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Kia ora koutou

It has been a busy few weeks for Infrastructure New Zealand, with Building Nations 2026 bringing together around one-thousand people from across the infrastructure sector in Ōtautahi Christchurch. Under the theme Smarter, Faster, Better, the conference explored how New Zealand can lift productivity, improve decision-making and get better at delivering the infrastructure we need.

That focus is also behind our new campaign, Let's Build NZ, which we launched this month. The digital campaign brings together the evidence behind New Zealand's infrastructure challenges and takes that directly to the New Zealand public, settings out why getting infrastructure right matters for our economy, our communities and our future. Over the coming weeks, we'll be sharing weekly evidence cards, the views of the infrastructure sector, and, ahead of the election, a scorecard of political parties' infrastructure commitments. Please get involved in sharing the campaign with your networks, so we make infrastructure a key topic of the election campaign - and beyond.

We've also launched The Blueprint, a new video series looking at the people, ideas and practical challenges behind getting infrastructure built. Our first conversation with Nick Clarke, CEO of Forty South is now live, with more conversations to come.

There is plenty to do, but the energy and ideas coming from our members and the wider sector give us a strong foundation to keep pushing for a more ambitious infrastructure future.

As always, thank you for your continued engagement with Infrastructure New Zealand. We welcome your feedback on InfraRead, and if you or your organisation would like to contribute a guest article, please get in touch with Amy Lane at Amy.Lane@infrastructure.org.nz.

Ngā mihi nui

Nick Leggett
Chief Executive

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The Hard Part Isn't Knowing What to Do - It's Doing It

By Nick Leggett, Chief Executive, Infrastructure New Zealand

It was great to see around one thousand people at Building Nations recently.

Our theme was Smarter. Faster. Better. It was deliberately simple because much of what New Zealand needs to do on infrastructure is already well understood.

We need clearer long-term direction. We need a properly funded and sequenced pipeline. We need to maintain the assets we already own. We need better procurement, more funding and financing options, and stronger discipline around value for money.

The harder issue is implementation.

At Building Nations I issued two fairly practical challenges.

The first was to political leaders.

Governments should set the direction, decide the outcomes they want, determine how much the country can afford to invest, and hold agencies accountable for delivery. What they should do less of is intervene repeatedly in the detail of individual projects. When projects are announced too early, cancelled after elections, rescoped for political reasons or repeatedly shifted between agencies, the cost is real. Industry delays investment. People move elsewhere. Procurement is disrupted. Projects get more expensive.

We should be much more disciplined about the point at which politics stops and delivery starts.

That does not mean removing democratic accountability. Quite the opposite. Ministers should be accountable for whether the system is producing good outcomes, whether investment is affordable and whether public agencies are performing. But they should be less involved in deciding things that are better left to capable institutions using evidence, engineering, judgement and proper commercial disciplines.

A better approach is to agree the strategic direction, set clear investment envelopes, use strong institutions to prioritise projects, and then let those institutions get on with delivery.

My second challenge was to us in the infrastructure industry.

We need to get better at saying when something is not working.

That does not mean attacking clients or regulators. It means being specific, evidence-based and constructive. If a procurement model is producing poor outcomes, say why. If a project is not mature enough to go to market, say so early. If risk is being allocated to a party that cannot realistically manage it, challenge it. If a policy is adding cost without improving outcomes, show the evidence and suggest a better approach.

Too often, the strongest criticism is reserved for private conversations after meetings. That is understandable in a small country where today's client may be tomorrow's client, or the firm you have partnered with for years. But behind the scenes is not especially useful. Constructive challenge has to become more normal.

We also need to apply the same standard to ourselves.

There is little value in criticising government for inefficiency if our own processes are slow, over-designed, defensive, or unnecessarily bespoke. Sometimes we need to standardise more. Sometimes we need to say not to scope creep with clients. Sometimes we need to invest in capability rather than complain about its absence. Sometimes we will need to call bad client behaviour that seeks to pass risk down the chain. All that said, we must also defend good design and investment in better whole of life approaches to the assets we build.

