

**Date:** Wednesday, 26 February 2025  
**Time:** 11.45am  
**Meeting Room:** Room 1, Level 26  
**Venue:** Te Wharau o Tāmaki - Auckland House  
135 Albert Street  
Auckland

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**Te Komiti mō te Kaupapa Here me te  
Whakamahere / Policy and Planning Committee  
Workshop**

**CLOSED AGENDA**

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**MEMBERSHIP**

<b>Chairperson</b>	Cr Richard Hills	
<b>Deputy Chairperson</b>	Cr Angela Dalton	
<b>Members</b>	Houkura Member Edward Ashby	Cr Mike Lee
	Cr Andrew Baker	Cr Kerrin Leoni
	Cr Josephine Bartley	Cr Daniel Newman, JP
	Mayor Wayne Brown	Cr Greg Sayers
	Cr Chris Darby	Deputy Mayor Desley Simpson, JP
	Cr Julie Fairey	Cr Sharon Stewart, QSM
	Cr Alf Filipaina, MNZM	Cr Ken Turner
	Cr Christine Fletcher, QSO	Cr Wayne Walker
	Cr Lotu Fuli	Cr John Watson
	Houkura Member Hon Tau Henare	Cr Maurice Williamson
	Cr Shane Henderson	

**Sandra Gordon**  
**Kaitohutohu Mana Whakahaere Matua /**  
**Senior Governance Advisor**

**21 February 2025**

Contact Telephone: +64 9 890 8150  
Email: [Sandra.Gordon@aucklandcouncil.govt.nz](mailto:Sandra.Gordon@aucklandcouncil.govt.nz)  
Website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

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## **Agenda Items**

### **1 Ngā Tamōtanga | Apologies**

### **2 Te Whakapuaki i te Whai Pānga | Declaration of Interest**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

## CLOSED Workshop: Auckland Council Group project list to be submitted to the Infrastructure Priorities Programme (Part of the National Infrastructure Plan)

File No.: CP2024/20884

<b>Reason:</b>	The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
<b>Interests:</b>	s7(2)(f)(i) The withholding of the information is necessary to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members or officers or employees of any local authority in the course of their duty. In particular, the discussion will include on which projects should be part of the list submitted the Infrastructure Priorities Programme could require some commercial and politically sensitive discussions and may require staff to need the opportunity for free and frank advice. Happy to discuss if this would meet the threshold for a closed workshop or not.
<b>Grounds:</b>	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

Note 1: This workshop has been called by the chairperson in consultation with the staff.

Note 2: No working party/workshop may reach any decision or adopt any resolution unless specifically directed to do so.

### Te take mō te pūrongo Purpose of the report

1. The purpose of the workshop is to:
  - i) share information on the Infrastructure Priorities Programme (Part of the National Infrastructure Plan)
  - ii) outline the process for the development of the group project list
  - iii) get feedback on the project list.

### Whakarāpopototanga matua Executive summary

2. The following will be covered in the workshop:

Item
<p><b>Auckland Council Group project list to be submitted to the Infrastructure Priorities Programme (Part of the National Infrastructure Plan)</b></p> <p>Greer Lees, Manager Infrastructure Strategy Matthew Prasad, Principal Advisor Infrastructure Strategy</p> <p>A background memo is attached</p>

## Ngā tāpirihanga Attachments

Item 3

No.	Title	Page
A <a href="#">↓</a>	Memorandum: Overview of the Infrastructure Priorities Programme to support Policy and Planning Committee workshop, 26 February 2025	5

## Memo - Confidential

19 February 2025

To: Policy and Planning Committee  
cc: Megan Tyler, Max Hardy, Barry Potter, Louise Mason  
From: Matthew Prasad and Greer Lees, Infrastructure Strategy Team

Subject: Overview of the Infrastructure Priorities Programme to support Policy and Planning Committee workshop, 26 February 2025.

### Purpose

This memo aims to provide an overview of the Infrastructure Priorities Programme and Auckland Council Group's proposed submissions for consideration.

The purpose of coordinating Auckland Council Group submissions is to manage risks associated with inconsistent or conflicting information (including financial and economic information), as well as ensuring that submissions align with council priorities.

### About Te Waihanga | The Infrastructure Commission

Te Waihanga, the Infrastructure Commission, was established in 2019 through an Act of Parliament to be the Government's independent advisor on infrastructure. It works closely with central agencies, providing advice on infrastructure planning, investment, and delivery. Te Waihanga, the Infrastructure Commission is not a delivery agency.

Te Waihanga is distinct from Infrastructure New Zealand (a private member association) and the National Infrastructure Funding and Financing Company (NIFFCo), and Crown Infrastructure Delivery, together formerly Crown Infrastructure Partners.



