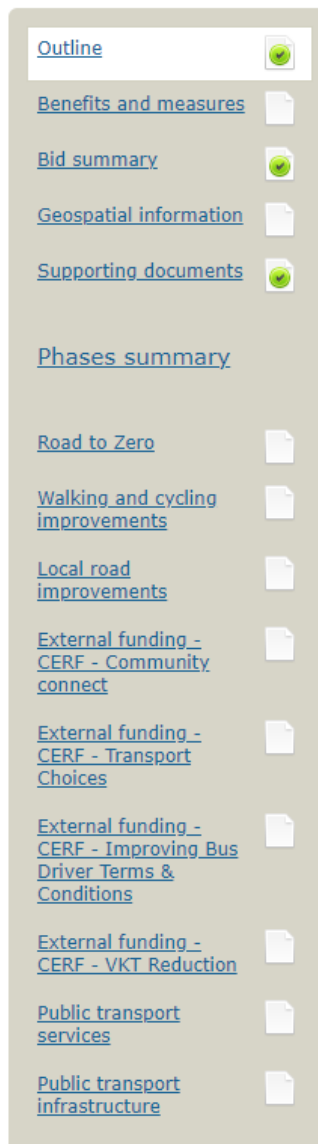


24–27 TIO Minimum Information Requirements for the Low Cost Low Risk programme

The minimum information requirements for each section of the Low Cost Low Risk (LCLR) programme are outlined in this document. In TIO, this will be found in the 'Not Yet Approved' tab under 'Activities' and will be automatically created for the 2024–27 programme.

Home	Activities	Reviews	Claims	Reports	More ▼
Programmes / Strategies (24)	Packages (1)	Not Yet Approved (14)	Approved (21)	Claiming Complete (1)	All (62)

The indication for when these requirements have been met is when the white box on the right of each tab (in the picture below) has a green check inside it after clicking save at the bottom of each individual tab.



Outline

Low cost / Low risk improvements programme Template



Download as Excel spreadsheet

[Download the latest template](#)

No data has been uploaded from templates. Please download an empty template using the link on the left, fill it in and upload back to TIO to get initial data populated.

Upload from Excel spreadsheet

No file chosen

Although the Outline page has a green check next to it indicating all the requirements are met, the LCLR bid template will need to be completed as the Bid summary and Geospatial information pages require input from the bid template to be completed. The bid template is also where the allocations can be requested for the LCLR activities.

TIO ref #	Activity name	Activity status	AO (applicant) identifier	AO extra field #1	AO extra field #2	Location description	Waka Kotahi Safety	Activity description
Unused								
Unused								
Unused								
Unused								

Minimum information requirements for the LCLR bid template:

- **TIO ref #:** For each activity inputted into the bid template, the cell should be changed from “Unused” to “New/add”
- **Activity name:** A unique name needs to be inputted for each activity
- **Activity status:** For activities carried over from the 21-24 NLTP, the status should be set to “Committed”. For new activities, the status should be set to “Draft”. The other activity statuses are for Investment Advisors to use
- **Waka Kotahi Safety identifier:** This is only compulsory for Road to Zero activities. The unique identifier number from the pipeline development tool should be inputted here
- **Programme or other project reference:** This column references documents that support the activity being subsidised. Choose the reference from the dropdown menu selection
- **Primary benefit:** The main benefit from the activity needs to be inputted here
- **Funding source (phase):** The activity class that the proposed activity falls under needs to be selected here (including CERF activities)
- **Intervention type:** The intervention type of the activity must be selected. The dropdown selection menu will change depending on the funding source selected
- **Measure of delivery:** The amount that is planning to be delivered needs to be inputted here
- **GPS strategic priority:** One of the four GPS 2021 priorities needs to be selected here
- **GPS alignment rating:** An alignment rating from an Approved Organisation’s perspective must be given
- **Expenditure previous NLTP period:** If the activity has been carried over from the 21-24 NLTP period (committed activities), include the expenditure from the last NLTP period
- **Requested budget this NLTP period by year:** There are three respective columns for each financial year in the 24-27 NLTP period. Include the total cost being requested for each financial period where relevant
- **Expected budget for all future NLTP periods:** If the activity will carry over into future NLTP periods, include the total expected budget for all years beyond the 24-27 NLTP period

Benefits and measures

Summary **Strategic** Other

At least one benefit must be selected for NLTP/RLTP inclusion.