The practical test is what changes in our organisations after we spend so much time working out what is wrong with out system and delivery methods. My view, as expressed to the conference was that it's easy to be the best in the world at identifying the problems, but New Zealand must become the expert nation at solving them.

What happens now? Does New Zealand start to fund its assets earlier rather than waiting for failure? Do agencies provide the market with better information about timing, funding and procurement? Do we raise problems early, or quietly work around them until they become expensive? Do we measure success by the number of strategies completed, or by whether decisions and delivery actually improve?

None of this is especially glamourous, but it is how infrastructure systems get better. New Zealand already has plenty of reviews, strategies and good ideas, but the next step is to turn more of those ideas into repeatable practice.

For political leaders, that means stronger stewardship and less day-to-day intervention. For the industry, it could mean more constructive challenge, better evidence and a willingness to change our own behaviour. That is where the real productivity gain is likely to come from.

Nick Leggett
Chief Executive
Infrastructure New Zealand

Why Some Nations Build: Inside Mark Thurston's Opening Keynote

What makes a major infrastructure project succeed?

The instinctive answers are usually familiar. Good engineering, strong project management, sufficient funding, capable contractors and a clear plan. All matter. But according to Mark Thurston, former CEO of HS2 and now CEO of Anglian Water, they are only part of the story. The harder challenge is building a system in which those capabilities can work together and keeping it aligned long enough to deliver.

That distinction matters for New Zealand, which has no shortage of people who know how to design, fund and build infrastructure. What we've struggled with is the long-term certainty and political alignment that let that capability be consistently applied.

Thurston's experience delivering some of the UK's biggest infrastructure programmes offers a useful lens. Infrastructure, he argued, isn't simply a technical exercise. Major projects sit at the intersection of politics, regulation, finance, communities, customers, technology and an increasingly complex supply chain. The project team is responsible for delivery, but success depends on the wider system around it. When those parts align, complexity becomes manageable; when they pull in different directions, even the best engineering struggles. That's why Thurston kept returning to two words. Systems and alignment.

The London 2012 Olympics is perhaps the clearest example. The programme was extraordinarily complex, involving huge numbers of organisations. Yet everyone understood the destination. The Olympic Park had to be ready, safely, by a fixed date. That immovable deadline forced decisions, established accountability and gave the whole system a common purpose. Even a change in government and mayoral leadership didn't derail it. The complexity didn't disappear, but a shared definition of success made it easier to navigate.

There is an important lesson here for New Zealand. A long-term infrastructure programme cannot rely on goodwill or individual projects alone. It needs a clear sense of what the country is trying to achieve, with enough certainty around that destination for governments, councils, investors and the private sector to plan and commit.

HS2 illustrates what happens when that alignment is harder to maintain. It was a project of a different scale, with costs running into tens of billions of pounds, built amid intense scrutiny. During Thurston's time as CEO, it lived through four Prime Ministers, four Secretaries of State and five rail Ministers, plus Brexit, COVID-19, the war in Ukraine and mounting economic pressure. The engineering capability never wavered, the environment around it never stopped shifting, and the definition of success grew less stable as priorities, expectations and costs all moved

Thurston believes that infrastructure is inherently political. It involves public money. Public space and decisions about the future shape of communities. As Thurston put it, you can't control politics, but you can't ignore it either. The challenge for leaders is building governance capable of operating through that change without losing sight of the underlying purpose.

So, who holds that long-term view? Thurston pointed to the UK's National Infrastructure Commission, set up to give an independent, longer-term assessment of the country's needs. It's value isn't making political decisions, governments always decide how public money is allocated, but making the consequences of those choices visible. What a funding shift means for the wider pipeline, what a delay costs, what framework future changes should be test against. That institutional memory stops every new government or funding system from resetting the system.

Perhaps the most significant shift in Thurston's own thinking has come from his current role at Anglian Water. After decades on major transport projects, he now sees infrastructure less as a collection of projects and more as a long-term system. Population growth, climate change, water scarcity and economic development, none of it solvable by a single project, all requiring decisions today to stay coherent for decades.

The same is increasingly true across New Zealand. Our challenge is no longer just about building more roads, rail, housing, water or energy, it's about how those systems interact, support growth and resilience, and perform under very different conditions in 20 or 30 years. That calls for leadership that looks beyond individual projects to the health of the system as a whole.

