# ABSTRACT SUBMISSION FORM

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| Primary author – for all correspondence | | | | |
| **First name** | Claire | | **Surname** | Pascoe |
| **Organisation** | New Zealand Transport Agency | | | |
| **Postal address** | 100 Willis St, Wellington | | | |
| **Email address** | claire.pascoe@nzta.govt.nz | | | |
| **Phone number** | 027 306 1853 | **Mobile** | | 027 306 1853 |
| 2nd co-author | | | | |
| **First name** |  | | **Surname** |  |
| **Organisation** |  | | | |
| 3rd co-author | | | | |
| **First name** |  | | **Surname** |  |
| **Organisation** |  | | | |
| Paper details |  | | | |
| **Paper title**  **(limited to 6 words)** | Going multi-modal | | | |
| **Overview of presentation** (300-word maximum)  In July 2017, The New Zealand Transport Agency launched its new organisational structure and direction. This followed an 18 month transformation process that was designed to better prepare the Agency for the future of transport, and become more customer-focussed. The new organisational direction is based around three strategic responses: one-connected transport system, people-centred services and partnerships for prosperity. One of the components of the new strategy, which relates to all three strategic responses, is the intent to provide our customers with multi-modal transport choices. New Zealand does not have a multi-modal transport culture like Europe or Asia with the majority of trips, including short trips under 5km, dominated by private vehicles. What does a journey towards a multi-modal transport system look like in New Zealand and what are the benefits of changing the status quo? What levers might we need to push, and what do we need to pull, as we attempt to better balance our transport networks, especially in our urban environments? How do we change the conversation away from moving vehicles, to moving people and goods. How do we make trade-offs in complex environments? What is technology's role in a multi-modal transport system? Which of our partners are wanting to support our multi-modal journey and why? This session will explore some of these issues and provide some of the most recent thinking around the Transport Agency's plans to both lead and support a shift towards a more multi-modal transport system, including a definition of what that means. | | | | |