

TRANSPORT SECTOR STRATEGIC DIRECTIONS

2006–2009

Update 2006

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FOREWORD

I am pleased to present this update to the Transport Sector Strategic Directions 2006 – 2009 (TSSD) published by my predecessor Hon David Parker in December 2005.

The first TSSD document provides an important contribution to the government's objectives for a sustainable New Zealand transport system, consistent with the New Zealand Transport Strategy.

Government transport agencies have continued to work together to deliver transport's nationally important, cross-sector, strategic priorities. I acknowledge the leadership that the Board Reference Group (BRG) has given to this process, representing the transport Crown entity boards. Local government representation on the BRG has helped achieve an integrated and comprehensive approach to the delivery of the strategic priorities.

Support for the TSSD process has seen the work programme expanded and two key projects brought forward. The results of this work will contribute directly to the major decisions facing the transport sector now and in the future.

I am keen to see this work linked to the possible development of a successor to the New Zealand Transport Strategy.

The government recognises that a sustainable, integrated and strategically focussed transport sector is critical to achieving wider national priorities. Economic transformation requires commitment to a world-class transport system that meets the needs of present and future New Zealanders and does not present unacceptable costs to the quality of our environment and personal health and safety.

I am committed to continuing this process to ensure that the transport sector contributes to a sustainable future for New Zealand.

A handwritten signature in black ink that reads "Annette King". The signature is fluid and cursive, with a long, sweeping underline.

Hon Annette King
Minister of Transport



INTRODUCTION

The Transport Sector Strategic Directions document (TSSD) outlined the government transport agencies' strategic priorities for the three year period 2006-2009. This update is the first annual progress report on delivering those strategic priorities.

The TSSD recognises that, to achieve the New Zealand Transport Strategy (NZTS) objectives, there are nationally important cross-sector transport priorities that must be addressed collectively by transport agencies. It identifies the following strategic priorities:

- an integrated approach to planning
- research and information
- cross-modal approach to safety
- influencing demand for transport services
- managing environmental and public health impacts.



In 2005/06 the TSSD work programme focused on accelerated delivery of the integrated approach to planning and research and information projects. It established:

- the Strategic Transport Futures project to identify strategic issues, risks and opportunities in the New Zealand transport sector's future
- the Monitoring Indicators Framework project to develop an integrated framework for monitoring the transport sector's progress towards achieving the NZTS.

THE PURPOSE OF THIS UPDATE DOCUMENT IS TO:

- introduce the Strategic Transport Futures and Monitoring Indicators Framework projects
- report the progress achieved on the TSSD strategic priorities
- update the actions planned for the strategic priorities
- outline developments in stakeholder engagement.

The TSSD is intended to complement existing work programmes of government transport agencies and not impinge on their statutory roles. Agencies will continue to deliver the NZTS objectives in their individual work programmes where sector-wide action is not required.



DESIRED TRENDS

The TSSD developed a set of directional statements to enable measurement of New Zealand's progress in moving towards an affordable, integrated, safe, responsive, and sustainable transport system.

These desired trends provide the basis for developing key transport indicators for the sector as a whole. An integrated monitoring framework to track sector-wide progress is being developed by the Monitoring Indicators Framework project, and is described below. The Ministry of Transport's *Statement of Intent 2006 – 09* adopted the directional statements as part of its strategic planning framework.

New Zealand is moving towards an affordable, integrated, safe, responsive, and sustainable transport system when the desired trends listed below are being met.

ASSISTING ECONOMIC DEVELOPMENT

- Growth and development are increasingly integrated with transport.
- Transport users increasingly understand and meet the costs they create.
- New Zealand's transport system is improving its international and domestic linkages including intermodal transfers.
- The effectiveness of the transport system is being maintained or improved.
- The efficiency of the transport system is continuing to improve.
- The negative impacts of land-use developments on the transport system are reducing.



ASSISTING SAFETY AND PERSONAL SECURITY

- New Zealand's transport system is increasingly safe and secure.
- The transport system is improving its ability to recover quickly and effectively from adverse events.

IMPROVING ACCESS AND MOBILITY

- The transport system is increasingly providing affordable and reliable community access.

PROTECTING AND PROMOTING PUBLIC HEALTH

- Negative impacts of transport are reducing in terms of fatalities, injuries, and harm to health.

