft GPS.
9. Over the coming months, staff will finalise the strategic chapters and progress development of the regional programme of transport activities in collaboration with partner organisations. A RAG workshop is planned for November 2026 to prioritise the proposed significant activities. The resulting draft programme is expected to be workshopped with the RTC in November 2026 pending confirmation and further work on revising the program due to the recent GPS announcement and NZTA updated guidance. Work will also continue on preparing the RLTP for public consultation, refining the supporting evidence base, and ensuring compliance with legislative requirements, while monitoring developments relating to GPS 2027 and incorporating any necessary changes as further information becomes available.

TAUNAKITANGA KAIMAHI | STAFF RECOMMENDATION:

That the report *Regional Land Transport Plan Update* (Regional Transport Committee, 14 September 2026) be received.

HOROPAKI | BACKGROUND

10. WRC is currently preparing the 2027 RLTP, which will set the strategic direction for the region's land transport system over the next ten years. To inform the development of the RLTP, Investment Logic Mapping (ILM) sessions were held with the RTC in March 2026. The ILM identifies the key transport issues for the Region requiring investment and thereby established the foundation for the region's transport objectives, policies, potential performance measures and high-level priorities for the next ten years.
11. Following the ILM process, WRC staff and the RAG developed a revised RLTP strategic framework. Staff also prepared additional documents, including a draft table of contents for the RLTP, a draft significance policy and a methodology for prioritising significant transport activities. The RTC received these documents at the June 2026 meeting, providing the foundation for the next stage of RLTP development.

TE TAKE | ISSUEDraft 2027 RLTP Strategic Chapters

12. Following the development of a RLTP strategic framework, WRC staff have proceeded to draft the strategic chapters of the RLTP. These include: (1) Introduction, (2) The Waikato

Context, and (3) Strategic Framework. To provide additional context on the proposed key performance indicators, Chapter (6) Monitoring the RLTP, has also been drafted. The draft chapters are included as **Attachment 1**.

13. During the preparation of these chapters, WRC staff sought input from RAG to support the development of the Waikato context and investment cases. These included contributions relating to potential case studies; supporting evidence; local insights; and other information to help illustrate and reinforce the key messages of the RLTP. The local knowledge, expertise and perspectives of RAG members has added valuable depth and context to the draft RLTP. RAG input continues to ensure that the RLTP accurately reflects local and regional issues, opportunities and priorities.

Feedback and Way Forward

14. The draft 2027 RLTP strategic chapters were circulated to RAG for review. Feedback was sought on whether the chapters accurately tell the Waikato transport story and reflect the strategic direction established through previous discussions.
15. To support the development of a strong and relevant policy framework for the draft 2027 RLTP, targeted feedback from the RAG was also requested on the proposed policies, including their ongoing relevance, any gaps or overlaps and whether key transport issues, opportunities and priorities had been appropriately captured.
16. The key themes identified in the feedback included a stronger emphasis on the role of rail within the regional transport system, including greater recognition of its economic, resilience and environmental benefits, and inclusion of the Rail Network Investment Programme within the policy context.
17. Feedback also highlighted opportunities to strengthen the resilience narrative through additional evidence and clearer articulation of network risks and vulnerabilities. Further suggestions included identifying key network deficiencies, expanding consideration of environmental impacts beyond air quality to include matters such as water quality and noise and strengthening the economic growth narrative through additional supporting evidence and examples.
18. WRC staff also sought input from internal subject matter experts and the Programme Board to ensure the draft chapters accurately reflected the region's transport context, evidence base and strategic direction.
19. Key themes included better demonstrating the relationship between transport investment priorities and future regional spatial planning, growth management, resilience planning and infrastructure corridor protection.
20. Feedback also highlighted the importance of placing greater emphasis on integrated land use and transport planning throughout the document, recognising the role of transport in supporting planned growth and development.
21. Additional suggestions included referencing the Upper North Island Strategic Alliance (UNISA) ports study refresh; providing further context on Waikato's role in the national economy and as a key production and freight hub; and strengthening the discussion of inter-regional connectivity and the region's role in supporting wider Upper North Island economic and transport outcomes.
22. Overall, the feedback has been supportive with most comments requesting additional evidence, stronger narratives and more explicit recognition of rail, resilience and spatial

planning, rather than fundamental changes to the draft's objectives or priorities. While time constraints have not enabled revisions to the draft chapters ahead of agenda publication, staff have identified the key themes emerging from the review process and will continue to incorporate these as the RLTP is refined. Future versions of the RLTP presented to the RTC will reflect this feedback and the ongoing development of the document.

GPS Delay, Ministerial Statement and Programme Implications

23. The GPS plays a critical role in shaping the RLTP by providing national direction on transport investment priorities and desired outcomes. In previous years of RLTP/NLTP development the Government of the day has released a draft GPS in advance of the upcoming national election of that year.
24. On 13 August 2026, the Minister of Transport, Hon Chris Bishop, announced that the draft GPS 2027 will be released for public consultation in early 2027 following the General Election.
25. As a consequence of the delay in the release of a draft GPS, some uncertainty remains regarding the final strategic and investment priorities that will need to be reflected in the RLTP and how this may impact the overall programme.
26. To help manage this uncertainty, a scenario planning workshop was undertaken at the RAG monthly meeting on 5 August 2026. The purpose of the workshop was to explore a range of potential GPS release scenarios and consider the implications for RLTP development and programme timeframes. It is important to note that the Minister's announcement regarding the GPS release had not yet been made when the workshop was held.
27. Participants acknowledged the possibility of a scenario in which the draft GPS is not released until February 2027. Under this scenario it was considered that there would be no time to update the draft RLTP to reflect the draft GPS ahead of public consultation in early 2027. Any updates would need to occur as part of the consultation, hearings and deliberations process to meet key statutory milestones, including RTC approval, Regional Council endorsement and submission to NZ Transport Agency Waka Kotahi (NZTA) by August 2027.
28. Accompanying the GPS announcement, the *Ministerial statement on land transport investment* outlined the Government's expected priorities for the draft GPS, including a greater emphasis on transit-oriented development (TOD), alongside maintenance, operations and renewals, resilience, economic growth and productivity, safety, and a continued focus on value for money, investment discipline and cost control. Under the Land Transport Management Act 2003 (LTMA), the RTC must be satisfied that the RLTP contributes to the purpose of the Act and is consistent with the GPS before recommending the RLTP to Council for approval. The release of the draft GPS 2027 will therefore be an important consideration in the finalisation of the RLTP and in ensuring compliance with statutory requirements.
29. The draft RLTP is generally well aligned with the direction signalled in the *Ministerial statement on land transport investment*. Strong alignment exists in relation to resilience, maintenance, operations and renewals, economic growth and productivity, and safety. The RLTP also has the potential to support the emerging focus on TOD through implementation of the Hamilton-Waikato Metro Spatial Plan (MSP). The extent to which the RLTP ultimately demonstrates alignment with a TOD focus will depend on the transport programmes and investments that complement and give effect to the MSP. A principal area also requiring further strengthening is the demonstration of value for money and investment and cost discipline. These themes are expected to feature more prominently in the draft GPS 2027,

providing an opportunity to refine the RLTP narrative and investment rationale to clearly demonstrate alignment with the central government's emerging funding and investment expectations.

30. Following Minister Bishop's announcement on the timing for release of draft GPS 2027, staff are reviewing the RLTP project plan. It may be desirable to undertake public consultation on the draft RLTP in early 2027 to enable the GPS release to inform RLTP submissions.
31. Consideration is also being given as to whether approval of the draft RLTP in December 2026 is still appropriate, or if this might also be delayed until early 2027. Staff are working through these scenarios in consultation with RAG and the Programme Board.

Next steps

32. The next steps in the RLTP 2027 development process are to finalise the draft strategic chapters and progress the development of the draft regional programme of significant transport activities. This will involve working closely with partner organisations (via RAG) to identify and refine the proposed activities, apply the prioritisation methodology and ensure the programme aligns with the strategic direction and outcomes sought through the RLTP.
33. All councils have now submitted their initial continuous programme bids to NZTA and are considering the scope of their low-cost low-risk / improvement projects, if any. Noting this, WRC staff will facilitate a workshop with RAG in early November 2026 to prioritise the proposed significant transport activities for inclusion in the RLTP.
34. Under the current work programme, the draft significant activities programme is then expected to be workshopped with the RTC in late November 2026. This indicatively remains the plan, pending confirmation and further work on revising the program due to the recent GPS announcements and NZTA updated guidance.
35. The prioritisation exercise will align with the current, operative GPS 2024 as well as the strong directions signalled in the *Ministerial statement on land transport investment*, while remaining flexible to accommodate the anticipated direction of GPS 2027 and the recently updated *Initial* draft Investment prioritisation methodology (IPM) guidance released by NZTA on 26 August.
36. The Initial draft IPM will help inform prioritisation profiles for continuous programme (as submitted) and improvement activities, to be workshop with the RTC. While the Initial draft IPM takes into account the Ministerial Statement on Land Transport Investment issued on 13 August 2026, NZTA notes that it will need to be updated following publication of the draft GPS 2027 which is expected in early 2027.
37. As released the Initial IPM retains the intervention hierarchy with integrated planning to be considered first; followed by demand management; optimisation with new infrastructure to be considered last. The Initial IPM also outlines that "right-sizing" the level of investment or the type of intervention in the intervention hierarchy will be required for the 2027-30 NLTP. Right sizing the investment amount will need to be considered for a phase, or activity, or programme.
38. While the Initial draft IPM was only released at the time of writing this report, a preliminary read, and the "right sizing" requirements suggests alignment with the methodology and the concerns about affordability and financial prudence raised in the RLTP ILM sessions.
39. Using the Ministerial Statement and the Initial draft IPM guidance, staff will continue developing the RLTP to a level suitable for public consultation. This includes incorporating

the draft programme of activities, refining the supporting evidence base, and ensuring the document meets all statutory and legislative requirements.

WHAKAKAPINGA | CONCLUSION

40. While the development of the 2027 RLTP is progressing in accordance with the agreed work programme, the announcement that the release of the draft GPS 2027 has been deferred until 2027 means staff will need to review the programme and assess any implications for the timing and sequencing of the remaining work. Notwithstanding this, the draft strategic chapters have been prepared, reviewed by RAG and internal subject matter experts, and will continue to be refined as feedback is incorporated. This work provides a strong foundation for the continued development of the RLTP and the draft regional programme of transport activities.
41. Staff will continue progressing the RLTP development and will assess any implications arising from the GPS once it is released. The next phase of work will focus on finalising the strategic chapters, developing and prioritising the regional programme of significant activities and preparing the RLTP for public consultation.

NGĀ TOHUTORO | REFERENCES

42. Bishop, C. (2026) Speech: Civil Contractors NZ Conference. Wellington: New Zealand Government. Available at: <https://www.beehive.govt.nz/speech/speech-civil-contractors-nz-conference>

ĀPITI HANGA | ATTACHMENTS

1. Draft RLTP Chapters (doc #38491813) [↓](#)

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Section 1

He tīmatanga Kōrero

Introduction

1.1 Introduction

The Waikato Regional Land Transport Plan (RLTP) sets the strategic direction for land transport in the Waikato region over a horizon of 10 to 30 years. It describes what the Waikato region seeks to achieve for an integrated, safe, resilient and efficient land transport system, and how this will contribute to the purpose of the Land Transport Management Act 2003 under which this RLTP has been developed.

The RLTP is the primary document guiding integrated land transport planning and investment in the Waikato region. It represents a consensus regional view on transport investment priorities in the context of the longer-term outcomes sought for the region. It is the principal mechanism through which significant national investment in transport activities is sought and secured.

The RLTP contains two key components:

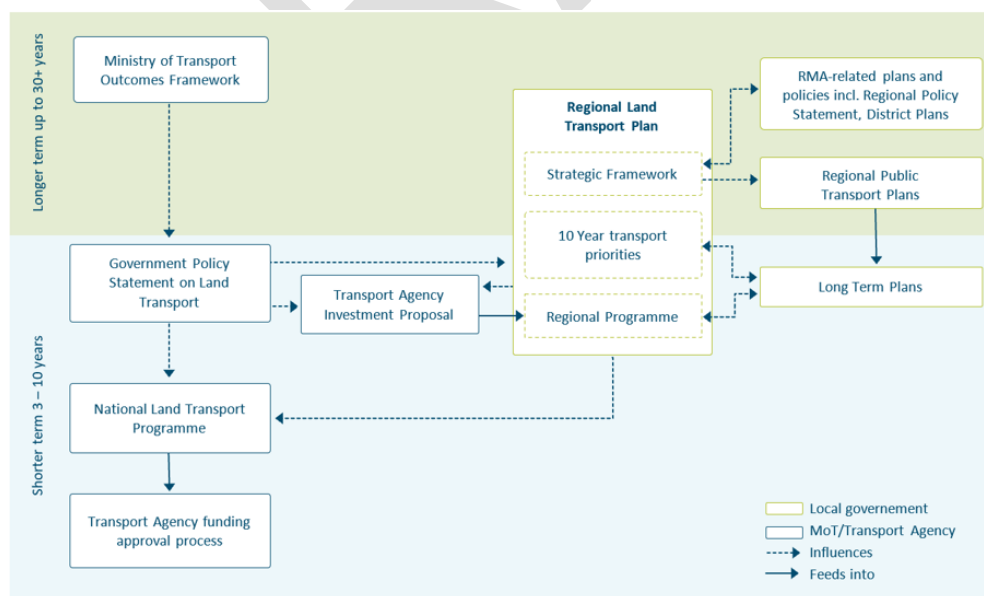
- **Part A:** a regional policy framework that identifies land transport objectives and high-level transport priorities that will direct investment in the regional land transport system.
- **Part B:** the regional programme of transport activities identified and prioritised for inclusion in the National Land Transport Programme for national funding over the next three to six years.

RLTPs are an important part of New Zealand's wider transport planning and investment system. National direction is provided through the Government Policy Statement on land transport (GPS), which outlines how the government will invest in land transport over the next 10 years and where funding should be directed. Regions then develop their RLTPs through collaboration with regional and local transport partners, and local authorities produce Long Term Plans (LTPs) that confirm local funding availability for transport projects.

Figure 1 shows how the RLTP relates to the wider transport, land use planning and funding context.

The wider transport, land use planning and funding context is changing. Significant reform is underway across the transport and planning system, including proposed changes to local government structures, the roles and responsibilities of councils, and the replacement of the Resource Management Act (RMA) with the Planning Bill and Natural Environment Bill. The implications for the RLTP are not fully clear at this stage. **Figure 1** reflects a point in time, with changes likely over the coming years.

