

## Appendix 5

### Stage 0 – Case for Change

### Regional Transport Delivery Plan (RTDP) – South West Wales

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#### DRAFT Scheme Prioritisation Tool – v2.0

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## Context and background

This note serves as a guide to the Regional Transport Delivery Plan (RTDP) Prioritisation Tool developed by the South West Wales Regional Transport Planning Group and Transport for Wales (TfW). The tool is designed to enhance the strategic planning process by helping plan and prioritise projects, schemes and initiatives within the RTDP. It is designed to help incorporate quantitative as well as qualitative information to substantiate the scheme prioritisation process required as part of the Regional Transport Plan.

## Overview of the Prioritisation Tool

The prioritisation tool helps get from the high-level policies in the Regional Transport Plan (RTP) to a prioritised list of schemes in the RTDP. The tool is comprised of a quantitative and qualitative appraisal.

### Quantitative Appraisal

A suite of measures was developed to assess the RTP projects, schemes, and initiatives in a quantitative manner. Several measures were identified based on the aims of each objective set out in the RTP.

The measures have been categorised in accordance with the WelTAG Integrated Well-being Appraisal Framework (IWBAF); demonstrating that each ambition within the IWBAF is represented within the quantitative appraisal. The measures and IWBAF categorisation are presented in **Appendix A**.

A detailed set of metrics was developed for each measure to capture the impact of schemes and provide a score of 0 to 3. The metrics developed are detailed in **Appendix B**.

Each scheme has been digitised in GIS mapping software. Site specific schemes have been drawn around the scheme extents, area wide and corridor interventions have been drawn around the immediate extents of the scheme area or corridor. Region wide schemes include the entire South West Wales region area (x4 Local Authorities).

An area of influence (Aoi) buffer has been applied to each scheme within the analysis (with the exception of the region-wide schemes) based on the scheme mode type.

The areas of influence have been defined as:

- Corridor scheme - 1.1km around the extents of the corridor,
- Walk - 1.1km around the extents of the scheme,
- Cycle - 5km around the extents of the scheme,
- Bus/Rail Interchange - 5km around the extents of the scheme,
- Smaller Bus -1.1km around the extents of the scheme.

The area of influence was based on the average walking and cycling distance according to the National Travel Survey.

### **Qualitative Appraisal**

A qualitative appraisal of schemes has also been undertaken in addition to the quantitative assessment. This is based on the six RTP objectives which have been unpacked to provide a more structured qualitative assessment. This has been designed to allow the more nuanced considerations to be incorporated within the analysis.

The qualitative appraisal score utilises a Likert type scale of 0 (performs poorly against objective) to +3 (performs well against objective).

The qualitative scoring framework is presented in **Appendix C**.

## Appendix A Selected Scheme Objectives & Measures (Draft)

Objectives	Chosen Measures				
	1	2	3	4	5
OB1 To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.	Mode Share	Car ownership	Safety / Collisions	WIMD Access to services	
OB2 To have a transport system that supports the growth and development of sustainable economic activity in the region.	WIMD Employment	WIMD Income	Impact on Tourism	Employment Density	
OB3 To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:  1. Walking and cycling (highest priority) 2. Public transport (rail, bus, community transport and taxis) 3. Ultra-low emission vehicles 4. Private motor vehicles (lowest priority).	Mode Score	Mode Share (Scheme Primary mode)	WIMD Health	Population Density	Air Quality
OB4 To have a transport system that recognises the diverse communities of the region and their varying transport needs.	Welsh Language	WIMD Access to Services	WIMD Housing	WIMD Community Safety	Protected Characteristics
OB5 Make sustainable transport more available, attractive and affordable.	Car ownership	WIMD Physical Environment	WIMD Income	WIMD Health	
OB6 To promote sustainable travel choice wherever possible.	Car ownership	Integration Potential	Population Density		

**Integrated Well-being Appraisal Framework Themes:**

People and Communities	The Environment	Places and the economy	Culture & Welsh Language
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\*The full framework including the quantitative metrics are provided in Appendix C.