ENSURING ENVIRONMENTAL SUSTAINABILITY

- The transport system is actively moving towards reducing the use of non-renewable resources and their replacement with renewable resources.
- Negative impacts of transport are reducing in terms of the human and natural environments.



STRATEGIC TRANSPORT FUTURES PROJECT

BACKGROUND

Following publication of the first TSSD, the transport agencies recognised that transport sector development needs to more closely consider the influence of the long-term national and international strategic environment.

While the NZTS presents a vision for New Zealand transport to 2010, planning for a sustainable transport system requires us to consider our decisions over a much longer timeframe. Many transport decisions relate to timeframes well beyond a medium-term horizon.

PURPOSE

The purpose of the Strategic Transport Futures (STF) project is to enhance the long-term benefits of New Zealand's transport system. The STF project will ensure that broader, more integrated, information is available by identifying the major strategic issues facing the transport sector. This information will contribute to improved transport decision-making by reducing the risks arising from short-term, problem-solving policy solutions. Overall the project is expected to contribute to improved transport sector sustainability beyond the NZTS 2010 vision.

PROGRESS

With the support of the Board Reference Group, the government transport sector chief executives mandated the STF project to proceed this year. The contract for the project was let in June 2006 and the final report is scheduled to be completed early in 2007.



ACTIONS FOR 2006/07

The key tasks for the coming year are to:

- identify the major national and international strategic issues likely to impact on transport in New Zealand over the next fifty years
- identify the major strategic opportunities and risks for the transport sector over the next ten to fifteen years, to inform current decision-making
- recommend how to embed long-term strategic thinking into transport sector policy and planning processes
- recommend issues for strategic transport research and policy development.

ACTIONS FOR 2007/08

Subsequent work will consider how to implement recommendations for integrating strategic information into transport sector business planning and policy development processes.



MONITORING INDICATORS FRAMEWORK PROJECT

PURPOSE

A cross-agency project group has been established to develop an integrated framework for monitoring the transport sector's progress towards achieving the NZTS. The framework will:

- measure progress against the desired trends
- provide the information to inform and evaluate policy direction
- identify potential synergies within the Ministry of Transport and the transport sector stakeholders.

PROGRESS

The project group is developing a hierarchy of measurable indicators and has produced a draft report outlining the indicator framework, as well as a draft timeline for a supporting work programme that identifies:

- data already available as indicators
- data already being collected that is potentially of use as indicators
- indicators that require policy work and/or data analysis and collection before being applied.

ACTIONS FOR 2006/07

Agreement will be sought from transport agency boards on the components of the framework that relate to the TSSD. The report will inform a future work programme, and identify key research needs for inclusion in the Transport Sector Research Strategy.

UPDATE
ON STRATEGIC PRIORITIES:
2006–2009



INTEGRATED APPROACH TO PLANNING

PURPOSE

The Integrated Approach to Planning (IAP) project focuses on building a more systematic and integrated approach to planning across government, business and the community. Implementation of the actions identified will help produce better transport and land-use planning results by central and local government and enhance the transport sector's strategic role in achieving wider, long-term objectives.

PROGRESS

In March 2006, government transport chief executives requested that the IAP project begin immediately. They asked that it include using case studies of how more integrated, comprehensive and systematic planning might be achieved.

The project's first action was to identify barriers to successfully integrating land-use and multi-modal transport planning. Initial findings have been delivered.

- Case studies will be a key tool to evaluate recent or current examples of inter-modal issues where more integrated planning would deliver significant benefits. Background reports have been produced on possible case studies where there are potential multi-modal solutions and/or where the land-use dimension is critical. A choice of case studies for analysis was made in 2006/07, for completion in 2007.



- The literature review covers best practice in New Zealand and world-wide (where applicable to New Zealand) including papers, research reports, and government and other studies pertaining to the effective integration of land use and multi-modal transport planning.
- Structured interviews of experienced participants in the New Zealand transport and land use development sectors are giving excellent insight into potential improvements in planning practice and possible ways forward.
- Analysis of past plans (with transport or development dimensions) is enabling a comparison between intended and actual outcomes and some analysis of reasons for the differences. Possible plans for study have been proposed and a draft report is expected in early 2007.

This project is being progressed cooperatively with the Ministry for the Environment.

