

MODULE III: GOALS, OBJECTIVES AND TARGETS

Online Training Pilot Batch for the Updating of
Local Road Network Development Plan (LRNDP)

10-14 August 2020

MODULE III: SESSION 8

ESTABLISHING GOALS, OBJECTIVES AND TARGETS ANCHORED ON THE SDGS

Module III Objectives

- To equip participants with knowledge on approaches and tools in setting goals, objectives, targets and performance measures that support the achievement of the Sustainable Development Goals (SDGs)
- To identify Goals, Objectives and Targets for the LRNDP anchored on the PDPFP and in support of the province's vision

Yesterday was a
problem-seeking mission...

Today you built your trees...

How does your tree look like?
Plenty of roots? Or branches?



Tame Problems...

Good problems...

Wicked problems...

Wicked problems...

The terminology was originally proposed by H. W. J. Rittel and M. M. Webber, both urban planners at the University of California, Berkeley, USA in 1973.

In this context the term is used not in the sense of evil but as an issue that is highly resistant to resolution

Characteristics of Wicked Problems

- Wicked problems are difficult to clearly define
- Wicked problems have many interdependencies and are often multi-causal
- Attempts to address wicked problems often lead to unforeseen consequences
- Wicked problems are often not stable
- Wicked problems usually have no clear solution
- Wicked problems are socially complex
- Wicked problems hardly ever sit conveniently within the responsibility of any one organisation
- Wicked problems involve changing behaviour
- Some wicked problems are characterised by chronic policy failure

Source: Tackling Wicked Problems, Australian Public Service Commission, Australian Government

Goals and Objectives

- To be clear on what we want to achieve
- To move from the current condition to a future desired condition

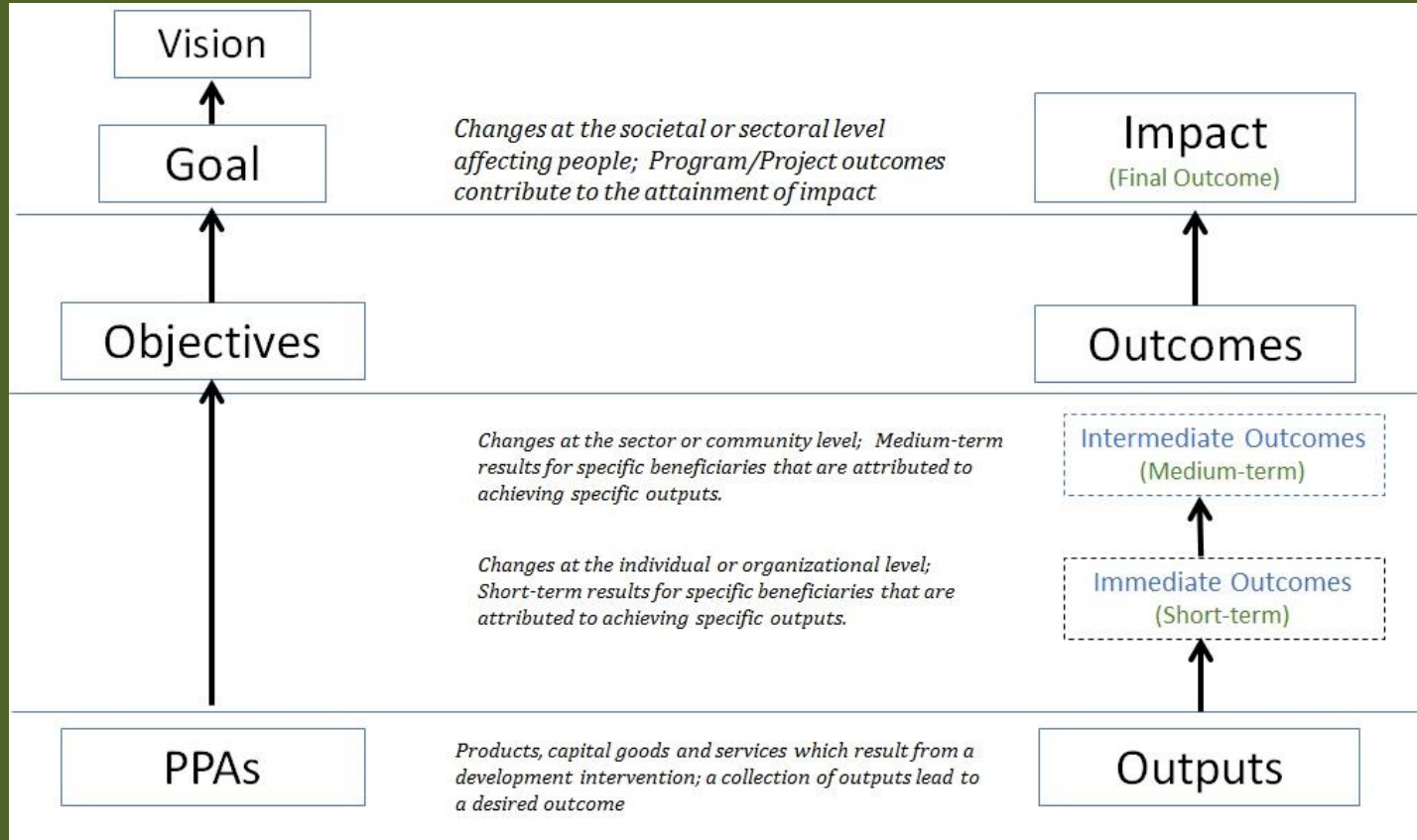
Building brick walls
....Or building a cathedral



LRNDP is not just about
building good roads...