**Appendix B Measures, Metrics, Scale & Rationale**

Objective 1	Measure	Metric, Scale & Rationale	Scoring
To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.	Mode Share	<ul style="list-style-type: none"> <li>Mode share within area of influence.</li> <li>Sites with a low mode share for the mode being developed score highly.</li> <li>Travel to work 2021 Census dataset used as a proxy for mode share.</li> <li>Modes assessed include, Active Travel (Walk&amp; bicycle), Rail, Bus and Car to allow a scoring of 0-3.</li> </ul>	3 points: Lowest mode share 2 points: 2 <sup>nd</sup> lowest mode share 1 point: 3 <sup>rd</sup> lowest mode share 0 points: highest mode share.
	Car Ownership	<ul style="list-style-type: none"> <li>Car ownership statistics within area of influence.</li> <li>Car ownership 2021 Census dataset</li> <li>Sites with a high second car ownership score highly</li> <li>Scoring based on distribution of households with two car ownership</li> </ul>	3 points: Two car households 45.0 to 60.0% 2 points: Two car households 30.0 to 45.0% 1 point: Two car households 20.0 to 30.0% 0 points: Two car households 10.0 to 20.0%
	Safety/ Collisions	<ul style="list-style-type: none"> <li>Number of collisions within area of influence</li> <li>Sites with high number of collisions score highly</li> <li>Most recent 5 year period used (2019-2023) from STATS Wales</li> <li>Killed or seriously injured only used</li> </ul>	3 points: Greater than 3 KSI within Aol 2 points: Between 2 and 3 KSI within Aol 1 point: Between 1 and 2 KSI within Aol 0 points: 0 KSI within Aol
	WIMD Access to services	<ul style="list-style-type: none"> <li>WIMD Ranking within the top 50% most deprived utilised</li> <li>Data at LSOA level</li> <li>Sites within more deprived areas score highly</li> <li>Where more than one LSOA is intersected the worst performing WIMD within the AOI is utilised</li> </ul>	3 points: Within top 10% most deprived LSOA 2 points: Within top 30% most deprived LSOA 1 point: Within top 50% most deprived LSOA 0 points: Outside top 50% most deprived LSOA
Objective 2	Measure	Metric, Scale & Rationale	Scoring
To have a transport system that supports the growth and	WIMD Employment	<ul style="list-style-type: none"> <li>Proportion of population within the 30% most deprived within area of influence</li> <li>LSOA</li> <li>Sites with highest population in deprived area score highly</li> </ul>	3 points: Within top 10% most deprived LSOA 2 points: Within top 30% most deprived LSOA