Strategic benefits and measures							
Outcome	Benefit	Primary benefit	Measure	Baseline	Forecast	Unit of measure	
<input type="checkbox"/>	1. Healthy and Safe People	1.1. Impact on social cost of deaths and serious injuries	<input type="radio"/>	1.1.1. Collective risk (crash density)	<input type="text"/>	<input type="text"/>	Average annual fatal and serious injury crashes per km of road section
<input type="checkbox"/>			<input type="radio"/>	1.1.3. Deaths and serious injuries	<input type="text"/>	<input type="text"/>	Average annual number of deaths and serious injuries
<input type="checkbox"/>			<input type="radio"/>	1.1.4. Personal risk (crash rate)	<input type="text"/>	<input type="text"/>	Average annual fatal and serious injury crashes per 100M vehicle-kms
<input type="checkbox"/>		1.2. Impact on a safe system	<input type="radio"/>	1.2.1. Road assessment rating - roads	L <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> H	L <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> H	Infrastructure risk rating
<input type="checkbox"/>			<input type="radio"/>	1.2.2. Road assessment rating - state highways	<input type="text"/>	<input type="text"/>	KiwiRoad Assessment Programme (KiwiRAP) star rating for state highways
<input type="checkbox"/>	4. Resilience and security	4.1. Impact on system vulnerabilities and redundancies	<input type="radio"/>	4.1.1. Availability of a viable alternative to high-risk and high-impact route	<input type="text"/>	<input type="text"/>	Percentage of high-risk, high-impact routes with a viable alternative
<input type="checkbox"/>	5. Economic prosperity	5.1. Impact on system reliability	<input type="radio"/>	5.1.2. Travel time reliability - motor vehicles	<input type="text"/>	<input type="text"/>	Coefficient of variation; standard deviation of travel time divided by average minutes travel time (as per Austroads)
<input type="checkbox"/>			<input type="radio"/>	5.1.3. Travel time delay	<input type="text"/>	<input type="text"/>	Difference between average travel time A and average travel time B in minutes per km
<input type="checkbox"/>		5.2. Impact on network productivity and utilisation	<input type="radio"/>	5.2.2. Freight - mode share value	Number of vehicles x average load per vehicle in NZD, in % per mode		
				<input type="text"/>	<input type="text"/>	Road	
				<input type="text"/>	<input type="text"/>	Rail	
				<input type="text"/>	<input type="text"/>	Coastal	

In the strategic benefits and measures page, one primary benefit must be selected. This can be done by selecting the benefit with the checkbox on the left, then selecting one primary benefit.

Bid summary

No bid uploaded into TIO.

If a bid template has not been uploaded, this message will pop up. When a bid template is uploaded, a summary of the requested budget by activity class will show. There is no minimum information required to be inputted in this section.

Geospatial information

Geospatial information

This organisation has no activities uploaded yet

If a bid template has not been uploaded, this message will pop up. When a bid template has been uploaded, geospatial information will need to be inputted for each activity.

↕ Click to change/view geospatial information	↕ Geospatial information entered
162123	No
162124	No

Once the activity is clicked, a map will appear where you will be able to input the geospatial information. Below is a prompt on the Geospatial information page:

Geospatial information is required for all activities funded through the LCLR programme. Input of geospatial information for these activities is phased to manage the required level of data input required. Geospatial information for all activities starting in year 1 of the LCLR programme will need to be entered before the NLTP is adopted. Geospatial data for activities starting in years 2 & 3 of the programme will need to be entered by 31 August of the preceding year.

Note: The guidance above is applicable for all activities excluding those funded through the Road to Zero activity class. Geospatial information for Road to Zero activities is already captured within the Speed and Infrastructure Programme tool and this data will be transferred into TIO. Therefore, you do not need to enter geospatial information for these activities.

Activity Class pages

The activity class pages (Road to Zero, Walking and cycling improvements, etc.) are not editable when clicked on as information from the LCLR bid template feeds into these pages. This means that the bid template will need to be completed before your overall LCLR bid is submitted. If a bid for an activity is included in one of these activity classes, the only requirement is that the save button is clicked at the bottom left of that activity class page.