

13 March 2020

NZ Transport Agency
National Office
50 Victoria Street
Private Bag 6995
Wellington 6141

Dear Sir, Madam,

Feedback on 'Arataki, Version 1 for Engagement', the Waka Kotahi NZ Transport Agency 10-year view

Thank you for the opportunity to provide feedback on 'Arataki, Version 1 for Engagement' (Arataki). We support the intent to develop a 10-year view of what is needed to deliver on the government's current priorities and long-term outcomes for the land transport system.

Arataki is presented as a whole-of-system view that will provide a shared evidence base to better support decision making by the Transport Agency and its partners, yet to date it has been developed without the direct involvement of those partners. We consider that for Arataki to achieve buy-in and to gain the required insight into the key issues and opportunities for each region, co-development of Arataki with key partners, particularly local government is essential. We therefore encourage the Transport Agency to adopt a co-development approach to the further development of Arataki.

Our more detailed feedback on Arataki is provided in the Table attached to this letter. Aside from the co-development matter identified above our key feedback is as follows:

- Role and purpose of Arataki
The Transport Agency has many existing and developing strategies, plans, guidelines, standards, policies and principles which have differing roles, primacy and purposes. Arataki's role and purpose with the Transport Agency's existing planning and investment framework is unclear and requires clarification. In particular, what is the role and purpose of Arataki:
 - In relation to the Investment Decision Making Framework review and its proposed processes?
 - Where comprehensive, business case principled and partnership-based planning like the Urban Form and Transport Initiative (UFTI) exist?
- Housing demand and supply
Arataki identifies many issues of significant importance to improving the social, economic and environmental conditions for New Zealanders. However, while the inability to meet housing demand has a direct relationship to those outcomes the issue lacks discussion in Arataki.

Transport is one of the key enablers of housing supply, good quality urban development and the resulting social, economic and environmental benefits. Therefore, a discussion of housing supply and demand is appropriate and necessary in Arataki. This could fit well in the Key Drivers – Demographic Change, Step Changes – Urban Form & Urban Mobility, and Regional Summaries chapters of Arataki. We are very keen to work with the Arataki team on this issue.

- Freight movement and the Port of Tauranga

Freight movement will be driven by a number of factors including economic conditions. Additionally, freight movement will have different impacts in different places. While Arataki identifies freight movement as a national system level issue it lacks discussion and evidence of the impacts of this at a place-based (national; pan-regional; regional; major urban area) level.

We suggest that Arataki should include evidence to support where freight movements are most significant now, projected to be experienced into the future (including the next 10-years) and the transport network impacts of this in major urban areas like Tauranga where the Port of Tauranga, one of New Zealand's major international gateways, is located. This would aid Arataki to achieve its purpose including a shared-evidence base, focus effort and investment, and support place-based planning.

It is not clear how all feedback on Arataki received by the Transport Agency will be collated and assessed. However, we look forward to your response on the matters we have raised. Should you have any queries regarding our feedback please contact me on Christine.Jones@tauranga.govt.nz or 07 5777063.

Yours faithfully

Christine Jones
General Manager Strategy & Growth