Figure 1: The relationship of the RLTP with the wider transport and land use planning and funding context *(to be updated with reference to MCERT, Planning Act and Natural Environment Act when they pass into legislation.)*



Section 2

<te reo title>

The Waikato context

2.1 Our region

The Waikato is New Zealand's fourth largest regional economy and population centre, located at the heart of the Upper North Island. It is a nationally significant transport and freight hub, connecting Auckland, Bay of Plenty, Taranaki, Hawke's Bay and the central North Island through strategic road and rail corridors. The region handles approximately one-third of New Zealand's freight movements¹ and contributes to around 9 per cent of the national gross domestic product (GDP)².

The region covers a wide geographical area incorporating 11 local authorities, three police districts and is home to many different communities and iwi.

The region's geography is highly diverse, encompassing the Waikato River, Hauraki Plains, Coromandel Peninsula, volcanic landscapes around Taupō, productive rural land, forests and coastal environments. These features shape transport and development patterns but also create resilience challenges and increasing climate-related disruptions. The region's key climate hazards for transport include severe weather, flooding, landslides and erosion, sea rise and coastal inundation and temperature increases.³ The frequency and duration of disruption of these events affect access for people and goods due to road closures and detours, impacting both the economy and community wellbeing.

Land use is characterised by strong agricultural, industrial, logistics, tourism and forestry sectors. Hamilton serves as the region's primary urban centre and anchors the Hamilton-Waikato Metro Spatial Area (MSA), where around 65 per cent of the population lives and where 90 per cent of future growth is expected. Growth in the Hamilton, Waipā, Waikato and Matamata-Piako sub-region is guided by the Future Proof partnership, which coordinates long-term land use, infrastructure and transport planning across the MSA to support sustainable growth, compact urban form and integrated transport networks.⁴

Waikato's role extends well beyond its regional boundaries. The North Island Main Trunk (NIMT) and East Coast Main Trunk (ECMT) rail lines, Ruakura Inland Port and Te Huia passenger rail service all support national economic productivity and connectivity. This strategically important SH1/SH29 interregional road of national significance (RoNS) also connects the country's largest area of population and population growth: the 'golden triangle' between the Auckland, Waikato and Bay of Plenty regions.

The Waikato region also contains important inland ports and logistics hubs that serve the freight task, including Waikato Tainui's Ruakura Superhub, which will become the

largest logistics and industrial hub and inland port in New Zealand. Waikato is also home to Hamilton Airport, a regionally significant transport asset that has recently expanded its role through the introduction of international passenger services. There is also a smaller domestic airport servicing Taupō.

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2.2 Our people

The Waikato region is the fourth most populous region in New Zealand, with a population of approximately 532,100 people in 2026⁵, accounting for 10 per cent of the national population.

Between 2018 and 2023, Waikato's population increased by 8.9 per cent, outpacing the national growth rate of 6.3 per cent. Long-term projections indicate the regional population could reach between 577,838 (low) to 753,687 (high) people by 2050⁶, placing continued pressure on transport infrastructure, public transport services, freight networks and access to employment, education and essential services.

The region's demographic profile is changing. Waikato has an ageing population, with 17.3 per cent of residents aged 65 years and over. At the same time, at least 20 per cent of the population are too young to drive. Māori make up approximately 25 per cent of the population in 2023, significantly higher than the national average.⁷ Around 17 per cent of residents identify as having a disability⁸, and approximately 7,600 households do not have access to a motor vehicle.⁹ Together, these factors highlight the importance of a transport system that does not rely solely on private vehicle access. Meeting the needs of the region's diverse communities will require continued investment in accessible public transport, community transport initiatives, safe walking and cycling infrastructure, and transport connections that improve access to health services, education, employment and social opportunities.

Key employment sectors in 2025 include health care and social assistance, manufacturing, construction, agriculture, forestry and fishing, retail trade and education and training.¹⁰ As mentioned previously, the region is also home to nationally significant freight and logistics assets as well as strategic road and rail corridors. These sectors generate significant daily commuter and freight movements, particularly within and through the MSA.

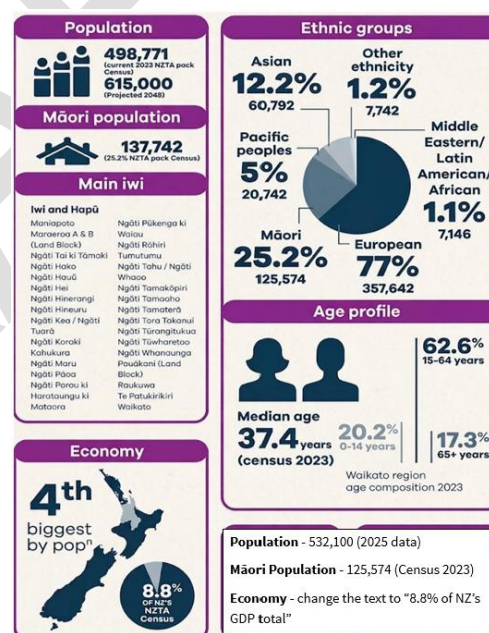
Education is another major transport demand driver. The region contains a network of schools, tertiary institutions and vocational training providers, including the University of Waikato and Wintec. Daily travel to education facilities is concentrated in Hamilton and larger towns, while tertiary students from smaller rural communities increasingly rely on regional public and community transport connections.

The Waikato is rich in Māori history, with ties to many iwi and the home of Kingitanga. Tangata whenua hold a significant physical and cultural relationship with the Waikato region. The region's Māori economy continues to

emerge as an economic force, with Māori assets in the region valued in 2023 at \$21.51 billion.¹¹

A key example of Māori-led economic development is Ruakura Superhub, a 610-hectare development owned by Waikato-Tainui through Tainui Group Holdings. The nationally significant project is one of New Zealand's largest multi-use developments. The superhub is anchored by the Ruakura Inland Port and is adjacent to the ECMT rail line and the Waikato Expressway.¹² Its location provides efficient and strong connectivity to both Tauranga and Auckland and creates an integrated, cost-effective supply chain solution for both importers and exporters. Iwi and Māori entities from the region play an important role in shaping the region's economic future.

Figure 2: A visual snapshot of the Waikato region's people and economy (graphics & design to update please – should fit this space)



2.3 Our transport system

The Waikato transport system is a nationally significant, multi-modal network that supports the movement of people and freight within the region and between the Upper North Island's major economic centres. The system includes strategic state highways and local roads, rail freight and passenger services, public transport networks, walking and cycling infrastructure, ports and airports. These networks are vital for connecting communities, supporting primary industries, enabling access to services and facilitating social, cultural and economic activity both within the region and across regional boundaries. They also play a critical role in enabling the movement of people and freight between Waikato and neighbouring regions, supporting wider regional and national connectivity.

Figure 3: Key statistics of Waikato region's transport network (graphics & design to update with icons please)

Road icon	1,760km total length state highway network
Flood icon	3,400km of roads are exposed to known or mapped floodplains ¹³
Bus icon	4 million passengers served by public buses in the Waikato region in 2025 ¹⁴
Bus stop icon	44 bus routes servicing Hamilton City (24 routes) and the rest of the region (20 routes) ¹⁵
Train icon	250-260 average daily passengers carried by Te Huia ¹⁶
Disabled icon	119,079 total mobility boardings in FY 2023/24 ¹⁷
Freight icon	5,900 million tonne-kilometres of freight movement in the region (2024) 87% via road & 13% via rail ¹⁸
Money icon	\$1,600 million estimated social cost of all road crashes to the region

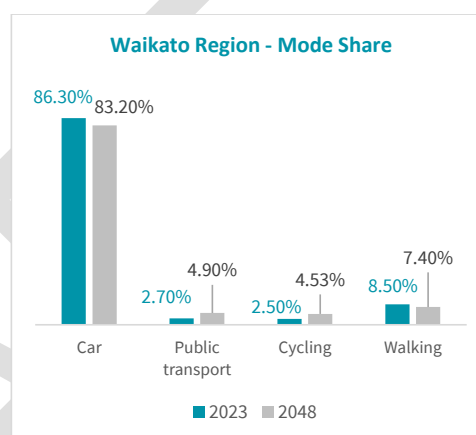
How people move

Travel to and from work and education are key drivers of demand on the Waikato transport network. Travel patterns vary across the region's territorial authorities, reflecting the diversity of settlement patterns, employment centres, population densities and transport options available. Census 2023 data presented in **Figure 4** show that majority of residents in the region travel to work and education using private vehicles. The percentage of public transport, cycling and walking trips in the region is lower than the

national averages: 7.5 per cent for PT, 2.9 per cent for cycling and 10.2 per cent for walking.

This highlights both the continued reliance on private vehicle travel and the opportunity to increase uptake of public transport and active modes through targeted investment in integrated, accessible and reliable transport networks.

Figure 4: Percentage by mode¹⁹



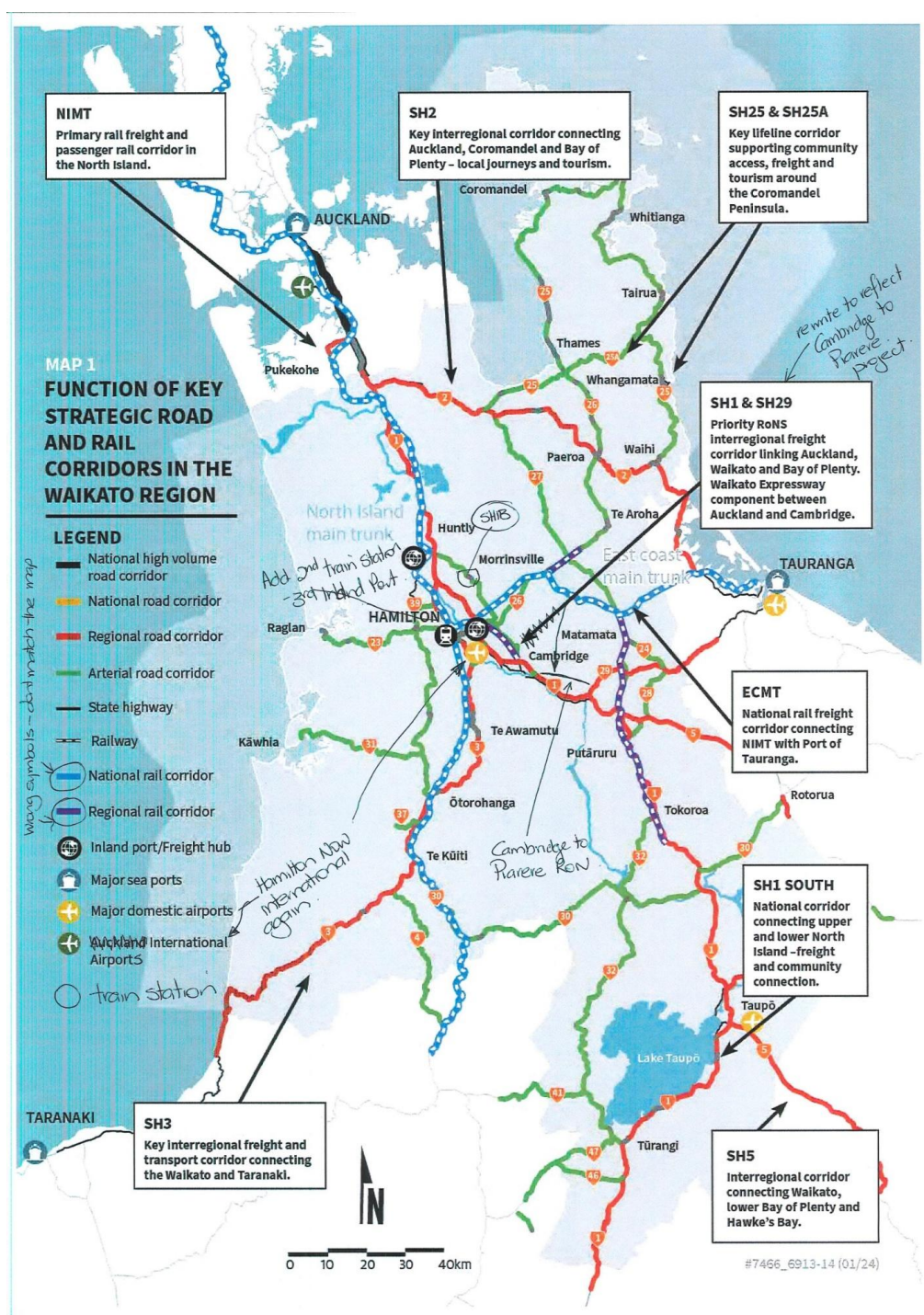
Note that the above 2048 projected mode shares are based on the Waikato Regional Transport Model (WRTM) growth factors by mode.

Strategic road network

The road network forms the backbone of the region's transport system. State highways and local roads connect urban centres, rural communities, freight hubs, industrial areas, ports, airports and tourist destinations across the region. It also provides critical connections to the region's lifeline routes, helping to maintain access for communities, emergency services and the movement of essential goods during network disruptions and natural hazard events.