development of sustainable economic activity in the region.			1 point: Within top 50% most deprived LSOA 0 points: Outside top 50% most deprived LSOA
	WIMD Income	<ul style="list-style-type: none"> <li>Proportion of population within the 30% most deprived within area of influence</li> <li>LSOA</li> <li>Sites with highest population in deprived area score highly</li> </ul>	3 points: Within top 10% most deprived LSOA 2 points: Within top 30% most deprived LSOA 1 point: Within top 50% most deprived LSOA 0 points: Outside top 50% most deprived LSOA
	Impact on Tourism	<ul style="list-style-type: none"> <li>Difference in winter/summer traffic on a-roads (AADT) within area of influence</li> <li>Worst performing link used to score each scheme</li> <li>Reduction in speed separated into 75<sup>th</sup>, 85<sup>th</sup> and 95<sup>th</sup> percentiles at -9%, -14% and -34% reduction in average speed.</li> <li>Sites with a high difference score higher</li> </ul>	3 points: 95 <sup>th</sup> Percentile (-34%) 2 points: 85 <sup>th</sup> Percentile (-14%) 1 point: 75 <sup>th</sup> Percentile (-9%) 0 points: No links suffering reduction in average speed.
	Employment Density	<ul style="list-style-type: none"> <li>Number of people employed per km<sup>2</sup> within output area(OA)</li> <li>Data based OA level</li> <li>Sites with higher employment density score highly</li> <li>Based on Census 2021 dataset</li> </ul>	3 points: >75 <sup>th</sup> ile employment density 2 points: 50-75 <sup>th</sup> ile employment density 1 point: 25-50 <sup>th</sup> ile employment density 0 points: 0-25 <sup>th</sup> ile employment density
<b>Objective 3</b>	<b>Measure</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
To have a transport system that supports the growth and development of sustainable economic activity in the region.	Mode Score	<ul style="list-style-type: none"> <li>Modes scored based on sustainable transport hierarchy</li> </ul>	3 points: Walking & Cycling 2 points: Public Transport 1 point: Ultra Low Emissions Vehicles 0 points: Private Motor Vehicles
	Mode Share	<ul style="list-style-type: none"> <li>Mode share within area of influence.</li> <li>Sites with a low mode share for the mode being developed score highly.</li> <li>Travel to work 2021 Census dataset used as a proxy for mode share.</li> <li>Modes assessed include, Active Travel (Walk&amp; bicycle), Rail, Bus and Car to allow a scoring of 0-3.</li> </ul>	3 points: Lowest mode share 2 points: 2 <sup>nd</sup> lowest mode share 1 point: 3 <sup>rd</sup> lowest mode share 0 points: highest mode share.

	WIMD Health	<ul style="list-style-type: none"> <li>• Proportion of population within the 30% most deprived within area of influence</li> <li>• LSOA</li> <li>• Sites with highest population in deprived area score highly</li> </ul>	<p>3 points: Within top 10% most deprived LSOA</p> <p>2 points: Within top 30% most deprived LSOA</p> <p>1 point: Within top 50% most deprived LSOA</p> <p>0 points: Outside top 50% most deprived LSOA</p>
	Population Density	<ul style="list-style-type: none"> <li>• Population density within area of influence</li> <li>• The intention of this data point is to flag that lower population density will require more flexible application of transport hierarchy</li> </ul>	<p>3 points: Population density &lt;1000/km<sup>2</sup></p> <p>2 points: Population density 1000 – 2000/km<sup>2</sup></p> <p>1 point: Population density 2000 – 3000/km<sup>2</sup></p> <p>0 points: Population density &gt;3000/km<sup>2</sup></p>
	Air Quality	<ul style="list-style-type: none"> <li>• Is the scheme within an Air Quality Management Area (AQMA)</li> <li>• Scheme area of influence used</li> </ul>	<p>3 points: Yes</p> <p>0 Points: No</p>
<b>Objective 4</b>	<b>Measure</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
To have a transport system that recognises the diverse communities of the region and their varying transport needs.	Welsh language	<ul style="list-style-type: none"> <li>• Proportion of people with Welsh Language skills (Speak, Read and/or write) within area of influence</li> <li>• Census LSOA</li> <li>• Sites with a higher proportion of people score highly</li> </ul>	<p>3 points: 30-50% Population understand spoken Welsh</p> <p>2 points: 20-30% Population understand spoken Welsh</p> <p>1 point: 10-20% Population understand spoken Welsh</p> <p>0 points: &lt;10% Population understand spoken Welsh</p>
	WIMD Access to Services	<ul style="list-style-type: none"> <li>• Proportion of population within the 30% most deprived within area of influence</li> <li>• LSOA</li> <li>• Sites with highest population in deprived area score highly</li> </ul>	<p>3 points: Within top 10% most deprived LSOA</p> <p>2 points: Within top 30% most deprived LSOA</p> <p>1 point: Within top 50% most deprived LSOA</p> <p>0 points: Outside top 50% most deprived LSOA</p>