It is contributing to a higher purpose

Hierarchy of Objectives

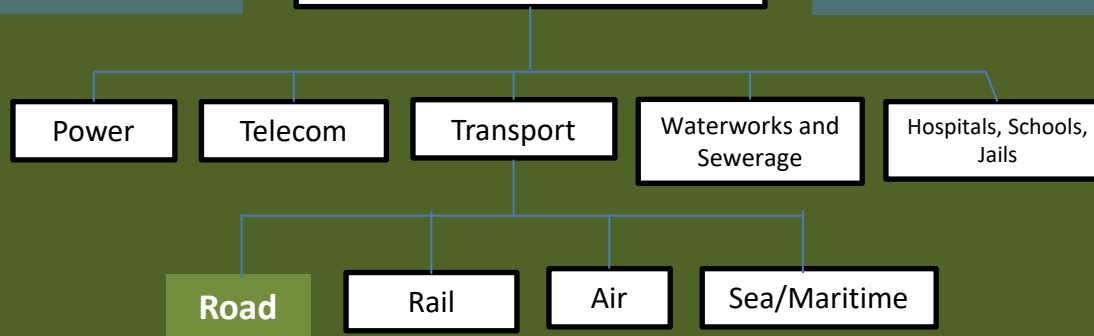


Economic Sector

Infrastructure Sector

Social Sector

DevAd Sector



Usually...

Goals—long term 6-9 years and above

Objectives—short to medium term 3-5 years

Its most important characteristic is:

Objectives should be clear and measurable!

When you set objectives, think how these will be measured.

Anchoring LRM Sub-sectoral Goal and Objectives and Targets on the Provincial Vision

Provincial Vision:

Sectoral Goal for Infrastructure

Sub-sectoral goal for Transport

Objectives

Anchoring LRM Goal and Objectives on the SDG

SDGs	Contribution of SDGs to Road Governance	Contribution of Roads to the SDGs
SDG 1: No Poverty Target 1.4: By 2030, ensure that all men and women, in particular the poor and the vulnerable, have equal rights to economic resources, as well as access to basic services, ownership and control over land and other forms of property, inheritance, natural resources, appropriate new technology and financial services, including microfinance.	Influence the planning of roads to ensure that they connect remote communities with basic services.	Connecting communities to basic services and economic opportunities.
SDG 2: Zero Hunger Target 2.3: By 2030, double the agricultural productivity and incomes of small-scale food producers, in particular women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, other productive resources and inputs, knowledge, financial services, markets and opportunities for value addition and non-farm employment.	Influence the planning of roads to ensure that they connect farms to markets, and markets to communities.	Enhancing food security by improving business of markets and profit / productivity of farms.
SDG 3: Good Health and Well Being Target 3.8: Achieve universal health coverage, including financial risk protection, access to quality essential health-care services and access to safe, effective, quality and affordable essential medicines and vaccines for all.	Influence planning of roads to ensure that they connect remote communities with access to healthcare facilities, and connect health care facilities with medical suppliers.	Roads connect communities to health services, and in turn health services to medicinal warehouses / suppliers.

SDG 4: Quality Education Target 4.2: By 2030, ensure that all girls and boys have access to quality early childhood development, care and pre-primary education so that they are ready for primary education.	Roads connect communities to daycare centres, schools, universities, professional training institutes, and libraries.	Increased connectivity increases safe access of girls and boys to schools and for adults to develop new skills.
SDG 5: Gender Equality Target 5.4: Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision making in political, economic, and public life.	To ensure women representation in the planning, design, monitoring, and sustainability of road networks.	Ensuring gender responsive roads such as safe pedestrian walkways with adequate lighting to allow men and women to safely perform multiple tasks.
SDG 8: Decent Work and Economic Growth Target 8.5: By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value.	Influence planning of roads to ensure that they connect remote communities with access to employment opportunities.	Increased employment and economic access for all, including young people and persons with disabilities.
Goal 9. Industry Innovation and Infrastructure Target 9.1: Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.	Influence planning of roads to ensure that they connect remote communities with access.	Ensure that roads work towards SDG indicator 9.1.1 Proportion of the rural population who live within 2 km of an all-season road. Innovative design of roads.