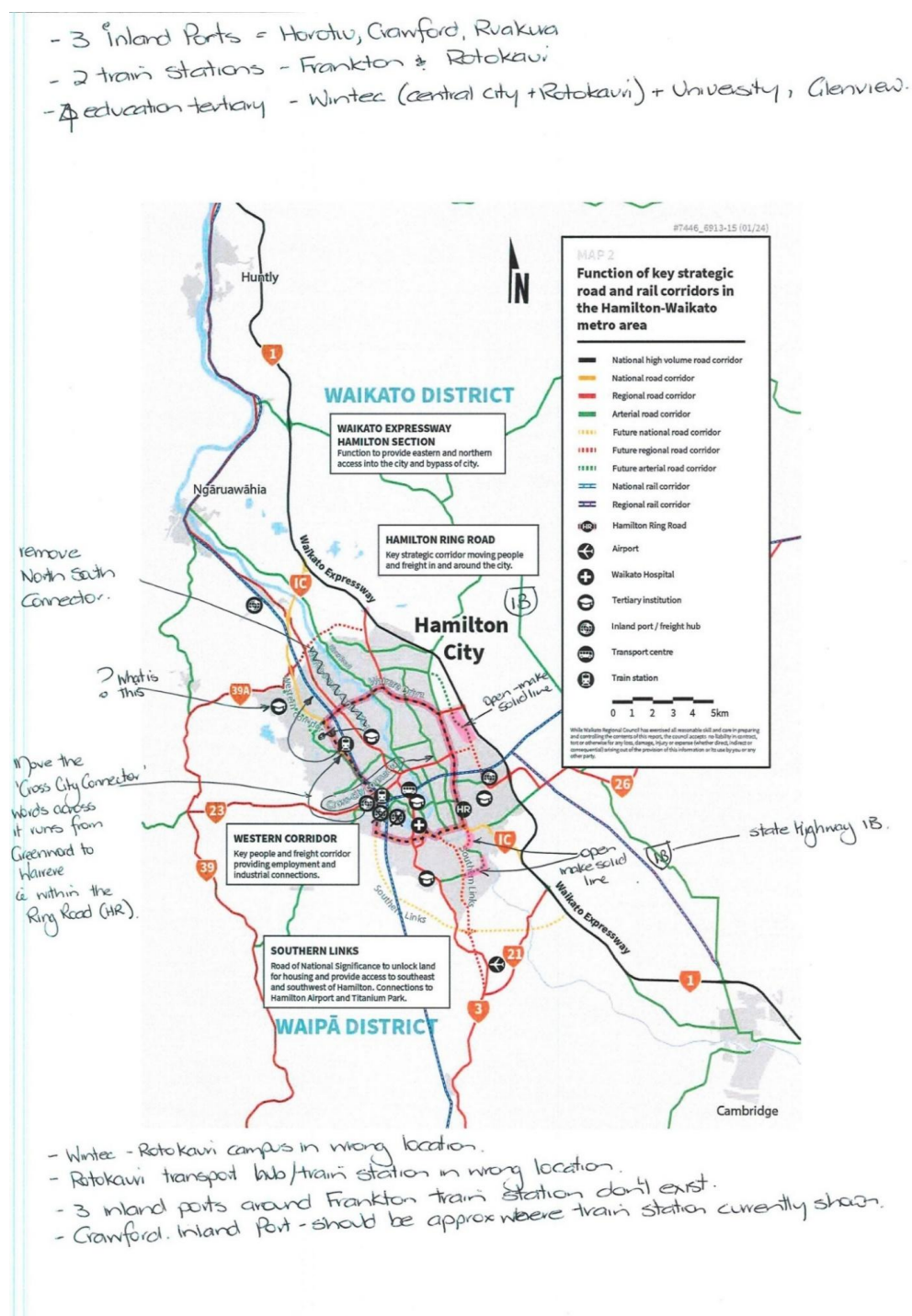
The key strategic corridors in the region and in the MSA are shown in **Map 1** and **Map 2**, respectively.

Map 1 to be updated. Comments from HCC shown below. Happy to get more feedback for the updated version.



Waikato Regional Council 8

Map 2 to be updated. Comments from HCC shown below. Happy to get more feedback for the updated version.



Rail

Rail is a strategically important component of the Waikato transport system and plays a key role in supporting freight productivity, network resilience and lower-emission transport. As mentioned previously, the region is traversed by the NIMT and ECMT, forming part of the Upper North Island freight network. Rail freight supports the movement of large freight volumes across the region, helps reduce pressure on the strategic road network, and provides a more resilient and lower-emission alternative for long-distance freight movements.

Passenger rail also plays an important role in providing travel choice and strengthening inter-regional connectivity. The Te Huia passenger rail service connects Hamilton and Auckland and can carry more than 500 passengers per day.

Public transport

The Waikato region operates one of New Zealand's largest regional public transport systems, servicing the MSA and wider regional towns.

The network includes:

- Urban bus services in Hamilton, which include high-frequency services such as the Orbiter, Comet and Meteor.
- Bus services connecting towns and rural communities.
- Regional connector services.
- Flex on-demand services.
- Te Huia inter-regional passenger rail service connecting to Auckland.
- Total Mobility services supporting transport-disadvantaged users.

Bus patronage across the region has had an upward trend since 2021²⁰ and is now close to the 2007 level, but less than peak levels seen in the 2010s.²¹ However, private vehicles remain the dominant mode of travel. Planned population growth within the MSA will require continued investment in more frequent, reliable and integrated public transport services, including implementation of the Hamilton-Waikato Metro Spatial Plan (MSP) and associated rapid transit initiatives.

Walking and cycling

Walking and cycling networks provide important transport and recreational functions across the region. The MSA contains the region's most extensive active transport network, with ongoing investment occurring through MSP initiatives, Access Hamilton and other local programmes. Beyond the urban areas, the Waikato is home to nationally

significant recreational cycling assets, including the Te Awa River Ride, Hauraki Rail Trail and Timber Trail.

Despite active mode initiatives, the proportion of people who cycle in Waikato is below the national average and is the third lowest of all regions.²² The mode share for walking is also below the national average. These trends highlight a significant opportunity to increase active transport participation through continued investment in safe, connected and attractive walking and cycling networks, particularly within growing urban areas.

Access to ports and airports

Efficient access to ports and airports is essential to regional and national economic performance. The Waikato transport system provides critical connections to the Port of Auckland, Port of Tauranga, Ruakura Inland Port and logistics hub, Hamilton International Airport and Taupō Airport. Maintaining reliable access to these strategic gateways is essential for exporters, importers, manufacturers, tourism operators and regional communities.

Transport and community wellbeing

Our region's transport system has a significant influence on community wellbeing. However, transport-related impacts continue to affect communities through:

- Network disruption and reduced resilience
- Congestion and travel delays
- Inequitable access to transport opportunities
- Deaths and serious injuries from road crashes
- Exposure to transport emissions

Improving transport safety, affordability, accessibility and travel choice will be essential to delivering better wellbeing outcomes across the region.

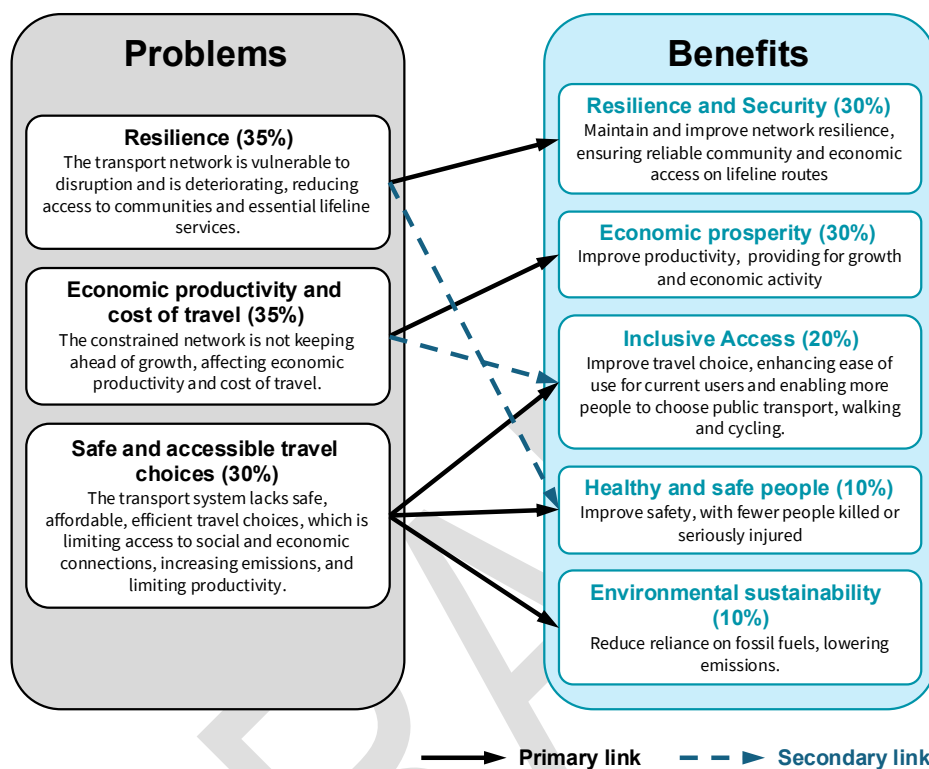
Transport and the environment

Transport contributes significantly to greenhouse gas emissions (GHG) and local air quality effects within the Waikato region. The Waikato region accounts for 14 per cent of national vehicle GHG emissions, which is the second highest of all regions.²³

Reducing dependence on fossil fuels, increasing uptake in supporting public and active transport modes, improving freight efficiency and transitioning to lower-emission vehicle technologies will remain priorities to achieve desired long-term environmental outcomes.

2.4 Key issues and challenges

Figure 5: Problems and benefits – investment logic mapping (ILM) diagram



The Waikato Regional Transport Committee (RTC) has identified three key issues linked to five benefits that the RLTP seeks to focus on and achieve and has weighted the urgency of these for the region. A diagram illustrating this is shown in **Figure 5**.

In addition, the RTC identified two critical considerations that underly all the problems and benefits for transport in the region:

- Funding limitations and restrictions result in failure to meet community expectations for the system, missed opportunities to provide value for money, and lack of alignment with the strategic direction in the RLTP. This affects how the RLTP is able to address the transport problems identified.
- To successfully deliver the benefits identified, funding needs to be allocated to projects that deliver value for money.

For the previous RLTP 2024, 45 improvements activities were submitted to NZTA for funding. Among these, only 14 activities were approved for NLTP funding. The remaining activities either did not receive funding approval or are unlikely to be funded during the current programme period.²⁴

Addressing funding limitations and restrictions requires:

- Aligning proposed investments with national priorities to improve funding eligibility and investment confidence
- Maintaining a realistic and prioritised programme of activities that reflects anticipated funding levels and deliverability constraints
- Exploring alternative funding and financing mechanisms, including partnerships and co-investment opportunities where appropriate.

2.5 Future scenarios and opportunities

Several important trends are shaping the future of the Waikato transport system:

- Continued population growth, particularly within the Metro Spatial Area.
- Renewed national focus on maintenance, resilience and economic productivity.
- Increasing freight demand across the Upper North Island.
- Growth in public transport use and demand for improved travel choices.
- Increasing investment in rail freight and passenger rail.
- Emerging low-emission vehicle and energy technologies.
- Greater focus on climate adaptation and network resilience.

Key opportunities include:

- Implementation over the long-term of the MSP Transport Programme Business Case (PBC).
- The future role of rail in our region is a key opportunity to support both freight and passenger transport outcomes, particularly when considered alongside strategic developments such as the Ruakura Superhub and its inland port.
- Investment in strategic roading projects in the Waikato region, including Roads of National Significance (RoNS) projects and resilience activities.
- Implementation of the Waikato Regional Public Transport Plan (RPTP) 2024-2032 and key public transport investment.

The tables in **Appendix X** present key investment opportunities in different areas and their strategic benefits for the region.

2.6 Policy context

National, regional and local policies provide the strategic direction and investment signals that guide the development of an RLTP. **Table 1** sets out the key national and regional policy drivers that have shaped this RLTP.

Table 1: Key Statutes and National Policy context that shape the RLTP development

Policy Document	Context
Land Transport Management Act (LTMA)	The LTMA 2003 is principal statute guiding land transport planning and funding in New Zealand. It provides the legislative framework for RLTPs and guides regional transport investment towards an affordable, integrated, safe and sustainable transport system.
Draft Government Policy Statement (GPS) 2027	The draft GPS 2027 is still to be provided.
Resource Management Act (RMA)	The RMA 1991 aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans. Land use planning can have a significant influence on travel choice and transport network demand, and transport network investment can likewise shape land use patterns within a region.
Planning bill and Natural Environment bill	The Planning Bill and Natural Environment Bill will replace the Resource Management Act if enacted. Text is to be included here when they are enacted.
National Policy Statement on Urban Development (NPS-UD)	The NPS-UD is the national policy on urban development. It aims to create well-functioning urban environments that are integrated with infrastructure planning and funding decisions, while providing sufficient development capacity for housing and business growth. The RLTP supports these outcomes through transport investments that improve connectivity and accessibility.
Climate Change Response (Zero Carbon) Amendment Act 2019	The Climate Change Response (Zero Carbon) Amendment Act 2019 provides New Zealand's framework for achieving net zero emissions by 2050 and adapting to climate change. The RLTP contributes by supporting emissions reduction and a more resilience transport system.
Emissions Reduction Plan (ERP)	The ERP sets out how the Government intends to meet New Zealand's second emissions budget and stay on track toward the net-zero target under the Climate Change Response Act. For transport it includes a focus on reducing reliance on cars, adopting low emissions vehicles, and decarbonising heavy vehicles and freight. The RLTP contributes to these outcomes by supporting reduced vehicle travel demand, improved public transport, and a transition to a lower-emissions transport system. It signals new opportunities for inter-regional public transport services.
National Adaptation Plan (NAP)	The National Adaptation Plan (NAP) provides New Zealand's framework for adapting to climate change and managing climate-related risks. It promotes a range of adaptation responses, including avoiding development in high-risk areas, protecting critical infrastructure, accommodating the impacts of climate hazards through resilient design and emergency planning, and, where necessary, retreating from locations exposed to unacceptable risk. The RLTP supports these principles by improving the resilience of transport networks and considering long-term climate risks in transport planning and investment decisions.
New Zealand Road Safety Objective	New Zealand's road safety objectives build on the Government Policy Statement on Land Transport 2024 (GPS 2024). GPS 2024 recognises the important role that Roads of National Significance and Roads of Regional Significance play in unlocking economic growth and improving road safety for all New Zealanders. The RLTP supports these objectives through investment in strategic corridors and safety initiatives that improve network performance, freight efficiency, connectivity, and road safety outcomes across the region.
One Network Framework (ONF) and One Network Road Classification (ONRC)	The One Network Road Classification (ONRC) is a nationally consistent framework that categorises roads based on the function they perform within the transport network. The One Network Framework (ONF) builds on the ONRC by adopting a more comprehensive, multi-modal approach that recognises both the movement of people and freight and the role transport corridors play as places. As the ONF is still being rolled out nationally, the ONRC has been used for this RLTP.
New Zealand Energy Efficiency and Conservation Strategy (NEECS)	The New Zealand Energy Efficiency and Conservation Strategy (NZECS) promotes a more energy-efficient and low-emissions transport system. It encourages the uptake of low-emission vehicles and alternative fuels, improved transport efficiency, and reduced vehicle travel demand. The RLTP supports these outcomes through investment in transport electrification, charging and alternative-fuel infrastructure, and measures that enable communities to transition to a lower-emissions transport network.

