

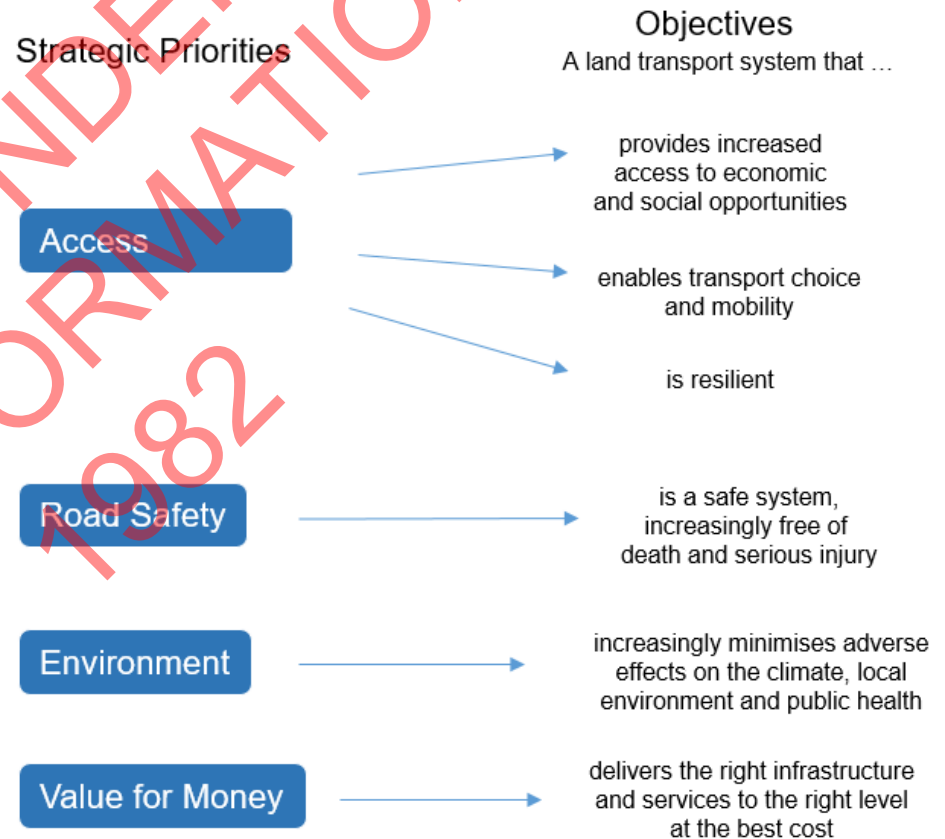
Chief Executive's Report – February 2018

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Government Policy Statement on Land Transport 2018 (GPS) – Process to Date

- The NZ Transport Agency has been working with the Ministry of Transport on redrafting the GPS to align with the new Government's desired outcomes
- Ministers Twyford and Genter provided direction for re-drafting the GPS on 18 December 2017
- A revised draft GPS, based on this direction, was provided to Ministers on 23 January 2018
- Key components of the current draft GPS are shown in this diagram

GPS 2018 – Strategic Direction



Government Policy Statement on Land Transport 2018 (GPS) – Next Steps

- The next steps in developing the draft GPS are:
 - Workshop with Transport Agency Board on 9 February 2018
 - Discussion with the Transport Agency Board Chair and Ministers on 13 February 2018
 - Cabinet consideration of draft for release, on 5 March 2018
 - Public engagement from 7 March 2018 - 16 April 2018
 - Formal ministerial consultation with the Transport Agency Board – May 2018 Board meeting
 - Cabinet approval of final GPS – mid June 2018
- There are implications:
 - for sector engagement
 - difficulties for Approved Organisations in preparing Regional Land Transport Plans/Land Transport Programmes
- Work continues internally, and with Approved Organisations on Continuous Programmes
- Indicative allocations will be brought to the Transport Agency Board in April 2018 (or advice on GPS changes, as required) before final approval in August 2018

Rapid Transit in Auckland

- Following the December 2017 Board meeting, the Auckland Rapid Transit Network Delivery Plan (Plan) was provided to the Minister of Transport
- This Plan:
 - identified four key corridors as part of the Rapid Transit Network, endorsed by Auckland Transport Alignment Project (ATAP):
 - City - Airport
 - North West (City - Westgate)
 - Northern (including the Additional Waitematā Harbour Crossing); and
 - Airport - Botany
 - provided an overall programme within the 2021, 2025 and 2030+ timeframes for rapid transit within the identified four key corridors
 - considered risks and opportunities associated with design, consenting, property, engagement, procurement, construction and operation; and
 - proposed a governance structure that is joint between the Transport Agency and Auckland Transport

Continued ...

Rapid Transit in Auckland continued

- The Minister of Transport, after consultation with colleagues, has decided to progress the City - Airport light rail link as an immediate high priority to be funded primarily from the National Land Transport Fund with some potential funding from Auckland Council. The remainder of the Auckland Rapid Transit Network will be progressed as part of ATAP with funding to be determined through that process
- The City – Airport light rail project will be:
 - an integrated transport urban development project
 - focused on local community and commuter transport and amenityIts primary purpose will not be as a link to the airport for travellers
- The Minister of Transport plans to take a paper to Cabinet shortly to seek agreement to this approach, including the City - Airport light rail project, as a Government priority

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