

| Score | Strategic Case: reduce congestion - improve the efficiency of the existing space allocated to transport - avoid simply unlocking latent demand - use smart technology to ease congestion | Strategic Case: jobs and housing - unlock economic and job creation opportunities - enable new housing developments | Economic Case: Scale of impact - what is the scale of impact on traffic condition, journey time, reliability | Economic Case: Value for money - what level of benefits will the project deliver assessed against cost; either in BCR or qualitative assessment | Management Case: Deliverability - certainty of commencing during 2018/19 - certainty of statutory powers in place | Management Case: Evidence of stakeholder support - is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council, Local MP | Financial Case: Local contribution - percentage of local contribution - level of private sector funding |
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| 3 | Major improvement to congestion and meet new dev't needs | Jobs/homes delivered by 2021, or large numbers enabled | Major congestion reduction with wider positive impact | | High certainty commence in 18/19, stat power in place | Formal consultation carried out evidencing support | >50% some private or 30-50% mostly private |
| 2 | Some improvement to congestion and meet new dev't needs | Jobs/homes delivered by 2021 | Mid-large scale positive impact | | Can commence in 18/19, low risk of stat power issue | Supported multiple (eg public & members) | 30-50% some private |
| 1 | Minor improvement to congestion and meet new dev't needs | Some jobs/homes enabled but not before 2021 | Small scale/localised positive impact | | Can commence late 18/19, high risk of stat power issue | Support indicated (eg public or members) | <30% some private |
| 0 | No change | No change | No impact or +/- balance | No impact or +/- balance | Feasible but highway land issues | No evidence | None |
| -1 | Minor negative impact on the reliability of journey times | | Small scale/localised negative impact | | Feasible but highway land not sufficient/ multiple issues | Minor opposition indicated | |
| -2 | Some negative impact on the reliability of journey times | | Mid-large scale negative impact | | Feasible but more significant issues with land, services etc | Multiple opposition indicated | |
| -3 | Major negative impact on the reliability of journey times | | Major/cross-district negative impact | | Not possible without major additional works | Formal consultation shows large opposition | |