Policy Document	Context
Arataki	Arataki provides NZ Transport Agency Waka Kotahi's long-term view of the changes needed to achieve national transport priorities and desired transport outcomes. It identifies key trends, challenges, and opportunities facing the transport system, and outlines the actions and partnerships required to deliver a safer, more resilient, accessible, and sustainable transport network. The RLTP has been developed regarding the regional priorities and strategic directions identified in Arataki, particularly those relating to network resilience, safety, freight efficiency, and integrated land use and transport planning.
New Zealand Rail Plan	The New Zealand Rail Plan provides the Government's strategic direction for rail, supporting increased freight movement by rail, improved urban rail services, and enhanced regional connectivity. The RLTP considers rail as an integral part of the wider transport network and supports investment that improves multimodal transport outcomes.
State Highway Investment Proposal (SHIP)	NZ Transport Agency's State Highway Investment Proposal (SHIP) is a strategic plan that responds to the GPS Land Transport and identifies a proposed programme of work for the state highway network to deliver the Government's strategic objectives and meet the needs of New Zealanders. It proposed programme for the maintenance, operation, renewal, and improvement of the state highway network. It identifies investment priorities to improve safety, resilience, accessibility, network efficiency, and support for economic and urban growth.
Freight and Supply Chain Strategy	The NZ Freight and Supply Chain Strategy 2023 sets out a long-term vision for the freight and supply chain over a 3-, 10- and 30- year time frame. The 10-year horizon has three focus areas: infrastructure and government systems, enabling the sector and international connections.
Total Mobility Scheme	The Total Mobility Scheme is a nationally directed policy framework that guides delivery of subsidised licenced taxi services for people who cannot use other forms of public transport due to disability, and to fulfil responsibilities towards assisting transport disadvantaged.

Table 2: Key regional and local policy context that shape the RLTP development

Strategic Planning Document	Context
Upper North Island Strategic Alliance (UNISA)	The UNISA is a collaborative partnership of Upper North Island councils, including Waikato Regional Council and Hamilton City Council, focused on addressing inter-regional challenges. Its commitment was reaffirmed through a renewed agreement in 2024, and it has supported key studies such as the Upper North Island Freight Story and Upper North Island Story.
Future Proof Strategy	The Future Proof Strategy is a 30-year collaborative growth management and implementation plan for the Hamilton, Waipā, Waikato and Matamata-Piako sub-region. It sets out a framework for managing growth in the sub-region in a coordinated and sustainable way that integrates with transport and infrastructure considerations.
Hamilton-Waikato Metro Spatial Plan	The Hamilton-Waikato Metro Spatial Plan (MSP) and Transport Programme Business Case (PBC) provide the strategic framework for integrated land use and transport planning in the Hamilton-Waikato urban area. They support a safe, low-carbon, and multi-modal transport system through improved public transport, active transport, freight efficiency, equitable access, and transport networks that support compact urban growth.
Waikato and Bay of Plenty Freight Action Plan	The Waikato and Bay of Plenty Freight Action Plan 2022 set out actions to support the sector's growth and progress. The plan identifies actions to improve freight efficiency, supply chain resilience, workforce capability, and regional connectivity in response to significant projected freight growth. The RLTP supports these objectives through investments that enhance freight movement, network reliability, and access to key logistics hubs and strategic freight corridors.
Waikato Regional Public Transport Plan (RPTP)	The Waikato Regional Public Transport Plan provides the statutory framework for public transport planning and delivery and supports an integrated and accessible transport system across the region.
The Hamilton-Waikato Metro Area Mode Shift Plan	The Hamilton-Waikato Metro Area Mode Shift Plan – represents a first step in a longer-term plan to co-ordinate walking, cycling and public transport in the area. The focus areas for achieving mode shift are shaping urban form, making shared and active modes more attractive, influencing travel demand and transport choices.
Regional Policy Statement (RPS)	The Regional Policy Statement (RPS) is developed under the Resource Management Act and sets the strategic direction for growth, land use, infrastructure, and environmental management in the region. The RTC must take an RPS into account when developing an RLTP. The RLTP aligns transport planning and investment with the RPS to support sustainable and integrated regional development.

Section 2

<te reo title>

Strategic Framework

3.1 Our vision and objectives

The vision for land transport in the Waikato is:

An efficient, integrated, safe and resilient, low emissions transport system that delivers on the needs of our diverse Waikato communities.

Figure 6 overpage provides a summary of the region's vision and strategic regional transport objectives and headline targets against the backdrop of the Ministry of Cities, Environment, Regions and Transport's (MCERT)¹ Outcome Framework. The vision, objectives and targets have been informed and shaped through the ILM process (refer to **Section 2.4**), ensuring a clear line of sight between the region's key transport challenges, desired outcomes, and investment priorities.

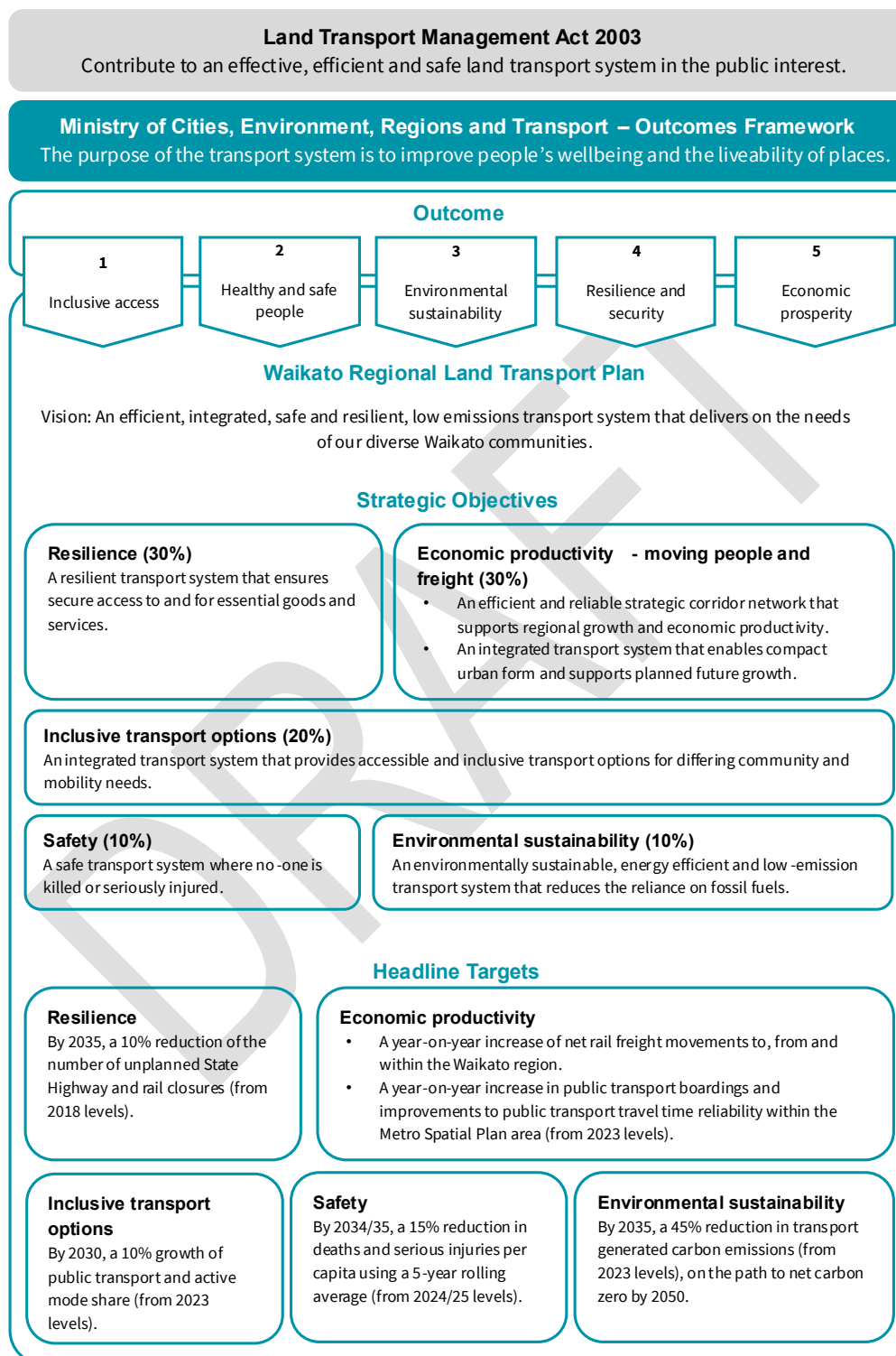
The objectives describe the desired long-term outcomes for the Waikato transport system and provide the strategic foundation for prioritising transport investment across the region. The weighting assigned to each objective reflects its relative importance in the assessment and prioritisation of activities within the RLTP.

The headline targets provide measurable milestones towards achieving the Waikato region's long-term transport vision and strategic objectives. The monitoring framework in **Section 6** supports these targets by measuring progress and helping identify whether the region is on track to achieve the desired outcomes.

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¹ Formerly known as the Ministry of Transport (MoT)

Figure 6: Strategic Policy Framework for RLTP 2027



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3.2 Policies

For each strategic objective, key policies are identified which are designed to respond to the key issues and challenges discussed in **Section 2**. These policies will guide the RTC, decision makers and key stakeholders when making transport planning, funding and investment decisions.

Policies
Resilience
Maintain and operate the regional land transport system in a way that improves long-term sustainability, reliability and resilience.
Improve resilience and route security of key strategic corridors and lifeline routes that support community and economic wellbeing.
Ensure short-term recovery of lifeline community and economic access following network disruption.
Apply best-practice design, construction and maintenance standards, including nature-based solutions, to increase infrastructure resilience.
Avoid increasing exposure of transport infrastructure to hazard and climate risk.
Integrate climate adaption and hazard risk management into transport planning and investment.
Build a resilient regional land transport system that supports future community needs by responding to changing demographics, adapting to evolving energy sources, and providing a range of transport options.
Economic productivity – moving people and freight
Implement transport solutions that support agreed national and regional spatial planning outcomes for compact urban form, housing and growth, particularly in the Hamilton-Waikato Metro Spatial Area including: - transitioning to an integrated, frequent and rapid public transport network linking urban growth centres - optimising, and where appropriate prioritising, road corridor space for public transport and active modes in response to the changing transport needs of communities and future generations - using a range of interventions and incentives to manage demand on the transport network, especially where network reliability and economic productivity is compromised - supporting Future Proof, Metro Spatial Plan, Access Hamilton and the Waikato & Bay of Plenty Freight Action Plan implementation.
Support high density urban development aligned with public transport corridors in the metro area.
Support future inter-regional rail opportunities between Hamilton and Tauranga
Improve road network performance through demand management and optimisation.
Embed rail as an integral part of a regional multi-modal transport system for both passengers and freight.
Increase the capacity and invest in the national rail network to support rail freight as a platform for future growth.
Improve and invest in the region's strategic rail network (NIMT and ECMT).
Develop, maintain, protect and promote the use of SH1/29 and the NIMT/ECMT rail lines as the primary strategic freight corridors between Auckland, Waikato and the Bay of Plenty regions.
Protect and develop regionally significant multi-modal corridors to serve the future development and transport needs of the region.
Manage growth to protect the function, capacity and efficiency of the strategic transport network in the region
Optimise the region's strategic locational advantage and support critical freight and supply chain logistics hubs.
Provide safe and appropriate multi-modal transport connections to key regional visitor destinations.
Support other regions' transport activities deemed to be of inter-regional significance to the Waikato region and that support inter-regional connections, including public transport, passenger rail and electric vehicle charging.
Support and promote transport initiatives that reduce the cost of travel for individuals, households, and businesses by improving access to affordable, efficient, and sustainable transport options, while maintaining connectivity, accessibility, and economic productivity across the region.
Inclusive transport options

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Policies
Improve accessibility and travel options across the region.
Provide an efficient, accessible, inclusive and equitable public transport system across the region.
Support sustainable funding approaches to deliver the expansion of public transport services across the region.
Support the ongoing role and opportunities for improvement of inter-regional passenger rail services as part of the regional transport system.
Support urban form that enables the uptake of walking, cycling, and public transport.
Increase and enhance safe, accessible and inter-connected walking, cycling and micro-mobility networks in urban and rural towns.
Promote travel demand initiatives and technology that supports travel behaviour change, mode shift and compact urban form.
Develop fit-for-purpose transport options to support rural communities.
Support community-led transport initiatives to improve access for communities, particularly in rural towns and where transport options are limited.
Embed community transport as an integral component of the public transport system in the Waikato region.
Expand Total Mobility throughout the region to provide for the transport disadvantaged and accessible health needs of communities.
Recognise the positive impact on health, wellbeing and connectedness of active transport modes, and improved accessibility and transport options, including for the transport disadvantaged.
Safety
Ensure investment in road safety improvements is guided by the safe system approach and informed by national, regional and local evidence, priorities and available funding.
Deliver safe and appropriate speed management and infrastructure treatments on high-risk roads with priority given to locations where evidence demonstrates significant safety benefits.
Apply safe system and best practice design principles within integrated land use and transport planning, balancing safety outcomes with network function, freight movement and community needs.
Maintain a coordinated and regional approach to road safety through collaboration between councils, NZTA, Police, KiwiRail, health agencies and community partners.
Improve road safety outcomes through meaningful engagement and partnerships with Māori and iwi to identify and address community safety priorities.
Prioritise evidence-based behaviour change, education and enforcement initiatives for high-risk behaviours and vulnerable road users.
Improve safety outcomes on high-risk intersections, rail level crossings, urban and rural roads and, routes used by vulnerable transport users through targeted investment and collaborative delivery.
Support integrated infrastructure improvements that deliver demonstrable safety benefits while maintaining efficient access, freight movement and network resilience.
Environmental sustainability
Support the transition to a low-emission transport system with integrated land-use and transport planning, mode shift initiatives, public transport improvements, and low-emission transport technologies.
Support a lower-emission freight system with improved efficiency on strategic routes, and greater use of low-emission modes and technologies.
Deliver a low emission regional public transport service
Reduce adverse effects of transport on the environment, public health, and communities.

3.3 Ten-year transport priorities

The RTC has identified the region's high-level transport priorities for the next 10 years. These priorities and their cases for investment are detailed in the following sub-sections. They highlight the key focus areas and priority investment over the next three to 10 years.

Table 3: Summary of RLTP 10-year transport priorities (graphics & design to update with icons please)

Icon	Resilience • Maintaining and improving the transport system • Ensuring reliable economic and community access • Building regional resilience
Icon	Economic productivity – moving people and freight • Implementation of the Metropolitan Spatial Plan Transport Business Case programme • Future proof and optimise priority strategic corridors (road and rail) including those supporting critical rural economy transport connections • Resolve rail constraints and build capacity • Reduced cost of travel across the transport system
Icon	Inclusive transport options • Shape urban form to support mode shift and provide improved transport options, including for walking and cycling • Targeted interventions to recognise different transport and accessibility needs across the region
Icon	Safety • Implement the Safe System approach set out in the Waikato Regional Road Safety Strategy • Focus on speed management and infrastructure, enforcement, education and behaviour change for high-risk and vulnerable users <i>Note that these may need to be updated following the review of the Regional Road Safety Strategy.</i>
Icon	Environmental Sustainability • Reduced reliance on fossil fuels and need to travel • Continue to transition towards an environmentally sustainable, low emission transport system

Priority: Resilience

Maintain and improve the transport system, ensuring reliable economic and community access and building regional resilience.