ACTIONS FOR 2006/07

The focus in 2006/07 will be on using these activities to identify barriers to successfully integrating land-use and multi-modal transport planning. Potential solutions will be identified, encompassing both pragmatic methods under current law and governance arrangements, and legislative and institutional solutions where greater change may be needed.

ACTIONS FOR 2007/08

The final stage of the IAP project in 2007/08 will be planning for the implementation of recommendations from the study.



RESEARCH AND INFORMATION

PURPOSE

The Research and Information project will integrate the development and management of New Zealand transport research. A New Zealand Transport Research Strategy will outline a transport research programme that informs short-term policy and the longer-term development of the transport system across the whole of government.

PROGRESS

Work on the strategy began in early 2006 with a series of inter-agency workshops to scope the project. In consultation with interested parties, the first strategy is scheduled to be completed by December 2006.

ACTIONS FOR 2006/07 AND 2007/08

In early 2007, work will begin to integrate the strategy with the research programmes of transport and other relevant agencies. It is expected that this will be complete by the end of 2007/08, and research will then be driven by the strategy. An integrated publications programme for transport research in New Zealand will then be developed.



CROSS-MODAL APPROACH TO SAFETY

PURPOSE

Adopting a cross-modal approach to safety will promote a common understanding of safety principles and targets, encourage multi-modal approaches to common safety problems, ensure effective practices are shared, and foster a cross-modal safety culture.

The TSSD identified the development of a cross-modal approach to drug and alcohol use in the maritime, aviation and rail industries (in conjunction with land transport work in this area) as a priority action for 2006/07.

PROGRESS

A cross-sector Substance Impairment Group has been established from the government transport agencies. This group has completed an analysis of the legislative framework and the current national and international drug and alcohol impairment prevention practices used by different transport modes.

ACTIONS FOR 2006/07

Early in 2006/07, work will begin on identifying policy options for addressing substance impairment and preparing an options paper for public consultation. The following actions, identified in the TSSD, will be scoped:

- establish cross-modal safety guidelines, principles and responsibilities
- encourage information sharing and exchange of best practice across modes
- identify ways of achieving an improved safety culture
- facilitate open communication on safety and the reporting of safety related failures (accidents and incidents).



INFLUENCING DEMAND FOR TRANSPORT SERVICES

PURPOSE

Implementing transport demand and cost management measures can address transport's negative effects by encouraging more efficient use of existing resources and transport modes and reducing requirements for new infrastructure.

PROGRESS

Draft terms of reference have been developed and a project group established for this project.

ACTIONS FOR 2006/07

The following actions, identified in the TSSD, will be scoped:

- identifying factors that influence demand for New Zealand transport services
- identifying the range of mechanisms available to influence demand
- evaluating where these mechanisms have succeeded or have not succeeded
- identifying transport's priorities for demand management measures.



MANAGING ENVIRONMENTAL AND PUBLIC HEALTH IMPACTS

PURPOSE

A targeted cross-sector approach to addressing negative environmental impacts will help manage the increasing negative environmental impacts of transport.

PROGRESS

A project group has been established from across the government transport agencies.

ACTIONS FOR 2006/07

A cross-sector strategy for the management of transport's environmental and public health impacts will be scoped. The strategy's aim is to:

- identify and evaluate options for mitigating transport's negative impacts on the environment and human health
- establish a cross-sector policy framework that addresses transport's full costs, including externalities arising from transport and non-transport decisions.



STAKEHOLDER ENGAGEMENT

Engaging with transport sector stakeholders, such as regional and local government, industry, and sector groups, is essential to delivering the TSSD work programme.

Stakeholder engagement will be a central component in the development of all the TSSD projects. Each stage of the work will include stakeholder and sector engagement. This will be particularly extensive for the final stage of the Integrated Approach to Planning project in 2007/08, and in planning for the implementation of the project's recommendations.

Both the Influencing Demand for Transport Services and Strategic Transport Futures project groups are engaging with stakeholders through a variety of means including workshops, focus groups and one-on-one interviews. This engagement is providing important information to help determine the projects' directions and outcomes.

LOOKING AHEAD

In addition to achieving progress on the Strategic Priorities, work in 2006/07 includes:

- determining the purpose and timing of the next TSSD
- considering agency resourcing commitments, and other resourcing sources and issues
- developing stakeholder engagement, including with territorial local authorities.



