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2 November 2005

Prioritisation Methodologies:

**The Way Forward for
Delivering Effective Transport
Projects?**

**TRICS Conference
2005**

**Dave Colbert
NWRA**

**Nicola Kane
JMP**

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*Delivering effective solutions to the challenges we are presented with
Evidence of a well-balanced company with an inherent flexibility & focus*

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Overview

- Prioritisation Methodologies
- Transport Priorities for the North West
- The Methodology
- Pros & Cons
- Questions

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Introduction

Prioritisation methodologies are flavour of the month...



...but are they the key to successful transport delivery?

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Prioritisation Methodologies

- SINEI2
- The Northern Way
- Regional Transport Strategies
- Regional Funding Allocations
- City Regions
- And others...

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North West England: A Region of Diversity



North West England: A Region of Contrasts



- Major urban conurbations centred on Liverpool and Manchester, yet almost 80% of the Region is rural
- Population of 6.7 million



- Diverse economy larger than many European countries
- Extremes of social dimensions from pockets of high affluence to areas of severe deprivation and social exclusion

Transport in the North West

Motorway Network



Transport in the North West Rail Network



Transport in the North West

Airports and Ports

- Manchester Airport
- Liverpool John Lennon Airport
- Port of Liverpool
- Manchester Ship Canal



Why Prioritise?

- Large number of potential schemes
- Limited amount of money available



Regional Spatial Strategies

The RTS should provide:

“Regional objectives and priorities for transport investment and management across all modes to support the spatial strategy and delivery of sustainable national transport policies.”

Planning Policy Statement 11



Regional Spatial Strategies

Priorities should be:

- **Derived from an analysis of issues**
- **Consistent with RTS objectives and policies**
- **Support wider objectives of RSS**
- **Defined in broad terms only and focus on general outcomes**
- **Deliverable within RSS timeframe**

A Methodology for Determining Regional Transport Priorities

Project Brief:

- **Define appropriate criteria and scoring mechanism**
- **Conform with Action for Sustainability**
- **Take account of RSS/RTS, RES, Regional Housing Strategy, PSA targets for transport**

JMP Consulting appointed in February 2005

Regional Funding Allocations

- **Consultation December 2004 to March 2005**
- **Covers Economic Development, Housing and Transport (but currently excludes rail)**
- **The Power to Advise**
- **RFA announced in July 2005**
- **Atkins appointed in September 2005**



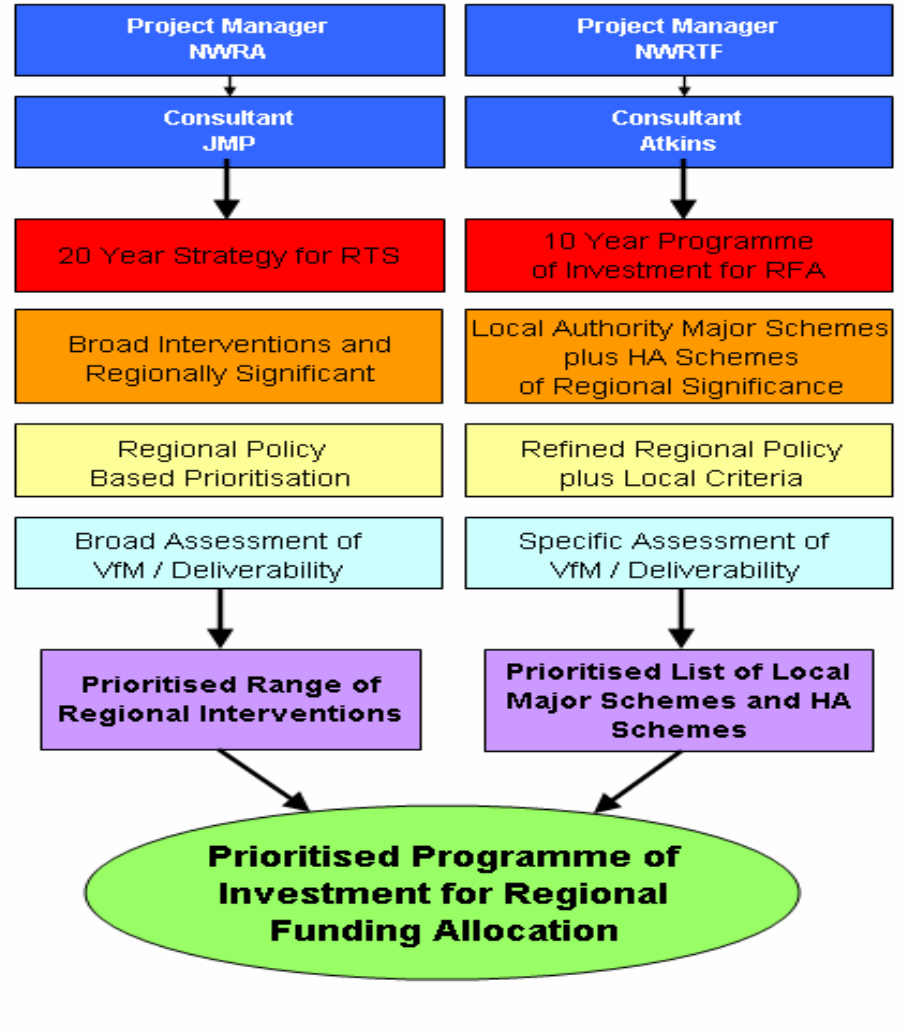
Regional Funding Allocation – Is It Enough?

