

Evaluation Programme 2020/21 – 2022/23

December 2020

Purpose

To provide an overview of Ministry of Transport's indicative evaluation activities for the three-year period starting 2020/21.

Contributing to the Transport Evidence Base

In December 2019, The Ministry released the [Transport Evidence Base Strategy](#) (TEBS) that comprises the *Evaluation Strategy* and the updated *Domain Plan* and *Research Strategy*. The purpose of the TEBS is to create an environment to ensure data, information, research and evaluation play a key role in shaping the transport policy landscape and enable evidence-based decision making.

The Evaluation Strategy is a key accompanying document for this Evaluation Programme. Together, the Evaluation Strategy and Evaluation Programme aim to ensure that the Ministry plays an active role in 1) generating and utilising robust evaluation findings, and 2) supporting the transport sector to do the same.

While this document specifies the Ministry's indicative evaluation activities over a three-year period, the Evaluation Strategy outlines the approach to develop a culture that embeds evaluation into its policy life cycle, and improve the quality and efficiency of evaluation activities by working closely with both internal and external stakeholders.

Three-Year Evaluation Activities 2020/21 to 2022/23

The table that follows outlines the Ministry's indicative evaluation activities for the period 2020/21 to 2022/23, subject to funding and resourcing. The programme will be reviewed and updated as needed to ensure that it continues to align with the Government's strategic direction and is responsive to new evaluation requirements.

Programme	Programme description	Regularity	Evaluation activity			
			2019/20 complete	2020/21 plan	2021/22 indicative	2022/23 indicative
System Level Evaluation Activities						
1.1 Transport Outcomes Framework & Transport Indicators reporting	The Transport Outcomes Framework was developed in 2018 to enable ongoing assessment of the transport system to assist Government's long term strategic planning and tracking.	<u>Ongoing</u>	Released the first annual reporting of the Transport Indicators (i.e. 2018/19) in April 2020	2019/20 reporting Continue to work with stakeholders to refine the indicator set as necessary and embed the Framework	2020/21 reporting Continue to work with stakeholders to refine the indicator set as necessary and embed the Framework	2021/22 reporting Continue to work with stakeholders to refine the indicator set as necessary and embed the Framework
Strategy Level Evaluation Activities						
2.1 Road to Zero: New Zealand's Road Safety Strategy for 2020-2030	Published in December 2019, Road to Zero outlines a plan to stop people being killed or injured on our roads.	<u>Ongoing</u>	Finalised and published an outcomes framework as part of the Strategy and the 1 st Action Plan Supported the development of data capture mechanisms	Provide technical advice to support the compilation of the Year 1 reporting	Develop a new set of intervention indicators for the 2 nd Action Plan Additional activities may be required to support the evaluation of the Strategy	To be defined
2.2 Transport Emission Action Plan	The Transport Emission Action Plan, currently under development, is a strategic plan for how New Zealand could reduce its transport emissions, and will form the basis of the transport section in the Government's Emission Reduction Plan for the 2022-25 emission budget.	<u>Ongoing</u>			Support the development of a monitoring and evaluation framework	To be defined
2.3 Maritime Security Strategy	Published in December 2020, the Maritime Security Strategy provides direction for New Zealand's maritime security sector by setting out a vision for a sector that contributes to the advancement of national security through a common approach, coordinated investment decisions and effective resource prioritisation.	<u>Ongoing</u>	Supported the refinement of the monitoring framework	Continue to work with stakeholders to refine the indicator set as necessary	Continue to work with stakeholders to refine the indicator set as necessary	Continue to work with stakeholders to refine the indicator set as necessary

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Investment and Policy Level Evaluation Activities						
3.1 Government Policy Statement on land transport (GPS) annual reporting	GPS sets out how money from the National Land Transport Fund is allocated towards achieving the Government's transport priorities. Each GPS sets up the priorities for the following 10-year period, and is reviewed and updated every 3 years. Progress against GPS strategic priorities are reported annually.	<u>Ongoing</u>	Released Year 1 annual report against GPS 2018 Proposed indicators included in draft GPS 2021 for public consultation Developed an ongoing monitoring and evaluation regime.	Year 2 annual report against GPS 2018 Continue to work with stakeholders to refine the 2018 indicator set as necessary	Year 3 annual report against GPS 2018 Continue to work with stakeholders to refine the 2018 indicator set as necessary	Year 1 annual report against GPS 2021 Continue to work with stakeholders to refine the 2021 indicator set as necessary Develop indicators for GPS 2024
3.2 Government Policy Statement on land transport (GPS) evaluations/reviews	Up to two evaluations/reviews are undertaken each year to: 1) further improve understanding of the impact and effectiveness of GPS, and 2) support the continuous improvement of the GPS and the transport investment appraisal system.					
	A review of the approach of 'value for money'	<u>One-off</u>	Review commenced, however, impact of COVID-19 on relevant parties has delayed the delivery of the review to 2019/20	Complete review, disseminate findings, and develop implementation strategies		
	A review of 'state highway maintenance investment'	<u>One-off</u>		Complete review and disseminate findings		
	A review of the 'road safety activity class'	<u>One-off</u>		Complete review and disseminate findings		
	Topics TBC	<u>One-off</u>			Up to 2 evaluations/reviews (topics TBC)	Up to 2 evaluations/reviews (topics TBC)

