TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES

CJC Scheme Prioritisation/IWBAF

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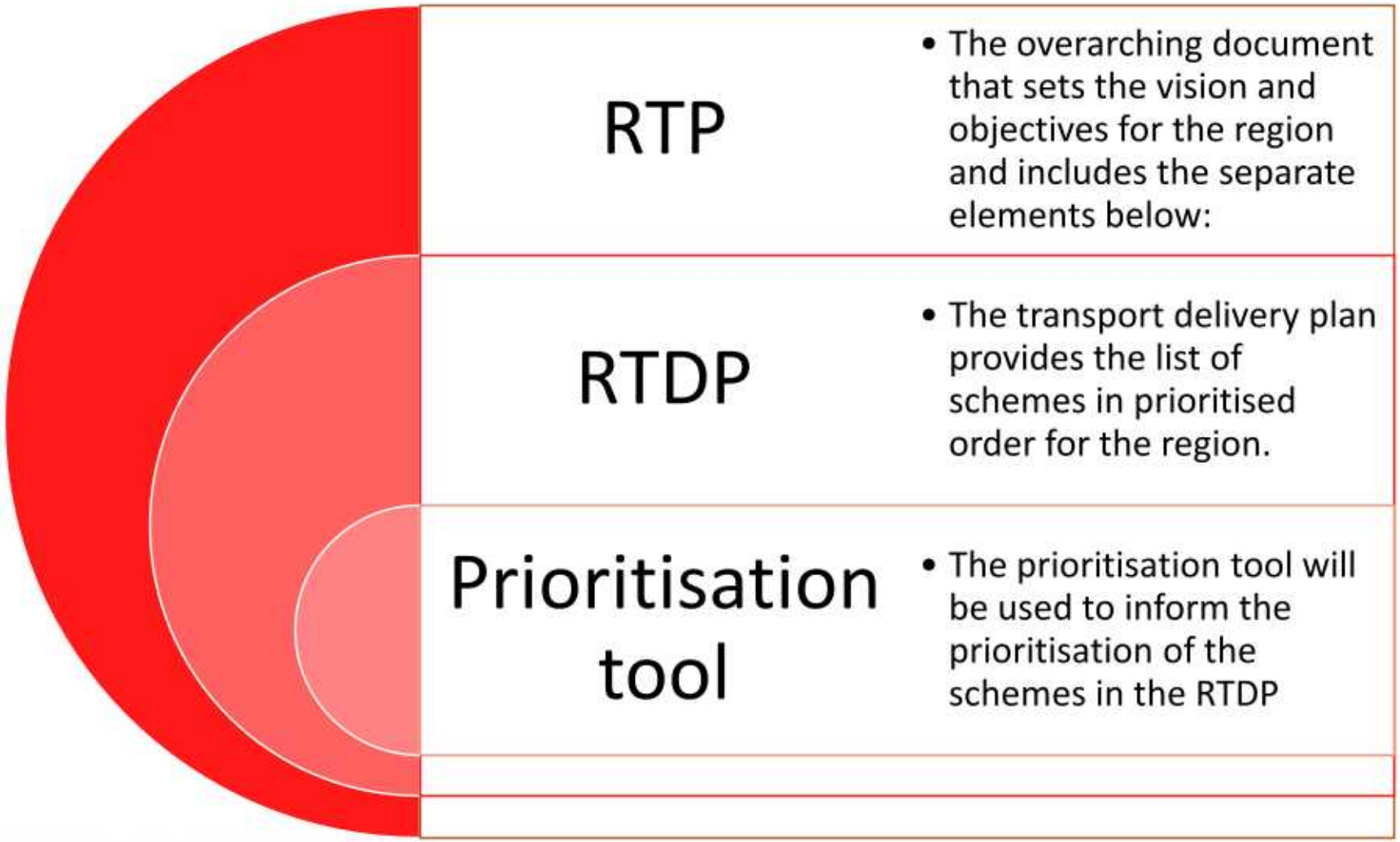
How does the prioritisation tool fit?



Background to the prioritisation tool

- Several similar prioritisation tools were reviewed and analysed in the development of the RTP prioritisation tool. These included:

Metro Enhancements Framework (MEF) Prioritisation

CCR Metro Programme Strategic Outline Case (PSOC) Appraisal

Active Travel Scheme Prioritisation (Appendix K)

Wales Rail Board Prioritisation

Background to the prioritisation tool

Metro Enhancements Framework (MEF) Prioritisation

Used to help identify and prioritise areas and 'transport corridors' where transport solutions could address the WFGA goals.