- For the North West: **£113m in 2005/06**
rising to **£135m in 2015/16**
- In effect: **£1,358m to 2015/16**
- Of which **£235m** is fully committed
- Total value of schemes not fully approved is in excess of **£2bn**, hence the need to prioritise!



Regional Transport Strategy (NWRA)

Regional Funding Allocation (RTF)



RSS Draft Policy RT2: Regional Priorities for Transport Investment and Management

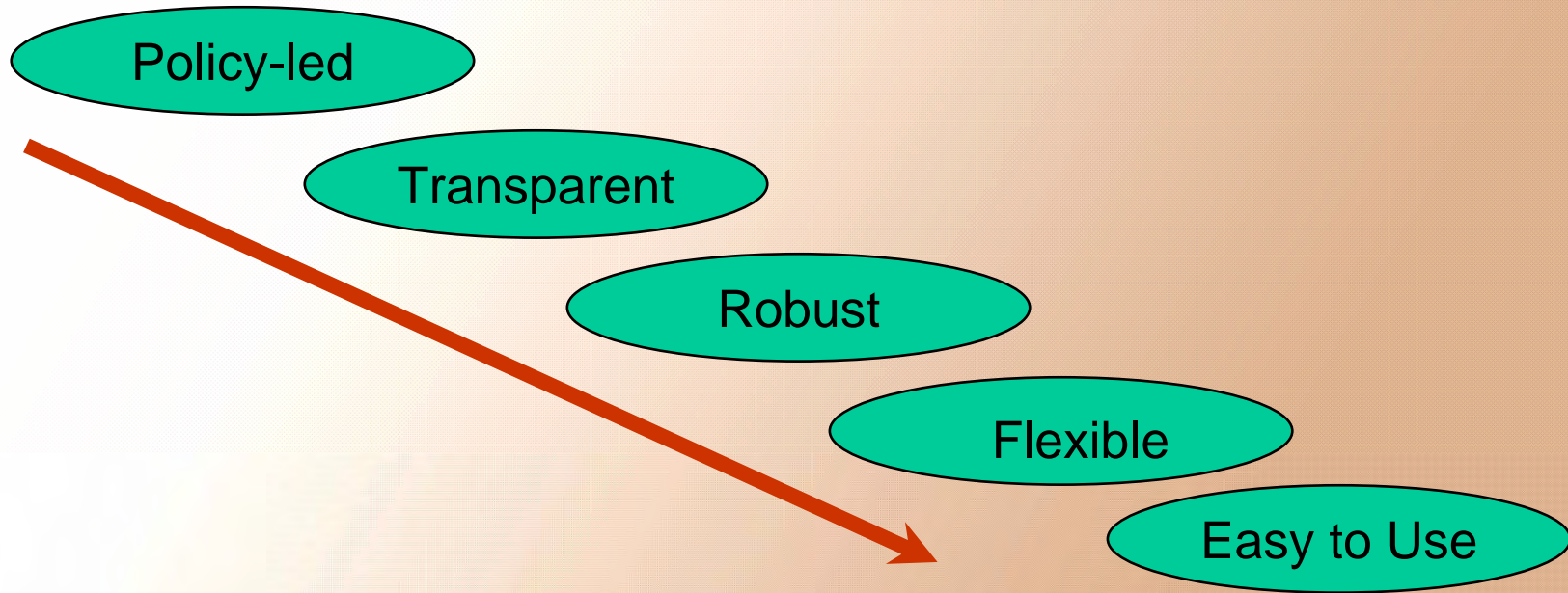
General priorities, in order of importance:

