

**Date:** Wednesday 26 February 2025  
**Time:** 11.47am  
**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

### OPEN MINUTE ITEM ATTACHMENTS

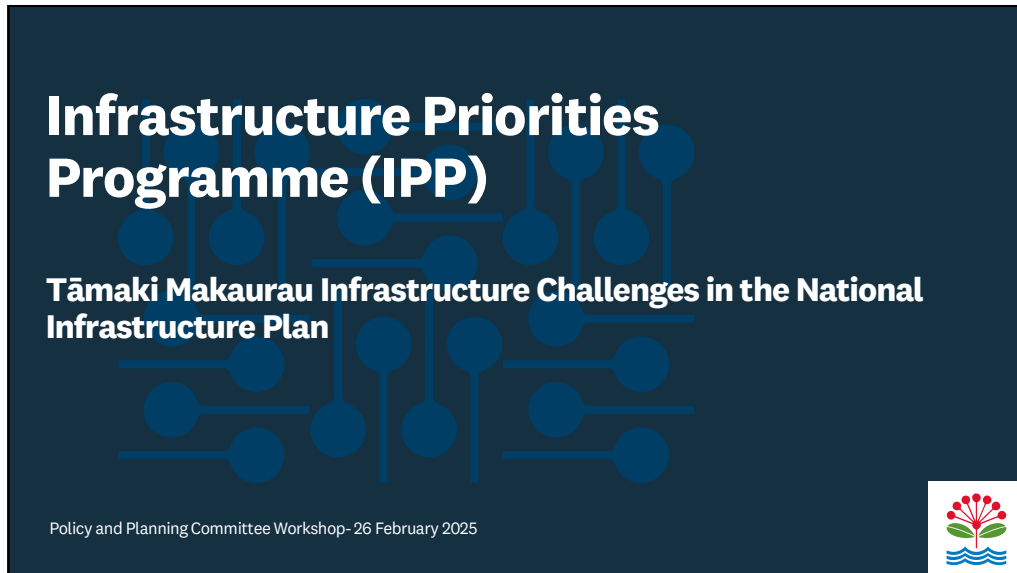
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ITEM	TABLE OF CONTENTS	PAGE
3	<b>CLOSED Workshop: Auckland Council Group project list to be submitted to the Infrastructure Priorities Programme (Part of the National Infrastructure Plan)</b>	
	A. 26 February 2025, Policy and Planning Committee - CLOSED Workshop: Auckland Council Group project list to be submitted to the Infrastructure Priorities Programme - presentation	3



04/03/2025


Item 3



**Infrastructure Priorities Programme (IPP)**

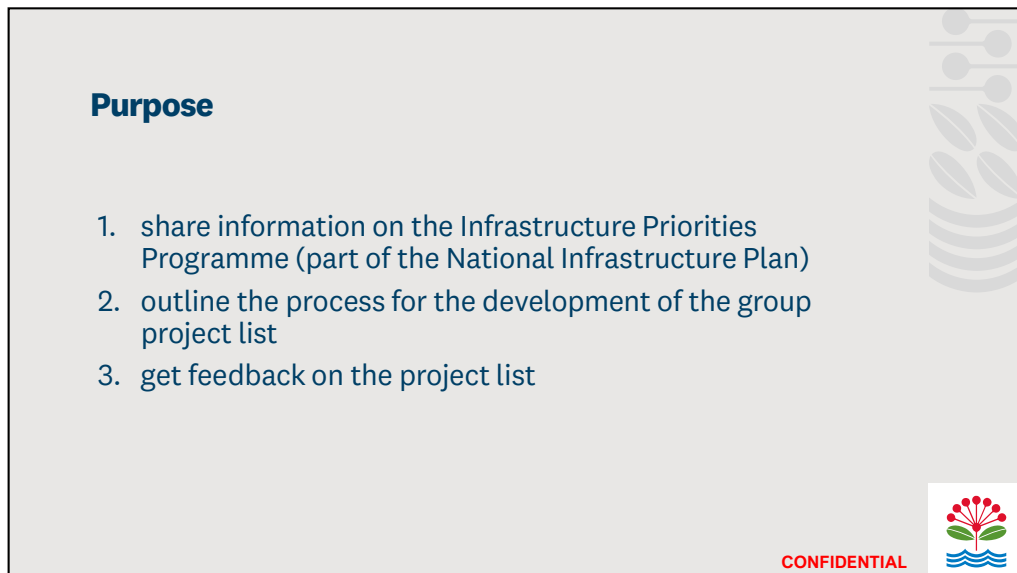
**Tāmaki Makaurau Infrastructure Challenges in the National Infrastructure Plan**

