

# GLOSSARY OF KEY TERMS ARATAKI V2

**Access:** enabling all people to participate in society through access to social and economic opportunities, such as **work, education and healthcare**.

**Active modes:** walking, cycling, skating, skateboarding and other methods of travel that require physical activity for movement.

**Autonomous vehicle:** a vehicle capable of travelling with reduced levels of human input, by using a combination of sensors and software to control, navigate and drive the vehicle.

**Base Levels of Service:** the essential benefits that the land transport system provides to customers, including safety, resilience, reliability and access across land transport modes. The appropriate base level of service varies in different corridors according to the nature and level of demand on each corridor. Base levels of service are maintained through the interventions we make to plan, maintain, manage, operate and regulate use of the land transport system. Levels of service for different types of corridor are defined in the One Network Road Classification. Work is underway to update this classification to better reflect urban settings and define levels of service for modes other than roads.

**BAU:** Business as usual (BAU) is the standard or normal functionality of a business, organisation or economy

**Blue-green asset management:** combining the design and management of transport infrastructure, water and green spaces to better complement each other, reducing the need for more expensively built infrastructure, while improving local environmental conditions and better preparing towns, cities and transport networks to adapt to the challenges of climate change.

**Coastal Inundation:** the process of low-lying areas becoming submerged as a when sea level rises. Coastal inundation is more likely when high tides, storm surge and/or large waves occur at the same time. During these times, areas where rivers or creeks meet the sea are more vulnerable because high seas can cause the rivers to back up inland.

**Committed activity:** money has been allocated for delivery of an intervention and contracts have been signed to undertake the work.

**Corridor:** a linear transport connection that enables the movement of people and goods, using one or more modes.

**Demand management:** refers to interventions which change the demand for transport. These interventions may seek to influence how, when and where people travel and freight is transported. The purpose of demand management is to ensure the transport system is utilised efficiently and effectively and to reduce the negative impacts of travel and freight movement.

**Emissions budget:** the quantity of greenhouse gases that are allowed to be emitted (in total) over a specified budget period. In New Zealand emissions budgets are five yearly milestones which will set out a pathway to zero carbon by 2050.

**Intervention:** the specific actions or integrated programmes of actions that result from the application of one or more levers.

**Intervention hierarchy:** a hierarchy to guide the identification of transport responses, particularly when considering issues around growth management, network capacity and journey reliability. The hierarchy directs that alternative and option selection should start with the lowest cost alternatives and options before considering higher cost alternatives and options. The hierarchy considers integrated planning first, followed by demand management, then best use of existing network and lastly new infrastructure.

**Lever:** the ways that Waka Kotahi can influence or apply pressure to the transport system, working individually or in partnership with others.

**Liveability:** is the sum of the factors that add up to a community's quality of life. Fundamental aspects of great, liveable cities include; robust and complete neighbourhoods, accessibility and sustainable mobility, a diverse and resilient local economy, vibrant public spaces, affordable and diverse housing, and residents feeling safe, socially connected and included.

**Mode shift:** increasing the share of travel by public transport, walking and cycling in towns and cities, in order to deliver a more accessible, safe and sustainable transport system. It can also refer to the increased use of rail and coastal shipping (where appropriate) to move freight.

**Nationally significant connection:** connections that are critical to supporting the social and economic wellbeing of New Zealand. They link the largest population centres, major ports and airports, and provide the primary land-based connections between the Upper North Island, Lower North Island and South Island. They often carry high volumes of heavy vehicles and general traffic.

**National Land Transport Programme (NLTP) investment performance measures:** the measures that will be used by Waka Kotahi and our investment partners to determine whether an investment has achieved its intended benefits.

**Optimisation:** extracting maximum utility from the land transport system including through the active management of networks, allocation of space within transport corridors and delivery of services.

**Outcome:** the result of a change (action or intervention).

**Place-based:** a general approach to urban and transport planning that focuses on place. It emphasises the look and feel of places and their form and character as a fundamental starting point for planning and development.

**Placemaking:** an approach to improving neighbourhoods, towns or cities through enhancements to the quality of public spaces. The approach has community-based participation at its centre, and builds on a community's assets, inspiration and potential to deliver public spaces that contribute to people's happiness and wellbeing.

**Rapid transit:** public transport capable of moving a large number of people, for example light rail and dedicated bus routes. Common characteristics of rapid transit include frequent services, fast loading and unloading capability, and largely dedicated or exclusive right-of-way routes.

**Regionally significant connection:** connections that are critical to supporting the social and economic wellbeing of a region. They link regionally significant places, industries, ports and airports, and provide the primary land-based connections between regions (sometimes including a lifeline function).

**Reliability:** the consistency or dependability of a particular trip's travel time measured from day to day and/or across different times of day. Reliability is important to supporting economic activity by enabling the efficient movement of people and products via local, regional and international connections.

**Resilience:** is the transport system's ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly. It requires minimising and managing the likelihood and consequences of small-scale and large-scale, frequent and infrequent, sudden and slow-onset disruptive events, caused by natural or other hazards.

**Safety:** protecting people from land transport-related injuries and death.

**Spatial planning:** It shapes the emerging distribution of population and economic activities in town and cities. Spatial planning incorporates evidence-based analysis with a wider more inclusive approach with a range of stakeholders and considers interaction patterns of day-to-day people and business activity and travel. This helps to ensure that the development and use of land can support desired community outcomes.

**Step change:** the areas where Waka Kotahi considers a step change is required over the next decade, in order to deliver on the Government's priorities and ensure a fit for purpose land transport system.

**Tool:** a mechanism or process used to assess, prioritise and deliver the interventions. Examples include the Economic Evaluation Manual and Investment Assessment Framework.

**Transport disadvantaged:** groups or individuals that have relatively poor access to transport, whether it is a private vehicle, the availability of public transport or telecommunications. This could be as a result of cost, availability of services or poor physical accessibility.

**Vehicle kilometres travelled:** the total annual vehicle kilometres travelled in an area.