

## RLTS 2010 Background Report: Development of Strategic Options

The following is an outline of how each of the strategic options identified in this Strategy were firstly developed and then analysed to ascertain which option was the preferred strategic option for the Taranaki region. This process started when developing the Regional Land Transport Strategy for Taranaki 2006 and then continued with the reassessment of these strategic options during the development of the 2011 RLTS.

### Regional Land Transport Strategy for Taranaki 2006

#### Step One: Identification of land transport issues for Taranaki

The first step in developing strategic land transport options for the Taranaki region occurred in 2005 when preparing the 2006 Regional Land Transport Strategy for Taranaki. This involved an initial consultation phase (undertaken in April/May 2005) which included the following:

- An RLTS workshop – this raised questions around the land transport issues for the region, land transport outcomes sought, strategic options for achieving those outcomes and appropriate roles for each mode.
- Information provided on the Taranaki Regional Council’s website – this included an invite to comment (through a feedback form) on the same matters raised in the Workshop.
- A public notice placed in various newspapers requested feedback on the matters raised above.
- The distribution of a key stakeholder letter provided background to the RLTS and requested feedback on the matters raised above.

A general literature review also assisted in this process.

#### Step Two: Development of land transport elements

Out of this consultation process, a number of strategic land transport ‘elements’ were identified which made up strategic land transport options. These elements included the following:

- a) Business as usual – use of existing networks/services, together with committed improvements. Carry on with committed roading scheme and existing rail, passenger transport, walking and cycling services.
- b) Roothing development – emphasis on planning for and development of the roading network.
- c) Public passenger transport – provision and further development (i.e. buses and taxis).
- d) Rail infrastructure for the movement of freight – provision and further development.
- e) Rail infrastructure for the movement of passengers – provision and further development.
- f) Walking and cycling – infrastructure planning and development.
- g) Integration of land use planning with transportation networks and modes.
- h) Travel demand management – influencing the demand for travel rather than focusing on the supply of transport infrastructure (ranges from pricing controls (e.g. tolls and parking charges) to education and advocacy).

#### Step Three: Development of land transport options

The development of strategic land transport options then followed which included an assessment of a) to h) above and the development of a series of combinations as follows:

No.	Title	Description	Assoc. option elements
1	Business as usual	Retains a ‘status quo’ scenario whereby the use of existing networks/services, together with committed improvements occur i.e. carry on with existing committed roading/rail schemes and existing passenger transport, walking and cycling service improvements.	Retains element a) as an individual option
2	Full roading development	Significant additional developments made to the roading network (over and above those already committed through the National Land Transport Programme), with no changes made to the commitments to rail, passenger transport and walking/cycling services.	Combination of elements a) and b)
3	Minimal change to roading, with increased provision for alternative modes	<ul style="list-style-type: none"> <li>• Optimizing existing road network commitments.</li> <li>• Medium (increased) growth in passenger transport services – for both urban NP and other areas.</li> <li>• Medium (increased) growth in rail services (freight only).</li> <li>• Medium (increased) emphasis on alternative modes (i.e. walking/cycling) infrastructure provision and education/advocacy/promotion.</li> <li>• Small/medium (increased) demand management practices</li> </ul>	Combination of elements a), c), d), f) and h)

		implemented – education and advocacy practices, along with limited parking restraints where necessary.	
4	Increased roading, with increased provision for alternative modes	<ul style="list-style-type: none"> <li>Strategic increased road and rail (freight only) capacity, service provision and integration (i.e. from current roading/rail commitments and capacity).</li> <li>Medium (increased) growth in passenger transport services – for both urban NP and other areas.</li> <li>Medium (increased) emphasis on alternative modes (i.e. walking/cycling) infrastructure provision and education/advocacy/promotion.</li> <li>Medium (increased) demand management practices implemented – education and advocacy practices, along with limited parking restraints where necessary.</li> </ul>	Combination of elements b), c), d), f) and h)
5	Modal transfer	<ul style="list-style-type: none"> <li>Optimizing existing road network commitments.</li> <li>Strong growth in rail services (both freight and passenger transport).</li> <li>Strong emphasis on alternative modes (i.e. passenger transport, walking/cycling) infrastructure provision and education/advocacy/promotion.</li> <li>Strong demand management practices implemented – roading charges and heavy parking restraints implemented throughout the region.</li> </ul>	Combination of elements a), c), d), e), f) and h)

**Step Four: Assessment against land transport outcomes sought**

Following the identification of strategic options, an assessment of how each of these options achieved the identified 2006 land transport outcomes was undertaken. This identified the following:

