

ACTIVE TRAVEL PROGRAMME EVIDENCE BASE CRITERIA

The criteria below has been used to evaluate the proposed active travel schemes that have been identified by Rhondda Cynon Taf Council in its ATNM. These schemes involve either the construction of new routes or improvements to existing routes. Full details of these schemes are detailed separately.

Most of the criteria used have been based on the details contained within the Active Travel Design Guidance Manual. The scoring has then been totalled to determine whether these schemes have been earmarked in a future works programme over the short, medium or longer term. This methodology is also used to prioritise the proposed active travel schemes.

CRITERIA	SCORE
Deliverability Land not in LA ownership and needs to be acquired.	-1
Deliverability Issues of ecology to address.	-1
Deliverability Requires planning consent.	-1
Deliverability No planning consent required or already granted.	1
Deliverability Potential engineering or technical issues to overcome.	-1
Deliverability Public consultation exercise to be undertaken.	-1
Deliverability Public consultation exercise completed (with overall support obtained) or not needed.	1
Deliverability Funding to be identified or to be secured.	-1

Deliverability Funding already secured or available to progress scheme.	1
Network Planning Route forms part of a wider network and fills missing link.	1
Network Planning Route will serve major new development.	1
CRITERIA	SCORE
Network Planning Route serves at least one facility in the following sectors: (Health, Retail, Employment, Education, Transport, Leisure)	1, 2, 3, 4, 5 and 6
Network Planning Total number of facilities in the above sectors served.	1, 2, 3, 4, 5 and 6
Wider Benefits Supports local Air Quality Management Area measures.	1
Wider Benefits Improves road safety for users / achieves potential reduction in accidents.	1
Wider Benefits Improves streetscape / landscape by putting bringing derelict or unused land back into use.	1
Wider Benefits Route offers convenient, most direct link between points.	1

Wider Benefits Route is or will be fully accessible to all users including those with sensory impairment or mobility difficulties.	1
Wider Benefits Can potentially achieve a modal shift / reduction in local traffic volumes.	1
Wider Benefits Feasibility or technical study needs to be undertaken prior to undertaking scheme.	-1
Wider Benefits Feasibility or technical study has been completed or is not required prior to undertaking scheme.	1
Wider Benefits Proposed scheme was highlighted during previous consultation exercise.	1
Cycling / Pedestrian Benefits Convenience, Accessibility, Safety, Comfort, Attractiveness	Between -2 and 2