

## Attachment 2: Further Feedback

<b>Arataki Chapter</b>	
<b>Key Drivers</b>	
<p>Arataki identifies six drivers of change that will shape the land transport system. These are:</p> <ul style="list-style-type: none"> <li>• Demographic change</li> <li>• Climate change</li> <li>• Technology</li> <li>• Customer desire</li> <li>• Changing economic structure</li> <li>• Funding and financing challenges</li> </ul> <p>In addition, Arataki identifies technological change and managing the impacts of climate change as the most significant drivers.</p>	<p><b>Our Comment:</b> The drivers of change provide a good frame for Arataki to discuss the key issues that will shape the land transport system. However, the evidence to support the discussion of each Driver appears to vary significantly. For example, the evidence and therefore insight into population change and where this will occur is very clearly discussed and shown by Arataki. However, the evidence that supports the other Drivers is less detailed including place-based. One example of this is freight and how its movement (volume; between centres; ports) will be impacted by the changing economic structure. This means that Arataki is unable to as clearly identify the relative significance of these Drivers between different places. We consider that this is important and necessary for Arataki to deliver its purpose including place-based focus and targeted effort and investment.</p> <p><b>Our request:</b> We request that:</p> <ol style="list-style-type: none"> <li>1. The evidence base and its status that underpins each Driver is detailed in Arataki.</li> <li>2. Where evidence is lacking or still being developed to inform place-based insight this is acknowledged by Arataki.</li> <li>3. That the Transport Agency works together with key partners, like local government, and key stakeholders to develop a shared-evidence base to support place-based insight in Arataki.</li> </ol>
<b>Step Changes</b>	
<p>Arataki identifies five steps changes as the basis for action / response to the issues and opportunities identified by the six drivers of change. These are:</p> <ul style="list-style-type: none"> <li>• Improve urban form</li> <li>• Transform urban mobility</li> </ul>	<p><b>Our comment:</b> The need for elements of step change to the way in which the transport system delivers on the future demands from people and communities is important. This matter is well recognised by a number of current partnership-based planning processes like the Western Bay of Plenty’s Urban Form and Transport Initiative (UFTI).</p>

<ul style="list-style-type: none"><li>• Significantly reduce harms</li><li>• Tackle climate change</li><li>• Support regional development</li></ul>	<p>Achieving step change can take time. Success is often dependent on a number of underlying conditions (e.g. social, economic or environmental or combination thereof) changing. Transport is seldom the key or only driver which can affect this necessary change in conditions.</p> <p>We suggest that Arataki should be supplemented with further discussion of the challenges to successfully delivering step change and the pace at which the results from this can be expected. Often there is a lag (number of years) between policy direction being established, implementation of responses and outcomes be tangibly experienced. This issue could be helpfully articulated in Arataki through the use of some example place-based case studies (e.g. Tauranga) on the efforts to improve urban form or transform urban mobility and the results.</p> <p>The ‘Step Change’ theme ‘Transform Urban Mobility’ identifies more sustainable solutions for both people and freight movement as important to the six major urban areas including Tauranga. However, the discussion of the theme and Figure 05 then focus only on people movement. We suggest that the issue of freight movement in each major urban centre needs discussion and evidencing in Arataki.</p> <p>We are unclear how the Measures included in this Chapter relate to Arataki’s discussion of the Step Changes. While Arataki suggests that they are to be used to measure how various activities impact step change most appear to still be in development and not available for some time. Further, Arataki doesn’t discuss how the various measures will be place-based. This is important if Arataki is to deliver its purpose including shared evidence, a system view, place-based focus and targeted effort and investment where it is most needed.</p> <p><b>Our request:</b> Our request is that Arataki:</p> <ol style="list-style-type: none"><li>1. Includes discussion of the challenges, complexity and time step change and associated benefits take to achieve.</li><li>2. The issue of freight movement in each major urban area is discussed and evidenced.</li><li>3. Make clear the current availability, status and place-based understanding of the Measures. This will help Arataki to identify the current (baseline) position in respect to each issue and its relative significance to other places. It will also enable consideration of the need for additional or alternative measures.</li></ol>
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**Levers and Interventions**

Arataki identifies the following levers to deliver on its purpose:

- Policy and regulation
- Spatial and place-based planning
- Network design, management and optimisation
- Investment
- Economic tools
- Education, engagement and awareness.

Arataki identifies that the Transport Agency will apply the ‘intervention hierarchy’ to shape the appropriate mix of interventions.

**Our Comment:**

The types of levers and interventions described by Arataki reflect those that are currently considered through robust planning processes when responses to issues and opportunities are being developed. It’s noted that Arataki acknowledges that the Transport Agency does not control all of the levers. We consider that this reinforces the need for the Transport Agency to partner with others in the further development of Arataki. This would support Arataki’s purpose to provide clarity of roles around how the Transport Agency partners and to develop a system view across a range of levers.

**Our request:**

That the Transport Agency work with key partners, like local government, on the further development of Arataki. This would improve the understanding of the availability and influence of various levers and interventions to deliver Arataki’s purpose.

**National Summary**

The National Summary identifies the types of activities as a national ‘system wide’ level that the Transport Agency considers are necessary to deliver on the government’s objectives.