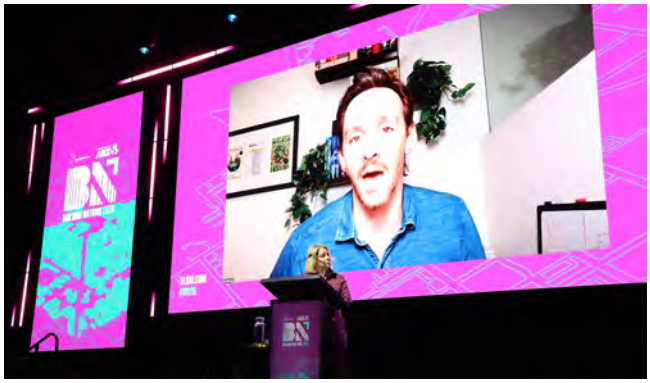
There's also a lesson about investment. Thurston pointed to the UK's growing willingness to combine public and private capital, with government's role being to create conditions where private investment is viable. Clear policy, sensible regulation, appropriate risk allocation, and confidence the rules will stay stable enough for investors to commit long term. The goal isn't more money, it's a pipeline of investors, communities and the supply chain they can believe in.

This brings us back to the central point. Infrastructure delivery isn't fundamentally short of talent; it's constrained when the system fails to give that talent the conditions it needs to succeed. The UK has delivered extraordinary projects and suffered extraordinary failures. The difference is rarely capability alone. It comes down to clarity of purpose, strong leadership, effective institutions, sound governance, and, above all, sustained alignment.

For New Zealand, that may be the most important lesson on offer. The question isn't whether we know how to build. It's whether we can build a system capable of staying aligned long enough to get the building done.

BUILDING NATIONS 2026:

The Politics of Abundance: Derek Thompson



What happens when a country becomes bad at building? It's a question Derek Thompson has spent years exploring. Co-author of Abundance with Ezra Klein, Thompson examines a paradox at the heart of many wealthy democracies. We have more knowledge, technology and wealth than ever before, yet increasingly struggle to provide some of the most basic things people need, infrastructure, housing, energy, public services.

The problem, Thompson argues, isn't that we don't know how to solve these problems. It's that we've become poor at getting things built.

At Building Nations, Thompson described this gap between invention and implementation. We know how to generate clean energy, build housing, develop new technologies and deliver major infrastructure. Yet across the developed world, projects that look straightforward on paper can take years to consent, finance and construct, if they get built at all. The result is a strange form of modern scarcity. Countries that are wealthy and technologically advanced can still struggle to provide affordable homes, reliable infrastructure and the public services people expect.

New Zealand is a useful illustration. Thompson pointed to the volatility of the country's housing construction cycle, with annual dwelling consents falling to around 13,000 in July 2011 before rising to more than 51,000 in May 2022. At first glance, that looks like a remarkable recovery, but population growth changes the picture. Even at the 2022 peak, New Zealand was building fewer homes per person than it did in the 1970s. The consequences show up clearly in affordability. The ratio of a typical house price to median household income rose from around five times in 2000 to more than ten times at the 2022 peak, and sits around eight times today. It's a reminder that economic growth alone doesn't determine whether people experience a country as prosperous. If the things people need become harder to access, aggregate measures of wealth tell only part of the story.

The same challenge applies to infrastructure. Thompson pointed to the City Rail Link, where costs escalated from an original estimate of around $2.5 billion to ultimately $5-6 billion as the project moved through increasingly complex development and delivery processes. His point wasn't to single out one project. City Rail Link reflects a broader developed-world problem in which major infrastructure routinely takes longer and costs more than expected. That has a compounding effect.

When investors see projects repeatedly delayed or over budget, the risk of financing the next one increases. Failure doesn't stay confined to one project; it makes the next one harder to deliver.

One of Thompson's most compelling arguments is that infrastructure policy focuses heavily on money while underestimating another scarce resource, time. "If you think it's going to take five years to hammer the first nail in an infrastructure project that you have money tied up in," he asked, "why are you going to tie up your money in that infrastructure project?"

