SECTION E

NGĀ MAHERE MAHI LEVERS AND INTERVENTIONS
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LEVERS AND INTERVENTIONS

LEVERS
To progress the step changes outlined in Arataki, to deliver the government’s current priorities and long-term outcomes, the interventions available to us can be grouped under six main levers:

We don’t control all the levers that will be required to deliver the step changes. Our success will depend on strong partnerships, integrated planning and decision-making, and co-investment with others. For example, KiwiRail, Kāinga Ora and Ministry of Housing and Urban Development (MHUD), our partners in local government, such as Regional Transport Committees, regional councils and territorial authorities. In many situations a range of levers will be needed to deliver the desired step change.

The levers rely on an integrated and collaborative approach from all involved in operating, delivering and managing the land transport system. They allow us to take a systems response where all elements of the land transport system are considered. This will deliver multiple outcomes and benefits.

<table>
<thead>
<tr>
<th>LEVER TYPE</th>
<th>HOW?</th>
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<tbody>
<tr>
<td>Policy and regulation</td>
<td>Providing detailed guidance for decisions or adjusting rules and regulations for planning, managing, investing in, and using the transport system. Undertaking the regulatory function</td>
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<tr>
<td>Spatial and place-based planning</td>
<td>Long-term integrated growth and infrastructure plans, and land-use decision-making</td>
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<td>Network design, management and optimisation</td>
<td>Changing the form and function of the current land transport system so that it delivers the most effective and efficient transport solutions for the movement of people and goods</td>
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<td>Investment (in infrastructure, platforms and services)</td>
<td>Improving the land transport system through new or enhanced infrastructure, technologies and services</td>
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<td>Economic tools</td>
<td>Influencing access to and use of the land transport system through varying the cost of transport</td>
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<tr>
<td>Education, engagement and awareness</td>
<td>Working with others to raise sector capability, provide better information and support better decision-making</td>
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SIX LEVERS TO SHAPE CHANGE
Figure 09
INTERVENTION HIERARCHY

We will apply the intervention hierarchy to shape the appropriate mix of interventions for any opportunity or challenges.

With our co-planning and investment partners we need to consider the full range of options to implement the right combination of responses. Our priority will always be to get the most from existing infrastructure and available travel options to avoid or delay the need to invest in new infrastructure.

Land-use has the greatest impact on our land transport system and influences how we transform urban mobility and tackle climate change. Integrated land-use and transport planning will remain a key focus along with using a range of levers.

**CONSIDER FIRST**

- **INTEGRATED PLANNING**: Plan and develop an integrated land-use and transport pattern that maximises use of existing network capacity, reduces travel demand and supports transport choice

- **MANAGE DEMAND**: Keep people and freight moving and reduce the adverse impacts of transport, such as congestion and emissions at peak times, through demand-side measures eg supporting mode shift or road pricing

- **BEST USE OF EXISTING SYSTEM**: Through optimised levels of service across networks and public transport services, and allocation of network capacity

- **NEW INFRASTRUCTURE**: Consider investment in new infrastructure, matching the levels of service provided against affordability and realistic need

Figure 10