

**Auckland Transport Alignment Project indicative
package update**

Terms of Reference

1 Parties

- 1.1 The Minister of Transport, the Hon Phil Twyford
- 1.2 The Minister of Finance, the Hon Grant Robertson
- 1.3 The Mayor of Auckland, Phil Goff
- 1.4 The Deputy Mayor of Auckland, Bill Cashmore
- 1.5 The Planning Committee Chair, Auckland Council, Chris Darby

2 Background

- 2.1 The Auckland Transport Alignment Project (ATAP) was a successful exercise in aligning the priorities of both central government and Auckland Council. It developed a recommended long-term strategic approach for the development of Auckland's transport system that delivers the best possible outcomes for Auckland and New Zealand.
- 2.2 There were two main parts to ATAP:
 - i. a long-term strategic approach that is based on three integrated components: making better use of existing networks, targeting investment to the most significant challenges and maximising new opportunities to influence travel demand
 - ii. an 'indicative package' that illustrates how the strategic approach will be delivered over time, focused on identifying priority investments for the next ten years.

3 Purpose of the project

- 3.1 The purpose of the project is to update the ATAP indicative package to ensure it reflects the new government's priorities. This update will be undertaken within the ATAP strategic framework as outlined in paragraph 2.2(i).
- 3.2 These Terms of Reference record the intention and understanding of the Parties for this project and agree its governance arrangements.
- 3.3 This project will help to inform the revised 2018 Government Policy Statement on land transport and the 2018 Regional Land Transport Plan.

4 Objectives for the project

- 4.1 The original ATAP report identified four critical transport challenges for Auckland over the next decade, namely:
 - i. enabling a faster rate of housing growth, particularly in Special Housing Areas and greenfield areas live-zoned in the Auckland Unitary Plan
 - ii. addressing projected declines in access to jobs for people living in large parts of the west, and some parts of the south

- iii. addressing increasing congestion on the motorway and arterial road network during peak periods, and increasingly at other times of the day, which adversely affects the efficient movement of freight and services
 - iv. increasing public transport mode share, particularly along high volume, congested corridors.
- 4.2 The ATAP indicative package has been prioritised to address these challenges. These challenges remain critical to the development and performance of Auckland's transport system, but there is an opportunity to ensure that the ATAP indicative package delivers against the transport objectives of the new government.
- 4.3 The project is an opportunity for government, in partnership with Auckland Council, to reframe the thinking behind Auckland's future transport network to ensure that transport plays a critical role in shaping the region's urban form and development. The project will take into account Auckland Council's draft development strategy and inform the joint government and Auckland Council work on a spatial development strategy.
- 4.4 The objective of this project is to update the ATAP indicative package to take into account the four critical transport challenges identified above and give effect to the government's intention for its transport priorities to shape Auckland's urban form and development. This means placing greater weight on the following government transport priorities:
- i. accelerating the development of Auckland's rapid transit network, particularly to unlock housing and urban development opportunities
 - ii. encouraging walking and cycling and making these active modes safer for Aucklanders
 - iii. delivering improvements in health, safety, the environment and access, including disability access
 - iv. ensuring the indicative package delivers the best possible value for money, including broader non-monetary costs and benefits

5 Governance of the project

- 5.1 The project will be led by the Secretary for Transport and the Chief Executive of Auckland Council.
- 5.2 This project will not replace the statutory decision making responsibilities of Auckland Transport regarding the activities within the Auckland Regional Land Transport Plan or the NZ Transport Agency regarding the National Land Transport Programme.
- 5.1 The Parties agree to establish a governance structure comprising:
- i. a Governance Group consisting of the Secretary for Transport, Deputy Secretary Treasury, the State Services Commission Deputy Commissioner Auckland, and the Chief Executives of Auckland Council, the NZ Transport Agency, Auckland Transport and KiwiRail
 - ii. a senior level Working Group consisting of officials from the Ministry of Transport, the Treasury, Auckland Council, the NZ Transport Agency

Auckland Transport, the Ministry of Business, Innovation and Employment, and KiwiRail.

5.2 The Governance Group will:

- i. consider the key findings of the project and provide advice to the Parties as required
- ii. ensure the project is delivered to the agreed scope and timeframes
- iii. ensure that the project is aligned and integrated with other cross-agency and Auckland related work as appropriate (as set out in paragraph 8.2).

6 Project scope

- 6.1 The project will update the ATAP indicative package to place greater emphasis on the new government's transport priorities, with a ten-year horizon.
- 6.2 The project will consider how an updated indicative package addresses the key challenges identified in the original ATAP report (outlined in paragraph 4.1) and contributes to the new government's transport priorities (outlined in paragraph 4.4).
- 6.3 The project will identify the estimated cost of the updated indicative package, and advise on what can be achieved within a range of funding envelopes, but it will not consider how these costs could be funded or financed.
- 6.4 The project will not include specific consideration of pricing measures for demand management purposes as this is being addressed separately by the Auckland Smarter Transport Pricing Project.
- 6.5 The project will involve engagement with a targeted group of stakeholders to receive feedback as appropriate.

7 Project output and timing

- 7.1 The Governance Group will provide a final report to the Parties at the end of March 2018.

8 Interdependencies

- 8.1 The project will inform consideration of transport expenditure in Auckland as part of the 2018 Government Policy Statement on land transport and the transport programme detailed in the 2018 Regional Land Transport Plan.
- 8.2 The project will also have strong links with other cross-agency work in Auckland around urban development, land use and funding including the joint spatial development strategy, and broader urban growth agenda.
- 8.3 The Governance Group will need to agree how these interdependencies are managed.

9 Protocols for the project

- 9.1 Parties agree to participate in the project in good faith.

9.2 Parties acknowledge the sensitivities involved in this project and agree to ensure information is only released by agreement or in accordance with statutory duties.

- i. The Governance Group is delegated responsibility for ensuring there is joint agreement for the proactive release of any information.
- ii. Parties recognise that Ministers and agencies are subject to the Official Information Act 1982 and Auckland Council and Auckland Transport are subject to the Local Government Meetings and Official Information Act 1987.

10 Amending the terms of reference

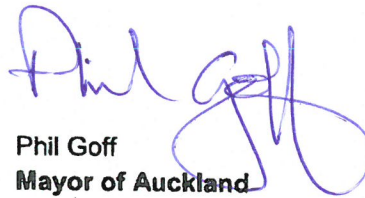
10.1 If required, the Governance Group may recommend changes to this document to the Parties for consideration.

10.2 Ministers will need to refer any substantive proposed changes to the terms of reference to Cabinet for agreement.



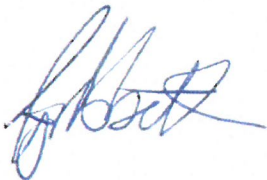
Hon Phil Twyford
Minister of Transport

Date: 25.2.18



Phil Goff
Mayor of Auckland

Date: 15.03.18



Hon Grant Robertson
Minister of Finance

Date: 14/3/18



Bill Cashmore
Deputy Mayor of Auckland

Date: 15.3.18



Chris Darby
Planning Committee Chair, Auckland Council

Date: 15 March '18