	Strategic Land Transport Options				
	1 Business as usual	2 Full roading development	3 Minimal change to roading, with increased provision for alternative modes	4 Increased roading, with increased provision for alternative modes	5 Modal transfer
<b>Land Transport Outcomes</b>					
Is secure and reliable	✓✓	✓✓	✓✓	✓✓✓	✓✓
Is safe, efficient and responsive	✓✓	✓✓	✓✓	✓✓✓	✓✓
Encourages economic development and a thriving economy	✓✓	✓✓✓	✓✓	✓✓✓	✓✓
Is convenient and attractive to use	✓✓	✓✓	✓✓✓	✓✓	✓✓
Is affordable and cost-effective	✓✓	✓	✓✓✓	✓✓	✓✓
Encourages access and mobility	✓✓	✓✓	✓✓✓	✓✓✓	✓✓
Protects and promotes public health	✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓
Promotes environmental sustainability	✓		✓✓	✓✓	✓✓✓
Promotes and ensures integration in planning and delivery	✓✓	✓	✓✓✓	✓✓✓	✓
	<b>17</b>	<b>15</b>	<b>23</b>	<b>24</b>	<b>19</b>

**Step Five: Identification of a Preferred Strategic Option**

Steps One - Four resulted in the development of a Draft Vision, Outcomes, Issues and Strategic Options report which was taken to both the Regional Transport Advisory Group and Regional Land Transport Committee for input and feedback. Further to this assessment the Committee (now named the Regional Transport Committee) endorsed Option 4 as the most appropriate option for the Taranaki Region.

## Regional Land Transport Strategy for Taranaki 2011 - 2041

### Step Six: Assessment of 2006 Strategic Land Transport Options and future directions

The Regional Transport Committee for Taranaki firstly reconsidered the strategic land transport options identified in the 2006 Strategy further to an agenda report presented to them in August 2009. The Committee consequently recommended that these strategic options were to be consulted on in conjunction with the current Strategy's Vision and Land Transport Outcomes, as well as any changes required to these or any other matters relating to land transport in Taranaki's future. A Discussion Paper on the Key Transport Issues and Outcomes for Taranaki was publicly notified in September 2009 and input /comments from the public sought. The Discussion Document was also sent to key stakeholders for comment and made available to the general public via the Taranaki Regional Council website.

With regard to the strategic options, the following questions were asked in this Discussion Paper:

#### **Strategic Land Transport Options**

- a) Are these still the main strategic land transport options for the region?
- b) Are there any more significant strategic land transport options that should be considered?

#### **Preferred Strategic Land Transport Option**

- a) Do you think the preferred strategic land transport option is still the most appropriate for Taranaki?

In response to this Discussion Paper five comments were received in response to the draft Strategic Land Transport Options identified. In summary these were as follows:

- Federated Farmers supported retention of Option 4 (Increased roading, with increased provision for alternative modes).
- North Taranaki Cycling Advocates - agreed with the five options chosen but disagreed with the preferred option saying that it should be Option 3 (minimal change to roading, with increased provision for alternative modes).
- Western Central District Road Transport Association – believes that full roading development should be a main priority, with a reduced commitment to rail, increased inter-town rail passenger transport and increased sea freight options.
- Member of the Public – questioned the 'business as usual' model noting that spending funding on road improvements would not add anything to the transport outcomes. Also noted the need to include sea based transport into the Strategy to encompass the new 30 year timeframe.
- NZTA – observed that these options are still real ones for Taranaki and noted that the review process will confirm or modify the strategic direction if it appears appropriate to do so.

### Step Seven: Workshop

A RLTS Workshop was held in December 2009 to provide an opportunity for those with an interest in transport matters to discuss and provide direction to the Taranaki Regional Council as to what was important to the region for the next 30 years. Comments and feedback provided at this workshop were used to confirm or alter the information provided in the revised 2011 RLTS.

Key points raised at the Workshop were:

- First RLTS under the new Government Policy Statement
- Critical document which guides investment and therefore places a vital role when decisions on funding are being made
- Now reviewed every six years rather than every third
- Requires a 30 year horizon
- Now required to include measurable targets
- Issues identified in 2006 Strategy were reiterated and discussed
- New issues identified e.g. peak oil supply

### Step Eight: Agreed Strategic Land Transport Options for the 2011 Strategy

Further to the submissions received on the RLTS Discussion Paper and discussions held at the Workshop, the Regional Transport Committee agreed on a revised vision, land transport outcomes (both intra and inter-regional), strategic options and a preferred strategic option at their March 2010 meeting. The RTC agreed that the preferred strategic option for the 2011 Strategy should be 'increased roading, with increased provision for alternative modes' (i.e. Option 4). This strategic direction was then incorporated in the draft Regional Land Transport Strategy presented to the Regional Transport Committee for their consideration and endorsement in September 2010.