Problem	Benefits
The transport network is vulnerable to disruption and is deteriorating, reducing access to communities and essential lifeline services.	Maintain and improve network resilience, ensuring reliable community and economic access on lifeline routes
The case for investment	Summary of evidence
The region's transport network is increasingly vulnerable to disruption from severe weather, flooding, slips, coastal hazards and other natural events. These disruptions can isolate communities, delay access to essential services, disrupt freight and supply chains and reduce economic productivity. Climate change is expected to increase the frequency and severity of these disruptions, placing growing pressure on the region's strategic and lifeline transport routes. Many communities and industries rely on a limited number of key road and rail connections, with even lesser alternative routes available when disruptions occur. Network resilience is also being affected by ageing infrastructure, drainage deficiencies, vulnerable bridges and accumulated maintenance backlogs. Recovery activities following major weather events are increasingly diverting funding and resources away from planned maintenance and renewal programmes, contributing to further asset deterioration and higher long-term costs. Investment is needed to maintain and strengthen existing transport infrastructure, improve the resilience of lifeline corridors, address critical asset vulnerabilities and improve the availability and reliability of alternative transport connections. Without sustained investment, the region's ability to withstand and recover from future disruptions will decline, resulting in increased costs, reduced access to essential services, and adverse impacts on economic productivity and community wellbeing. A more resilient transport system will support reliable access for people, freight and essential services, improve emergency response and recovery, and help keep communities connected during and after adverse events.	- Since 2023, nine local states of emergency have been declared by territorial authorities in the Waikato region, in addition to the national state of emergency in response to Cyclone Gabrielle in 2023. - In February 2026, severe flooding in the Waipā and Ōtorohanga Districts resulted in a loss of life, extensive damage to transport infrastructure and prolonged road closures.²⁵ - In April 2026, Cyclone Vaianu prompted a precautionary region-wide state of emergency and highlighted the ongoing vulnerability of communities and transport networks to severe weather and climate-related hazards.²⁶ - Roads at risk within the region include²⁷: 3,400km of roads exposed to known or mapped flood plains 100km of roads exposed to present day coastal flooding 580km of roads exposed to coastal flooding with sea level rise - In 2024/25 over 47 per cent of the funding for transport activities in the region was spent on road maintenance of state highways and local roads.²⁸ - From 2023 to 2025, there have been more than 8,200 unplanned closures on state highways in the region.²⁹
Priority investment areas	Long-term results/measures
To update: List key programmes and investment areas that will address this problem	Headline target: By 2035, a 10% reduction of the number of unplanned State Highway and rail closures (from 2018 levels).
	Other priority implementation areas To update: [e.g. through Crown, PGF, etc.] [e.g. non-transport solutions, such as land use policies]

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Priority: Economic productivity – moving people

Support economic productivity by implementing the Metropolitan Spatial Plan Transport Business Case programme and reducing the cost of travel across the transport system.

Problem	Benefits
The constrained network is not keeping ahead of growth, affecting economic productivity and cost of travel.	Improve productivity, providing for growth and economic activity.
The case for investment	Summary of evidence
The region's growing population is placing increasing pressure on the transport network, particularly within the MSA, where most future growth will occur. Congestion, unreliable journey times and limited transport choices are making it harder and more expensive for people to access employment, education, healthcare and other destinations. These challenges have direct economic consequences. Delays increase travel costs, reduce network reliability and constrain housing and urban development by limiting access to employment, services and future growth areas. As the region continues to grow, existing transport constraints will increasingly limit the efficient movement of people and goods. Investment is needed to create a transport system that moves more people efficiently, reliably and affordably. Delivering the Metro Spatial Plan Transport Programme, improving public transport reliability and capacity, optimising the existing network and providing attractive alternatives to private vehicle travel will support planned growth, improve connectivity and help manage future travel demand. Achieving these outcomes will require an integrated approach that combines transport investment, public transport improvements and land use planning. Without sustained investment, congestion and travel delays will worsen, transport costs will continue to rise and access to jobs, education and services will become increasingly constrained. Investment in moving people will support a more productive economy, improve access to opportunities, enable growth within the MSA and deliver better outcomes for current and future Waikato communities.	- The Waikato Region is home to approximately 10 per cent of the total population of New Zealand. - More than half of the region's population lives in the MSA, which is projected to double within the next 30 years. - In 2025, Hamilton City ranked third highest among all territorial authorities in New Zealand for travel time delays.³⁰ Peak traffic volumes in Hamilton increased 8.5% between 2022 and 2025.³¹ - Bus patronage across the region has had an upward trend since 2021³² and is now close to the 2007 level, but less than peak levels seen in the 2010s.³³ - In the 2024/25 financial year, bus trips per capita increased 4 per cent in the region (outside of Hamilton), while bus trips per capita in Hamilton decreased from 16.5 to 16.1. The total number of trips increased by 2.8 per cent.³⁴ - In FY 2024/25, rail patronage declined by 9.2 per cent in total, and by 2.3 when adjusted for comparable operating days compared to the previous financial year.³⁵
Priority investment areas	Long-term results/measures
To update: List key programmes and investment areas that will address this problem	Headline target: A year-on-year increase in public transport boardings and improvements to public transport travel time reliability within the MSA (from 2023 levels).
	Other priority implementation areas To update: [e.g. through Crown, PGF, etc.] [e.g. non-transport solutions, such as land use policies]

Priority: Economic productivity – moving freight

Support economic productivity by future-proofing and optimising priority strategic corridors (road and rail), including those supporting critical rural economy transport connections, and by resolving rail constraints and building rail capacity.

Problem	Benefits
The constrained network is not keeping ahead of growth, affecting economic productivity and cost of travel.	Improve productivity, providing for growth and economic activity
The case for investment	Summary of evidence
The Waikato sits at the heart of the Upper North Island economy, with around one-third of New Zealand's freight movements passing through the region. Growth in freight demand, constrained road and rail networks, network pressures and funding limitations are reducing the efficiency and reliability of freight movement. In some parts of the region, ageing infrastructure, increasing freight volumes and growing demand for heavy vehicle access are placing additional pressure on road pavements and bridge assets, creating constraints on freight efficiency and network performance. Investment is needed to future-proof strategic freight corridors, improve network reliability and unlock the potential of rail. Without investment, congestion, freight delays and transport costs will increase, reducing business productivity, constraining economic growth and placing greater pressure on strategic road corridors. Network constraints will continue to limit the shift of freight to rail, reducing resilience and increasing reliance on already busy roads. The benefits will be felt by freight operators, businesses, primary industries and communities across the Waikato and wider Upper North Island. A more efficient and reliable freight network will support economic growth and enable the efficient movement of people and goods within, to and through the region.	- In 2024, the region recorded more than 5,900 million tonne-kilometres of freight movement across road and rail networks, equivalent to around 20 per cent of the country's total freight task.³⁶ - Road freight carried majority of the freight volume, accounting for 85 per cent of all freight movement.³⁷ - Freight volumes are forecast to grow 50 per cent by 2048.³⁸
Priority investment areas	Long-term results/measures
To update: List key programmes and investment areas that will address this problem	Headline target: A year-on-year increase of net rail freight movements to, from and within the Waikato region. - Improve travel time predictability on key strategic freight corridors and the Hamilton City roading network.
	Other priority implementation areas To update: [e.g. through Crown, PGF, etc.] [e.g. non-transport solutions, such as land use policies]

Priority: Inclusive transport options

Shape urban form to support mode shift and provide improved transport options, including for walking and cycling, and implement targeted interventions to recognise different transport and accessibility needs across the region.

Problem	Benefits
The transport system lacks safe, affordable, efficient travel choices, which is limiting access to social and economic connections, increasing emissions, and limiting productivity.	Improve travel choice, enhancing ease of use for current users and enabling more people to choose public transport, walking and cycling.
The case for investment	Summary of evidence
High reliance on private vehicles, limited public transport coverage, rural isolation and the needs of an ageing population, young people and people with disabilities are making it harder for many residents to access employment, education, healthcare and social opportunities. For rural and remote communities, transport disadvantage can arise as much from network disruptions as from the lack of transport alternatives. This is contributing to social exclusion, transport disadvantage and reduced wellbeing. Investment is needed to create an integrated transport system that provides accessible, affordable and inclusive travel choices for all communities. Improving public transport, supporting community and on-demand transport, expanding walking and cycling networks, and delivering the MSP programme will improve access to opportunities, support mode shift, and provide people with greater independence and choice. Without investment, many people will continue to face barriers to accessing essential services and opportunities. Car dependency, transport disadvantage and social isolation are likely to increase, while the region will struggle to achieve wider productivity, health and environmental outcomes. The benefits will be felt across the region, particularly by those who currently have limited transport options.	17.3 per cent of the population is 65 years old and over.³⁹ - At least 20 per cent of the population are too young to drive (i.e., 14 years old or younger).⁴⁰ - In 2023, 17 per cent of people in the Waikato identified as having a disability. This equates to about 89,000 people.⁴¹ - About 7,600 households or 4.8 per cent of the population don't own a motor vehicle.⁴² - The Waikato region has higher than average deprivation, with the median rank in the Waikato region being 13.9 per cent worse than New Zealand overall.⁴³ - Total mobility boardings have increased from 91,789 in 2022/23 to 119,079 in 2023/24.⁴⁴ - The main mode of transport to work and education in the 2023 Census had public transport share at 2.7 per cent, cycling at 2.5 per cent, walking at 8.5 per cent and private vehicles at 86.3 per cent for the Waikato region.⁴⁵
Priority investment areas	Long-term results/measures
To update: List key programmes and investment areas that will address this problem	Headline target: By 2030, a 10% growth of public transport and active mode share (from 2023 levels). - Increase the proportion of active travel and public transport journeys to work. - Increase the number of people boarding bus and train services, per capita based. - Increase the proportion of dwellings within 600m of frequent bus routes in urban areas.
	Other priority implementation areas
	To update: [e.g. through Crown, PGF, etc.] [e.g. non-transport solutions, such as land use policies]

Priority: Safety

Implement the Safe System approach set out in the Waikato Regional Road Safety Strategy, with focus on speed management and infrastructure, enforcement, education and behaviour change for high-risk and vulnerable users.

Problem	Benefits
The transport system lacks safe, affordable, efficient travel choices, which is limiting access to social and economic connections, increasing emissions, and limiting productivity.	Improve safety, with fewer people killed or seriously injured.
The case for investment	Summary of evidence
Too many people are being killed or seriously injured on our region's roads. Population growth, increasing traffic and freight movements and a large and complex transport network are increasing safety risks for all road users. Road safety challenges differ across the region. Rural districts experience significant levels of loss-of-control crashes, while Hamilton experiences greater concentrations of intersection, pedestrian and cyclist crashes. Safety outcomes are also influenced by asset condition, with deteriorating pavements, drainage deficiencies and ageing infrastructure, among others, contributing to crash risks and reduced network safety. Investment is needed to create a safer transport system through targeted infrastructure improvements, safe speed management, enforcement, education and implementation of the Safe System approach. These investments will reduce deaths and serious injuries, improve safety for vulnerable road users and support safer and more reliable journeys across the region. Without investment, road trauma will remain unacceptably high, resulting in continued loss of life, serious injuries, significant social and economic costs, and increased network disruption from crashes. This will place further pressure on communities, emergency services, healthcare systems and the wider economy. The benefits will be felt by everyone who uses the transport system. Safer roads and transport networks will protect communities, improve access to work, education and essential services, reduce the economic cost of crashes and support a more productive and connected Waikato region.	- In 2024, the estimated social cost of all road crashes to the region is more than \$1,600 million.⁴⁶ - The average annual DSI rate per 100 million vehicle kilometres travelled (VKT) in the Waikato region is currently above the national average.⁴⁷ - Based on the 10-year average annual number of deaths and serious injuries (DSIs) between 2015/16 and 2024/25, Waikato District ranks third highest among New Zealand territorial authorities, with an average of 86.5 DSIs per year. Hamilton City ranks sixth highest, with an average of 58.9 DSIs per year.⁴⁸ - From 2020/21 to 2024/25, 71 per cent of DSIs in the region occurred on rural roads.⁴⁹
Priority investment areas	Long-term results/measure
To update: List key programmes and investment areas that will address this problem	Headline target: By 2034/35, a 15% reduction in deaths and serious injuries per capita using a 5-year rolling average (from 2024/25 levels) - Decrease the number of DSI for cyclists and pedestrians. - Decrease the number of DSI where speed is a contributing factor.
	Other priority implementation areas
	To update: [e.g. through Crown, PGF, etc.] [e.g. non-transport solutions, such as land use policies]

Priority: Environmental sustainability

Reduce reliance on fossil fuels, reduce the need to travel and continue transitioning to an environmentally sustainable and low-emission transport system.

