

Evaluation Programme 2021/22 – 2023/24

December 2021

Purpose

To provide an overview of Ministry of Transport's indicative evaluation activities for the three-year period starting 2021/22.

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 2021/22 to 2023/24

The table that follows outlines the Ministry's indicative evaluation activities for the period 2021/22 to 2023/24, 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			
			2020/21 complete	2021/22 plan	2022/23 indicative	2023/24 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>	Developed and published an online dashboard, with updated data (i.e. up to June 2020) and additional indicators.	2020/21 reporting Continue to work with stakeholders to refine the indicator set as necessary and embed the Framework Publish the first insight report that provides more in-depth analyses on household expenditure on transport.	2021/22 reporting Continue to work with stakeholders to refine the indicator set as necessary and embed the Framework Publish additional insights report(s)	2022/23 reporting Continue to work with stakeholders to refine the indicator set as necessary and embed the Framework Publish additional insights report(s)
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 sets out a vision for a New Zealand where no one is killed or seriously injured in road crashes.	<u>Ongoing</u>	Provided technical advice to support the compilation of Year 1 reporting.	Provide technical advice to support the compilation of Year 2 reporting. Develop a new set of intervention indicators for the 2 nd Action Plan	To be defined	To be defined
2.2 Hikina te Kohupara	Hikina te Kohupara, is a strategic plan for how New Zealand could reduce its transport emissions, and form the basis of the transport section in the Government's Emission Reduction Plan for the 2022-25 emission budget.	<u>Ongoing</u>		Draft a monitoring and evaluation framework	To be defined	To be defined
Investment and Policy Level Evaluation Activities						

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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>	Year 2 annual report against GPS 2018	Year 3 annual report against GPS 2018	Year 1 annual report against GPS 2021 Develop indicators for GPS 2024	Year 1 annual report against GPS 2022
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 completed	Disseminate findings, and support the development of implementation strategies		
	A review of 'state highway maintenance investment'	<u>One-off</u>	Review commenced	Complete review and disseminate findings		
	An outcome evaluation of GPS 2018	<u>One-off</u>		Scope and procure evaluation	Complete review and disseminate findings	
	A review on mode shift	<u>One-off</u>		Scope and procure evaluation	Complete review and disseminate findings	
	GPS evaluations/reviews – topic TBC	<u>One-off</u>			Up to 2 evaluations/reviews	Up to 2 evaluations/reviews

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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>	Review commenced	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>	Publish draft indicators in the New Zealand Rail Plan	Continue to work with stakeholders to finalise the indicator set		
3.5 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>	Complete			
3.6 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>	Complete			
3.7 Impact of alcohol interlocks sentencing on re-offending	An evaluation on the effects of receiving an alcohol interlocks order on re-offending	<u>One-off</u>	Evaluation began	Complete study and disseminate findings		

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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 phase 1 evaluation (a joint evaluation with Waka Kotahi). Scope and procure phase 2 evaluations	Complete phase 2 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	Support Waka Kotahi on the delivery of the evaluation	Support Waka Kotahi on the delivery of the evaluation	Support Waka Kotahi on the delivery of the evaluation
3.10 Community Connect evaluation	A cross-agency initiative involving MoT and MSD as well as input from WK, Health and AT. This pilot program will distribute concession fare hopper cards (via AT) to Auckland-area Community Service Card holders in order to make public transit more affordable to low-income people.	<u>One-off (Multi-year evaluation between 2021-25)</u>	Developed an intervention logic map and undertook initial scoping	Develop a monitoring and evaluation plan. Collect baseline data.	On-going data collection and analysis	Complete Year 1 evaluation
3.11 Clean Car Policies evaluation	A Clean Car Standard and Clean Car Discount were introduced to reduce emissions produced by the light vehicle fleet. The first policy focuses on improving the quality of vehicles being imported into New Zealand, while the latter incentivises the uptake of electronic vehicles.	<u>Ongoing (Multi-year evaluation)</u>		Develop a monitoring and evaluation plan. Collect/collate baseline data.	On-going data collection and analysis	On-going data collection and analysis
3.12 Reshaping Streets evaluation	Changes to regulatory and funding settings to accelerate widespread street changes that support public transport, active travel, and placemaking.	<u>One-off</u>			Project scoping. Collect/collate baseline data (as required)	To be defined
3.13 Other policy evaluation	Manage and/or undertake evaluation of other transport policies.	<u>One-off</u>				Topic TBC

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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		
4.2 Urban Growth Agenda (UGA)	Ministry of Housing and Urban Development 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
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; develop Policy Assessment Tool (PAT) into a tool with evaluation-oriented output	Continue to build on work from previous year	Continue to build on work from previous year

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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	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>	Compiled and developed evaluation templates and tools for internal/ external use	Continue to build on work from previous year	Continue to build on work from previous year	Continue to build on work from previous year
			Initiated discussions with Waka Kotahi on a joint evaluation approach	Establish joint evaluation projects with other agencies 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)	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