The following diagram provides an overview of the strategic framework for land transport in Taranaki, from the nationally sought outcomes through to the objectives, policies and ten-year investment priorities.

Ministry of Transport's Outcomes Framework

The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Outcome 1

Inclusive access

Outcome 2

Healthy and safe people

Outcome 3

Environmental sustainability Resilience and security

Outcome 4

Outcome 5

Economic prosperity

The Ministry of Transport's Outcomes Framework provides the overarching national direction.

Thirty-year vision

A vibrant, resilient and connected region, with a safe transport system enhancing liveable places

Thirty-year strategic objectives

Integrated

An integrated and collaborative approach to transport and land use planning that maximizes transport effectiveness

Enabling

A reliable and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond

Safe and healthy people

Protecting people from transport-related deaths and serious injuries, and making active and shared travel an attractive option

Accessible

A people-focused, multimodal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation

Resilient and responsive

A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change

Environmentally sustainable

An energy efficient and environmentally sustainable land transport system with less reliance on private vehicles The 30-year vision describes the region's desired long-term future state.

The 30-year strategic objectives describe what we want to accomplish to deliver this vision.

Policies

Policies					
Integrated	Enabling	Safe and healthy people	Accessible	Resilient and responsive	Environmentally sustainable
Take a one network approach to managing the transport system. I1 Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner I2 Ensure land transport network standards are developed to meet ONF requirements and support land use change. I3	Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors. G1 Focus on effective, efficient and reliable strategic road and rail corridors, particularly between interregional ports. G2 Ensure those roads in the region serving tourism and the productive sector are fit for purpose. G3 Protect and promote the existing rail corridors. G4	Promote infrastructure and safety improvements on strategic corridors. \$1 Reduce risk on high risk rural roads, intersections and urban areas with a particular focus on vulnerable road users. \$2 Support the aims of the National Road Safety Strategy and Roadsafe Taranaki. \$3	Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services. Al Optimise existing capacity in the transport network through travel demand management measures and improved use of technology. A2 Ensure a range of travel options, including alternatives to the private motor vehicle, are available to the region's residents, including the transport disadvantaged. A3	Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change. R1 Protect routes with lifeline functions. R2	Encourage and develop active and shared transport choices that reduce vehicle kilometres travelled, promote energy efficiencies and public health. E1 Develop an effective and efficient public transport service to support the mass movement of people, and invest in public transport infrastructure. E2 Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts. E3 Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure). E4

The policies we have adopted to help us achieve these objectives.

Ten-year headline targets

Improving safety

A 40% reduction in deaths and serious injuries

Increasing mode shift*

More trips made by walking, cycling and public transport throughout the region

Improving reliable connectivity

Less travel disruption for road traffic

The 10-year headline targets focus on some key indicators of change as we move towards the Plan's vision.

Ten-year transport investment priorities

Safety

Improve safety at high-risk locations and on high-risk roads

Resilience & Reliability

Improve resilience and reliable connectivity of the transport network, with a focus on targeted maintenance, ageing infrastructure and the impacts of logging traffic

Choices*

Make walking, cycling and public transport a safe and attractive choice for more trips throughout the region

Access

Improve multi-modal access to key regional destinations, including the port, airport and hospitals, for people and freight

Decarbonise

Promote sustainable growth that recognises environmental aspirations and supports a less carbon intensive transport network The 10-year transport investment priorities are the most urgent and significant areas requiring investment in the short to medium term.

Figure 16: Summary of Plan's strategic framework and investment priorities