

Arataki

Executive summary

September 2023 v1.1



The journey

Arataki was first published in 2019. It identified the significant shifts, known as step changes, needed to meet the government's short-term priorities and long-term outcomes for the land transport system over a 10-year period. It also considered how Waka Kotahi should focus its efforts in each region.

Arataki version two was published in 2020. This release reflected the initial impact of COVID-19 on the land transport system. This work supported the Waka Kotahi response to the global pandemic.

In 2022, we took our first step towards developing a longer-term view with the *30-year plan: baseline network version*. This release was launched as a prototype on a digital platform to support land transport planning and investment decisions. It focused on the actions Waka Kotahi (in collaboration with others) would need to make to the state highway network to achieve priority outcomes and deliver a fit-for-purpose land transport system.

This current version of *Arataki* replaces all previous versions, including *Arataki: 2021-2031* and the *30-year plan: baseline network version*.

The September 2023 v1.1 release of *Arataki* includes updates to reflect the severe weather events of 2023. This includes a new climate adaptation lens added to the *Lenses* section, as well as updates to the *Strategic Context* and five regional directions: Te Tai Tokerau Northland, Tāmaki Makaurau Auckland, Waikato, Tairāwhiti Gisborne, and Te Matau-a-Māui Hawke's Bay. Minor corrections have also been made.



Arataki: 30-year plan

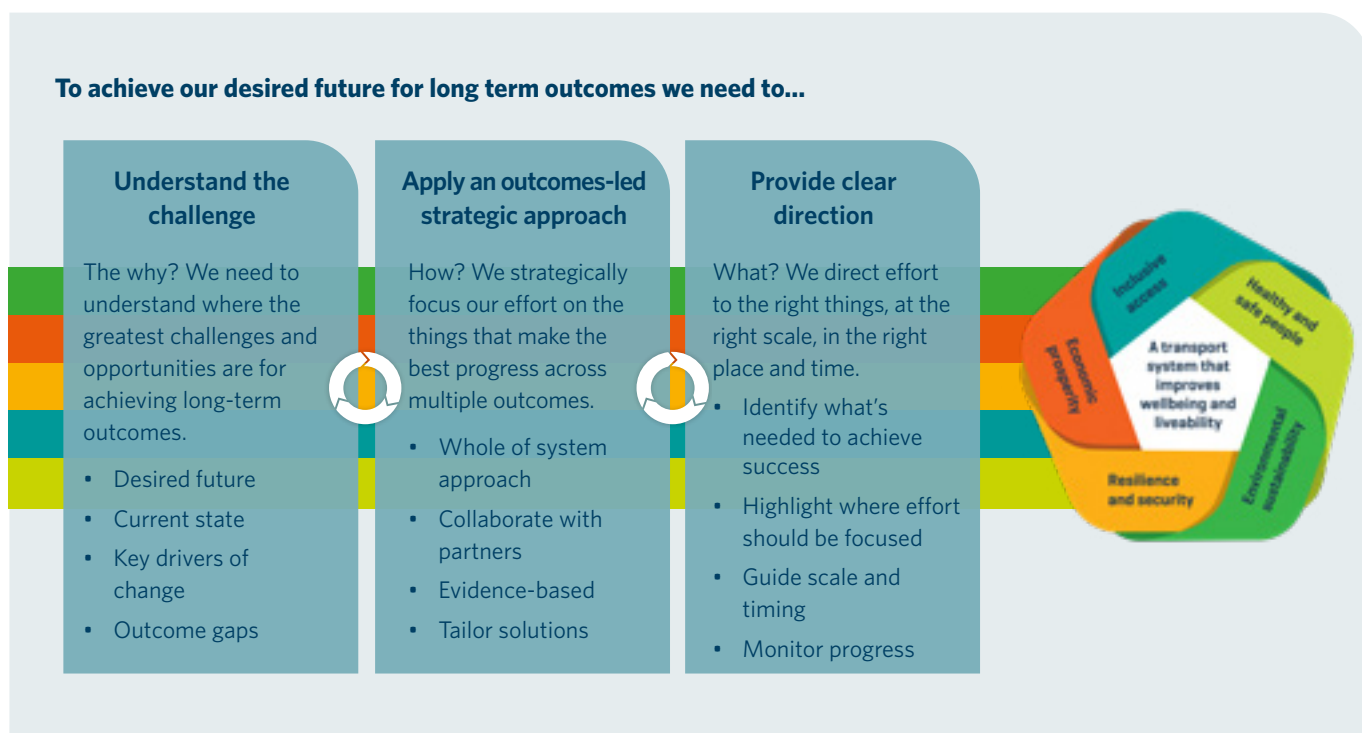
Arataki is being developed as a shared sector view of how we need to plan, develop, and invest in the land transport system during the next 30 years. This version of *Arataki* provides a strong foundation for us to have ongoing conversations with our partners and others to co-create the plan. *Arataki* provides direction that will guide how we'll work together during the next 30 years to deliver the future land transport system needed to keep Aotearoa New Zealand moving.