SDG 11: Sustainable Cities and Communities Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons	Road safety an important element of quality assurance.	Disaster resistant roads will safely connect all community members to emergency and basic services at times of crisis, including alternate connectivity if national roads are damaged.
Goal 13: Climate Action Target 13.1: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries.	Ensure CCA measures in the planning, design, and construction of roads.	Resiliently designed roads will better withstand the effects of climate change.
SDG 16: Peace, Justice and Strong Institutions (Governance) Target: 16.5 Substantially reduce corruption and bribery in all their forms. Target: 16.6 Develop effective, accountable and transparent institutions at all levels. 16.7: Ensure responsive inclusive, participatory and representative decision making at all levels.	Ensure citizen participation and monitoring in planning, design, and construction of roads.	Mitigating corruption, increasing transparency and ensuring responsive institutions through citizen participation.
Goal 17: Partnerships for the Goals Target 17.5: Encourage and promote effective public, public-private, and civil society partnerships, building on the experience and resourcing strategies of partnerships.	To sign social contracts between private contractors, government, and civil society on delivering effective and efficient road networks.	Building multi-stakeholder partnerships for effective implementation and maintenance of roads.

Misamis Occidental Vision:

A leading agri-fishery industry and tourism destination in the region; with God loving people in economically sustainable communities living in peaceful and disaster-resilient environment governed with the principles of integrity

Goal for Local Road Management

A fully paved and well maintained road network efficiently facilitates external linkages and internal circulation in the province

Objective

- All roads are in fair and good conditions all year round by 2022
- Every community in the province is served by an all season road all year round by 2023

Provincial Vision:

A leading agri-fishery industry and tourism destination in the region; with God loving people in economically sustainable communities living in peaceful and disaster-resilient environment governed with the principles of integrity

Sectoral Goal for Infrastructure

Improved quality and efficiency of support infrastructure to agri-fishery, tourism and social services

Sub-sectoral Goal for Roads

A fully paved and well-maintained road network efficiently facilitates external linkages and internal circulation in the province (SDG 1, 2, 3, 9, 11, 13)

Objectives

1. All roads are in fair and good conditions all year round by 2022 (SDG 11)
2. 80% reduction in road crashes incidents by 2022 (SDG 9)
3. The LRMT is fully capable of performing Local Road Management functions by 2022 (SDG 5,11, 13, 16, 17)
4. Asset management system is fully functional by 2021 (SDG 9)

Objectives Analysis

- Translating problems into objectives
- Objectives Tree: Means-Ends relationship

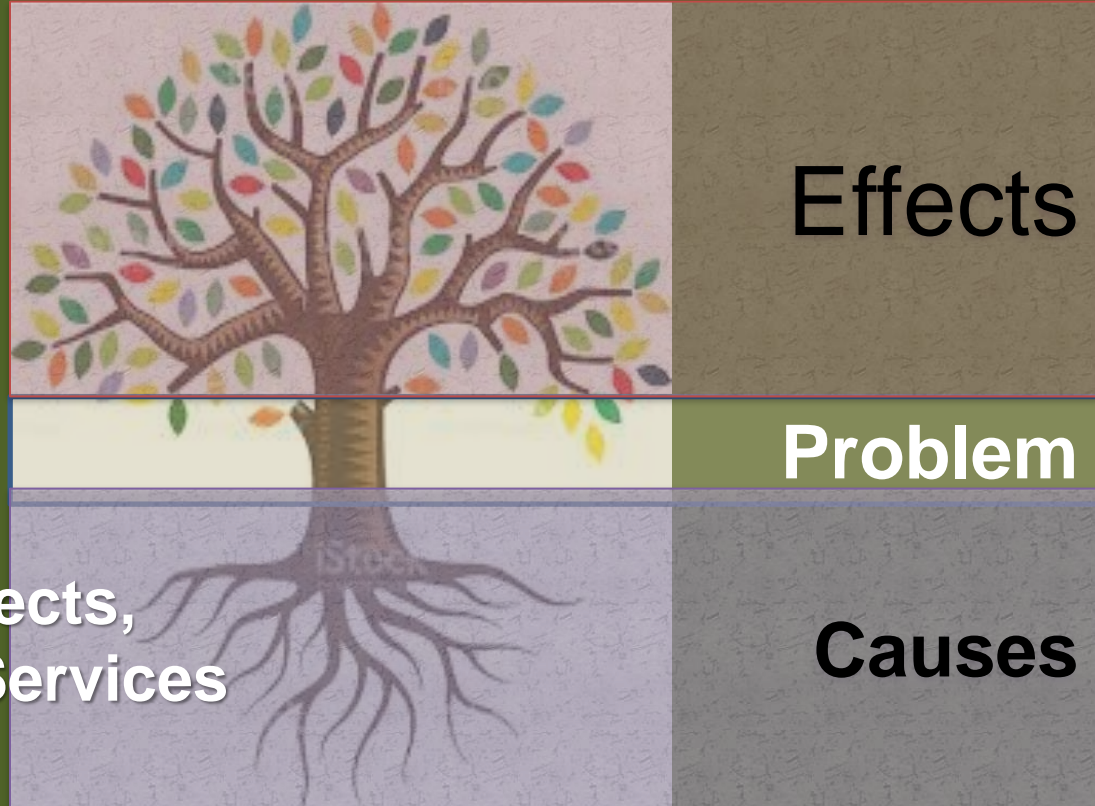
Objective Tree

Problem Tree

Goal

Objectives

**Programs, Projects,
Activities and Services
or Policies**



Objectives Tree Analysis