For private capital, a project that eventually makes economic sense can still be unattractive if the pathway to construction is uncertain. That's why Thompson argues governments should think differently about regulation and consenting. Faster, more predictable decisions can be more valuable than additional funding. If an investor knows a project will get a clear yes or no within six or twelve months, risk becomes easier to price. If it can remain tied up in consenting or litigation for years, the opportunity cost of that capital grows much larger. Certainty, in other words, is itself an investment enabler.

Thompson isn't arguing that regulation or environmental protections are inherently bad. He emphasised how successful many of them have been. He described three broad eras of environmentalism: conservation, regulation, and now what he calls abundance. Today's challenge is different. Climate change requires us to build more renewable generation, transmission, low-carbon infrastructure, and, in many places, more housing in existing urban areas. That means some rules designed to protect the environment can, in certain circumstances, make it harder to build the infrastructure needed to address climate change. The answer isn't to abandon environmental protection, it's to weigh the full consequences of both action and inaction. A dense apartment building may look less environmentally friendly than a suburban home surrounded by trees. But if the alternative means pushing people further from jobs and services and increasing their reliance on cars, the calculation gets more complicated.

Growth is good. Change is hard. It's a tension infrastructure professionals know well. People generally support the benefits of growth. New jobs, investment, economic opportunity. But the physical changes required to accommodate that growth, new housing, denser cities, transport infrastructure, energy projects, can generate strong opposition.

Thompson's challenge is to make the positive case for growth without pretending that change is easy. For New Zealand, that may be the most important lesson from the abundance agenda. We're not short of ideas about what needs to be built, nor short of the technology, capital or capability to build it. The harder question is whether we've created a system that allows those things to happen. Abundance, ultimately, isn't about having unlimited resources. It's about creating the conditions to use the resources, ideas and capital we already have to materially improve people's lives.

The question is no longer simply what can we build. It's what's stopping us?

SMARTER

The smartest infrastructure decision does not always come from the biggest project, the newest technology or the most ambitious piece of engineering. Sometimes, it is simply understanding how all the pieces fit together.

That was one of the strongest themes to emerge. Across conversations about energy, social infrastructures, technology and long-term planning, the message was remarkably consistent. New Zealand needs to get better at thinking about infrastructure as a system rather than a collection of individual projects.

That starts with being clearer about what we are trying to achieve.

A smarter approach starts with an important question. What kind of country do we want to build? Without a clear sense of the economic and social outcomes we are trying to achieve, individual infrastructure decisions can become disconnected from the bigger picture. Transmission investment should follow energy ambition. Ports should follow export ambition. Housing should follow employment ambition.

The same principle came through in the social infrastructure discussion, where speakers challenged the idea that a hospital, school or prison should be considered simply as a physical asset. The smarter question is what outcome the asset is intended to deliver, and how the investment, funding and delivery model can be designed around that outcome.

That is a fundamentally different way of thinking about infrastructure. It means asking not just what should we build, but what problem are we trying to solve, what is the best way to solve it, and how does it connect to everything else?

The energy conversation offered another example. The panel explored the challenge of meeting growing demand while maintaining affordability, security and resilience. New generation, grid investment and demand cannot be considered independently. Decisions in one part of the system affect the others.

Technology will undoubtedly be part of the answer. Artificial intelligence, better data, digital planning and new approaches to managing networks all have the potential to change how infrastructure is designed and operated. But technology on its own does not make a system smarter. It is useful when it enables better decisions.

There is also much to learn from elsewhere. Lessons from the Nordic delegation brough ideas from Sweden and Norway showing how long-term planning, funding, urban development and infrastructure delivery can be aligned around a common system. Their advantage is not necessarily that they have better engineers or more sophisticated technology. It is that their institutions are designed to connect decisions over time.

This is perhaps the most important shift for New Zealand.

We have become very good at debating individual projects. Which road, which hospital, which rail line/ But smarter infrastructure policy starts further upstream.

It starts with a national ambition, and works backwards. Only then can we decide which projects actually belong in the pipeline.

Building smarter is ultimately about making better decisions before we build. It means joining up planning, funding, land use, infrastructure and economic strategy, and making those connections visible.

