

A process for establishing enduring questions in the disability domain

A discussion paper for the Disability

Data and Evidence Working Group

Statistics New Zealand

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## Purpose of this document

This document is to inform the Disability Data and Evidence Working Group (DDEWG) of previous processes used to develop enduring questions and provide general information on the process. The suggested process below is one combined from both the transport and the environment enduring questions process, as the two were very similar. Additional steps from the transport enduring question process are listed below the combined process.

## Purpose of enduring questions

Enduring questions are designed to identify long term data needs for a particular topic. The aim is to ensure that data for policy makers and service planners is as useful as possible. With the support and input from stakeholders, the DDEWG will formulate enduring questions about disabled people that reflect the data needs of government agencies, the disability sector, and other organisations.

A key objective of the enduring questions will be to support the monitoring and reporting of the United Nations Convention on the Rights of Persons with Disabilities, the New Zealand Disability Strategy, and the Disability Action Plan through the identification of high priority areas.

Enduring questions will be used to identify gaps in existing data sources. Subsequently the DDEWG will make recommendations on how to strengthen the capacity to collect and analyse relevant data and evidence on disabled people, given any resource constraints.

## Key documents

* [The Disability Strategy](http://www.odi.govt.nz/nzds/) and [Disability Action Plan](http://www.odi.govt.nz/what-we-do/ministerial-committee-on-disability-issues/disability-action-plan/)
* [United Nations Convention on the Rights of Persons with Disabilities](http://www.un.org/disabilities/documents/convention/convoptprot-e.pdf)
* The monitoring framework for the UN convention (to be developed by the Office for Disability Issues)

## Characteristics of enduring questions

* Require data and evidence to answer.
* Should identify long term data needs.
* Cover multiple areas of policy interest (called topics here) and a range of knowledge. Transport topics include freight, fleet, infrastructure and investment, and environment.
* Are not designed around any specific policy, but are designed so they will answer information needs for any policy.
* Supplementary enduring questions may be used where further supporting information is required.
* Each topic within disability (e.g. transport, health) has numerous aspects, where an enduring question should address a single aspect if possible.

Example of enduring questions from *Environment domain plan 2013* here: [climate change](http://www.stats.govt.nz/~/media/Statistics/browse-categories/environment/natural-resources/environment-domain-plan-2013/climate-change.pdf).

Example of enduring questions from the Transport Domain plan 2015 here: [V5.0 Final.](http://www.transport.govt.nz/assets/Uploads/Research/Images/Domain-Plan/Transport-Domain-Plan-Enduring-Questions-v5-FINAL.pdf)

## Lessons learnt from previous formulation of enduring questions

* Stakeholder buy-in and agreement to overall content is of greater importance than the exact and precise layout of questions
* The use of a stakeholder engagement framework may be beneficial. Examples include the [*Comparative Analysis of Stakeholder Engagement in Policy Development*](http://www.google.co.nz/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0ahUKEwi4jZW6iqrKAhXFo5QKHRuOD-UQFggkMAE&url=http%3A%2F%2Fwww.policy-community.eu%2Fresults%2Fannexes-to-d4.2%2Fannex-ii.9-to-d4.2-comparative-analysis-of-stakeholder-engagement-in-policy-development-1%2Fat_download%2Ffile&usg=AFQjCNHTlmpEX_6gOGWfR8T_DXXiar58wQ&sig2=8lu3DCWxVpOO_kuf8aNA3w&bvm=bv.111677986,d.dGo), the [*National Library of New Zealand*](https://natlib.govt.nz/files/strategy/nlnz-stakeholder-engagement-framework.pdf) stakeholder engagement framework, and the *SNZ Labour Market and Household’s customer matrix* (figure I.)
* Although stakeholders may wish to provide ongoing feedback on question wording stakeholder feedback on the wording of questions should be restricted to a set time period due to time constraints.
* Having an idea of a general number of questions is helpful. The transport domain plan’s eleven topics had one to six enduring questions each, and a total of 46 enduring questions. The environment domain plan’s ten topics had one to four enduring questions each and five to seven supplementary enduring questions each; with a total of 74 questions.
* Enduring questions should cover all important topics, but superfluous questions will create considerably more work in the gap analysis.
* Questions should be single-faceted and straight-forward. The use of supplementary enduring questions (as done in the Environmental Domain Plan) can be used where further detail is required. This assists in the analysis of data sources to answer these questions.
* If voting on which enduring questions are final be sure all stakeholders have a fair vote (e.g. one vote per organisation of stakeholders.)

## Suggested process

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| --- | --- |
| 1. DDEWG identify, prioritise and analyse stakeholders 2. Engage with policy teams, service planners, other relevant stakeholders and informing documents to identify recurrent policy issues. Key stakeholders are involved and have opportunity to provide input.  Use this engagement to explain, and introduce the enduring questions and develop an understanding of stakeholders and their needs. 3. Step three has two variations. | |
| **3A.** DDEWG refine areas of interest and draft an initial set of enduring questions.   *This is effective for a smaller number of topics and tighter timeframes.* | **3B.** Workshops for individual policy issues with relevant stakeholders to draft enduring questions.   *This can further legitimise the process and is useful where there are a larger number of topics to cover* |
| 1. Questions are sent to stakeholders (DDEWG then wider stakeholders) for initial feedback and to ensure it meets data needs. | |
| 1. Restructure these questions into consistent format, simplify them into questions covering a single aspect. Supplementary enduring questions may be formed at this stage. Send these to stakeholders for feedback. | |
| 1. DDEWG decide on a sensible number of enduring questions. If there are too many in the first draft ask for stakeholders to prioritise the drafted questions. | |
| 1. Sector wide workshop with all stakeholders to test the revised list and structure of the enduring questions. | |
| 1. Make final amendments from previous workshop. DDEWG approve questions and publish. | |

## Additional Steps

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| 1. Develop a conceptual model showing interaction of policy interest within. See figure II for example. |
| 1. Workshop(s) to understand whether there are any specific data needs, who uses disability data and evidence and how. DDEWG amend questions based on workshop. |

These steps were carried out in the transport domain plan between steps three and four. The additional steps would give the working group a holistic understanding of the disability sector, and of the stakeholders’ needs, interests and influence.

1. Discuss previous knowledge of data and evidence needs and questions – provided by Enduring Questions in the Disability Domain.

## Appendix

**Figure I.**   
SNZ Labour Market and Household’s customer matrix

|  |  |
| --- | --- |
| High interest Low influence | High interest  High influence |
| Low interest  Low influence | Low interest  High influence |

Interest

USED

INTERESTING

USEFUL

Influence

The matrix includes uses of data where data is:

* Interesting – stakeholders find the data interesting, but lack the capability or need to put it to use.
* Useful – stakeholders may have the need (either immediate or future) with or without the capability to put the data to use.
* Used – stakeholders have both the need and the capability to use the data.

**Figure II.**  
Transport domain plan’s conceptual model of the Transport system.

