

## DELIVERABILITY CRITERIA

Score	<b>Delivery Case: Practical feasibility</b> - is the project technically capable of being delivered, e.g. are there land ownership issues	<b>Delivery Case: Evidence of stakeholder support</b> - is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council	<b>Economic Case: Added Road Safety Benefit</b> - the level of benefit that may be achieved with regard to reducing risk to highway users, particularly more vulnerable users such as pedestrians and cyclists and the location is a current accident cluster site.	<b>Economic Case: Scale of impact</b> - what is the scale of (a) economic, (b) environmental and (c) social impacts of the project in relation to development(s), e.g. how many people will it benefit, local/countywide/strategic area covered, noise, air quality, safety, accessibility/severance	<b>Economic Case: Value for money</b> - what level of benefits will the project deliver assessed against cost; either in Benefit Cost Ratio (BCR) or qualitative assessment	<b>Financial Case: Match/Alternative funding</b> - are there other funding sources available for the project, either in whole or in part	<b>Financial Case: Affordability</b> - the extent to which the level of expenditure and financial risk involved in a project can be taken on, given other requests for funding
3	Can be delivered with no issues, potentially in conjunction with other works	Formal consultation carried out evidencing support	Existing accident cluster site and likely to deliver significant benefits	Major/cross-district positive impact	High or very high value for money or BCR over 2	>50%	Entirely funded by third party or specific funding stream
2	Feasible with added value	Supported multiple (eg public & members)	Not an existing accident cluster site, but likely to deliver significant benefits that will reduce risk to road users	Mid-large scale positive impact	Medium value for money or BCR between 1.5 and 2	25-50%	Can be delivered without impacting other projects, part funded as per +3
1	Feasible	Support indicated (eg public or members)	Some benefits and not an existing cluster site.	Small scale/localised positive impact	Low value for money or BCR between 1 and 1.5	<25%	Can be delivered without impacting other projects, low risk of costs increasing
0	Feasible but minor issues	No evidence	Not expected to benefit road safety	No impact or +/- balance	Very low value for money or BCR below 1 or No impact	None	Affordable
-1	Feasible but highway land not sufficient/multiple issues	Minor opposition indicated		Small scale/localised negative impact			Affordable with impact, risk of costs increasing
-2	Feasible but more significant issues with land, services, etc.	Multiple opposition indicated		Mid-large scale negative impact			Unaffordable without Third Party contribution
-3	Not possible without major additional works	Formal consultation shows large opposition		Major/cross-district negative impact			Unaffordable without significant Third Party contribution

## OBJECTIVES CRITERIA - Local Transport Plan objectives

Score	<b>Improving the reliability of journey times by managing demand for road space, where appropriate and maximising the capacity and efficiency of the existing network</b>	<b>Reducing the length of the commute and the need to travel by private car</b>	<b>Making sustainable modes of transport a viable and attractive alternative to the private car</b>	<b>Future-proofing our maintenance strategy and new transport infrastructure to cope with the effects of climate change</b>	<b>Double Weighting applies</b> Ensuring people – especially those at risk of social exclusion – can access the services they need within reasonable time, cost and effort wherever they live in the county	<b>Addressing the main causes of road accidents in Cambridgeshire</b>	<b>Protecting and enhancing the natural environment by minimising the environmental impact of transport</b>	<b>Influencing national and local decisions on land-use and transport planning that impact on routes through Cambridgeshire</b>
3	Significant improvement to the reliability of journey times	Significant reduction	Significant positive impact	Significant positive impact	Significant positive impact	Significant impact on addressing the main causes	Significant impact on protecting and enhancing the natural environment	Significant positive impact
2	Some improvement to the reliability of journey times	Some reduction	Some positive impact	Some positive impact	Some positive impact	Some impact to address the main causes	Some impact on protecting and enhancing the natural environment	Some positive impact
1	Minor improvement to the reliability of journey times	Minor reduction	Minor positive impact	Minor positive impact	Minor positive impact	Minor impact to address the main causes	Minor positive impact on protecting and enhancing the natural environment	Minor positive impact
0	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
-1	Minor negative impact on the reliability of journey times	Minor increase	Minor negative impact	Minor negative impact	Minor negative impact	Minor negative impact on addressing the main causes	Minor negative impact in terms of protecting and enhancing the natural environment	Minor negative impact
-2	Some negative impact on the reliability of journey times	Some increase	Some negative impact	Some negative impact	Some negative impact	Some negative impact on addressing the main causes	Some negative impact in terms of protecting and enhancing the natural environment	Some negative impact
-3	Significant negative impact on the reliability of journey times	Significant increase	Significant negative impact	Significant negative	Significant negative	Significant negative impact on addressing the main causes	Significant negative impact in terms of protecting and enhancing the natural environment	Significant negative