



Title: **Testing our thinking - Developing an enduring National Infrastructure Plan**

Reference: **NIPC24-0002553** | Submitted: **08/11/2024 09:30 am** | Submitted by:

## Summary of information submitted

---

### Page 1 - Introduction

[NIPC24-0002553](#)

### We're seeking feedback

---

Our Discussion Document, [Testing our thinking: Developing an enduring National Infrastructure Plan](#), sets out our thinking as we begin work to develop a National Infrastructure Plan. The Discussion Document sets out what we expect the Plan will cover and the problem it's trying to solve, as well as the approach we're proposing to take to develop it.

We're sharing this now to test our thinking and give you the chance to share your thoughts. Let us know if we've got it right or if there are issues you think we've missed.

We'll use your feedback as we develop the Plan. We'll be sharing our thinking by presenting at events around the country, hosting workshops and webinars, and sharing updates through our website, newsletter, and social media. We'll also seek feedback on a draft Plan before publishing the final Plan in December 2025.

### Submission overview

---

You'll find 17 main questions that cover the topics found in the Discussion Document. You can answer as many questions as you like and can provide links to material within your responses. On the final page (6. Next steps) you can provide any other comments or suggestions that you would like us to consider as we develop the National Infrastructure Plan. Submissions are welcomed from both individuals and organisations.

A few things to note:

- You can save progress using the button at the top right of this form.
- A red asterisk (\*) denotes a mandatory field that must be completed before the form can be submitted.
- We expect organisations to provide a single submission reflecting the views of their organisation. Collaboration within your organisation and internal review of your submission (before final submission), is supported through our Information Supply Platform. You'll need to be registered with an Infrastructure Hub account, and be affiliated with your organisation to utilise these advanced features. Many organisations will already have a '*Principal respondent*' who can manage submissions and assign users at your organisation with access to the draft responses.
- Submissions will be published on our website after the closing date. The names and details of organisations that submit will be published, but all personal and any commercial sensitive information will be removed.

## Further assistance

---

Each submission that is started is provided a unique reference identifier. These identifiers are shown in the top right of each application page. Use this identifier when seeking further assistance or communicating with us about this submission by using one of the following methods.

- Use [info@tewaihanga.govt.nz](mailto:info@tewaihanga.govt.nz) to contact us with any questions relating to our Discussion Document and consultation.
- Use [inform@tewaihanga.govt.nz](mailto:inform@tewaihanga.govt.nz) for help managing roles and permissions of user accounts affiliated with your organisation in the Information Supply Platform (ISP).

## Submission method

---

Our preferred method is to receive responses through this form. However, we anticipate some submitters will wish to upload a pdf document, especially where their submission is complex or long. If this submission method is necessary, please use [this word template](#) and save as a pdf. We ask that you retain the structure and headings provided in the template as this will support our processing of responses.

### Select a submission method

To continue, select the method you will be using.

[Online form](#)

The Discussion Document includes five sections. Below we're seeking feedback on why we need a National Infrastructure Plan. We also want to test our thinking on our long-term needs and make sure we have a clear view of what investment is already planned.

## Section one: Why we need a National Infrastructure Plan

---

A National Infrastructure Plan can provide information that can help improve certainty, while retaining enough flexibility to cancel or amend projects as circumstances or priorities change.

### 1. What are the most critical infrastructure challenges that the National Infrastructure Plan needs to address over the next 30 years?

*Effective long term outlook that is not blurred by political agendas and puts the country and its needs first. We have aging/failing infrastructure below and above ground and areas that have grown massively, but there has not been the planning to do this effectively. We need to consider our established places and maintain them well and our areas of growth and do it properly. Cities designed and grown with no effective public transport, places being left undesirable and unattractive. Tourism, immigration and our people are all big factors that need to be considered.*

*As a country, we need to make some calls and a much more effective investment process that gets work happening, and does not get stopped because the direction has changed.*

### 2. How can te ao Māori perspectives and principles be used to strengthen the National Infrastructure Plan's approach to long-term infrastructure planning?

*Our people, the land and the values are all key. There is a considerable amount we can learnt from the Maori culture and it is not about dollars and cents.*

## Section two: Our long-term needs

---

The National Infrastructure Plan will reflect on what New Zealanders value and expect from infrastructure. To do this, the Plan needs to consider New Zealanders' long-term aspirations and how these could be impacted over the next 30 years.

### 3. What are the main sources of uncertainty in infrastructure planning, and how could they be addressed when considering new capital investments?