- **Maintenance of existing networks and assets;**
- **Making best use of existing networks and assets, including widest possible exploitation of complementary 'soft' measures; and**
- **Targeted major investment in support of RSS and wider economic, environmental and social objectives.**



Principles of Approach

- Set transport in wider context - NOT appraisal
- Assess interventions against wider regional objectives



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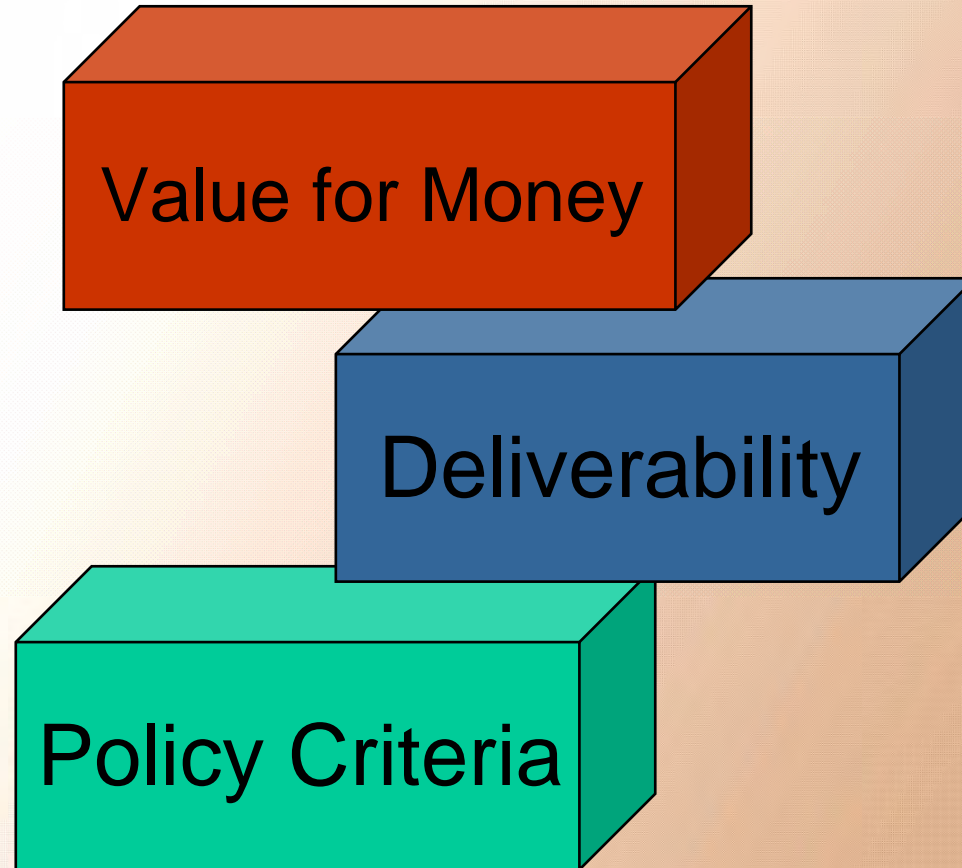


Interventions to be Prioritised

- 65+ interventions in total
- LTP Authorities, HA & Others
- Range from fully developed schemes to concepts
- Committed schemes omitted