Used 14 different quantitative criteria. The criteria are grouped under four core criteria headings which reflect the WTS:

Sustainable Development / Climate Change

- Car dependency (access to stations)
- Road congestion hotspots
- Ability to further promote active travel access to Metro
- Air quality issues – NOx & AQMAs
- Traffic-related noise issues

Culture / tourism

- Access to key tourist sites / attractions

Economic growth & development

- Supporting strategic development sites
- Access to Enterprise Zones & airport

Inclusive communities

- PT access to employment in key settlements
- PT access from areas of high unemployment
- PT access to post-16 education
- PT access to NHS outpatients
- Potential social exclusion – 64+
- Potential social exclusion – under 25

Background to the prioritisation tool

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Active Travel Scheme Prioritisation (Appendix K)

Used to prioritise active travel routes on the ATNM for delivery.

GIS Based tool that focuses on the following metrics along routes:

High Level Objective	Ref.	Individual Metric
Potential for modal shift	M1	Potential to induce modal shift (PCT tool*)
	M2	Access to transport interchange
	M3	Population catchment – residential
Access to Services	M4	Access to education
	M5	Access to retail
	M6	Access to leisure / tourist attraction
	M8	Access to health
	M9	Access to community centre, places of worship
Deprivation	M10	Impact on deprivation (WIMD**)
Health	M11	Impact on health (WIMD**)
Safety	M12	Safety / collision data

Background to the prioritisation tool

Wales Rail Board Prioritisation

Used to inform a Strategic Programme for rail infrastructure investment in Wales and the Borders

Assessed a range of criteria as follows:

- Capital cost (£m) 2023 prices
- Opex PA. (£M) (unadj)
- Forecast PAX demand (net)
- Veh Trips removed (p.a.) Veh-kms removed (p.a.)
- CO2 emissions (tonnes removed p.a.)
- 30 Yr £ per road trip
- 30 Yr Mode Shift cost £ per veh km
- 30 Yr Carbon £ Cost £ per T
- Public Transport alternative
- Freight Benefit
- Connectivity

Background/Rationale and key outcomes of the prioritisation tool

- The prioritisation needs to respond to regional objectives;
- A process that combines quantitative and qualitative data and uses GIS analysis where possible;
- Flexible:
  - Additional data/criteria can be added where they emerge;
  - Qualitative justification and scores can be used to assess more nuanced and human elements of a scheme;
  - The tool can be used for different levels of scheme development and across modes; and
  - The tool can be used for all schemes that come forward, this includes large scheme packages and the smaller schemes within those packages. I.e the North West Corridor in Cardiff (Scheme 1) and Ely Mill Station (Scheme 1.1). Schemes such as these can be assessed separately to identify quick wins.
- The overall score for each criterion in the appraisal is a combination of the quantitative and qualitative justification and is at the discretion of the CJC. Ultimately the quantitative score should be used to supplement not dictate the overall score.

How does the prioritisation tool fit?

Challenges/problems and opportunity identification:
Identification of challenges/problems and opportunities in the region using stakeholder engagement, data, and existing policies and strategies.

Objective Development:
Identification of the SMART objectives to address those problems and appraise them to ensure they meet the WTS and regional policies.

Scheme Development:
Develop a long list of schemes using ones that are already existing and new ones to address problems.
Categorise these using the WelTAG Menu of Options

Option Screening/Sift:
Discount options that are subject to separate funding and programmes including trunk road and rail schemes.
This stage could be omitted if schemes are still to be considered in the overall appraisal.

First Stage of the prioritisation tool:
A high–level appraisal of the schemes against the SMART objectives and deliverability criteria.

The second stage of the Prioritisation tool:
A more detailed appraisal of the schemes against the SMART objectives and deliverability criteria using available quantitative measures.

Tasks to be undertaken in the RTP ahead of the prioritisation of the RTDP

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Tasks to be undertaken in the RTP ahead of the prioritisation of the RTDP

First Stage of the prioritisation tool:

- The first sift will narrow down the number of schemes to be included in the overall RTDP.
- This will be done through a high-level appraisal against the RTP objectives and deliverability criteria.
- The results of appraisal against the RTP objectives will be taken forward and considered in the prioritisation tool.
- Schemes that have a large adverse impact on the objectives or deliverability criteria could be considered for discounting at this stage.