*Changes of government, changes in agency direction, unclear investment approaches and the constant stop start. As someone who understands this space well and has been in it for some time I find it convoluted and confusing at best. Intentionally disruptive at worst- either way I am unclear why, or who actually is making these calls and to what end.*

## Section three: What investment is already planned

---

We already gather and share data on current or planned infrastructure projects through the National Infrastructure Pipeline. This data, alongside other information gathered by the Treasury or published by infrastructure providers, helps to paint a picture of investment intentions.

### 4. How can the National Infrastructure Pipeline be used to better support infrastructure planning and delivery across New Zealand?

*Firstly it needs to be complete. That means anything of size and scale from all agencies need to properly contribute- It also needs to be a single source of the truth (there are others out there that also have private investment and are led by MBIE) it is unclear who is responsible for what. I think private should be included, it makes up a considerable amount. Otherwise we are only looking at part of the picture.*

## Section four: Changing the approach

---

We have used our research and publicly available information on infrastructure investment challenges to identify key areas for change. The next question and the following three pages seek further detail on the three themes in section four of our paper. Within each of the three themes, we explore some topics in more detail, outlining the evidence, discussing the current 'state of play', and asking questions about where more work is needed.

### 5. Are we focusing on the right problems, and are there others we should consider?

*Lets just get started, there is a lot of discussion, but no real action. At some point we just have to start and adjust and learn as we go.*

## Changing the approach — Capability to plan and build

---

Section four looks at changes that we can make to our infrastructure system to get us better results. We've broken these changes down into three themes: capability to plan and build, taking care of what we have, and getting the settings right.

For the first theme, we look at three key areas:

- Investment management: Stability, consistency, and future focus

- Workforce and project leadership: Building capability is essential
- Project costs: Escalation means less infrastructure services.

## Investment management: Stability, consistency, and future focus

---

We're interested in your views on how we can address the challenges with government infrastructure planning and decision-making.

### 6. What changes would enable better infrastructure investment decisions by central and local government?

*Remove the politicians, their agendas and agree a collective long term plan across all key govt leads. Then make sure the right areas are delivering. A minister should not be responsible for these decisions. Organisations are full of very informed people who understand the needs of their space in detail. Let the experts do what they do. But also where there is not the expertise ensure the support is there.*

### 7. How should we think about balancing competing investment needs when there is not enough money to build everything?

*Not by political agendas. There has never been enough money to do everything and there never will be. Shiny new things are often not the answer, but neither is a bandaid on something clearly past its life.*

*Look at where our population is for a start and where our population may be in the future. Look at where private infrastructure investment is and how govt needs to enable. If we have invested heavily in one area for a period (Christchurch for example) consider this in the longer term planning and ask ourselves if there needs to be such an investment there for a while.*

## Workforce and project leadership: Building capability is essential

---

We're interested in your views on how we can build capability in the infrastructure workforce.

### 8. How can we improve leadership in public infrastructure projects to make sure they're well planned and delivered? What's stopping us from doing this?

*Political agendas, constant relitigation, jumping at the whims of any noise or potential headline, poor upfront planning, mind changing, budget set years before the work starts, which then of course it costs more. These all prevent us from being effective.*

*Leaders at all levels (Ministers down) should trust the experts and let them get on. Planning and sign off needs to be done well and once. We cannot relitigate all the time.*

*Take out the noise. People of 'influence' have far too much say and power in what is being delivered for the people of this country.*

## 9. How can we build a more capable and diverse infrastructure workforce that draws on all of New Zealand's talent?

*Treat people well, trust their expertise, make it a safe place to ask and share, and ensure the bigger picture view is considered and shared.*

## Project costs: Escalation means less infrastructure services

---

We're interested in your views on further opportunities to improve our ability to deliver good infrastructure at an affordable cost.

## 10. What approaches could be used to get better value from our infrastructure dollar? What's stopping us from doing this?

*Internal inefficiencies because of political agendas, bureaucracy, changes in minds and not sticking with a plan or making decisions fast enough, I believe are the biggest cost drivers out of anything. Make a well informed decision, make it once, trust the experts to define and build on it, stop so much outside input from people that have little context and their own agendas and manage delivery effectively, have tough conversations with suppliers when things do not go well and we will probably save 30% per project.*

*I do not think there is the expertise, knowledge or scale for PPPs to be effective for day one, but with a longer term view they may be.*

## Page 4 - Taking care of what we've got

NIPC24-0002553

## Changing the approach — Taking care of what we've got

---

The second theme in section four looks at how we can get better at taking care of what we have. It looks at three areas:

- Asset management: Managing what we already have is the biggest task
- Resilience: Preparing for greater disruption
- Decarbonisation: A different kind of challenge.