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The Building Blocks

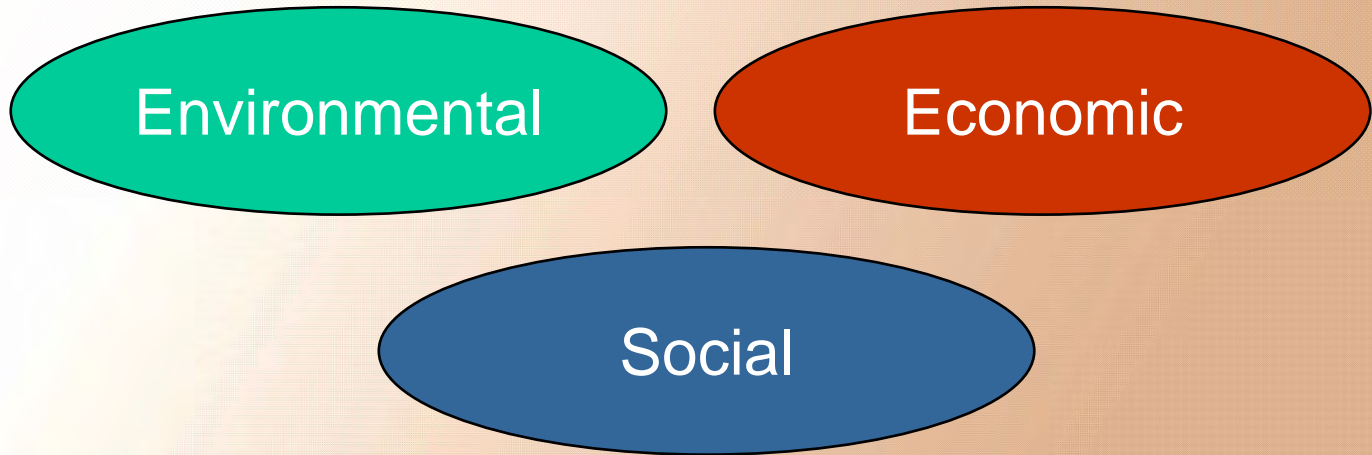


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Policy Criteria

- Based on Action for Sustainability Toolkit
- Cross-referenced with regional & national policy
- Distilled to 20 Policy Criteria:



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Policy Criteria

ECON2. Will the intervention improve regional business competitiveness?

ENV5. Will the intervention limit CO2 emissions?

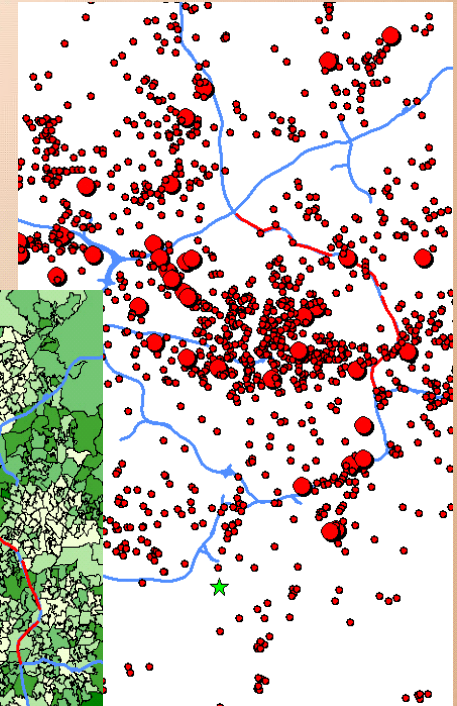
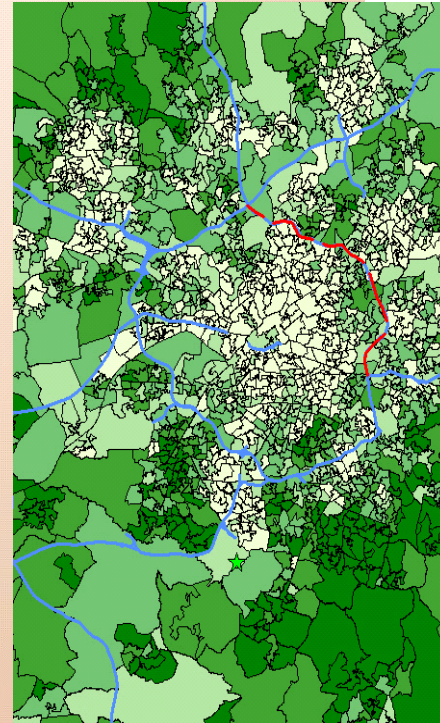
?

SOC3. Will the intervention promote social inclusion?



Scoring Policy Criteria

- 7-point system
- Scoring notes
- Regional policies & designations
- Supporting mapping
- Professional judgement (“Expert Advisers”)



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Value for Money & Deliverability

- DfT Value for Money Guidance – Benefit Cost Ratios:
 - Poor, low, medium, high BCR
- State of Readiness:
 - Committed
 - Schemes within the Programme
 - Under Investigation
 - Proposed for Investigation
- Implementation timescales
- Affordability