	WIMD Housing	<ul style="list-style-type: none"> <li>• Proportion of population within the 30% most deprived within area of influence</li> <li>• LSOA</li> <li>• Sites with highest population in deprived area score highly</li> </ul>	<p>3 points: Within top 10% most deprived LSOA</p> <p>2 points: Within top 30% most deprived LSOA</p> <p>1 point: Within top 50% most deprived LSOA</p> <p>0 points: Outside top 50% most deprived LSOA</p>
	WIMD Community Safety	<ul style="list-style-type: none"> <li>• Number of employment centres within zone</li> <li>• LSOA</li> <li>• Sites with higher employment density score highly</li> </ul>	<p>3 points: Within top 10% most deprived LSOA</p> <p>2 points: Within top 30% most deprived LSOA</p> <p>1 point: Within top 50% most deprived LSOA</p> <p>0 points: Outside top 50% most deprived LSOA</p>
	Protected characteristic indicator	<ul style="list-style-type: none"> <li>• Based on census data relating to age, disability and education attainment.</li> <li>• Sites with a high proportion of people who are older, disabled, or have poor education attainment score highly.</li> <li>• Sites that intersect areas with a greater proportion than the 85%ile receive a score.</li> </ul>	<p>3 points: 3 protected characteristics within Aol</p> <p>2 points: 2 protected characteristics within Aol</p> <p>1 point: 1 protected characteristic within Aol</p>
<b>Objective 5</b>	<b>Measure</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
Make sustainable transport more available, attractive and affordable.	Car ownership	<ul style="list-style-type: none"> <li>• Based on car ownership statistics within area of influence</li> <li>• Census Output Area</li> <li>• Sites with a high zero car ownership score highly</li> </ul>	<p>3 points: 40-55% of population with no car available</p> <p>2 points: 30-40% of population with no car available</p> <p>1 point: 5-30% of population with no car available</p> <p>0 points: 5-15% of population with no car available</p>
	WIMD Physical Environment	<ul style="list-style-type: none"> <li>• Proportion of population within the 30% most deprived within area of influence</li> <li>• LSOA</li> <li>• Sites with highest population in deprived area score highly</li> </ul>	<p>3 points: Within top 10% most deprived LSOA</p> <p>2 points: Within top 30% most deprived LSOA</p>

			1 point: Within top 50% most deprived LSOA 0 points: Outside top 50% most deprived LSOA
	WIMD Income	<ul style="list-style-type: none"> <li>Proportion of population within the 30% most deprived within area of influence</li> <li>LSOA</li> <li>Sites with highest population in deprived area score highly</li> </ul>	3 points: Within top 10% most deprived LSOA 2 points: Within top 30% most deprived LSOA 1 point: Within top 50% most deprived LSOA 0 points: Outside top 50% most deprived LSOA
	WIMD Health	<ul style="list-style-type: none"> <li>Number of employment centres within zone</li> <li>LSOA</li> <li>Sites with higher employment density score highly</li> </ul>	3 points: Within top 10% most deprived LSOA 2 points: Within top 30% most deprived LSOA 1 point: Within top 50% most deprived LSOA 0 points: Outside top 50% most deprived LSOA
<b>Objective 6</b>	<b>Measure</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
To promote sustainable travel choice wherever possible.	Car ownership	<ul style="list-style-type: none"> <li>Car ownership statistics within area of influence.</li> <li>Census Output Area</li> <li>Sites with a high first and second car ownership score highly</li> <li>Points based on distribution of households with two car ownership</li> </ul>	3 points: Two car households 45.0 to 60.0% 2 points: Two car households 30.0 to 45.0% 1 point: Two car households 20.0 to 30.0% 0 points: Two car households 10.0 to 20.0%
	Integration Potential	<ul style="list-style-type: none"> <li>Schemes scored based on the number of modes involved</li> <li>Schemes with multiple modes score highly</li> </ul>	3 points: Includes 3 sustainable modes 2 points: Includes 2 sustainable modes 1 point: Includes 1 sustainable modes 0 points: Includes only private vehicle facilities
	Population Density	<ul style="list-style-type: none"> <li>Population density within area of influence</li> <li>The intention of this data point is to flag that lower population density will require more flexible application of transport hierarchy</li> </ul>	3 points: Population density <1000/km <sup>2</sup> 2 points: Population density 1000 – 2000/km <sup>2</sup> 1 point: Population density 2000 – 3000/km <sup>2</sup> 0 points: Population density >3000/km <sup>2</sup>