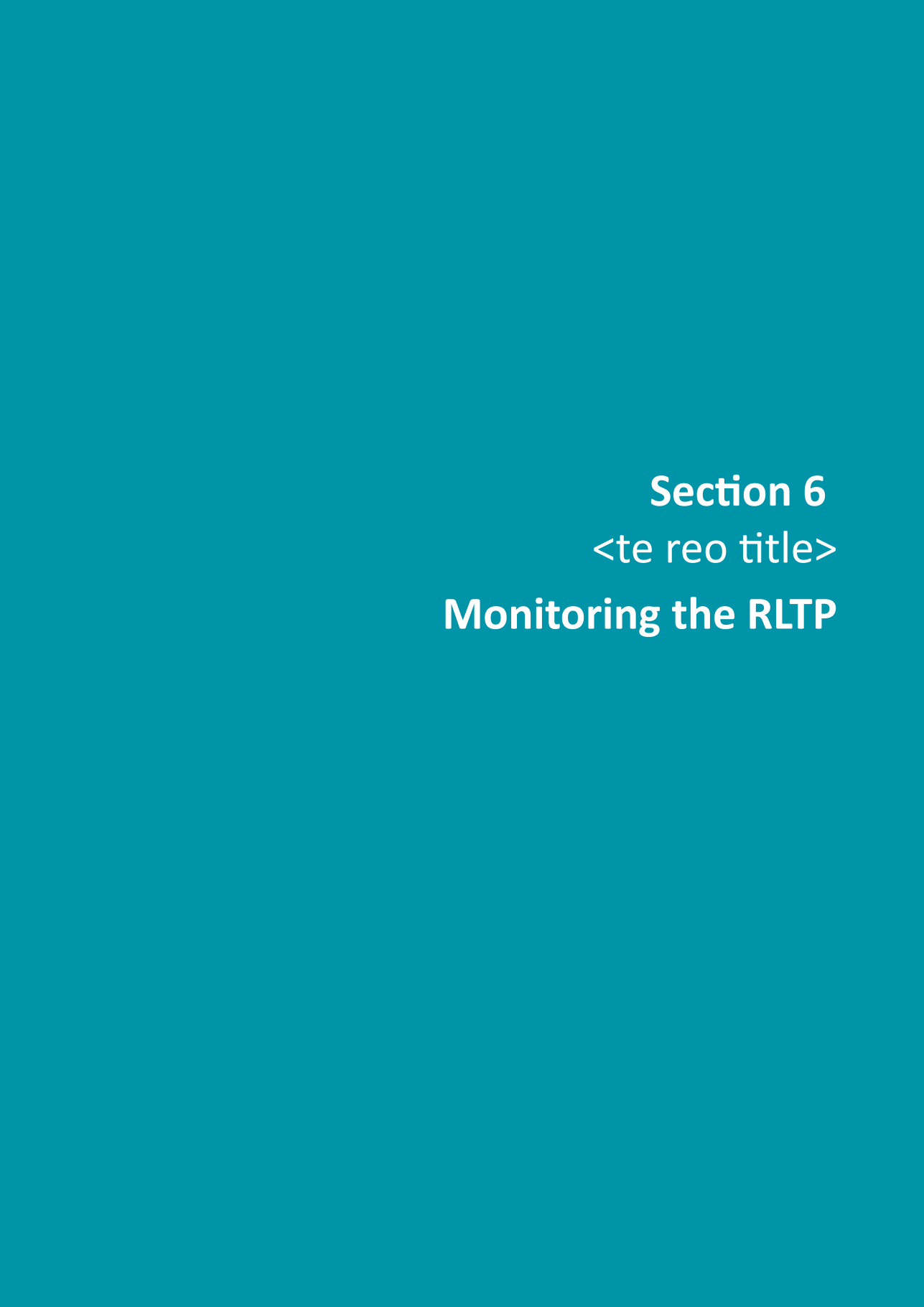
Problem	Benefits
The transport system lacks safe, affordable, efficient travel choices, which is limiting access to social and economic connections, increasing emissions, and limiting productivity.	Reduce reliance on fossil fuels, lowering emissions.
The case for investment	Summary of evidence
The region remains heavily reliant on private vehicles and fossil fuels, contributing to high transport emissions, poor air quality and increasing vulnerability to rising fuel costs. High car dependency and limited low-emission transport alternatives make it difficult to achieve long-term environmental and community wellbeing outcomes. Investment is needed to support a more environmentally sustainable and low-emission transport system. Improving public transport, walking and cycling networks, supporting rail, integrating land use and transport planning and transitioning to lower-emission transport technologies will help reduce emissions, improve air quality, and provide more sustainable travel choices. Environmental sustainability also requires ensuring transport infrastructure can adapt to the impacts of climate change. Effective management of transport assets minimise environmental impacts, improve resilience and optimise the use of resources over time. Without investment, emissions will continue to rise, communities will remain exposed to increasing fuel costs, and the region will struggle to meet national emissions reduction targets. Continued reliance on private vehicles will place greater pressure on the transport network, contribute to poorer environmental outcomes and increase the long-term impacts of climate change on people, communities and infrastructure. The benefits will be felt by current and future Waikato communities through cleaner air, lower emissions, improved travel choices, reduced fuel-cost vulnerability and a transport system that supports a healthier and more sustainable region.	- Land transport is a major contributor to New Zealand's GHG emissions accounting for 18.5 per cent of total emissions, 90 per cent of which are from road transport.⁵⁰ - The region accounts for 14 per cent of national vehicle GHG emissions, which is the second highest of all regions.⁵¹ - In 2023, both industrial and household transport emissions have increased from 2018 levels by 7.5 per cent.⁵² - The use of fossil fuels has other impacts on the environment including discharges of contaminants. Regional monitoring data shows NO₂ concentrations at key transport monitoring sites has been decreasing, but is still exceeding World Health Organization (WHO) guideline recommendations.⁵³
Priority investment areas	Long-term results/measure
To update: List key programmes and investment areas that will address this problem	Headline target: By 2035, a 45% reduction in transport generated carbon emissions (from 2023 levels), on the path to net carbon zero by 2050. - Decrease CO₂ emissions from rail and bus. - Decrease per capita based vehicle kilometre travelled.
	Other priority implementation areas
	To update: [e.g. through Crown, PGF, etc.] [e.g. non-transport solutions, such as land use policies]

Fit with strategic context

The table below demonstrates how the proposed investment priorities align with the strategic context of the RLTP. This includes their contribution to the MCERT Transport Outcomes Framework, RLTP objectives and GPS objectives. The assessment illustrates how the proposed investments support the achievement of regional and national transport priorities and strategic outcomes.

Table 4: Strategic fit

10-year priorities (wording to be confirmed)	MCERT Outcomes					RLTP Strategic Objectives					2027 GPS Priorities (to be confirmed)			
	Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity	Resilience	Economic productivity	Inclusive transport options	Safety	Environmental sustainability	Objective 1	Objective 2	Objective 3	Objective 4
Maintain and improve the transport system, ensuring reliable economic and community access and building regional resilience.	✓	✓		✓	✓	✓	✓	✓	✓					
Support economic productivity by implementing the Metropolitan Spatial Plan Transport Business Case programme and reducing the cost of travel across the transport system.	✓			✓	✓	✓	✓	✓						
Support economic productivity by future-proofing and optimising priority strategic corridors (road and rail), including those supporting critical rural economy transport connections, and by resolving rail constraints and building rail capacity			✓	✓	✓	✓	✓			✓				
Shape urban form to support mode shift and provide improved transport options, including for walking and cycling, and implement targeted interventions to recognise different transport and accessibility needs across the region.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
Implement the Safe System approach set out in the Waikato Regional Road Safety Strategy, with focus on speed management and infrastructure, enforcement, education and behaviour change for high-risk and vulnerable users.	✓	✓		✓	✓	✓	✓	✓	✓					
Reduce reliance on fossil fuels, reduce the need to travel and continue transitioning to an environmentally sustainable and low-emission transport system.	✓		✓	✓		✓		✓	✓					



Section 6 <te reo title> **Monitoring the RLTP**

6.1 Monitoring framework for the Plan

This chapter sets out the monitoring framework for the RLTP. **Table 5** outlines the measures that will be used to track progress towards the Plan's strategic objectives.

Monitoring of the RLTP involves a range of organisations that contribute data and information on transport system performance. This collaborative approach enables progress towards the Plan's objectives and targets to be monitored over time.

Three key mechanisms for monitoring the plan include:

- tracking progress against headline targets
- tracking progress against key performance indicators
- monitoring progress against delivery mechanisms in the Plan.

The headline targets support the region's strategic vision and objectives. They provide an important tool to communicate the level of change sought in a few key areas. Progress towards these targets will demonstrate that the region is on track to achieve the vision for land transport in the Waikato over the next 10 years.

Key performance indicators (KPIs) are identified for each objective to provide a high-level indication about whether the outcomes and benefits sought have been realised. They are guided by the Transport Outcomes Framework developed by the MCERT.

The indicators are obtained from data that could be reliably sourced on a regular basis (at least annually) and at regional levels. The SMART (specific, measurable, attainable, relevant, and time-bound) criteria were used to select the indicators.

Together, monitoring of the headline targets and KPIs will provide a clear picture about how the commitments in the RLTP are tracking and whether the long-term outcomes sought for the region have been achieved.

Where possible, the data will also reflect trends at a Territorial Authority (TA) level.

WRC will work with transport partners to undertake monitoring of the RLTP.

Table 5: Key performance indicators

Transport Outcome	RLTP Objective	Indicator	Description & Desired Trends	Data Sources
Economic Prosperity	Economic Productivity An efficient and reliable strategic corridor network that supports regional growth and economic productivity. An integrated transport system that enables compact urban form and supports planned future growth.	Rail freight movements to, from and within Waikato	Headline target: A year-on-year increase of net rail freight movements to, from and within the Waikato region.	Kiwirail; Freight Information Gathering System (FIGS), MCERT
		Public transport boardings	Headline target: A year-on-year increase in public transport boardings and improvements to public transport travel time reliability within the Metro Spatial Plan area (from 2023 levels).	WRC PT Operation
		Travel time predictability – public transport		WRC PT Operation
		Travel time predictability – general/freight	Improve travel time predictability on key strategic freight corridors and the Hamilton City roading network.	Traffic Watcher Waka Kotahi (EROAD); Hamilton City Council
Healthy and safe people	Safety A safe transport system where no-one is killed or seriously injured.	Number of Deaths and Serious Injuries (DSI)	Headline target: By 2034/35, a 15% reduction in deaths and serious injuries per capita using a 5-year rolling average (from 2024/25 levels).	NZTA Crash Analysis System (CAS)
		Number of cyclist and pedestrian DSI	Decrease the number of DSI for cyclists and pedestrians. A five-year rolling average is applied to annual crashes.	NZTA CAS

Transport Outcome	RLTP Objective	Indicator	Description & Desired Trends	Data Sources
		Number of DSI by causal factor	Decrease the number of DSI where speed is a contributing factor. A five-year rolling average is applied to annual crashes.	NZTA CAS
Inclusive Access	Inclusive transport options An integrated transport system that provides accessible and inclusive transport options for differing community and mobility needs.	Travel mode share by walking and cycling and public transport	Headline target: By 2030, a 10% growth of public transport and active mode share (from 2023 levels).	Household travel survey, MCERT
			Increase the proportion of active travel and public transport journeys to work.	Census, Statistics NZ
			Increase the proportion of active travel and public transport journeys for short trip legs (under 2km and under 5km).	Household travel survey, MCERT
		Public Transport patronage	Increase the number of people boarding bus and train services, per capita based.	WRC PT Operation
		Percentage of population with access to frequent bus routes within 600m	Increase the proportion of dwellings within 600m of frequent bus routes in urban areas.	WRC
		Car ownership	Maintain or decrease car ownership per capita, reflecting reduced reliance on private vehicles and greater access to alternative transport options.	MCERT
		Length of cycleways	Increase the length (kilometre) of cycle lanes, cycle paths, shared paths and number of cyclists in the metro spatial area (Hamilton City, Waipā District and Waikato District).	NZTA Transport Investment Online (TIO), NZTA Waka Kotahi
Resilience and Security	Resilience A resilient transport system that ensures secure access to and for essential goods and services.	State Highway closures	Headline target: By 2035, a 10% reduction of the number of unplanned State Highway and rail closures (from 2018 levels).	NZTA Traffic Event Information System (TREIS)
		Rail closures		Kiwirail
Environmental sustainability	Environmental sustainability An environmentally sustainable, energy efficient and low-emission transport system that reduces the reliance on fossil fuels.	Transport-generated CO ₂ emissions	Headline target: By 2035, a 45% reduction in transport generated carbon emissions (from 2023 levels), on the path to net carbon zero by 2050.	WRC PT Operation
		CO ₂ emissions from Public Transport	Decrease CO ₂ emissions from rail and bus.	MCERT
		Electric vehicle proportion	Increase proportion of light vehicles that are electric, based on car registration data.	WRC PT Operation
		Zero emission bus fleet proportion	Increase percentage of the bus fleet that are electric and hydrogen vehicles.	Hamilton City Council

Transport Outcome	RLTP Objective	Indicator	Description & Desired Trends	Data Sources
		Fuel purchase	Decrease transport fuel purchases, reflecting reduced reliance on fossil fuels. This is an alternative measure of transport-generated CO2 emission.	NZTA Waka Kotahi
		Vehicle Kilometres Travelled (VKT)	Decrease per capita based vehicle kilometre travelled.	MCERT
		Car occupancy	Decrease proportion of single occupant cars and increase average car occupancy.	Hamilton City Council Analytics
		Air Quality - benzene - carbon monoxide - nitrogen dioxide - lead	Decrease concentrations of pollutants are collected from monitoring sites on state highways and local roads.	WRC Environmental Monitoring

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- ⁴⁶ Ministry of Transport (2026) *Social cost of road crashes and injuries*. Available at: <https://www.transport.govt.nz/area-of-interest/safety/social-cost-of-road-crashes-and-injuries>
- ⁴⁷ NZ Transport Agency Waka Kotahi (2026) *Evidence Pack Collection*.
- ⁴⁸ NZ Transport Agency Waka Kotahi (2026) *Evidence Pack Collection*.
- ⁴⁹ Road Efficiency Group Te Ringa Maimoa (n.d.) *Road Safety*. Transport Insights. Available at: <https://transportinsights.nz/performance/dashboard/safety> (Accessed: 3 August 2026)
- ⁵⁰ Ministry of Transport (2026) *Statistics and insights*. Available at: <https://www.transport.govt.nz/statistics-and-insights/results>
- ⁵¹ NZ Transport Agency Waka Kotahi (2025) *Evidence Pack: Waikato*
- ⁵² Waikato Regional Council (2026) *Regional Transport Committee Agenda, 8 June 2026, Section 7.3: Regional Land Transport Plan 2024 Mid-Term Monitoring Update*, pp. 57-93. Available via Waikato Regional Council Document Bank.
- ⁵³ Waikato Regional Council (2026) *Regional Transport Committee Agenda, 8 June 2026, Section 7.3: Regional Land Transport Plan 2024 Mid-Term Monitoring Update*, pp. 57-93.

7.3 REGIONAL NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHI UPDATE

Rā | Date: 27 August 2026

Kaituhi | Author: Lorna-Jean Cawood, Executive Assistant - RTC

Kaituku | Authoriser: Phil King, Director, Regional Transport Connections

TE ARONGA | PURPOSE

1. To provide the Committee with an update from the New Zealand Transport Agency (NZTA) Waka Kotahi Director, Regional Relationships (Waikato and Bay of Plenty), Andrew Corkill.

KŌRERO WHAKATAHI | EXECUTIVE SUMMARY

2. NZTA provides the Committee with regular reports covering key information on state highway projects as well as the wider activities.
3. An additional item included within the regional update is a briefing on NZTA tolling and Time of Use charging.

TAUNAKITANGA KAIMAHI | STAFF RECOMMENDATION:

That the report *Regional New Zealand Transport Agency Waka Kotahi Update* (Regional Transport Committee, 14 September 2026) be received.

HOROPAKI | BACKGROUND

4. NZTA is a New Zealand Crown entity formed in 2008 and responsible for contributing to an affordable, integrated, safe, responsive, and sustainable land transport system. The Board is responsible for allocating funds from the National Land Transport Fund to land transport activities, including local roads, state highways, road safety, cycling and public transport.