The New Zealand Infrastructure Commission, Te Waihanga, seeks to deliver a positive change in New Zealand's planning and delivery of infrastructure, its systems and settings. It is an independent advisor to government on infrastructure, prioritising long-term infrastructure strategy and planning.



National Infrastructure Funding and Financing Limited (NIFFCo) is the Government's investor shopfront for public infrastructure and the centre of expertise on the funding and financing of New Zealand infrastructure.



Crown Infrastructure Delivery Ltd (CID) leads the safe, efficient and cost-effective delivery of quality infrastructure projects for Crown organisations.

**Figure 1:** Functions of the Infrastructure Commission (Te Waihanga), National Infrastructure Funding and Financing, and Crown Infrastructure Delivery.

Te Waihanga's role includes:

- Developing national strategies and plans.
- Offering independent advice on infrastructure needs, priorities, and issues.
- Supporting complex project delivery and capability-building within the sector.

## About the National Infrastructure Plan

The National Infrastructure Plan provides an independent, shared view of New Zealand's infrastructure needs and priorities. It is structured around three key questions:

- Future Needs – What infrastructure will be required over the next 30 years?
- Current Plans – What investment is already planned for the next 10 years?
- The Gap – How does planned investment compare to future needs, and how do we address any shortfalls?

The National Infrastructure Plan aims to establish a reliable, well-structured list of unfunded infrastructure projects that central government can use when making funding and policy decisions. This ensures that investment decisions are based on well-evidenced priorities rather than ad hoc political considerations.

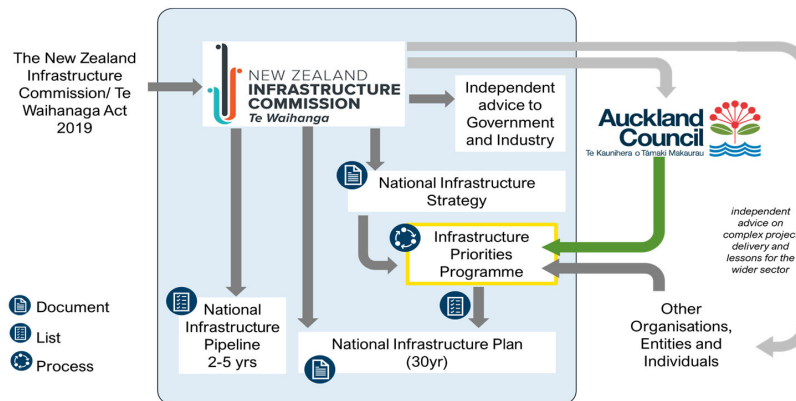
## About the Infrastructure Priorities Programme (IPP)

The Infrastructure Priorities Programme (IPP) is not a funding programme, but rather a process designed to identify and endorse nationally significant projects. While endorsement does not guarantee funding, it enhances the visibility and credibility of projects, increasing their likelihood of securing future support from central government.

The IPP is currently being run as a pilot but is expected to become an annual or regular process.

Key features of the Infrastructure Priorities Programme include:

- It is an independent and voluntary process led by Te Waihangā.
- It evaluates projects based on strategic alignment, value for money, and deliverability.
- It welcomes submissions from a range of stakeholders, including local councils, private companies, and other infrastructure providers.
- It places particular emphasis on non-built solutions and better utilisation of existing infrastructure.



**Figure 2:** The relationship of the Infrastructure Priorities Programme and The National Infrastructure Plan, blue indicates the responsibility and mandate of Te Waihangā, the Infrastructure Commission.

## Requirements for Submissions to the IPP

To qualify for the Infrastructure Priorities Programme, projects must:

- Be nationally significant and aligned with the Te Waihanga, Infrastructure Commission's national strategic objectives.
- Demonstrate value for money and deliverability.
- Be unfunded or uncommitted, typically falling within a 5-15 year commencement timeframe or in the case of Local Government from year 4 of the LTP.
- Have a high level of information and/or documentation, including evidence completed and available for assessment.

Endorsed projects are then included in the National Infrastructure Plan.

There are three stages of the Infrastructure Priorities Programme that a submission can apply to:

**Stage 1: High-Level Problem Statement or Unrealised Opportunity** – The problem is identified, well articulated and quantified, but has no specific solution proposed. For example, the issue of congestion may be identified with an estimated economic cost to Auckland and New Zealand.

**Stage 2: Optioneering** – Multiple potential solutions are explored and assessed. These options are evaluated based on feasibility, cost-effectiveness, and strategic alignment. For example, solutions to congestion could include road expansions, public transport investments, or congestion pricing, with each option being assessed for benefits and trade-offs.

**Stage 3: Preferred Solution** – A high-value option is chosen from the shortlist, demonstrating a clear path to implementation while remaining unfunded. For example, after analysis, congestion pricing might emerge as the most effective solution, with a detailed implementation plan ready for funding consideration.