The smartest infrastructure system is not the one with the most projects. It is the one where every major investment has a clear purpose, fits into a wider plan and helps move the country towards the future it has chosen.

FASTER

If New Zealand wants to build faster, it needs to focus not only on construction productivity, but on everything that happens before the first shovel hits the ground.

Derek Thompson, co-author of Abundance, put it bluntly in his keynote. The developed world has become increasingly capable of inventing solutions while less capable of implementing them. We know how to build housing, clean energy, and major infrastructure. The challenge is getting those things built in practice. For Thompson, time is a form of currency. Uncertainty has a cost, and that cost ultimately feeds through into what projects are willing to invest in and what they can afford to build.

The lesson is particularly relevant to New Zealand, where long project timelines are becoming almost normal.

Building faster does not mean cutting corners. In fact, many of the discussions at Building Nations pointed in the opposite direction, better preparation can be one of the best ways to accelerate delivery.

The Nordic experience is instructive. One of the key lessons from Sweden and Norway was that decisions made early determine outcomes later. Long-term plans, clear institutional responsibilities and early agreement on priorities reduce the amount of uncertainty that projects encounter during delivery. The same principle emerged from the City Rail Link discussion. Major projects become more difficult when fundamental questions about purpose, scope, governance and delivery are left unresolved. Getting the right people around the table, making big decisions early and then sticking with them can save years later.

There is also a workforce dimension to speed. As the panel on immigration and diversity explored, infrastructure companies cannot build capability on the basis of projects that may or may not happen. People are hired when there is confidence in a clear programme of work. A stop-start pipeline results in a vicious cycle. Uncertainty makes it harder to invest in people, which makes it harder to scale up when work arrives. A more reliable pipeline changes that equation. Programmes of work allow businesses to plan and retain. They allow supply chains to invest in equipment and capability. They create the conditions for innovation and productivity improvements.

That is why faster delivery cannot be reduced to faster consenting, although consenting matters. It is about creating a system in which projects can move confidently from ambition to delivery. That means clearer priorities, better project development, predictable decision-making, appropriate funding and financing tools, and a pipeline that gives industry confidence to invest.

It also means being willing to learn from what has already been built. The final session at Building Nations returned to this point, with City Rail Link Chair John Bridgman reflecting on the importance of understanding what a project is trying to deliver, making the big decisions early, getting the right people around it and staying the course.

Faster is not about rushing. It is about removing unnecessary stops. New Zealand does not necessarily need to work harder to build faster. It needs to spend less time getting ready to build, and more time actually building.

BETTER

Better infrastructure is not necessarily bigger infrastructure.

It is infrastructure that lasts. Infrastructure that is resilient. Infrastructure that supports growth, connects communities, and delivers value over decades. Most importantly, it is infrastructure that serves a clear purpose.

That idea sat underneath much of the conversation at Building Nations. The conference was not simply about how much New Zealand should build, but about how better choices about what we build, how we fund it and what we expect to achieve.

Success should ultimately be measured not by how much governments spend, but by what they managed to build with that money. That distinction matters. A country can announce ambitious projects, allocate billions of dollars and produce impressive-looking plans, yet still fail to deliver the homes, transport, energy and public services people need.

Better, means closing that gap between investment and outcome. One way to do that is to think much more deliberately about the assets we already have.

The conference's discussions on asset management and social infrastructure highlighted the importance of looking beyond the next major project. Maintaining existing infrastructure, understanding its condition, and making better use of existing networks can sometimes deliver greater value than continually pursuing new capacity. The same principle applies to resilience. In the session on building resilient infrastructure in a changing climate, the focus was not simply on repairing assets after a disaster. It was on making resilience part of the decision from the outset. As climate and natural hazard risks increase, the choices made when infrastructure is planned and designed will determine how communities cope decades from now. That requires a longer view.

The Nordic experience again provides a useful comparison. In Sweden and Norway, infrastructure is treated as a long-term national endeavour, with plans extending across decades and stronger connections between land use, transport, energy, and urban development. Their systems are not perfect, but they demonstrate what becomes possible when infrastructure decisions are made as part of a coherent national strategy rather than as isolated responses to immediate pressures.

