

Southern Transport Integration Group

Recommendations

It is recommended that the Board:

- i. receives the report.

Executive summary

Auckland Transport and NZTA have formed a joint working arrangement, the Southern Transport Integration Group (STIG), to address the strategic transport needs in the southern part of Auckland City.

A catalyst to the formation of this alliance has been the Prime Ministers announcement of the Government's intention to invest in Auckland's transport infrastructure, and the team is working with the Ministry of Transport (MoT) to provide information that will form part of a series of cabinet papers that will lead to Government's decision on funding opportunities. The first of these papers will go to cabinet in October this year, with one or two to follow and a decision expected in the first half of next year.

Background

The geographic extent of the STIG initiative is shown at attachment 1. This area houses a population of 376,000 (2012 estimate) and incorporates Auckland's Industrial Belt providing employment for 125,000 people. Congestion levels are high throughout the study area, and this will only be exacerbated with predicted growth.

STIG incorporates the current Auckland Transport projects of AMETI, SMART (rail to the airport) and the Multimodal East West Strategy (MMEWS), as well as including wider Auckland Transport network requirements; and the interface with NZTA initiatives such as SH20 to the airport improvements (including Kirkbride Road grade separation) and Gloucester Park Improvements.

The outcome of this alliance will be integrated strategic decisions, and optimised delivery opportunities, which in turn will lead to more focussed investment to the area.

The STIG will report to a steering group with senior representation from both organisations. Joint project sponsors will be Tommy Parker from NZTA and Rick Walden from Auckland Transport, and Theunis van Schalkwyk from Auckland Transport will lead the Integrated Planning and Programme team which will comprise specialist team input from across both organisations. Communication and Stakeholder engagement will be one of these teams. A core group (around six people) will be co-located to ensure focussed progress.

The STIG will be responsible for strategic development and selected option outcomes only, project delivery (such as the AMETI physical works) will continue to be delivered by the appropriate organisation (Auckland Transport in the case of AMETI).

Next Steps

This cooperative delivery model has been established to address the strategic transportation issue in the southern part of the city - the opportunity exists to create future alliance group to address other geographic areas if the model produces the anticipated benefits.

Attachments

Number	Description
1	Southern Transport Integration Group - Area

Document Ownership

Prepared by	Rick Walden Group Manager, Key Agency Initiatives	
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Approved for Submission	David Warburton Chief Executive	

Attachment 1 - Southern Transport Integration Group - Area