**Appendix D Qualitative Score Framework**

<b>Objective 1</b>	<b>Scheme measure against objective</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.	The scheme improves active travel facilities	The scheme provides dedicated or segregated active travel facilities	3
		The scheme provides some active travel facilities in addition to other modes	2
		The scheme provides integration with existing active travel facilities	1
		The scheme has limited impact on the improvement of active travel facilities or limited integration with existing active travel facilities	0
	The scheme allows residents to make sustainable travel choices	The scheme provides a range of sustainable travel options	3
		The scheme provides a sustainable travel choice	2
		The scheme provides some improvement to sustainable travel choices, as well as the private car	1
		The scheme has limited impact on people's ability to make sustainable travel choices	0
<b>Objective 2</b>	<b>Scheme measure against objective</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
To have a transport system that supports the growth and development of sustainable economic activity in the region.	The scheme provides access to job opportunities now & in the future or increases the ability to move freight sustainably	The scheme provides access to major employment hubs and facilitates the creation of job opportunities or makes sustainable improvements to freight access	3
		The scheme provides access to major employment hubs or makes freight access to major employment hubs more sustainable	2
		The scheme provides some access to employment or enhances freight movement in a non-sustainable way	1
		The scheme provides limited access to employment or makes limited improvement to freight access	0
	The scheme provides access to education	The scheme provides access to Primary Schools, Secondary Schools and Higher/Further Education	3
		The scheme provides access to Primary and Secondary Schools	2

		The scheme provides access to Primary Schools	1
		The scheme provides limited access to education	0
	The scheme provides access to trip attractors that requires employees (including Tourism, Retail, Hospitality,)	The scheme has potential to provide modal shift in the access of major trip attractors	3
		The scheme provides access to major trip attractors	2
		The scheme provides access to trip attractors	1
		The scheme provides limited access to trip attractors	0
	The scheme provides access to future job concentrations including the freeport and major projects (e.g. Swansea Bay Tidal Lagoon, Afan Adventure Park, Celtic Freeport, and Hywel Dda Health Board HQ) or increases the ability to move freight sustainably in the future	The scheme provides access to future major employment hubs and facilitates the creation of future job opportunities or makes sustainable improvements to future freight access requirements	3
		The scheme provides access to future major employment hubs and facilitates the creation of future job opportunities or makes a single sustainable improvement to future freight access	2
		The scheme provides some access to future employment or enhances future freight movement in a non-sustainable way	1
		The scheme provides limited access to future employment or improvements to future access for freight	0
<b>Objective 3</b>	<b>Scheme measure against objective</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd	The scheme supports the sustainable transport hierarchy	The scheme benefits predominantly Walking and Cycling	3
		The scheme benefits only sustainable modes	2
		The scheme benefits sustainable modes and private cars	1
		The scheme provides very limited benefits for sustainable modes	0
	The scheme allows residents to make sustainable travel choices	The scheme provides sustainable approaches to improving safety of transport users	3
		The scheme provides a single sustainable approach to improving safety of transport users	2
		The scheme provides a non-sustainable approach to improving safety of transport users	1

