

Strategic benefit measures

Purpose

To introduce the strategic benefit measures and to outline how they will be captured in Transport Investment Online (TIO) and used for reporting. We will also outline potential future improvements.

Background

There are currently over 50 measures within the benefits framework that span across 12 benefit clusters. The variety and nature of these benefits is required to effectively capture of the primary benefit and any significant co-benefits for an activity.

Not only are there a large number of measures but each measures have its own methodology and data type. Therefore, the module had to be design with limited data validation and free text fields to cater for these requirements.

The broad nature of the benefits and data quality does create issues when we are looking to report on benefits achieved by the National Land Transport Programme (NLTP) programme. This stems from both similar activities using different benefits, and benefits methodology, as well as the lack of data validation when benefits information is entered into TIO.

To enable consistent and accurate reporting on activities and programmes within the NLTP, strategic measures have been identified to be used for the 2024-27 NLTP.

Strategic measures

The following 15 measures have been selected as the strategic measures to represent the NLTP programme. The measures selected are representative of all five areas of the transport outcomes framework and align to critical areas of investment both in the current and future NLTPs ensuring these measures will be enduring across NLTP periods.

Transport outcomes framework	Benefit	Measure
Healthy and safe people	1.1 Impact on social cost of deaths and serious injuries	1.1.1 Collective risk (crash density)
		1.1.3 Deaths and serious injuries
		1.1.4 Personal risk (crash rate)
	1.2 Impact on a safe system	1.2.1 Road assessment rating – roads
1.2.2 Road assessment rating – state highways		
Resilience and security	4.1 Impact on system vulnerabilities and redundancies	4.1.1 Availability of a viable alternative to high-risk and high-impact route
Economic prosperity	5.1 Impact on system reliability	5.1.2 Travel time reliability – motor vehicles
	5.1 Impact on system reliability	5.1.3 Travel time delay
	5.2 Impact on network productivity and utilisation	5.2.2 Freight – mode share value
	5.2 Impact on network productivity and utilisation	5.2.3 Freight – mode share weight
Environmental sustainability		8.1.1 CO2 emissions

	8.1 Impact on greenhouse gas emissions	8.1.3 Vehicle kilometres travelled (light vehicles)
Inclusive access	10.1 Impact on user experience of the transport system	10.2.1 People – mode share
	10.2 Impact on mode choice	10.3.1 Access to key social destinations (all modes)

Compulsory measure

For the 2024-27 NLTP there is one compulsory measure “8.1.3 Vehicle kilometres travelled (light vehicles)”. This measure will need to be completed for all activities and programmes in TIO. The measure has been selected as a compulsory measure to ensure we can meet emission reduction plan and future GPS reporting requirements.

If your activity or programme does not impact on light vehicle kilometres travelled the baseline and forecast can be set to “0” for improvement activities or the baseline “0” and forecast trend as “maintain” for programmes.

TIO strategic measures

The TIO benefits module has been improved to incorporate strategic benefit measures. When clicking on “benefits and measures”, for the first time, for new activities or programme you will be taken directly to the strategic benefits and measures screen for completion.

The strategic benefits measures screen, within the TIO benefits module, is a prepopulated table of measures. For inclusion of an improvement activity into the NLTP, you will only need to select which measures are applicable to your activity and which strategic benefit measure is your primary benefit.

For funding approval of your programme (for example: public transport and maintenance) or subsequent phase of an improvement activity (for example: detailed business case, pre-implementation or implementation) you will also need to provide baseline and forecast information.

Please refer to appendix one for a prototype of how the “strategic benefits measures” screen will look in TIO.

Note the strategic benefits measures screen shown is an example only and may change.

TIO other benefits and measures

When entering your activity into TIO you will still be able to select measures, other than the strategic measures, as co-benefits. The other benefits & measures screen in TIO is almost the same as the existing benefits module in TIO being used for the 2021-24 NLTP. The key differences are:

- Strategic measures can no longer be selected within this screen.
- You cannot select other benefits and measures as a primary benefit.

Please refer to appendix two for a prototype of how the “Other benefits and measures” screen will look in TIO.

Note the other benefits and measures screen shown is an example only and may change.

Next steps

Following the release of the strategic benefits file note we will begin working on updating benefits framework guidance available on our webpage which includes confirming methodology for applying the strategic benefits.

In the future, we are also looking to develop tools that will enable us to determine the area influence for each strategic measure. Standardised area of influence and methodology, coupled with captured geospatial data, will enable us to automate the estimation of an activities baseline and actual results for reporting.