TE TAKE | ISSUE

5. NZTA undertakes work in collaboration with road controlling authorities and local government partners and NZTA's Regional Relationship Director is a member of the committee.
6. NZTA reports to the Committee on a regular basis providing updates on local activities and national programmes of interest. The report will be presented by Andrew Corkill.

WHAKAKAPINGA | CONCLUSION

7. NZTA is an important partner in the delivery of transport activities within the Waikato Region. The acting Director Regional Relationships will provide the Committee with an update on contemporary transport matters.

ĀPITIHANGA | ATTACHMENTS

1. Regional NZTA Update (Doc#38664800) [↓](#)

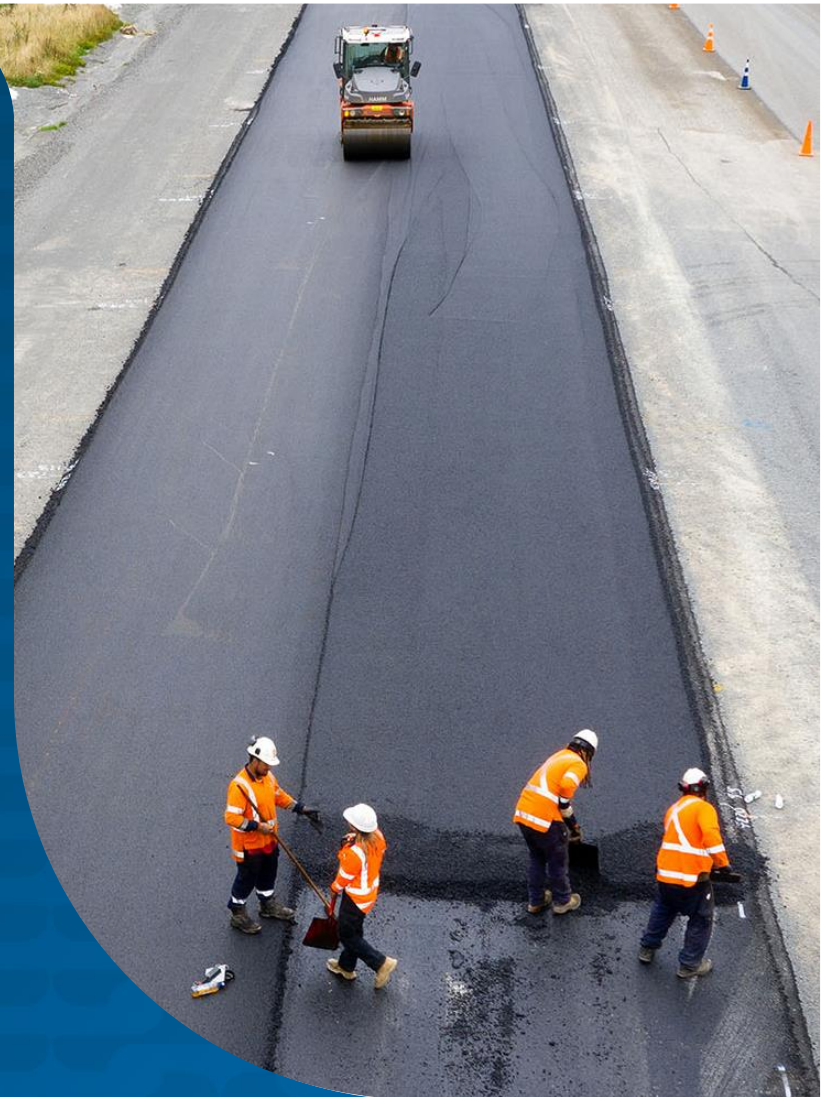
Waikato Regional Transport Committee

NZ Transport Agency Waka Kotahi
update

14 September 2026



New Zealand Government
Te Kāwanatanga o Aotearoa



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.

Arataki - Our 30-year plan

Our view of the land transport system's needs and the choices available to address them

- We've published an update to Arataki - Our 30-year plan:
<https://www.nzta.govt.nz/partners/planning-and-investment/planning/arataki>
- It's a significant evolution and provides:
 - clear articulation of NZTA's view on the range of choices available to address the land transport system's needs
 - a sharper focus on long-term direction
 - maps to show how the strategic network could evolve.
- Arataki will continue to evolve over time, including:
 - more detail on specific responses to long-term challenges like resilience and safety, and opportunities such as developing technology
 - more detailed and specific insights to inform future direction
 - updating the Regional Directions to align with the revised National Direction.
- We're keen to discuss Arataki with you. Send any questions to arataki@nzta.govt.nz

NZ Transport Agency



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 nltip@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.

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.

NZ Transport Agency



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.

National Ticketing Solution

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

NZ Transport Agency



Major Transport Projects Pipeline (MTPP)

- MTPP maps **New Zealand's major transport projects** across planning, procurement and delivery.
- The pipeline extends beyond individual projects, taking a long-term network-wide approach that integrates Roads of National Significance, Roads of Regional Significance, wider network improvements and public transport investments.
- The pipeline supports regional growth plans, City Deals and long-term infrastructure priorities outlined in Arataki - Our 30-year plan, ensuring transport investment is coordinated and future focused.
- Major projects already under construction or funded for delivery will continue to move forward, providing confidence for communities, industry and the wider economy.
- By carefully sequencing investment and delivery, NZTA is maintaining momentum across the pipeline while aligning projects with available funding, network needs and delivery capacity.

NZ Transport Agency



Roads of National Significance (RoNS)

- Four RoNS continue in construction: Hawke's Bay Expressway, Ōtaki to north of Levin, Takitimu North Link Stage 1 and Ōmanawa Bridge (Tauriko West Tupenga).
- Two more are preparing to start: **Cambridge to Piarere** and Warkworth to Te Hana.
- Route protection continues in critical growth areas: Tauriko West Tupena, Takitimu North Link Stage 2, Wellington Improvements and Mill Road Stage 1.
- Some of the longer-term RoNS have paused planning activities, while some continue to advance project readiness, ensuring projects are well positioned for future funding decisions.
- Delivery remains aligned with regional priorities and Arataki, NZTA's 30-year strategic view.

NZ Transport Agency



Cambridge to Piarere (C2P)

The approximately 16km four-lane extension will improve safety, reliability and resilience, and support regional growth.

- C2P is progressing well.
- Procurement for the Cambridge to Karāpiro section is underway, with a contractor expected to be appointed in December, and construction activity starting in early 2027.
- Procurement for the Karāpiro to Piarere section is underway, with an RFT expected to be released in the coming weeks. We expect to appoint a contractor for this section in early/mid 2027.
- Early works well underway – houses are being relocated/demolished; trees cleared; lizards and bats relocated; noise wall at Karāpiro School constructed.

NZ Transport Agency



Hamilton Southern Links (HSL)

Pre-implementation phase paused until future funding is available.

- The longer timeline reflects short-term fiscal constraints.
- The work completed so far leaves the project well-positioned to move ahead when funding becomes available.
- HSL remains a Road of National Significance project supporting planned growth, safety and connectivity.
- The project will be reconsidered through future NLTPs and Budget decisions, with partners and communities updated as timing becomes clearer.

NZ Transport Agency



Resilience

- Budget 2026 announced a targeted investment of \$400 million for 9 state highway resilience projects.
- These will deliver a mix of immediate fixes and larger corridor packages across the country.
- Investment is focused on areas with critical resilience risks, strategic freight or priority lifeline routes, or routes impacted by recent weather events.
- Packages:
 - **SH25 Coromandel - \$20m**
 - SH2 Waioweka Gorge
 - SH60 Takaka Hill
 - **SH26 Kirikiri Stream Bridge - \$65m**
 - SH3 Awakino Gorge
 - SH6 Haast to Hawea
 - SH6 Cromwell to Frankton
 - SH6 Frankton to Kingston
 - SH94 Milford to Te Anau

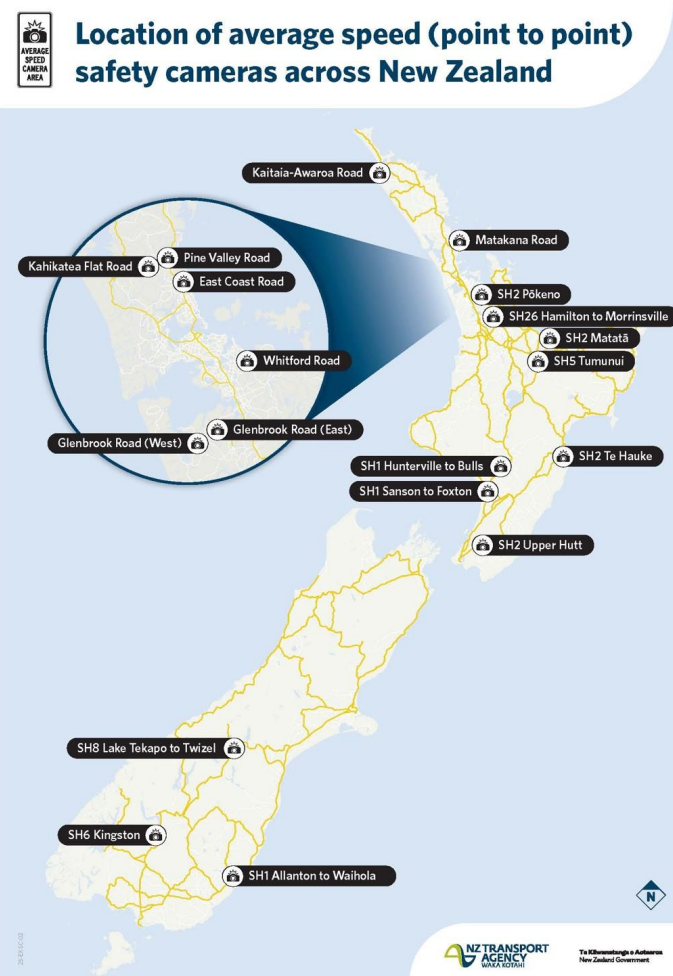
NZ Transport Agency



Average speed safety cameras

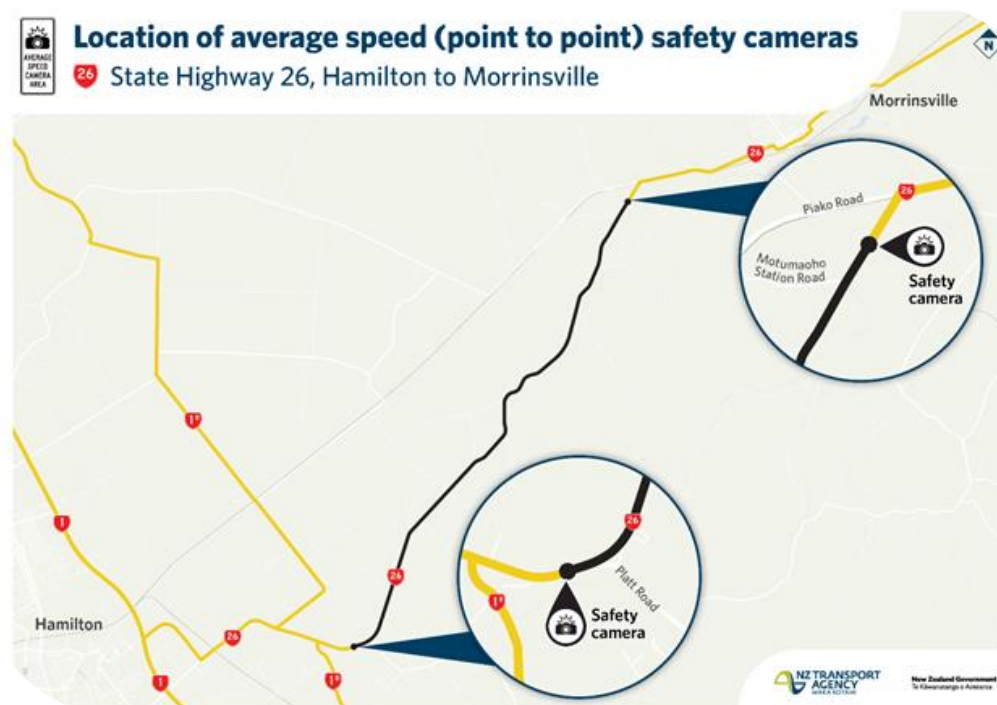
- Driver compliance is improving at locations where we've started enforcement activity. This includes:
 - from 88% to over 99% in June 2026 in Matakana
 - from 73% to 99.8% in Kahikatea Flat Road
 - from 26% to 97.7% in Pine Valley Road.
- In total we're starting enforcement at 19 average speed corridors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

NZ Transport Agency



Hamilton to Morrinsville – average speed safety camera

- A pair of average speed safety cameras will be installed on SH26 between Hamilton and Morrinsville as part of the national NZTA programme.
- Construction of the camera sites is planned for October 2026.
- One camera will be south of the SH26/Piako Road intersection and the other east of the SH26/SH1B Hoeka Road intersection.



Karangahake Gorge rock scaling

The August phase was completed successfully, reducing rockfall risk on this vital regional connection.

- **Work completed** - Specialist rope-access crews inspected a 500m section of cliff above SH2 and removed immediate loose or unstable rock.
- **Safer, more resilient route** - The work reduces rockfall risk on a key connection carrying around 7,900 vehicles a day between Waikato, Bay of Plenty and the Coromandel.
- **Next phase** - Crews return 12–16 October to remove larger unstable rock and complete further work identified during the inspections. The work remains weather dependent.

NZ Transport Agency



Priority bridges – Coromandel and Matamata-Piako

Priority structures are progressing, while access and freight impacts are managed.

- **SH25 Pepe Stream Bridge** - Full construction is underway in Tairua; vehicle, walking and cycling access is maintained. Completion is expected in late 2027.
- **SH25 Ramarama Stream Bridge** - The \$10m 2-lane replacement is contracted. Construction is planned to start in September and finish in late 2027.
- **SH27 Ohinekaua Stream Bridge** - Work is underway south of Patetonga. Traffic is using a single-lane temporary bridge; over-dimension vehicles cannot use it. On track for end of year completion.

NZ Transport Agency



Bridges and repairs – West Waikato

Storm recovery and network resilience

- **SH39 Mangati Stream Bridge** -The permanent 2-lane SH39 bridge is well underway. Piling is next; the temporary Acrow bridge keeps traffic moving.
- **SH39 Symes Bridge** - Deck and beam works are planned to start soon. SH39 will close for up to 2 months, with a detour via SH3 through Te Awamutu.
- **SH3 Mangaorongo Bridge** - Repair and resilience works have been completed, strengthening the bridge against future flood events.
- **Storm recovery works** - Recovery work across around 15 storm-damaged sites in the western Waikato is in the final stages and is expected to be completed by November.

