Date: Thursday 14 May 2020
Time: 10.00am
Meeting Room: These meetings will be held remotely and can be viewed on the Auckland Council website
Venue: 

Te Kāhui Ngārahu / Emergency Committee
OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
What is ATAP?

- Non-statutory process to improve alignment between Council and Government about how Auckland’s transport system should develop
- ATAP does not replace existing statutory processes but seeks to inform them
- ATAP takes a long-term policy approach and also provides guidance to 10 year investment priorities
Relationship with other strategic documents

- AC-led: Auckland Unitary Plan, City Centre Masterplan, Auckland Climate Plan, etc.
- AT-led: Regional Public Transport Plan, Parking Strategy, Roads & Streets Framework, etc.

Auckland Plan
- Sets out council's vision for Auckland, including transport
- Includes 30-year Development Strategy

Auckland Transport Alignment Project
- Takes direction from council and government strategies
- Informs and reflects LTP, RLTP, NLTP

Long-term Plan
- Council's 10-year budget
- Determines council's share of AT's budget
- Informed by Auckland Plan and other council plans

Regional Land Transport Plan
- AT's prioritised list of regionally significant transport projects over 10-year period
- Informed by various strategies including Auckland Plan and ATAP

National Land Transport Plan
- Sets out activities to be funded out of NLTP
- 3-year focus
- Must give effect to GPS

What is the 2020 ATAP update?

Original ATAP
- Undertaken in 2015/16 to agree an aligned 30-year strategic approach to transport.
- Included an "indicative package" of key investments on a decade-by-decade basis.

2017 ATAP Update
- 10-year indicative package updated to reflect faster than expected growth.
- This increased the funding gap to $5.9 billion (in 2015 dollars).

2018 ATAP Update
- Decade 1 package (2018-28) updated to ensure alignment with the priorities of the new government and Council's refreshed Auckland Plan.
- Within planned funding levels of $28 billion.

2020 ATAP Update
- Update to reflect emerging issues, e.g., implications of Covid-19 and NZUP, climate change and modal shift outcomes; spatial priorities; need to provide strategic direction for LTP and RLTP
- Includes Phase 1 (2021-31) and Phase 2 (2031-51)
Project governance

**Political Oversight**
- Ministers of Transport and Finance
- Mayor, Deputy Mayor & Planning Committee Chair
- Governing Body and cabinet to approve recommended investment package

**Governance Group**
- Chief Executives of MOT, AC, AT, KiwiRail, NZTA
- Deputy Secretaries of Treasury and State Services Commission
- Recognition that ATAP needs to better reflect the role of Māori as Treaty partners

**Project Team**
- Senior officials from participating organisations

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**Project rationale & drivers**

The purpose of the 2020 ATAP update is to:

1. Establish new funding baseline
2. Ensure transport package reflects council’s and government’s priorities on climate change and mode shift outcomes, and transport needs of emerging spatial priorities
3. Help inform upcoming statutory plans, i.e. RLTP 2021-31 and LTP 2021-31
4. Ensure that ATAP informs and reflects recent and pending transport investment decisions, e.g. NZUP and the economic stimulus package

ATAP does not replace any statutory processes or decision-making but seeks to inform these processes.
Project objectives

The shared council and crown objectives for transport are:

- Enabling and supporting Auckland’s growth and the quality compact urban approach
- Accelerating better travel choices for Auckland
- Better connecting people, places, goods and services
- Improving the resilience and sustainability of the transport system
- Making Auckland’s transport system safe by eliminating harm to people
- Ensuring value for money across Auckland’s transport system through well targeted investment choices

In addition, ATAP 2020 will consider climate change and mode shift outcomes, emerging brownfield and greenfield priorities, and the broader priorities outlined in statutory documents such as the Auckland Plan and GPS.

Project scope & approach

The ATAP 2020 update will:

- Establish baseline funding availability
- Develop investment and funding scenarios for testing
- Assess and prioritise projects against shared ATAP objectives
- Identify variation to the Regional Fuel Tax that would need to occur
- Ensure transport stimulus packages are consistent with shared ATAP objectives

- Include two phases
  - Phase 1 will provide a detailed investment package for decade 1 (2021-31), with particular focus on first three years
  - Phase 2 will provide an indicative investment package for decades 2 and 3 (2031-51)

The update will not undermine projects that are already underway or have a strong level of commitment.
Terms of Reference

- Reflect drivers underlying ATAP 2020 update, priorities of council and government, and focus of workstreams
- Allow for direction-setting from political sponsors on ATAP 2020 update process
- Have been approved by ATAP Governance Group
- Currently seeking endorsement from Emergency Committee

Recommendations & next steps

Recommendations:
1. Endorse the rationale, scope and proposed process for ATAP 2020 update
2. Endorse the draft Terms of Reference
3. Delegate authority to Mayor, Deputy Mayor and Chair of Planning Committee to provide political oversight

Next steps:
- Phase 1 will be completed by August 2020, although central government will not be able to adopt or make decisions until late 2020
- Phase 2 will be completed before June 2021
Questions