Better infrastructure is also about making things better for the people who use it. The workforce and diversity discussions at Building Nations reinforced that infrastructure is ultimately about more than physical assets. The sector needs the skills, experience and perspectives to design and deliver infrastructure that works for a changing population. A strong workforce is not simply a capacity issue; it is part of building better outcomes.

Better does not always mean more complicated. Sometimes it means standardising where standardisation makes sense. Sometimes it means using proven designs rather than reinventing them. Sometimes it means choosing maintenance over a new project. Sometimes it means building less, but building in the right place.

The challenge is that these choices are rarely as politically attractive as announcing something new. But if New Zealand is serious about lifting the performance of its infrastructure system, better needs to become the measure that matters. Not how much we announce, and not how much we spend. But whether what we build improves people's lives, strengthens the economy, supports resilience and continues delivering value long after the ribbon has been cut.

Advocacy and Engagement Update

It has been a busy period for Infrastructure New Zealand's advocacy and engagement programme, with Building Nations, the launch of Let's Build NZ and the Blueprint video series all working to keep infrastructure at the centre of the national conversation.

Building Nations 2026

This years' Building Nations brought together around 1,000 delegates in Christchurch under the theme Smarter, Faster, Better. The programme explored how New Zealand can improve the way it plans, funds and delivers infrastructure, with discussions spanning transport, energy, water, cities, housing, productivity and technology.

Two overseas delegations were also announced, with the first set to head to Queensland in November 2026. It was also announced that the UK will play the destination for our international delegation in the first half of 2027.

Let's Build NZ

We have also launched Let's Build NZ, a new campaign making the case for a more ambitious, productive and resilient infrastructure future for Aotearoa. The campaign brings together evidence on the challenges facing New Zealand, and why infrastructure matters to our economy, communities and future. Over the next eight weeks, we'll be sharing weekly evidence cards, a snapshot of what the sector is seeing on the ground, and a political scorecard assessing the infrastructure commitments of political parties ahead of the election.

The Blueprint

Our new video series The Blueprint, is also underway, with the first episode featuring Nick Clarke, CEO of Forty South now live. The series will explore the practical realities of getting infrastructure built, bringing together perspectives from people working across the sector. If you would like to be part of this series, please indicate your interest by emailing our Strategy and Engagement Manager Kanoa Lloyd at kanoa.lloyd@infrastructure.org.nz

Events

Our political engagement has continued with The Opportunity Part Leader Qiulae Wong joining us to discuss the party's infrastructure policy and priorities. The event provided members with an opportunity to hear directly from the party and engage on its approach to New Zealand's infrastructure challenges as we head towards the election.

Networks Update

This regular feature will keep you updated on the latest news and events from the Women's Infrastructure Network (WIN) and The Infrastructure Collective (TIC).

WIN is dedicated to promoting women's leadership and visibility in the infrastructure sector, while TIC supports the growth and development of emerging leaders. Membership is complimentary for individuals employed by Infrastructure New Zealand member organisations, and individual memberships are also available. To join or learn more, email office@infrastructure.org.nz.

TIC Upcoming Events

24 September | TIC Auckland
From Delivery to Operations: Operational Readiness, Handover and Long-Term Asset Performance

1 October | TIC Canterbury
Pitch In and Connect: Community Mulch Morning at Waikākāriki / Horseshoe Lake

1 October | TIC Auckland
Site Visit: Te Ara ki Uta Ki Tai

8 October | TIC Canterbury
Site Visit: The Brougham Street Bridge

8 October | TIC Wellington
Willis Lane Bowl and Network

22 October | TIC Auckland
Paint 'n' Sip

WIN Upcoming Events

22 September | WIN Waikato
Site Visit: Genesis Huntly Power Station

22 October | WIN Auckland
Connected Leadership: Wisdom for Women Who Lead

To get in touch with INZ's Networks to collaborate on future events or initiatives, please email issy.pasley@infrastructure.org.nz.

Other Noteworthy Announcements

City Rail Link Officially Opened

Auckland's City Rail Link (CRL) has officially opened following a decade of construction. Trains will now travel through the city centre via three new stations, creating a connected rail network with more frequent services. The CRL forms part of wider upgrades to Auckland's rapid transport network. Read more here.

