FAQs

What is Arataki?

Arataki presents the Waka Kotahi 10-year view of what is needed to deliver on the Government’s current priorities and long-term outcomes for the land transport system. It’s our way of being more transparent about what we see coming nationally and regionally, and about how we want to work with planning and investment partners to shape the land transport system for New Zealand.

Like any good plan, Arataki will evolve over time to reflect changing priorities and new information. Arataki Version 1 was a first step towards developing a richer, shared understanding with you of what the land transport system needs and how we can meet those needs together.

Currently we are on Arataki Version 1.1.

We are keen to hear feedback so that future versions can be as useful as possible to everyone who has a role in planning and investing in the future land transport system.

What does Arataki mean?

Arataki in te reo Māori means way-finding, to lead and guide.

What is new?

Arataki is a significant change in approach. It takes a broad and more strategic view of the needs of the whole land transport system and looks at all the levers, e.g. investment, planning and regulation that are available to Waka Kotahi and our partners to achieve the Government’s long-term outcomes. Arataki is strategy-led rather than project-led; it is evidence-based and provides a view across the whole land transport system.

What version is this?

This is Arataki Version 1.1. In our call for feedback on Arataki Version 1, we received almost 50 pieces from individuals and organisations which resulted in a series of technical amendments. These were made within the scope and layout of the existing format and with publicly available material as at mid-March 2020.

**Arataki Version 1.1** recognises the significant potential impact of the COVID-19 pandemic, but does not consider in detail the nature, scale or location of these impacts, or include details of potential economic stimulus packages to support New Zealand businesses and communities post lockdown.

This will be part of **Arataki Version 2** that is currently being developed to assess the impacts of COVID-19 on the land transport system and identify the post-COVID opportunities over the next 10 years. We aim to have Arataki Version 2 complete in mid-June.

What is its purpose? How do I use it?

Arataki is designed to be used as an input into other processes. It can be used both internally and by our planning and investment partners to jointly plan for growth and manage change.
Who can use it?

- Waka Kotahi
  - to guide our planning, investment in and delivery of the land transport system
  - to help us partner more effectively with councils and others to achieve better outcomes for New Zealand
- Our local government and KiwiRail partners to help inform their planning and land transport investment strategies
- Policy makers to inform their strategic thinking and planning of revenue streams that depend or impact on the land transport system
- The rest of the sector to provide clarity about what we consider is needed to deliver on government objectives for the land transport system.

How will Arataki be implemented?

Arataki will be delivered through a range of investment plans, spatial plans, network plans (such as for the rail network) and system plans (to improve urban mobility and safety, for example). Some of these plans are delivered by Waka Kotahi, and some by our partners, such as councils and KiwiRail. Arataki will also be implemented through policy and regulatory changes led by central government agencies, such as the Ministry of Transport and the Ministry of Housing and Urban Development.

What are the Key Drivers?

The Key Drivers are external factors that will directly influence New Zealand and the land transport system over the next 10 years. The key drivers inform the direction and pace needed for Step Changes. They are:

1. Demographic change
2. Climate change
3. Technology
4. Customer desire
5. Changing economic structure
6. Funding and financial challenges

What are the Step Changes?

The Step Changes identify where we consider a change in response is required to deliver the long-term outcomes that the government wants. They take into account the current state of the land transport system and the key drivers with interventions being made across the range of levers.

We have identified five Step Changes to guide spatial, network, system and investment planning with our partners:

1. Improve urban form
2. Transform urban mobility
3. Significantly reduce harms
4. Tackle climate change
5. Support regional development
Where will the money come from to implement Arataki?

Arataki is not an investment plan or an implementation plan. A range of decision-makers (including Waka Kotahi) will implement activities that are informed by Arataki. Funding for these activities will come from a range of sources, including the National Land Transport Fund (NLTF), other government funds (such as the New Zealand Upgrade Programme and Provincial Growth Fund), local share (from ratepayers), and potentially third-party funding (e.g. developer contributions).

How does Arataki relate to the Transport Outcomes Framework?

The Ministry of Transport’s Transport Outcomes Framework (the Framework) provides an overview of outcomes that the Government is seeking long term for the whole transport system – air, land and sea. The purpose of the Framework is to improve people’s wellbeing, and the liveability of places.

The step changes within Arataki are the areas where Waka Kotahi sees the need to change direction to ensure that the long-term outcomes under the Framework are realised.

How does Arataki relate to the Government Policy Statement (GPS)?