Policy and Planning Committee Workshop- 26 February 2025



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Attachment A



**Purpose**

1. share information on the Infrastructure Priorities Programme (part of the National Infrastructure Plan)
2. outline the process for the development of the group project list
3. get feedback on the project list


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### About: Te Waihanga | Infrastructure Commission



- Established in 2019 through an Act of Parliament
- Is the Government's independent advisor on infrastructure
- Works alongside Central Agencies

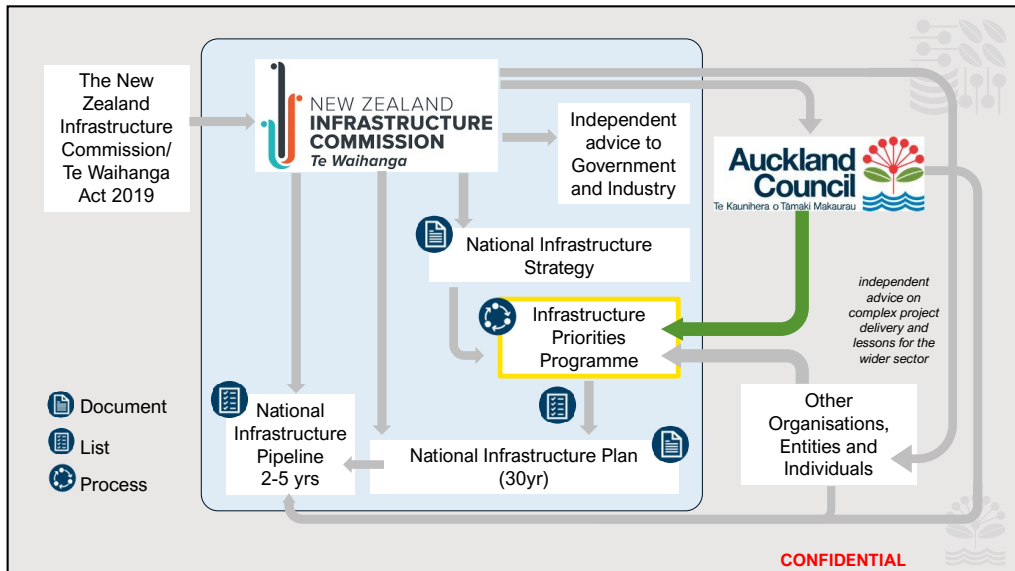
*Infrastructure New Zealand is a private, infrastructure member association*

*National Infrastructure Funding and Financing Company (NIFFCo) - Formerly Crown Infrastructure Partners*

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### What is the National Infrastructure Plan?

- Provides an **independent, shared view of infrastructure needs and priorities**.
  - Future Needs** – What infrastructure is required and should be funded over 30 years?
  - Current Plans** – What investment is already planned over the next 10 years?
  - The Gap** – How does planned investment compare to long-term needs, and how do we close the gap?
- Aim: **develop a reliable project list of unfunded projects** for central government and politicians to confidently select from.