## Risks associated with this process

There are risks with both participating or not participating in the Infrastructure Priorities Programme. There is a risk of highlighting issues, projects or solutions that are supported by Council but are not seen to have value by Te Waihanga, the Infrastructure Commission. We note that non-endorsed projects will not be publicly released, but could still be made public through an official information request.

If we do not participate, Auckland could miss out on representing our infrastructure issues and potential solutions, including those that have a high return on investment but are not yet funded.

The purpose and benefit of the Infrastructure Priorities Programme process is that it is not a political process and will be based on independent assessment, including cost-benefit analysis. It is also worth noting that this is anticipated to be an annual/regular process, so there will be future opportunities to submit. On balance, we recommend Auckland Council Group participate in the Infrastructure Priorities Programme.

## The Council Group Draft List of Projects

An initial call for projects in October 2024 received 12 packages or projects. Through screening against the Infrastructure Priorities Programme requirements and following direction from council management, these projects have been refined into eight potential submissions for April 2025.

All packages or projects will be submitted to Stage 1 “*High-Level Problem Statement or Unrealised Opportunity*”. There are a couple of exceptions to this as highlighted in the list below. The proposed submissions (Draft List) include:

- **Infrastructure to support population growth in Auckland (Stage 1 Submission)**
  - The scale of infrastructure and associated cost for Council Group required to service urban growth over the coming 30 years is large. The exact costs have not been fully identified but can be built from what we do know, including the Auckland Housing Programme and Supporting Growth Areas. There are opportunities to reduce cost of growth through system or regulatory change.
- **Using Time-of-Use Charging to reduce congestion (Stage 1 Submission)**
  - Investigating how to improve Auckland’s Congestion through a demand-based road pricing system to manage peak-time road use, optimising the network and delaying the need for costlier infrastructure expansions.
- **Renewing our Aging Ferry Fleet (Stage 1 Submission)**
  - This programme seeks to renew Auckland’s ferry fleet and provide corresponding land-side improvements critical to the city’s integrated transport strategy with modern, sustainable alternatives.
- **Providing Rapid and Affordable Transit throughout Auckland (Stage 1 Submission)**
  - This programme outlines a 30-year development plan for Auckland’s rapid transit system, providing guidance on corridor needs, mode choices, and the integration of key multi-modal transport projects.
  - The following projects make up this programme:
    - Airport To Botany (Stage 2)\*
    - Northwest Rapid Transit (Stage 3)\*
    - Northern Busway Enhancements (Stage 2)\*
    - City Centre to Mangere (Mode Agnostic)
    - Upper Harbour RTN (SH18)
    - Second North Shore RTN (PT Solution agnostic)
    - Eastern Busway Extension

\*These projects will be simultaneously submitted as Stage 2 and 3 Submissions as they are more developed. This approach has been progressed based on the advice of Te Waihangā, Infrastructure Commission.
- **Delivering Blue Green Networks for Flood Resilience (Stage 1 Submission)**
  - Focuses on unfunded projects parts of the Making Space for Water programme that sit in Tranches 2 and 3. This programme contains projects in critical flood-risk areas that increase stream capacity and divert water away from private properties. Work may include mimicking natural stream features to improve water flow, enhancing parks and stream banks, and upgrading bridges and culverts to handle more water. Land purchase may be required to enable projects.



- **Increasing the Efficiency of the Transport System for Auckland (Stage 1 Submission)**
  - Reducing congestion and the need for new and expensive transport infrastructure through better utilisation of existing infrastructure and by improving mode shift.
- **Alternative Stormwater Management Methods for Housing Intensification (Stage 1 Submission)**
  - This programme seeks to reduce the impact, requirement, and cost of conventional pipe-based stormwater solutions by investigating a series of on-site solutions such as changes to compliance monitoring processes, performance measure requirements that will reduce cost burdens placed on council, developments and households, directly impacting the cost of housing.
- **Increasing the long-term capacity of our Water and Wastewater systems to accommodate growth and improve performance (Stage 1 Submission)**
  - The following make up this programme:
    - Water Servicing for Growth and Resilience
    - Wastewater Network Improvements for Cleaner Waterways and Beaches
    - Wastewater Treatment Plant Climate Change Resilience & Asset Protection - Mangere & Rosedale
    - Resource Recovery of Biosolids

## Other Projects May Be Ready for Future Rounds of the IPP

There some packages and project relating to Auckland's infrastructure that may become eligible for future Infrastructure Priorities Programme rounds. Reasons for not putting those packages or projects into the current round of the Infrastructure Priorities Programme are either insufficient information developed at this time to meet the information requirements of the Infrastructure Priorities Programme or there are decision-making processes currently underway or planned within Council that would influence the nature of the submission either fully or in part.