The GPS sets out the strategic direction, revenue, and funding envelopes for investment of the National Land Transport Fund (NLTF). It also provides guidance to decision-makers about where the Government will focus resources. It does not include specific targets, these are to be developed through Ministry of Transport medium-term strategies (such as the ‘Road to Zero’ safety strategy) and other Government direction. Nor does it provide direction on funding sources or investment programmes that sit alongside the NLTF – such as the Crown-funded NZ Upgrade Programme and emerging economic stimulus packages.

The GPS is refreshed every three years and has a 10-year investment horizon.

Arataki provides an input into investment proposals that give effect to the GPS – such as RLTPs and the Transport Agency Investment Proposal (TAIP). It also provides the ‘system view’ that informs the way Waka Kotahi meets the government’s current strategic priorities (as set out in the GPS) while keeping sight of objectives and needs of the system over the longer term (as outlined in the Transport Outcomes Framework).

How does Arataki affect RLTPs/the NLTP?

Arataki is a planning tool to use as an input into these processes, it does not dictate or direct these plans. The GPS on land transport provides the strategic direction for investment in land transport through RLTPs and the National Land Transport Programme (NLTP).

We released the first version of Arataki at a time that it could be used as one input (alongside many others) in the development of the next NLTP, to give effect to the next GPS (2021-30). We hope there will be evidence and insights in Arataki that councils will find useful in shaping their RLTPs and other spatial plans. Arataki will provide the ‘system view’ that we will be using to prepare the TAIP as our bid (alongside RLTPs) for funding under the NLTP. Supporting data is available on request. We are working to make this easily accessible with the development of Arataki Version 2.

What is the role of Waka Kotahi plans in implementing Arataki?

Arataki will be implemented through a range of system, network, spatial and investment plans led nationally and in different places (regions, districts, corridors, town and cities). These plans will be led and implemented by a range of organisations, including Waka Kotahi.

The NLTP will be a key mechanism for implementing Arataki. The NLTP sets out investment proposals that have been nominated nationally and regionally, and that have been assessed and prioritised (based on GPS direction) to be eligible for investment under the NLTF. Investment from the NLTF will support all of the step changes in Arataki, moderated by the GPS of the day.
Announced in January 2020, the New Zealand Upgrade Programme will invest $6.8 billion to get our cities moving, save lives and boost productivity, being invested across road, rail, public transport and walking and cycling infrastructure. The Provincial Growth Fund also has $3 billion, allocated over a three-year period (2018-21) and invested regionally. Arataki help scope how we do these projects, ensuring the right Step Changes are made to deliver long-term outcomes.

Other implementation plans being led by Waka Kotahi include ‘Keeping Cities Moving’, which is our plan (published in September 2019) for increasing the share of travel by public transport, walking and cycling. ‘Keeping Cities Moving’ includes nationally-led measures to drive this change, and also provides a frame for the development of mode shift plans for each of the six high growth urban areas – Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown. Waka Kotahi has already partnered with Auckland Transport and Auckland Council to agree the Auckland mode shift plan and will partner with other local government agencies to develop mode shift plans in the other five areas in coming years. ‘Keeping Cities Moving’ will help shape our response to step changes relating to urban mobility, urban form, safety, climate change mitigation, in particular.

**What does this mean for business cases?**

Arataki will provide an input to business cases by helping to provide evidence and insight to inform the best response to a particular opportunity or challenge in the land transport system. It will help to shape the ‘strategic case’ for investment – for individual proposals as well as packages or programmes.

**Will Arataki need to change if the Climate Commission sets carbon budgets or emissions reduction targets for the land transport sector?**

Arataki will be reviewed regularly to ensure that it remains aligned with strategic direction from across government, including in relation to the government’s climate change goals.

**How can I provide feedback?**

We are continually seeking feedback on Arataki. All feedback is encouraged and captured and can be sent through to arataki@nzta.govt.nz.

**What will be done with the feedback?**

All feedback will be recorded, reviewed and considered before future revisions are made.

**When will it be updated?**

Arataki is designed to be revised, it is not set in stone. Updates will be made regularly to keep up with new data and circumstances.

**What Arataki is not?**

- Arataki is not an investment plan and does not direct others’ investment plans such as RLTPs, LTPs etc (rather it is the input Waka Kotahi has into these processes)
- It does not decide funding priorities (the GPS decides funding priorities)
- It is not an implementation plan but will inform actions through a wide range of plans and policies led by Waka Kotahi and our partners
- It does not tell other organisations what to think (it is the view of Waka Kotahi)