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### About the Infrastructure Priorities Programme

- Not a funding programme
- Voluntary process
- Independent review
- Pilot programme
- Anyone can submit



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### How projects qualify for the Infrastructure Priorities Programme

Projects need to:

- ✓ **Be nationally significant**
- ✓ **Be aligned with national strategic objectives** or sector-based strategy
- ✓ Demonstrate **value for money and ability to deliver**
- ✓ **Be unfunded/uncommitted**
- ✓ A **high level of information/documentation** available or already completed




#### Strategic National Objectives

-  Enabling a net-zero carbon emissions Aotearoa
-  Supporting towns and regions to flourish
-  Building attractive and inclusive cities
-  Strengthening resilience to shocks and stresses
-  Moving to a circular economy


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### The 'stages' for applications



**Stage 1: High Level Problem Statement or Unrealised Opportunity.**  
*No solution has been identified or chosen but may have been explored to quantify the problem.*



**Stage 2: Optioneering.**  
*Must demonstrate how a short list of potential solutions has been chosen and developed through a rigorous long listing process.*



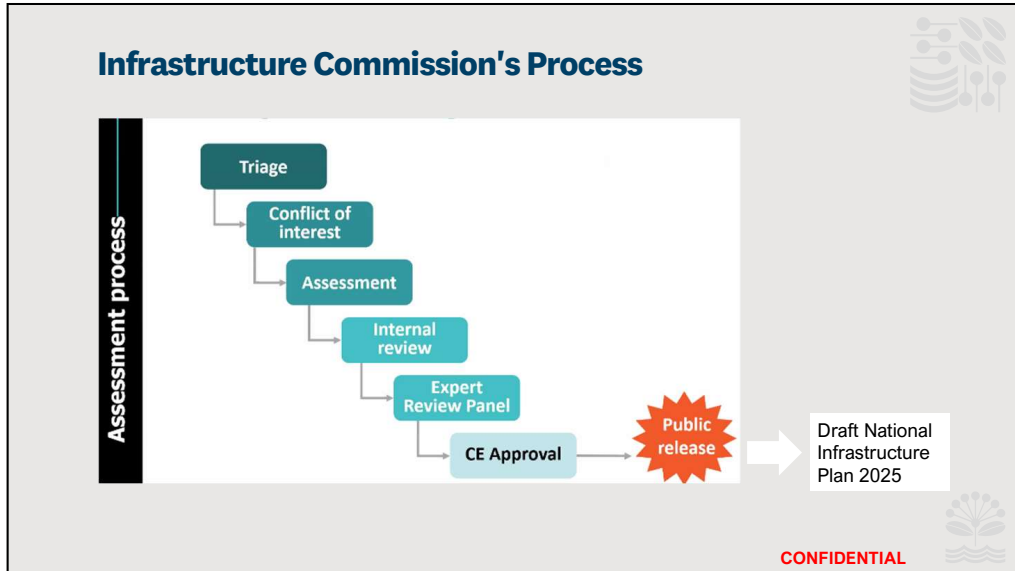
**Stage 3: Preferred Solution**  
*A high value option has been chosen from a short list that is capable of being delivered successfully – The project is Funding Ready*

