

Property Council New Zealand

Submission on the Local Government (Auckland Council) (Transport Governance) Amendment Bill

9 November 2025

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Committee Secretariat
Transport and Infrastructure Select Committee
Parliament Buildings, Wellington
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1. Summary

- 1.1. Property Council New Zealand (“Property Council”) welcomes the opportunity to submit a response to the Transport and Infrastructure Committee (“the Committee”) on the [Local Government \(Auckland Council\) \(Auckland Transport\) Amendment Bill \(“the Bill”\)](#).
- 1.2. Property Council does not have a position on the move to bring Auckland Transport decision-making under the authority of local and central government. However, we emphasise the importance of transport decisions requiring long-term certainty and an understanding of property and land use.

2. Recommendations

- 2.1 At a high level, Property Council recommends:
 - Transport decision-making on the ARTC board prioritises appointment of people with property and planning expertise;
 - The Committee consider mechanisms to secure cross-partisan oversight/support of the 30-year strategic plan;
 - Increased co-ordination with other Infrastructure delivery agents in Auckland; and
 - The ARTC is required to monitor and publicly report on the 30-year strategic plan’s delivery.

3. Introduction

- 3.1. Property Council is the leading not-for-profit advocate for New Zealand’s most significant industry, property. Our organisational purpose is, “Together, shaping cities where communities thrive.”
- 3.2. The property sector shapes New Zealand’s social, economic, and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional, and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand. We aim to unlock opportunities for growth, urban development, and productivity to improve New Zealand’s prosperity.
- 3.3. We connect over 10,000 property professionals and represent the interests of over 550 members organisations across the commercial, industrial, retail, and residential sectors. Our members are from the private, public, and charitable sectors.
- 3.4. This document provides Property Council’s feedback on [Local Government \(Auckland Council\) \(Transport Governance\) Amendment Bill](#) and recommendations are provided on issues relevant to Property Council’s members.

4. Transport decision-making

- 4.1. Under clause 38D of the Bill, the Auckland Regional Transport Committee's (ARTC) voting membership comprises ministerial appointees, mayoral appointees, and an independent chair. The purpose of the Committee, outlined in clause 38(2), is to "develop and maintain a long-term strategic direction for land transport in Auckland that is shared by Auckland Council and the Government."

Property expertise in decision-making

- 4.2. Given this remit, members must collectively hold a breadth of expertise that ensures the 30-year transport plan reflects the interdependency between transport infrastructure and land use. Decisions about transport corridors, nodes, and modal priorities directly shape Auckland's growth patterns, development feasibility, and investment confidence.
- 4.3. Without sufficient property and planning expertise, transport planning risks becoming disconnected from development realities, undermining the delivery of well-integrated communities where people want to live, work, shop and play.
- 4.4. Property Council recommends an additional clause be considered under section 38D (Membership of ARTC):

(3A) In appointing members and the chairperson of the Auckland Regional Transport Committee, the Minister and Mayor must have regard to the Committee having members with knowledge and experience in property development, land use planning, and infrastructure delivery.

Bipartisan decision-making

- 4.5. Property Council remains concerned about the politicisation of transport priorities and the resulting shifts in project delivery following changes of both local and central government. Frequent reprioritisation undermines investor confidence and weakens Auckland's long-term transport strategy.
- 4.6. A well-known example of this is the second harbour bridge crossing in Auckland. In 2011, the SkyPath plan was announced by Waka Kotahi, until the plan was dropped in 2021. The same year, Government spent \$51 million on potential designs for a standalone walking and cycling bridge. The second harbour bridge crossing has been debated and reshaped by various governments over the years.
- 4.7. Property Council recommends the Committee consider mechanisms to secure cross-partisan oversight/support of the 30 year-strategic plan.

Integrated decision-making with related delivery agents

- 4.8. Effective transport planning depends on strong coordination between decision-makers and infrastructure delivery agencies. Fragmented governance has previously led to misaligned investment and delivery delays. Greater integration across transport, water, and energy networks is essential to support Auckland's growth and ensure efficient use of public funding.
- 4.9. Property Council recommends increased co-ordination with other Council Controlled Organisations, central government agencies, power companies, technology providers and other

stakeholders for the provision, development and delivery of key infrastructure (transport, water and electricity) across Auckland.

5. Long term monitoring of the 30-year strategic plan

- 5.1. Under clause 42 of the Bill, the ARTC is responsible for preparing a 30-year transport plan for Auckland, however, its implementation and monitoring are dependent on ongoing political agreement between the Minister of Transport and Auckland Council.
- 5.2. The property sector relies on the predictable sequencing and delivery of transport infrastructure to plan and invest in development.
- 5.3. While the ARTC will provide long-term strategic direction, there is no mechanism to ensure ongoing alignment between the 30-year transport plan and the investment programmes prepared under the Land Transport Management Act 2003. This gap risks weakening delivery by allowing funding decisions to deviate from agreed priorities.
- 5.4. For example, we have observed a recurring pattern in which the maintenance of existing assets in Auckland have been deprioritised in favour of new capital projects that deliver more immediate political visibility. It is essential that the 30-year transport plan embeds consistent governance and oversight to prevent this pattern recurring.
- 5.5. Under clause 38(2)(c) of the Bill, the purpose of the ARTC is to ensure “transparent transport decision making.” Monitoring of the 30-year strategic plan will support this goal, improving accountability and transparency across the framework.
- 5.6. Property Council recommends the ARTC should be empowered to monitor and publicly report on the 30-year strategic plan’s delivery.

6. Conclusion

- 6.1. Property Council members invest, own, and develop property across New Zealand. We wish to thank the Transport and Infrastructure Select Committee for the opportunity to provide feedback on the Local Government (Auckland Council) (Transport Governance) Bill. **We wish to speak to our submission.**
- 6.2. Property Council supports the intent of the Bill to improve the coordination and long-term planning of Auckland’s transport system. While we do not hold a position on the proposed governance restructure, we emphasise the need for transport decision-making to be informed by property expertise, supported by bipartisan oversight, and grounded in long-term accountability to enable better housing and development outcomes for Auckland.
- 6.3. For any further enquiries, please do not hesitate to contact Bella Leddy, Advocacy Advisor, via email bella@propertynz.co.nz or phone 0297786114.

Yours Sincerely,



Martin Cooper
Chair of Auckland Regional Committee
Property Council New Zealand