

Appendix 2

Project Selection Criteria Filters for funding from s106 developer contributions

First Filter – Proposed project fit with Cambridge Corridor Area Transport Plans and Market Towns Transport Strategies

1. In line with current national and local transport policy, the emphasis of any new transport capacity in the area is on public transport, traffic restraint, cyclists and pedestrians. By identifying how additional capacity of this nature can be provided, the plan aims to:
 - a. minimize, mitigate or manage any increase in car traffic in the area, particularly during the peak hours;
 - b. increase the proportion of journeys made by bus, cycle and on foot;
 - c. manage the transport network efficiently, and minimise delays to public transport users, pedestrians and cyclists;
 - d. minimise the environmental and economic impact of transport;
 - e. direct relationship to development

Second Filter- deliverability, affordability and value for money of proposed project

2. Consider proposed project in respect of each of the following criteria:
 - a. Deliverability – The extent to which a project is deemed likely to deliver the expected benefits within the declared cost/time/quality envelope.
 - b. Affordability – The extent to which the level of expenditure and financial risk involved in a project can be taken on, given total level of financial contribution received from developers in area of transport plan or strategy.
 - c. Value for money – The optimum combination of whole-life cost and quality (or fitness for purpose, ensuring all points raised in first filter above are met), as well as to meet the expected transport infrastructure of service improvements of the local community
 - d. Match funding – The level of match funding that the project will attract, where applicable, that will increase affordability and raise project profile accordingly.

Third Filter – Prioritisation of proposed projects based on Cost Benefit Analysis

3. To quantify in monetary terms as many of the costs and benefits of a proposal as feasible, considering for transport purposes the points in the above filters and the following when completing the Transport Project Assessment and Prioritisation Form:
 - a. changes in business and non-business travellers' journey time and journey reliability, vehicle operating costs, fares and other related changes
 - b. the potential to reduce road casualties

- c. the effects of better transport interchange on traveller journey times
- d. impacts of noise
- e. impacts on greenhouse gases
- f. Impact on public health in terms of opportunities for individuals to participate in exercise, as well as resulting in reduced emissions
- g. Supporting businesses by considering positive effects, for example provision or enhancement of infrastructure to encourage sustainable methods of travel, as well as considering negative effects, such as loss of customer parking