		The scheme provides limited ability to improve safety for users of the transport system	0
<b>Objective 4</b>	<b>Scheme measure against objective</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
To have a transport system that recognises the diverse communities of the region and their varying transport needs.	The scheme addresses the transport needs of those with protected characteristics: <ul style="list-style-type: none"> <li>◦age</li> <li>◦gender reassignment</li> <li>◦being married or in a civil partnership</li> <li>◦being pregnant or on maternity leave</li> <li>◦disability</li> <li>◦race including colour, nationality, ethnic or national origin</li> <li>◦religion or belief</li> <li>◦sex</li> <li>◦sexual orientation</li> </ul>	The scheme specifically addresses the transport needs of multiple groups with protected characteristics (5 - 9 protected characteristics)	3
		The scheme specifically addresses the transport needs of multiple groups with protected characteristics (2 - 3 protected characteristics)	2
		The scheme addresses the transport needs of a single protected characteristics, as well as the general population	1
		The scheme does not specifically address the transport needs of those with protected characteristics	0
	The scheme benefits the Rural Population	The scheme provides specific benefits for the rural population, improving connectivity and access to sustainable modes (as per WTS)	3
		The scheme provides specific benefits for the rural population	2
		The scheme benefits the entire population, both urban and rural population	1
		Primarily benefits urban area.	0
	The scheme provides a transport options to support Cohesive Communities and the Welsh Language	The scheme provides sustainable transport options for Welsh speaking communities to access employment, services and education.	3
		The scheme provides transport options for Welsh speaking communities to access employment, services and education.	2
		The scheme provides transport options to connect between Welsh speaking communities.	1
		The scheme provides little connectivity to or between Welsh speaking communities.	0

	The scheme provides increased access to healthcare facilities	The scheme provides sustainable transport access to a healthcare facility where not currently provided	3
		The scheme provides an additional sustainable transport option to a healthcare facility	2
		The scheme improves an existing sustainable transport mode to a healthcare facility	1
		The scheme has minimal impact upon sustainable transport access to a healthcare facility	0
<b>Objective 5</b>	<b>Scheme measure against objective</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
Make sustainable transport more available, attractive and affordable.	The scheme makes sustainable transport options more affordable	The scheme provides free at point of use, sustainable transport options	3
		The scheme makes sustainable transport options more affordable	2
		The scheme provides affordable opportunities to connect to sustainable transport modes	1
		The scheme has minimal impact on sustainable transport affordability, or offers minimal opportunities to connect to them	0
	The scheme makes sustainable transport options more available	The scheme specifically improves the availability of sustainable transport opportunities, by reallocating road space	3
		The scheme specifically improves the availability of sustainable transport opportunities	2
		The scheme improves access to sustainable transport options or enables access to strategic sustainable transport options (such as P&R)	1
		The scheme does not improve the availability of sustainable transport options	0
	The scheme makes sustainable transport options more attractive	The scheme makes sustainable transport options the most attractive mode for entire journeys	3
		The scheme makes sustainable transport options attractive for part of journeys (inc first and last mile)	2
		The scheme makes a small part of the sustainable transport journey more attractive	1
		The scheme has minimal impact upon the attractiveness of sustainable transport opportunities, or offer very limited opportunities	0
	The scheme provides relief to road congestion or overloading of	The scheme provides sustainable travel alternatives that relieves road congestion or passenger service overcrowding	3

	passenger services by sustainable means	The scheme provides a single sustainable travel alternative that relieves road congestion or passenger service overcrowding	2
		the scheme provides relief to road congestion or passenger service overcrowding that is not sustainable	1
		The scheme gives very limited relief to road congestion or passenger service overcrowding	0
<b>Objective 6</b>	<b>Scheme measure against objective</b>	<b>Metric, Scale &amp; Rationale</b>	<b>Scoring</b>
To promote sustainable travel choice wherever possible	The scheme promotes a choice of sustainable transport options	The scheme promotes reducing the need to travel	3
		The scheme promotes the movement of people and goods by sustainable means	2
		The scheme encourages sustainable transport indirectly	1
		The scheme has limited ability to promote sustainable transport	0
	The scheme promotes the integration of transport modes	The scheme includes 3 sustainable modes	3
		The scheme includes 2 sustainable modes	2
		The scheme includes 1 sustainable modes	1
		The scheme includes only private vehicle facilities	0