Stella Passage Development Receives Fast-Track Approval

The Stella Passage Development at the Port of Tauranga has received fast-track approval, enabling the redevelopment of the Sulphur Point and Mount Maunganui wharves. The project will extend both wharves by more than 300 metres, add container cranes and dredge Stella Passage to accommodate larger vessels. Approval followed around five months of expert panel consideration. Read more here.

Whangārei Hospital Redevelopment Underway

Work has officially begun on the Whangārei Hospital redevelopment, with construction starting on a new acute services building and 158-bed ward tower. The redevelopment is part of a broader programme to upgrade hospital facilities in Northland and is intended to provide additional capacity and modernised facilities for patients and staff. Read more here.

Regional Hospital Redevelopments Progress

Planning for the redevelopment of Hawke's Bay, Palmerston North and Tauranga hospitals has reached a new milestone, with early concept designs released. All three projects will include new acute services buildings. Site planning and investigations are complete, with business cases being refined ahead of preliminary design and site preparation. Read more here.

Upgrade Begins on SH39 Symes Bridge

Work is set to begin on an upgrade of Symes Bridge on State Highway 39, west of Hamilton. The project will replace the existing single-lane bridge with a two-lane structure and improve the route's resilience. SH39 will close for up to two months while construction takes place, with a detour in place. Read more here.

Other Noteworthy Announcements

Funding Announced for Additional Classrooms

The Government has allocated $32.8 million for 34 additional classrooms and a new gym across 10 schools experiencing significant roll growth. The projects span Auckland, Waikato, Taranaki and Canterbury, with work expected to begin over the next 12 months. Delivery will use standard designs or offsite manufacturing, with funding redirected from savings in the school property portfolio. Read more here.

$740m Allocated for State Highway Renewals

A $740 million state highway renewal programme will support road maintenance and upgrades across New Zealand, with funding provided through the National Land Transport Fund. The programme will focus on renewing and improving sections of the state highway network, with the investment intended to support safer, smoother, and more reliable journeys for road users. Read more here.

North-West Rapid Transit Project Fast-Tracked

The North-West Rapid Transit project in Auckland has received fast-track approval. The project includes a busway alongside State Highway 16 between Brigham Creek and Auckland City Centre, seven rapid transit stations and a Park and Ride facility at Brigham Creek. The project will also connect with local bus and road networks. Read more here.

Sod Turned on New Nelson Hospital Inpatient Building

Construction has begun on Nelson Hospital's new 128-bed inpatient building, marking the start of stage two of the hospital redevelopment. The building will provide at least 41 additional adult medical and surgical beds, alongside an Acute Assessment Unit, patient transit lounge, pharmacy, and assessment, treatment, and rehabilitation services. Read more here.

Rates Capping Bill Passes First Reading

The Local Government (Rates Capping) Amendment Bill has passed its first reading Parliament. The Bill proposes an annual rates increase target range of 2-4 percent, with councils required to consider the range when preparing long-term plans from July 2027. The caps would take effect from July 2029, with exemptions available in specified circumstances. Read more here.

UPCOMING EVENTS

September

22 September | WIN Waikato
Site Visit: Genesis Huntly Power Station
Sponsored by Gensis and AECOM

24 September | TIC Auckland
From Delivery to Operations: Operational Readiness, Handover and Long-Term Asset Performance
Sponsored by TSA Riley

October

1 October | TIC Canterbury
Pitch In and Connect: Community Mulch Morning at Waikākāriki / Horseshoe Lake

1 October | TIC Auckland
Site Visit: Te Ara ki Uta Ki Tai

8 October | TIC Canterbury
Site Visit: The Brougham Street Bridge

8 October | TIC Wellington
Willis Lane Bowl and Network
Sponsored by The Property Group

22 October | WIN Auckland
Connected Leadership: Wisdom for Women Who Lead
Sponsored by Pattle Delamore Partners

28 October | TIC Auckland
Young Engineers and The Infrastructure Collective Paint ‘n’ Sip
Sponsored by Beca

Further information and registration details are available on our website here.