

# Feedback form: New Zealand's draft National Infrastructure Plan

## Your details

Name

Organisation (if applicable)

Position (if applicable)

Sole trader / Consulting engineer

Email

Phone

## About you

Please tell us which best describes you

☒ New Zealand citizen or resident

☒ New Zealand business owner/operator

☒ Industry professional

☐ Community organisation representative

☐ Local government representative

☐ Central government representative

☒ Researcher

☐ Other (please specify): Click or tap here to enter text.

## Sector or topic of interest

Please list or briefly describe the topics or sectors you are providing feedback on:

*The whole vibe of the thing.*

## Permissions

- ☒ I agree to Te Waihanga New Zealand Infrastructure Commission's [privacy statement](#)
- ☒ I would like to sign up to receive updates and communications via my email address

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We might publish the feedback that you provide to us, but we will only publish your feedback if you give permission. We will remove personal details such as contact details and the names of individuals. If you do not want your feedback published, please let us know below.

- ☐ Do not publish this feedback

### Official Information Act responses

Your feedback will be subject to requests made under the Official Information Act 1982 (even if it hasn't been published). We always remove personal details from content released under the Official Information Act.

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**Signature**



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**Date**

26/06/2025

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## Your feedback

- *When providing your feedback, please let us know which chapter/recommendation/topic you are responding to.*
- *Alternatively, you may indicate that you are addressing challenges, gaps or opportunities not covered by the draft National Infrastructure Plan.*
- *Please explain, and if possible, provide examples or evidence.*
- *Please also include any proposed change or improvements that would address your feedback.*

I think that there's a major gap and opportunity in this process to support local government to deliver the 'micro-infrastructure' of local access, including social infrastructure.

I work in transport and focus on inclusive access. The Plan doesn't mention the word disabled or disability. It has an infrastructure-centric approach, which is understandable and certainly useful. But in doing so, it misses an opportunity to support local government to improve local neighbourhood access to infrastructure and services. In some cases, strengthening local access could reduce the need for larger-scale investment (particularly in transport) by reducing the number and length of journeys. At the very least, promoting local access can help to manage growth in transport demand.

I think that there could be a parallel document or chapter in this report that discusses the role of measuring and investing in local access. One in twelve households in NZ don't have access to a motor vehicle (2018 census), and most of those households are in deprived communities. Investing in local access in those places supports good health outcomes through social connection, physical activity, and local economic participation – but many of these people are also disabled people. They don't have money to afford long or frequent trips. People who live in deprived communities carry a higher cost to our public health systems; they are less likely to participate economically; and they are more likely to be a cost to our criminal justice system. Investing in access can start to reduce those costs by supporting good health outcomes for households, including for children and young people looking to live good lives.

An example of how local infrastructure planning could help improve access, and reduce pressures on larger transport infrastructure budgets, is to create accessible, walkable local communities. If people can walk places, they don't need to drive or get a ride to places farther away. The demand on volunteers, including family transporting family, is also reduced when more people can get around walking or by bicycle. There's little to no mention of these opportunities in the Plan.

Currently, no Councils that I know of are measuring local access in terms of who can access what they need within a walk from their home: a pedestrian route that is accessible to them. If we measured that, then councils' infrastructure spending could be better targeted to need. They could upgrade the simple infrastructure of footpaths and kerbs with more of a link to value, and prioritise road crossings where they'll unlock the most useful trips to support community and economic health.

I don't think that these matters of sustainable, inclusive local access are trivial. I think that they are worthy of at least some discussion in the Infrastructure Plan.

Thank you for your work on this Plan. I think it's an excellent and valuable process. Thank you for the opportunity to provide feedback.