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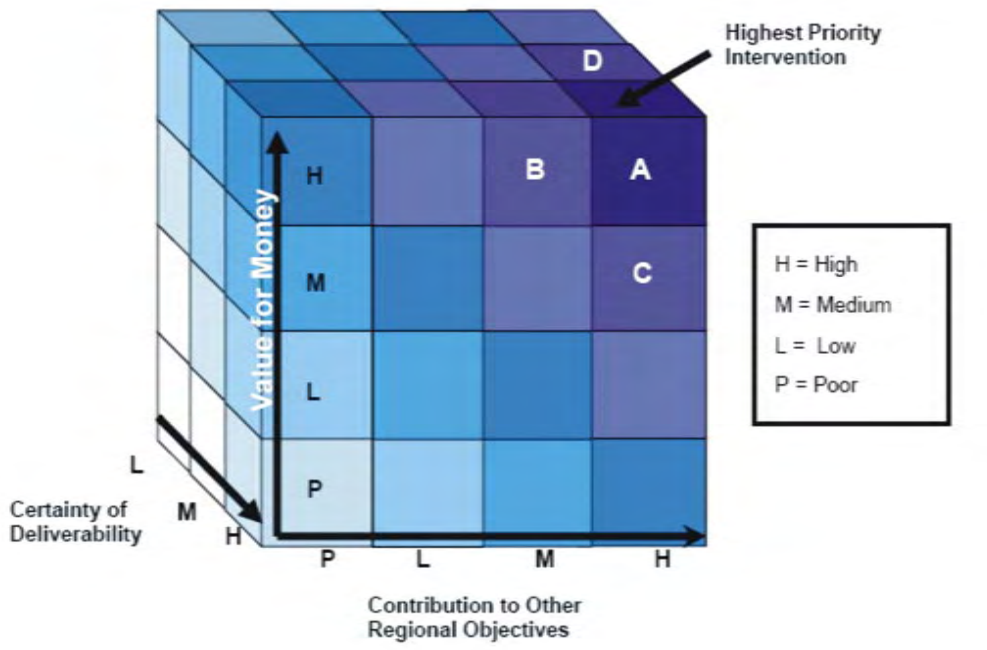


COMBINING THE CRITERIA

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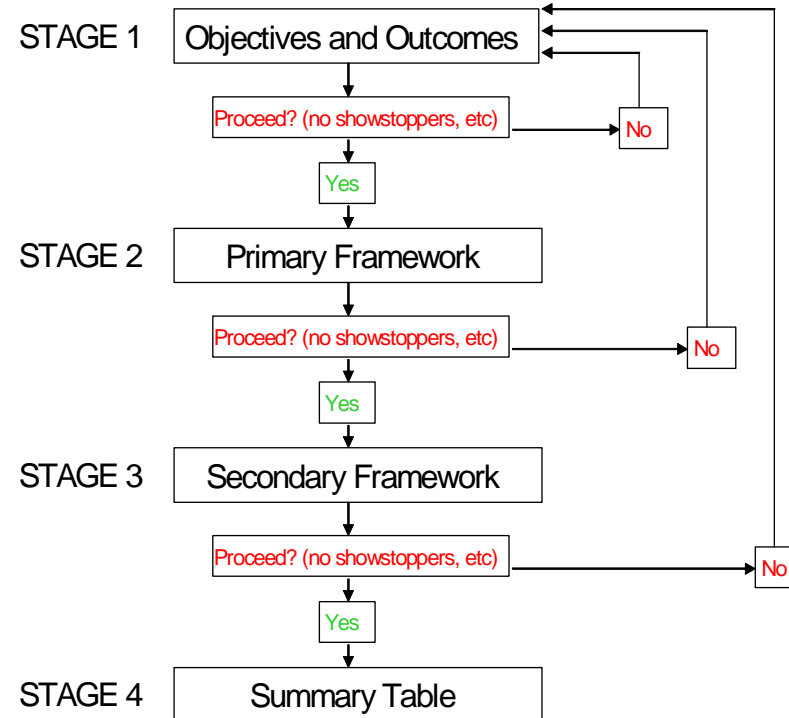
South East England 'Cube' Approach



- 3 dimensional prioritisation matrix - all criteria “in play”
- Over 50 criteria
- A single “answer” but requires assumptions

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SINEI 2 'Staged' Approach



Why is the intervention being considered?

Policy achievement?

Can it be done?