As a foundation, *Arataki* uses the *Transport Outcomes Framework* from Te Manatū Waka Ministry of Transport. This framework sets long-term outcomes for the transport sector to work towards.

Arataki then applies a three-part conceptual framework to:

- understand the challenges the system faces
- apply an outcomes-led strategic approach
- provide clear direction towards a transport system that improves wellbeing and creates great places to live.

Arataki conceptual framework



Understanding our challenge

To support wellbeing and create great places to live in Aotearoa New Zealand, the transport sector needs to focus less on the physical movement of people and goods (mobility), and more on safe, sustainable access and connectivity for all. This shift requires integration with digital, urban development, energy, and other related systems.

To achieve this, we need to:

- adapt to climate change and improve resilience
- better integrate transport and land use in our largest cities, and provide a wider range of options including walking, cycling, and public transport in smaller towns and cities
- improve access to transport for rural communities
- move freight more efficiently and safely
- maximise the benefits of technology, data, and innovation
- shift to an outcomes-based approach.

The greatest level of change needs to happen in the cities of Aotearoa. This is where nearly all future population growth is forecast to take place. Here, the transport system needs to be dramatically different, with better integration between land use and transport to support quality, mixed-use, compact urban form. In our largest cities, rapid transit networks need to enable, support, and shape urban development, while connecting more people to jobs and each other.

The number of people living in smaller, rural, and remote districts outside of urban areas will decline or remain the same. This includes places like Waitomo, Ruapehu, Kawatiri Buller, Māwhera Greymouth, Te Tai o Poutini Westland, and Maruawai Gore. The land transport system will play a critical role in supporting the economic and social wellbeing of these communities. Public transport will also need to play a larger role in smaller cities and towns. New approaches, like on-demand shared services, will become more important.

Freight will be moved with greater efficiency and safety. The share of the freight task moved on rail and coastal shipping will also change, to support the reduction in vehicle kilometres travelled (VKT) and emissions. In towns and cities, increased home and business delivery for things like groceries and online purchases needs to be addressed. Primary producers will be looking to get products to market in faster and more economic ways.

Aotearoa is less productive than comparable countries and needs more efficient ways of doing business, like moving freight faster. The economy is slowly shifting towards service industries and will require primary industries, like farming and forestry, to find new ways to stay productive. There are also equity challenges, like ensuring fair pay, conditions, and opportunities. Businesses are under pressure to tackle these productivity and equity issues while also lowering their carbon emissions, as part of the country's push to reach net zero by 2050.

In Aotearoa we are significantly exposed to natural hazards like floods, erosion, landslides, and coastal inundation. Around 750,000 New Zealanders, and 500,000 buildings worth more than \$145 billion, are near rivers and in coastal areas already exposed to extreme flooding.¹ There are also several major urban centres, taonga, and sites of cultural importance at risk. The impacts of natural hazards are felt by everyone. Climate change is making these events more frequent and severe. Even with aggressive strategies to reduce greenhouse gas emissions, the impacts of a changing climate will be felt for decades.