## Asset management: Managing what we already have is the biggest task

---

Asset management means looking after our infrastructure. We are interested in your views on how we can improve planning for this.

### 11. What strategies would encourage a better long-term view of asset management and how could asset management planning be improved?

What's stopping us from doing this?

*Very simply invest in understanding the Assets we have and the condition they are in. Then make some plans, and make sure there is the budgets to do this.*

*What is stopping us is that we don't invest the time, \$ and resource in this consistently, effectively or with a clear strategy, that at a high level should be across all govt investment. In particular essential services (Roads, Schools, Hospitals, etc).*

## Resilience: Preparing for greater disruption

---

We are interested in your views on how we can better understand the risks that natural hazards pose for our infrastructure.

### 12. How can we improve the way we understand and manage risks to infrastructure? What's stopping us from doing this?

*Everything I have said above.*

## Decarbonisation: A different kind of challenge

---

We're interested in your views on how we can improve understanding of the decarbonisation challenge facing infrastructure.

### 13. How can we lower carbon emissions from providing and using infrastructure? What's stopping us from doing this?

*I think if we get the basics right, and we are not there, this should fall into place.*

## Changing the approach — Getting the settings right

---

The third theme in section four looks at how we can get our settings right to get better results from our infrastructure system. It looks at three areas:

- Institutions: Setting the rules of the game
- Network pricing: How we price infrastructure services impacts what we think we need
- Regulation: Charting a more enabling path.

## Institutions: Setting the rules of the game

---

We're interested in your views on what changes to our infrastructure institutions would make the biggest difference in giving us the infrastructure we need at an affordable cost.

### 14. Are any changes needed to our infrastructure institutions and systems and if so, what would make the biggest difference?

*Infrastructure should not be a parties' political agenda, but a real long term informed plan. Agencies and councils do not effectively communicate at the right levels and often a senior member, with little context (from any party, organisation or agency) says jump, we say how high and pivot. Our role is to provide context, push back as appropriate and be the smes. Allow this to happen and things will change.*

## Network pricing: How we price infrastructure services impacts what we think we need

---

We're interested in your views on further opportunities to improve network infrastructure pricing.

### 15. How can best practice network pricing be used to provide better infrastructure outcomes?

*Communication. Honestly screwing people down on cost will not get good outcomes. Yes we need to pay fair and consistantly, but we also need to be a good client, a good communicator, be clear on what we need and what we expect and trust the external experts we pay to do their jobs.*

## Regulation: Charting a more enabling path

---

We're interested in your views on further opportunities to improve regulation affecting infrastructure delivery.

### 16. What regulatory settings need to change to enable better infrastructure outcomes?



*Removal of what is unnecessary, there are settings that have been put in place for convenience and benefits of a few, and others that have been put in place because they are important and impact safety. No rash decisions should be made, I think it is important to understand properly why they were introduced and any consequences including the unintended ones. These were introduced with a lot of consideration, regardless of if they are still appropriate, the mahi needs to be done by the right people without agenda to understand this.*

## Page 6 - What happens next?

NIPC24-0002553

### Additional information to support our development of the Plan

---

Section five in the Discussion Document is on the next steps. In this section, we're asking you for any additional comments, suggestions, or supporting documentation that we should consider in our development of the National Infrastructure Plan.

#### 17. Do you have any additional comments or suggestions that you would like us to consider as we develop the National Infrastructure Plan?

Click 'Add another' to add multiple suggestions or comments.

*Item 1*

*No*

#### 18. Attach any documents that support your submission

Click 'Add another' to add multiple attachments in PDF format.

*Document 1*

*No attachment*

### Thank you for your response

---

Thank you for providing feedback on our Discussion Document. We'll use your comments as we continue to develop the Plan. This will not be the only opportunity for you to provide feedback, but it is an important way to test our emerging thinking on the development of an enduring National Infrastructure Plan.

If you have prepared a submission on behalf of an organisation, you'll need to be an authorised *respondent* to make the final submission. If you entered a new organisation during sign-up, or your organisation does not already have a *Principal respondent* assigned, you will have been asked to nominate yourself or someone else for this role as you started this submission. Our team will have worked to verify these accounts allowing

*Principal respondents* to manage access and assignment of requests for information to people within your organisation.

If you require any assistance please reach out to our team at [inform@tewaihanga.govt.nz](mailto:inform@tewaihanga.govt.nz).

---