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Tasks to be undertaken in the RTP ahead of the prioritisation of the RTDP

Detailed Appraisal

Objectives	Measures		
TPO1 To use transport as a means to delivery on a vision for a bigger, fairer and greener region, in which the 'golden triangle' of transport, planning and economy create conditions to 'do well, do good'. This will be delivered by improving sustainable public transport provision that is competitive with existing car journeys, both in cost and time.	**WIMD Income** Average number of 30% most deprived LSOAs within 1.1km of scheme per km	**Gross Value Added (GVA) per Capita** Average within 1.1km of scheme per km	
TPO2 To enhance the region's transport and digital connectivity with high quality and reliable infrastructure to improve the connections between people, employment, education and key facilities, as well as for goods and industry, capitalising access the region's investment zones, airport, ports and main gateways.	**Access to Enterprise Zones and Airport** Number of Enterprise Zones/Airports within 1.1km of the scheme	**WIMD Education** Average number of 30% most deprived LSOAs within 1.1km of scheme per km	**WIMD Employment** Average number of 30% most deprived LSOAs within 1.1km of scheme per km
TPO3 Reduce and balance travel demand by influencing the location of new development and enabling polycentric growth that priorities sustainable modes of transport, through alignment of the economic wellbeing plan, transport planning and spatial planning.	**Supporting Strategic Development Sites** Number of strategic LDP Allocations within 1.1km of the scheme		

Detailed Appraisal

Objectives	Measures		
TPO4 To create safe, healthy and equal communities across the region ensuring residents and visitors have access to sustainable and affordable transport options such as active travel, public transport, and charging infrastructure to enable a transition to low emission vehicles.	**WIMD Health** Average number of 30% most deprived LSOAs within 1.1km of scheme per km	**WIMD Physical Environment** Average number of 30% most deprived LSOAs within 1.1km of scheme per km	**WIMD Community Safety** Average number of 30% most deprived LSOAs within 1.1km of scheme per km
TPO5 Provide an improved transport network that enables the integration of high-quality transport modes, that is convenient and easy to use, affordable and accommodate the diverse travel pattern needs of the region, to reduce barriers to economic activity and to improve quality of life.	**WIMD Access to Services** Average number of 30% most deprived LSOAs within 1.1km of scheme per km		
TPO6 Improve connectivity between the Cardiff Capital Region and the rest of Wales, the UK and Europe, capitalising the distinctive geography of South East Wales as the gateway to Wales and England, by improving access for all to employment and training opportunities, services, healthcare, education, tourism and leisure facilities.	**Number of recreational and leisure sites accessed** Number within 1.1km of the Scheme per km	**Higher Education Sites (University Campus)** Number within 1.1km of the Scheme (to be done manually by the user)	**Health Sites (Larger Hospitals)** Number within 1.1km of the Scheme (to be done manually by the user)

Detailed Appraisal

Objectives	Measures		
TPO7 Reduce greenhouse gas emissions, air pollution and noise emissions from road transport by 60% by 2035 through a reduction of private car miles and enabling the low carbon vehicle roll-out including electric and hydrogen vehicles, supported by an evidence-based charging infrastructure programme.	**Air Quality Issues – Nox and AQMA** Number of NOx & AQMAs within 400m of the scheme per km	**Traffic Related Noise Issues** Number of Noise Important Areas within 400m of the scheme per km	**Achieves a major modal shift to reduce car dependency** Average population within 1.1km of scheme per km
TPO8 Improve the use of existing transport infrastructure and ensure that climate resilience is embedded in all future interventions	**Flooding** % of scheme area within 400m covered by flood Zone 3		
TPO9 Increase the proportion of journeys made by sustainable modes of transport such as public transport and active travel within all communities, by improving the safety, quality, attractiveness, efficiency, affordability and reliability of the regional transport system.	**Number of Collisions** Number of Collisions within 400m of the scheme per km		

Deliverability and Risk Appraisal

- The following criteria form the Deliverability and Risk Appraisal:
  - Environmental Impact/issues
  - Land issues
  - Planning Consent and legal
  - Stakeholder acceptability
  - Consultation
  - Constructability
  - Disruption

Results/Outputs

- The prioritisation of schemes in the RTDP will need to consider the appraisal against the RTP objectives and the deliverability appraisal;
- This will rely on professional judgment and a ‘straight face’ test but is broadly comprised as follows:

Appraisal against the RTP objectives **&** Deliverability and Risk Appraisal = Prioritisation

- The objective and deliverability appraisal can be scored to support this at the CJCs discretion; and
- To ensure a balance of Strategic interventions (high cost) and quick wins (low-cost schemes) affordability will need to be considered when bidding for suitable funding sources. The governance around this may inform the final portfolio for development.

Questions