As we have experienced, climate change and more frequent extreme weather events mean there are significant challenges ahead. We need to respond in different ways to build greater resilience. There will be ongoing impacts on communities and the transport networks that connect them. The transport sector will need to work with communities and infrastructure providers to adapt, including:

- identifying at-risk areas
- making plans to manage impacts
- potentially considering different approaches to rebuilding.

Together, we need to find new solutions and identify long-term options that reflect the diverse requirements for urban and rural communities.

Technological innovations and shifting customer expectations will require and enable us to work in agile ways. The land transport system must be more equitable, so it achieves more for everyone. We'll aim for 'win-win' solutions to grow housing supply in accessible and sustainable ways.

Transport has a strong role in making places better (placemaking) and creating communities where people want to live. It provides access to education and jobs; it connects communities to each other.

1. Ministry for the Environment (2022). Managed retreat: what it is and when it might be useful. <https://environment.govt.nz/what-government-is-doing/areas-of-work/climate-change/adapting-to-climate-change/managed-retreat/>

We want the land transport system to be safer and have less impact on the environment. To achieve these goals, we need to better plan and work out how we'll get there.

We must stop taking a 'predict and provide' approach to planning, where decisions about future transport infrastructure are based on projections from current trends and assumptions. Instead, we need to take a 'decide and provide' approach where we proactively plan the desired future we want to achieve, like improving safety or reducing emissions, then consistently make decisions based on what's needed to achieve these.

Decision-making, especially for infrastructure, must prioritise initiatives that deliver multiple outcomes regardless of the funding source.

We assess when interventions are needed and sequence them to:

- maximise value over the whole-life cycle
- rebuild in smarter ways
- use cross-government funds effectively.

Disruption from climate change should be managed through adaptive and timely responses. The way the land transport system is planned, operated, and managed will increasingly respect and integrate Te Tiriti and Te Ao Māori.

Providing clear direction

Arataki provides direction for the land transport system. The content is set out in various sections to address specific topics and needs across the transport landscape.



Strategic context



Sets the scene by describing what the land transport system could look like in 30 years, what's driving change, plus challenges and opportunities to be addressed.



National directions



Identifies the types of national, system-wide activities Waka Kotahi considers necessary for the land transport system to achieve long-term outcomes, government priorities, and objectives. It includes directions for each of the five transport outcomes from Te Manatū Waka Ministry of Transport.



Regional directions



Provides guidance for 14 regions in Aotearoa New Zealand. Each regional section includes a high-level summary, context, and outlook based on:

- an assessment of the impact of the key drivers, current state, and performance of the land transport system
- the scale of effort required in each region to achieve the future desired state for each outcome over the next 10 years.

These directions indicate where effort should be focused. They direct conversations with partners about priority outcomes in each region.



Transport modes and strategic networks



Outlines our approach to the different transport modes and their roles. This section also covers the most important parts of the land transport system, strategic networks, and our plan for managing them in the future

Strategic networks are the most critical parts of the country's land transport network. They form the backbone of the entire transport system and support the most essential movements of people and freight across all modes.



Lenses



The land transport system can be viewed from multiple perspectives or lenses. This section looks at the transport system through specific perspectives, including Māori, freight, equity, and climate adaptation.



What's next

Waka Kotahi can't, shouldn't and won't plan the land transport system alone. Transport is a shared responsibility across many different players. It must factor in the needs of our communities, cities, and regions. Transport must align, and be part of, wider initiatives, such as providing housing and reducing emissions across the whole economy.

The focus now shifts to developing *Arataki* further with our partners - iwi Māori, local government, central government, and the wider transport sector. This will ensure an accurate and complete view of where effort should be focused. It will also outline a shared and enduring direction of the change required to the land transport system over time.

We want to:

- work in partnership with Māori to better provide for their aspirations for the land transport sector
- work with local government to develop the aspects of *Arataki* that are important to them, including their response to climate change, resilience issues, and system security
- work with a range of partners and stakeholders to build stronger direction about emerging issues, such as biodiversity
- build a shared evidence base with insights located on a collaborative digital platform.
- develop direction about creating transformational change for strategic urban networks.