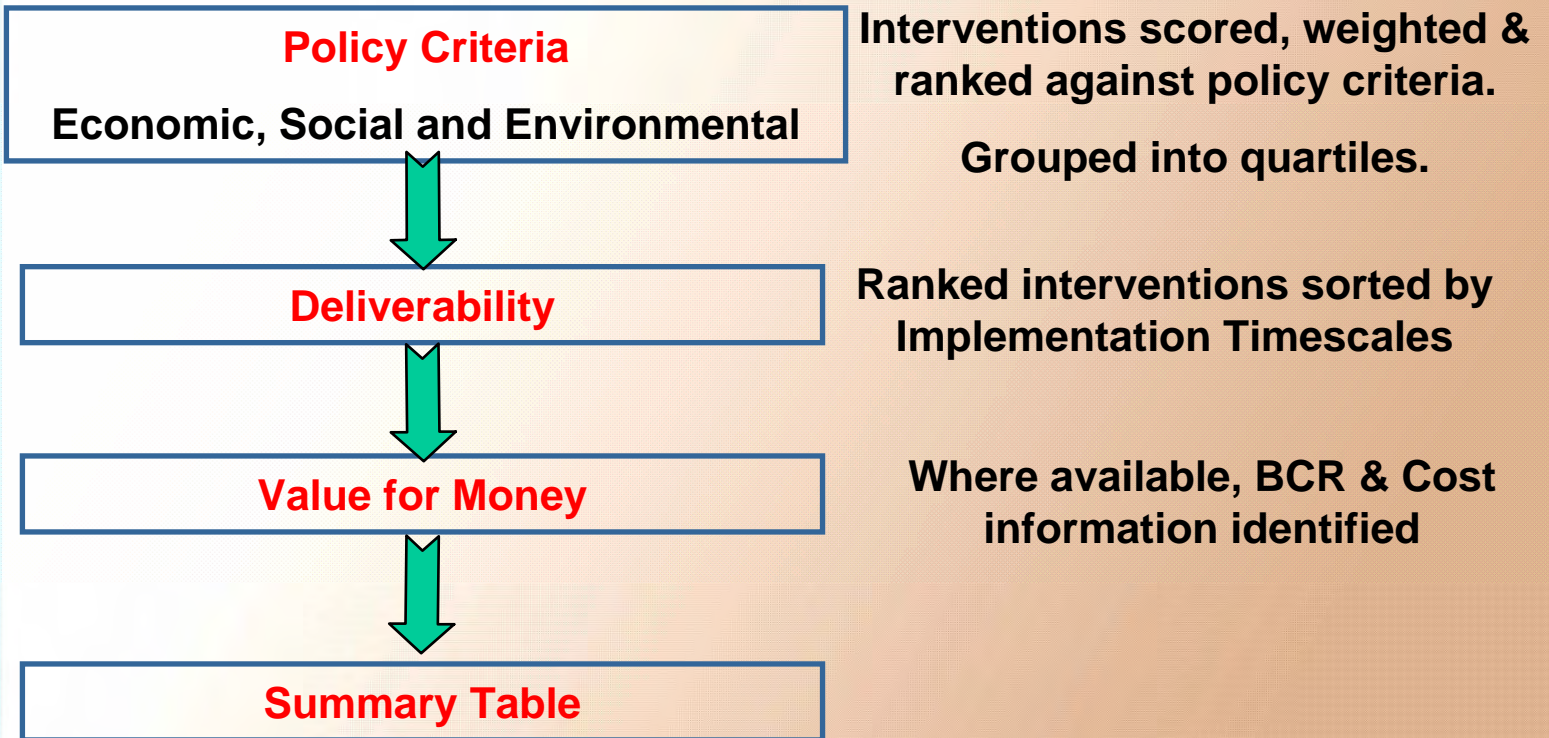
Summary scores

- Summary table i.e. a decision-making tool
- Are your criteria right?

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Our Approach



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The Way Forward

- Refining Interventions
- Refining Scoring Notes
- Interventions to be Scored & Ranked
- Final Report to NWRA in December
- Then the politics begin...

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Is prioritisation the way forward?

- A useful decision-making tool
- Technical support for tough decisions
- Set transport in wider context
- Greater transparency
- Information on how to improve schemes
- Could be adapted at sub-regional/local level

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But...

- Can always be criticised
- What information is available? Don't make it up!
- Must be fit for purpose - are the criteria right?
- Scoring & weightings can be adjusted – pros & cons
- Always winners & losers
- **POLITICS!!**

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Conclusions

- Prioritisation methodologies the latest trend
- A useful tool - not necessarily the final answer
- Focuses minds
- Encourages objective-led approach
- Different regions developing different approaches – standardised methodology?
- What is the alternative?
- Greater acceptance over time?

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