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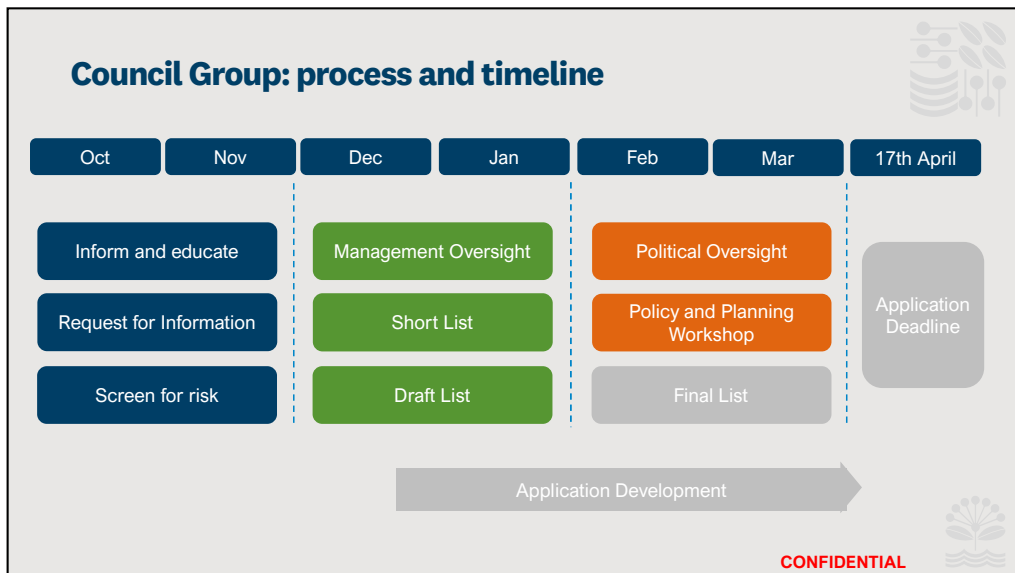
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Item 3



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Attachment A



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### Potential IPP Submissions – April 2025

Application Name	Org/Unit/team	IPP Stage
Infrastructure to support growth in Auckland	Auckland Council Lead with Auckland Transport input	Stage 1
Making Auckland's transport system more efficient	Transport Strategy lead with Auckland Transport Input	Stage 1
Managing Auckland's Growing Travel Demand Through Rapid Transit Expansion	Auckland Transport with Transport Strategy oversight	Stage 1
Using 'Time-of-Use Charging' to reduce congestion	Auckland Transport with Transport Strategy oversight	Stage 1
Renewing our aging Ferry Fleet	Auckland Transport with Transport Strategy oversight	Stage 1
Delivering blue-green networks for flood resilience	Healthy Waters	Stage 1
Alternative stormwater management methods for intensification	Auckland Council lead with Healthy Waters	Stage 1

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### Potential Watercare IPP Submissions – April 2025

Application Name	IPP Stage
Water servicing for growth and resilience	Stage 1
Waste Water network improvements for cleaner waterways and beaches	Stage 1
Wastewater treatment plant climate change resilience and asset protection – Mangere and Rosedale	Stage 1
Resource recovery of biosolids.	Stage 1

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## Infrastructure to support growth in Auckland

### Problem definition

Auckland's projected population and commercial growth will require substantial infrastructure investment; however, current planning systems and funding mechanisms are not set up to support the scale of growth anticipated.

### Content overview

- Scale of the problem, using costs and analysis from:
  - Investment Priority Areas (partially known)
  - rest of Auckland (less known)
- Transport, three waters, parks and community facilities
- How the existing planning system and infrastructure funding and financing tools impact council's ability to support the scale of growth anticipated and manage the pace or locations of growth.

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## Making Auckland's transport system more efficient

### Problem definition

Auckland's limited genuine travel options result in high car dependency, causing congestion, reduced productivity, poor safety outcomes and increased emissions.

Lack of integration between transport and urban planning, and between central and local government, results in poor planning, funding and delivery and significant underuse of our existing network.

### Content overview

- Make public transport more reliable, attractive and easy to use - across the whole of Auckland.
- Make better use of the network we have, before building new, expensive infrastructure.
- Support Aucklanders who want to walk and bike by reallocating road space where it makes sense and completing low-cost walking and cycling networks.
- Encourage behaviour change through demand pricing.
- Integrate land use and transport policy.

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### Managing Auckland’s Growing Travel Demand Through Rapid Transit Expansion

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**Problem definition**

Auckland’s growing travel demand is straining the transport network, requiring the development, and expansion, of the rapid transit system to improve efficiency and support regional productivity.

**Content overview**

- Improving existing rapid transit corridors and progressively delivering new rapid transit corridors to enhance productivity.
- Interim rapid transit improvements as part of a staged and cost-effective approach to rapid transit corridor delivery.
- A focus on connecting metropolitan centres, growth areas and employment nodes.
- Integration with the rest of the public transport network, as well as other modes.

