

TIO information sessions – benefits and measures

In December 2020 we held online information sessions on the new templates in Transport Investment Online (TIO). Below is a summary of the benefits and measures questions and answers from those sessions.

How many benefits and measures do I need to include?

It is expected that a handful of benefits and measures (5 or 6) that reflect the most material benefits of the programme are included in the TIO benefits and measures module.

Are benefits and measures required for every work category?

No, benefits and measures are not expected for each work category but should be focused at the programme level for Activity Management Plans (AMP), Maintenance Operations and Renewals (MOR) and Public Transport (PT) Continuous Programmes.

When is it expected that draft benefits and measures will be entered into AMP/MOR/PT Continuous Programme via TIO?

As advised in our email to TIO users on the 26 November 2020, the benefits and measures module in TIO doesn't need to have draft material entered until 29 January 2021, a slightly longer timeframe than most of the other AMP, MOR and PT continuous programme materials. You will be able to continue to refine your benefits until your AMPs are finalised in June 2021.

Do I need to rewrite my AMP to include this material?

No, we are in a transitional period introducing the benefits framework across the entire NLTP process. Many have already completed a significant portion of their AMPs, including identifying and integrating benefits across the plan.

You should not start again but consider the benefits you have already identified in your AMP and how they align to the benefits framework. In TIO only, input 5 or 6 key benefits and measures that best reflect your AMP and its underlying programme of work.

During the 2021-24 NLTP cycle we would expect that the integration of the Benefits Framework and One Network Framework would form part of continuous improvement activities identified within the AMP.

How do the benefits and measures work with the One Network Road Classification/One Network Framework?

There is clear alignment between the benefits framework, the One Network Road Classification (ONRC) and Local Government Mandatory Performance Measures, as shown in Appendix 2 and Table 2 of the [Land transport benefits framework and management approach](#). In several cases the specific measures are similar across the three areas, although they all contribute to understanding whether the benefit is being delivered. In these situations, the AMP should use the measure that provides the best evidence for your context.

From the 2024–27 NLTP, the [One Network Framework \(ONF\)](#) and the benefits framework will align and feed into each other. As we transition to the ONF, these guidelines will be updated as further details become available. The key concepts of the ONF are movement and place. Movement is well understood in the transport context, and the concept of place can be simply defined as activities happening in a road corridor as the result of adjacent land

use. While the ONRC measures reflect the consideration of movement well, the benefit measures can be used to measure the consideration of place in 2021–24 AMPs (before the adoption of the ONF).

In general, ONRC measures are more focused on outputs, while the benefit measures are more often outcomes measures. As a guide, use a relevant outcome measure(s) when the impacts of the activity will cause a measurable and attributable change to the outcome measure. When the impacts on an outcome will neither be discernible nor attributable with suitable confidence, use a relevant output measure(s).

Is there a double-up by using an ONRC measure for my benefits that is used as a network measure through the Project Management Framework?

The intention of enabling the use of ONRC measures for benefits is to decrease any double ups. The ongoing tracking of ONRC measures will occur as per usual, regardless of whether they are used as evidence of achieving benefits. As we transition into full use of the benefits framework in the 2021-24 NLTP, it is acceptable to primarily use ONRC measures for AMPs and MORs, with the intention that there will be a transition to greater prevalence of the impact measures in the benefits framework for the 2024-27 NLTP.

Is there a subset of benefits and measures that I should use in my AMP/MOR/PT Continuous Programme?

No, there is not a required subset of benefits and measures that must be used. This is to enable each organisation to appropriately reflect their operational context, including the strategic direction and key priorities of their locality. However, there is some guidance in the help text in TIO - this might help you determine what benefits are more relevant for the PT Continuous Programme or the MOR, and which ones can be tested against the benefits of the continuous programme valued by your community.

The use of a consistent set of measures can enable a national view, as per the goals of the ONRC. However, the inclusion of benefits and measures in each continuous programme is to understand the intended benefits of each programme and track how they are realised over time – not to predetermine which benefits should be selected and measured across the country.

The benefits framework has been developed to allow for the broad range of benefits of land transport investment that are valued by the government and community to be more clearly recognised throughout the NLTP. Instructing that a subset of benefits must be used would be counter to the intention of allowing for the benefits that communities value to be clearly reflected.

Table 1: benefits that may be more relevant for PT and MOR continuous programmes

PT Continuous Programme	Maintenance, Operations and Renewals
3.1 Impact of mode on physical and mental health	1.1 Impact on social cost of deaths and serious injuries
3.2 Impact of air emissions on health	1.2 Impact on a safe system
5.1 Impact on system reliability	4.1 Impact of system vulnerabilities and redundancies
8.1 Impact on greenhouse gas emissions	5.1 Impact on system reliability
10.1 Impact on user experience of the transport system	7.2 Impact on land and biodiversity
10.2 Impact on mode choice	10.1 Impact on user experience of the transport system
10.3 Impact on access to opportunities	11.2 Impact on landscape
10.4 Impact on community cohesion	11.3 Impact on townscape
11.3 Impact on townscape.	

Where do I go to find more information about the centralised data that is available for some of the measures?

The [Non monetised benefits and costs manual](#) provides more details about benefit measures that have available centralised data and provides links to the StoryMaps tool through which the data is shared. If you do not have access to the StoryMap tool yet, you can e-mail investment.benefits@nzta.govt.nz.

Who do I contact if I have a great idea about improving the descriptions of the benefits or measures or feedback about the instructions and guidance provided?

The first point of contact is your Investment Advisor for any questions about applying the benefits framework. The benefits team is also keen to hear your feedback on how to improve descriptions or instructions so we can include in our ongoing updates of the materials. Please e-mail at investment.benefits@nzta.govt.nz.