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3.3 Transport Investment Input Cost Drivers	The buying power of transport investment appears to be diminishing as many transport investment proposals are suffering from cost increases. This study aims at identifying the causes of recent changes in transport sector infrastructure costs. Findings from this study will provide insights that support decisions across the project/programme life cycle, including evaluations and reviews of transport investments.	<u>One-off</u>		Complete study and disseminate findings		
3.4 The New Zealand Rail Plan	The New Zealand Rail Plan outlines the Government's long-term vision and priorities of New Zealand's national rail network. The Plan includes a set of draft indicators which will be refined to support continuous monitoring and evaluation.	<u>One-off</u>	Supported the development of draft indicators	Publish draft indicators in the New Zealand Rail Plan Continue to work with stakeholders to refine the indicator set	Continue to work with stakeholders to refine the indicator set	
3.5 The New Zealand Upgrade Project (NZUP)	The NZUP includes investments on roads, rail and walking and cycling infrastructure to future-proof economy. A benefit/outcome framework is required to capture the contribution of individual projects and overall programmes.	<u>Ongoing</u>		Support the development of a benefit/outcome framework	To be defined	To be defined
3.6 Public Transport Operating Model (PTOM) evaluation	To improve understanding of the impact of PTOM on a range of outcomes, e.g. service performance, customer satisfaction with services. This evaluation would build on findings from a piece of research conducted in 2018 on bus operator employment conditions and wage rates in Auckland and Wellington.	<u>One-off</u>	Commenced in 2019/20, an expansion of the project scope and impact of COVID-19 on relevant parties have delayed the delivery of the evaluation to 2020/21	Complete evaluation and disseminate findings (carried over from 2019/20)		
3.7 Impact of the reduction in blood alcohol limit for drivers	A preliminary evaluation of the immediate and long-term impacts of the reduction to the drink drive limit for drivers, introduced in 2011 (youth drink drive limit) and 2014 (adult drink drive limit). Existing data from Crash Analysis System (CAS) will be used.	<u>One-off</u>		Support the completion of the preliminary evaluation as a Master student research project		

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3.8 Vehicle Licensing Reform (VLR) evaluation	As a result of the Ministry's Vehicle Licensing Reform (VLR), a number of changes were made to the WoF and CoF systems in 2014, primarily around reducing the frequency at which inspections were required. These changes were expected to lead to savings of \$1.8 billion over 30 years, while having minimal safety impacts.	<u>One-off</u>		Initial project planning and scoping	Complete evaluation and disseminate findings	
3.9 Impact of the introduction of random roadside testing of drivers for drugs	An evaluation of the immediate and medium-term impacts of the anticipated introduction of random roadside testing of drivers for drugs.	<u>Ongoing (Multi-year evaluation between 2020-26)</u>		Project scoping with partner agencies	Support Waka Kotahi on the commissioning and development of the baseline study	To be defined
3.10 Other policy evaluation	Manage and/or undertake evaluation of other transport policies.	<u>One-off</u>				Topic TBC
Contributions to External-Led Cross-Agency Projects and Initiatives						
4.1 Provincial Growth Fund (PGF) monitoring and evaluation	MBIE has responsibility for administering this fund and lead the monitoring and evaluation work. As part of the Evaluation Advisory Group, we are responsible for providing input on the monitoring and evaluation approach, and contributing knowledge, information, data and technical advice.	<u>Ongoing</u>	Provided input and technical advice as required	Provide input and technical advice as required	Provide input and technical advice as required	
4.2 Urban Growth Agenda (UGA)	MHUD plays a lead role in the overall monitoring and reporting for the UGA. We are responsible for providing input to the development of and reporting against the performance framework.	<u>Ongoing</u>	Provided input to the development of and reporting against the performance framework	Provide input and technical advice as required	Provide input and technical advice as required	Provide input and technical advice as required
Support the implementation of the Evaluation Strategy						
5.1 Improve access	Use appropriate channels to disseminate evaluation findings to ensure that they are discoverable and accessible	<u>Ongoing</u>	Proactively disseminate findings to stakeholders	Proactively disseminate findings to stakeholders	Continue to build on work from previous year	Continue to build on work from previous year

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				Develop a shared, opened platform to host transport-related evaluation reports conducted or commissioned by different agencies	Continue to promote awareness and use of the shared, opened platform	Continue to promote awareness and use of the shared, opened platform
5.2 Improve governance	Ensure sharing, integration and governance of key data and information products	<u>Ongoing</u>		Support the sector on development of common measure, indicators and analytical approaches	Develop a repository of commonly used measures and indicators in transport evaluation	Continue to expand the repository as needed
5.3 Invest in the right projects	Ensure we invest in the right activities and projects	<u>Ongoing</u>		Incorporate evaluation concepts and processes into training	Continue to build on work from previous year	Continue to build on work from previous year
5.4 Facilitate collaboration	Foster cross-agency collaboration and relationship with the wider transport sector	<u>Ongoing</u>		Develop and publish Ministry of Transport's evaluation work programme	Update and publish work programme	Update and publish work programme
5.5 Develop capacity and capability	Ensure that the sector has access to the right skills and knowledge	<u>Ongoing</u>		Compile or develop evaluation templates and tools for the sector to use	Continue to build on work from previous year	Continue to build on work from previous year
				Investigate the feasibility of having a sector-wide evaluation programme	Investigate the feasibility of having a sector-wide evaluation programme	Develop a sector-wide evaluation programme (dependent on the outcome of earlier investigation and discussion)
			Developed and delivered in-house training exercises to cover the purpose of evaluation and the commissioning process	Delivered in-house training exercises to cover the purpose of evaluation and the commissioning process	Continue to build on work from previous year	Continue to build on work from previous year