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### Using ‘Time-of-Use Charging’ to reduce congestion

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**Problem definition**

Auckland’s congestion causes time delays, lowers economic productivity, and increases emissions, with pressures expected to worsen as the population and economy grow. Implementing a demand management solution could help ease congestion while reducing the need for costly new infrastructure.

**Content overview**

- Time of Use Charging (TOUC) schemes are a demand management tool that can make better use of the existing road network.
- Studies over the last 20 years have shown that TOUC has the potential to reduce congestion in Auckland.
- A TOUC scheme will need to be complemented by improvements to public transport.
- Impacts on the network, economy and people need to be understood, and resolved where necessary, before a TOUC can be implemented.

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### Renewing our aging Ferry Fleet

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**Problem definition**

Auckland's ferry fleet is old and increasingly unreliable and, the current ownership and operating model limits value for money. Improvements are expected to reduce passenger journey times, improve travel options, support the economy and reduce emissions.

**Content overview**

- Replacement of end-of-life fleet and landside improvements including ferry charging through a staged implementation.
- Electrification of ferry routes to lower operating costs and reduce emissions as technology becomes available.
- Potential option to renew and electrify Fleet on select routes to manage funding constraints.

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### Delivering blue-green networks for flood resilience

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**Problem definition**

Using waterways and parks to manage stormwater more effectively and improve Auckland's resilience to severe weather events, reducing flooding risks to private property and critical infrastructure.

**Content overview**

- Unfunded projects within Tranches 2 and 3 of the Making space for water programme
- Nature-based solutions
- Enhancing existing streams
- Multi-functional green spaces (parks that can flood)
- Improving built infrastructure, culverts and bridges

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### Alternative stormwater management methods for intensification

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#### Problem definition

New Zealand needs clear level-of-service and performance measures for Stormwater to prioritise council investment while enabling intensification and reducing risk to people and property.

#### Content overview

- Will discuss how the establishment of national performance measures for Stormwater could influence how options are investigated and enable councils to prioritise where money is spent justifiably and preserve public safety
- Discuss the challenges with existing processes that hinder efficiency and cost of monitoring for certain solutions that could otherwise be progressed.

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### Potential Letters of Support from Auckland Council

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#### Kiwirail

(Dec 2024 – 1<sup>st</sup> round of IPP)

- Auckland Strategic Rail Programme
- Stage 2 submission
- Includes;
  - Four-tracking the Southern Line between Pukekohe and Puhinui
  - Avondale-Southdown rail corridor
  - Operational Improvements to the Auckland Rail Network
  - Level Crossing Removal Programme

**Letter of support.**

#### Kainga Ora

(April 2025 – 2<sup>nd</sup> round of IPP)

- Social Housing Across Aotearoa
- Stage 1 submission
- Will Include;
  - Auckland Housing Programme
  - Large Scale Programme Areas (LSPs)
- **Letter of support for problem statement only.**

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### Potential Future IPP Submissions

Application Name	Lead
Auckland city Centre Waterfront - Wynard to Marsden improvements	Eke Panuku
Group climate adaptation and emissions reduction	Infrastructure Strategy Team
Investment in the stadium network	Tātaki Auckland Unlimited
Closed landfill risk management and adaptation	Closed Landfills
Coastal asset management and adaptation	Resilient Lands and Coasts
Onsite water reuse	Healthy waters with Watercare input
Resource recovery	Waste Solutions

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- ### Process from here:
- **13 Mar 2025** - Policy and Planning Committee Meeting
  - **17 Apr 2025** - 2nd Round submissions closes
  - **May 2025** - Public release of endorsed projects from 1st round submissions
  - **Sep 2025** - Public release of endorsed projects from 2nd round Submissions. Final National Infrastructure Plan sent to Minister for review and approval
  - **Dec 2025** - Final National Infrastructure Plan – Public Release
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