**Our comment:**

A national summary that describes the land transport system from a national perspective and identifies nationally focussed initiatives is important to Arataki.

The national overview that identifies the Transport Agency’s focus on a shift away from single occupancy vehicles and the dominance of roads to move freight is recognised and well understood. Significant local planning processes like UFTI are, among other things, focussed on identifying the direction on these matters in places like Tauranga and the wider western Bay of Plenty sub-region. These are not easy issues to resolve and we welcome Arataki’s identification of the numerous other higher national level initiatives that are intended to support outcome delivery at a more local level.

However, we consider that Arataki’s role, position and relationship to the Transport Agency’s broader programme of initiatives and the role, position and relationship between each of these initiatives is important to show. This would help partners, like local government, to be aware of the particular focus, inter-relationship and timing / availability of that initiative to support local

	<p>implementation. This supports Arataki to achieve its purpose by providing a system view of levers and to develop more targeted place-based responses.</p> <p>The issue of freight is identified as a national system-wide level issue. However, this Chapter lacks discussion and evidence to support where freight movements are most significant now, projected to be experienced into the future (including the next 10-years) and the impact on transport network of this. This is an important issue to understand from national level. It supports Arataki to deliver its purpose including a shared evidence base, focus effort to where its most needed and deliver a placed-based focus.</p> <p><b>Our request:</b> That the role, position, timing and inter-relationship of the numerous National Summary initiatives including the relationship to Arataki is shown. This would aid development of more focussed place-based implementation plans and targeting of investment and effort to issues.</p> <p>That Arataki include discussion and evidence of freight movement at a national level and the impacts of this.</p>
<p><b>Pan-regional summaries</b></p>	
<p>The inclusion of the three pan-regional summaries is to identify the particular relationships, inter-dependencies and issues between a number of regions.</p>	<p><b>Our comment:</b> The inclusion of an Upper North Island (UNI) pan-regional summary is important. The relationship between the Bay of Plenty, Waikato, Auckland and Northland from a growth and transport perspective is recognised in a number of existing documents including the respective Regional Land Transport Plans and past National Land Transport Programme material. It is also recognised in more local level planning documents like the Western Bay of Plenty SmartGrowth Strategy and in the developing UFTI.</p> <p>Freight movement, in particular, is a key upper North Island issue. As already identified we suggest that Arataki would be improved through further discussion on how freight is forecast to increase including where (i.e. which routes; origins – destinations), by how much (i.e. volume), and the likely mode (truck ; rail ; coastal shipping). This would support development of a shared evidence base, considerably aid local place-based planning and targeting effort and investment to most need. From</p>

	<p>a local place-based planning perspective Arataki’s development of agreed UNI freight movements would help make more efficient and effective local land use structure planning of growth areas and the associated transport business case development to enable these areas. This is a particularly important matter to better understand for places like Tauranga where key international gateways like the Port of Tauranga are located.</p> <p><b>Our request</b> We request that Arataki provide UNI level freight movement projections by route, origin-destination, volume and mode.</p>
<p><b>Regional Summaries</b></p>	
<p><b>Bay of Plenty</b></p>	<p><b>Our comment:</b> The Port of Tauranga (PoT) is identified as ‘<i>a significant contributor to New Zealand’s economy, handling 25% of the country’s exports</i>’. However, the transport implications of this are not discussed by Arataki. The PoT’s activities mean significant freight movement via both road and rail along a few key routes in Tauranga. On the road transport network this leads to high heavy goods vehicle movements relative to other areas. On the rail network this leads to increased disruption to road users as stop times at level crossings increase.</p> <p>Tauranga’s use of private vehicles is identified. However, Arataki’s description of the reasoning for this doesn’t reflect that agreed in UFTI. Tauranga’s geography and past transport investment priorities have also contributed to the current transport use characteristics. Road safety is identified as ‘<i>remaining an issue in the region, particularly along its key state highway routes and within urban area</i>’. Arataki needs to reflect the regional safety issues in more detail. The current statement is so high level and generic it doesn’t identify the current regional issues and where they are focussed. The ‘medium’ classification of safety is not explained. In addition, this appears to be mis-aligned with the heat map included on page 24 of Arataki which shows ‘red’ above much of Tauranga and other parts of the Bay of Plenty.</p> <p>Housing supply is an acute issue facing Tauranga now and into the future. UFTI has confirmed this yet Arataki does not discuss this matter and the role transport can play in contributing to its management.</p>

The issue of population growth is addressed well. However, we suggest that the issue of population aging requires further discussion in terms of its impact and the opportunities it presents. This is an important matter for areas like the western Bay of Plenty sub-region including Tauranga which has implications for transport and the outcomes Arataki seeks.

**Our request:**

Our request is that:

1. The transport implications of the PoT on the transport network (road and rail) in Tauranga is discussed in Arataki.
2. The full reasoning for the current transport use characteristics of Tauranga is included in Arataki.
3. More in-depth assessment of the safety issue in the Bay of Plenty and Tauranga is included in Tauranga.
4. Housing supply is identified as an acute issue facing Tauranga and the role of transport in contributing to this being delivered in a way that support good urban form and improving urban mobility is included in Arataki.
5. The issue of population aging and the issues and opportunities it presents is more thoroughly discussed in Arataki and the Regional Summaries.