NZ Transport Agency

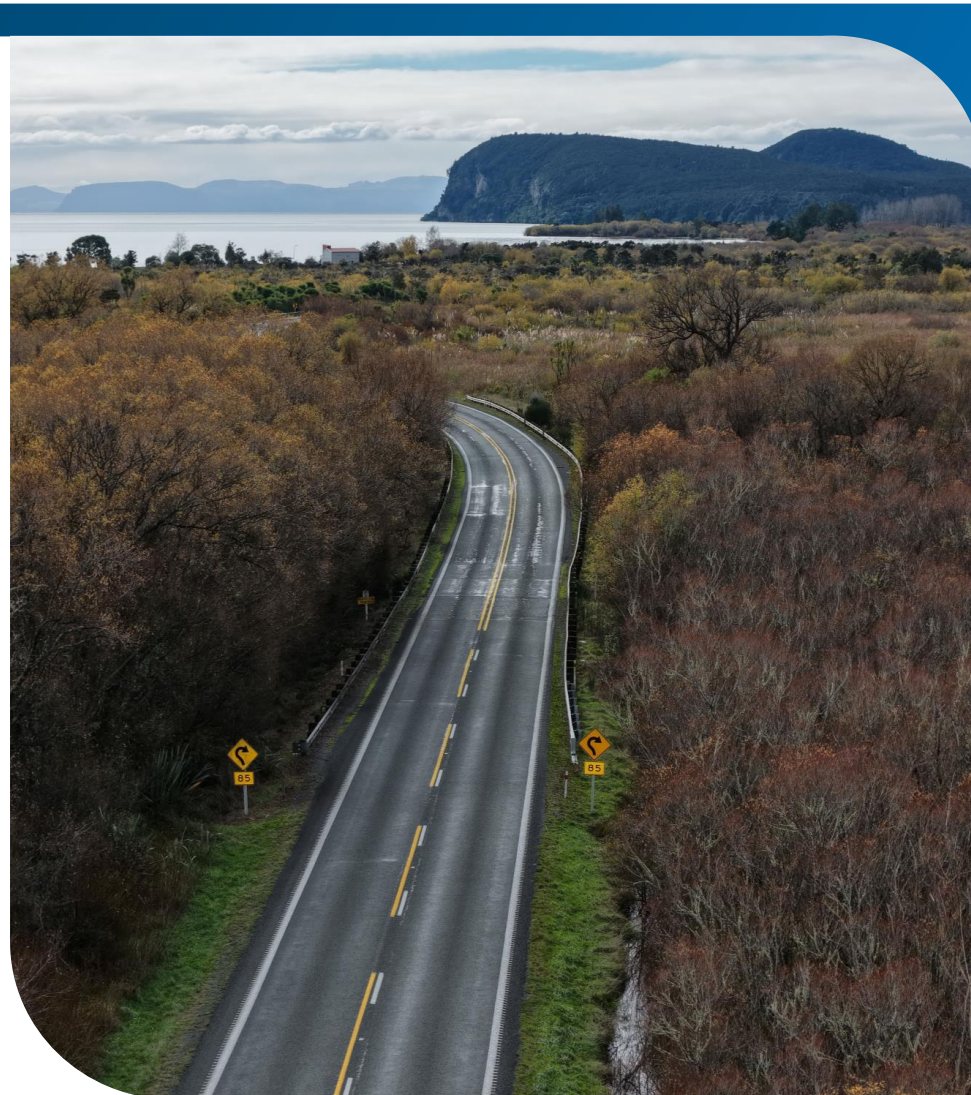


Bridge maintenance near Tūrangi

Waiootaka resilience works lead the spring programme

- **SH1 Waiootaka Bridge** – Resilience work will strengthen the bridge approaches and address scour damage, including steel sheet piles behind both abutments.
- **Full closure and detour** – SH1 between Tūrangi and Motuoapa closes 8pm Thursday 1 October to 5am Tuesday 6 October. The SH41/32/30 detour adds about 110km and 1 hour 22 minutes for some trips.
- **Wider bridge programme** – Maintenance is also planned at SH1 Mangatawai Stream and Poutū bridges, SH49 Mākōtuku River Bridge and SH4 Manganui-a-Te-Ao Bridge; most work will retain access under stop/go controls.

NZ Transport Agency

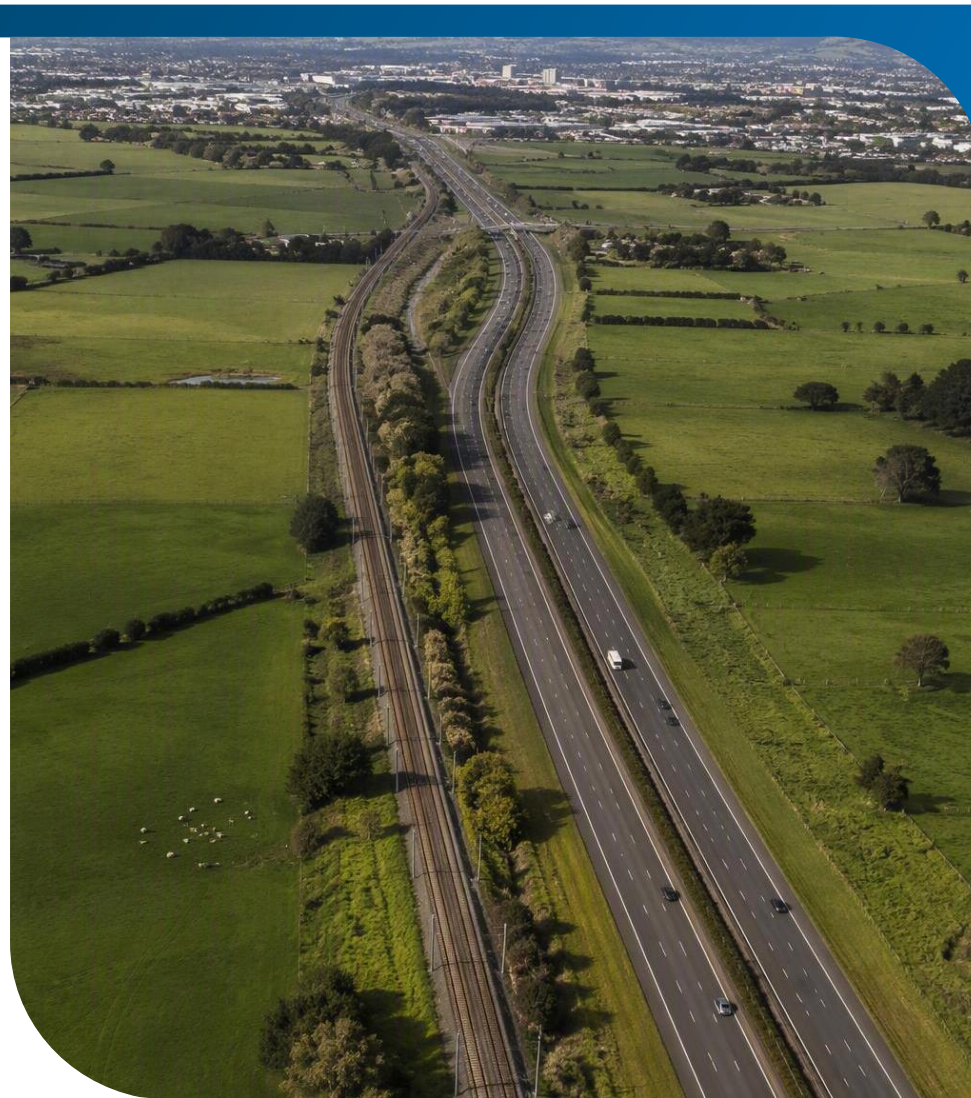


Future planning

Upcoming funding decisions and programme milestones will shape regional outcomes.

- **Te Huia** - The trial runs to April 2027. The NZTA Board will consider an end-of-trial review then; any permanent support must align with the Government Policy Statement.
- **Ruakura Eastern Transport corridor** - \$4.1m funds detailed design and consenting. Delivery is planned for the 2027–30 NLTP period, subject to further funding approval.
- **SH29 Hamilton–Tauranga corridor** - The strategic corridor plan is underway to guide long-term investment in journey reliability, resilience, safety and network efficiency.

NZ Transport Agency

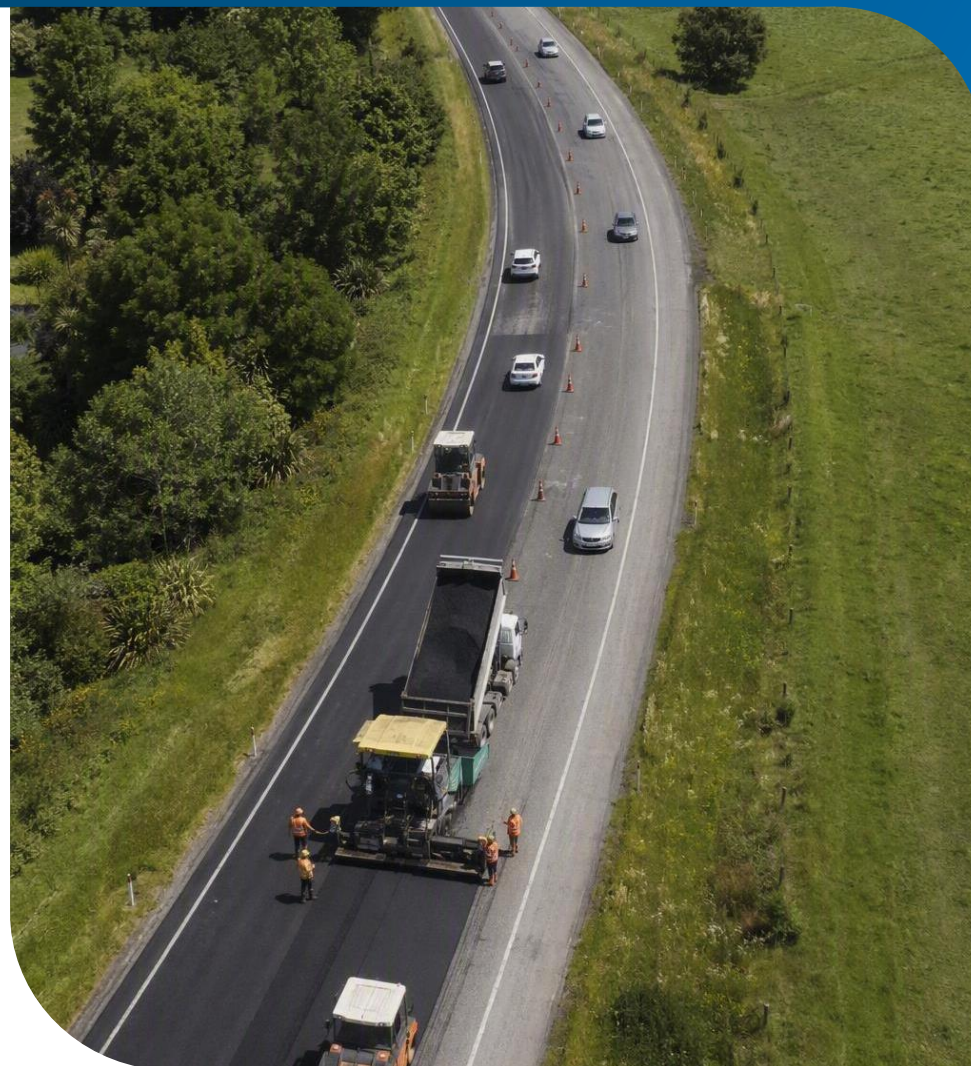


Maintenance programme

2026/27 season

- **What to expect** - A significant warm-season programme of renewals, resurfacing, bridge, recovery and routine maintenance across key Waikato corridors.
- **Coordinated delivery** - Fulton Hogan, Higgins and Downer will deliver across West, East and Central Waikato, with works planned together to reduce disruption where possible.
- **Clear notice** - We'll provide the programme overview and maps, with early advice for high-impact works and weekly travel updates through the season.
- **Progress on Cambridge WEX** – making good progress – preparing to complete the final asphaltting on the interchange ramps.

NZ Transport Agency



Hei konā mai Thank you



7.4 UPDATE FROM KIWIRAIL

Rā | Date: 7 September 2026

Kaituhi | Author: Lorna-Jean Cawood, Executive Assistant - RTC

Kaituku | Authoriser: Phil King, Director, Regional Transport Connections

TE ARONGA | PURPOSE

1. To provide the committee with a verbal update on the activities that KiwiRail have been undertaking nationally and regionally.

KŌRERO WHAKATAHI | EXECUTIVE SUMMARY

2. KiwiRail informs and advises the Waikato Regional Transport Committee on key projects, policy matters and activities that involve Waikato transport networks and the activities of KiwiRail more generally.
3. Lisa De Coek, Group Manager Government Engineering at KiwiRail, will provide a verbal update to the committee.

TAUNAKITANGA KAIMAHI | STAFF RECOMMENDATION:

That the report *Update from KiwiRail* (Regional Transport Committee, 14 September 2026) be received.

HOROPAKI | BACKGROUND

4. KiwiRail is a State-Owned Enterprise that owns and operates New Zealand's rail transportation network and the Interislander ferry service. Being a State-Owned Enterprise requires that it operates as a successful business with the objective as being as profitable and efficient as comparable business that are not government owned. KiwiRail delivers this through its commercial freight, ferry, tourism and property business with a networks division integrated into the land transport management system to own and maintain the rail network for the benefit of all users.
5. KiwiRail is an important regional partner in the delivery of passenger rail services connecting Waikato and Auckland as the operator of Te Huia.

TE TAKE | ISSUE

6. KiwiRail have a comprehensive vision for the NZ rail network and a supporting programme of investment identified through the NZ Rail Plan. The Plan identifies investment required in the NZ rail network to increase performance and network resilience.

WHAKAKAPINGA | CONCLUSION

7. A verbal update will be provided to the committee outlining KiwiRail's network activities.

ĀPITI HANGA | ATTACHMENTS

Nil

8 KARAKIA WHAKAMUTUNGA

Unuhia, unuhia

Unuhia mai te uru tapu nui

kia wātea, kia mā mā,

te ngākau, te tinana, te hinengaro,

i te ara takatū

Koia rā e Rongo

e whakairia ake ki runga

kia tina! TINA!

Haumi ē, hui ē, TĀIKI ē!

Draw on, draw on,

Draw on to the supreme sacredness

To clear, to free

our heart, body and soul

Our pathway prepared

Lo, there is peace

suspended high above

manifest!

draw together!

Affirm!