DELIVERABILITY CRITERIA

Score	Delivery of project: Practical feasibility - is the project technically capable of being delivered, e.g. are there land ownership issues	Evidence of stakeholder support - is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council	- the level of benefit that may be achieved with regard to reducing risk to highway users, particulary more vulnerable users such as pedestrians and cyclists and the location is a	impact - what is the scale of (a) economic, (b) environmental and (c) social impacts of the	Economic Case: Value for money - what level of benefits will the project deliver assessed against cost; either in BCR or qualititative assessment	Financial Case: Match/Alternative funding - are there other funding sources available for the project, either in whole or in part	Financial Case: Affordability - the extent to which the level of expenditure and financial risk involved in a project can be taken on, given other requests for funding
				local/countywide/strategic area covered, noise, air quality, safety, accessiblity/severance			
3	Can be delivered with no issues, potentially in coniunction with other works	0 11	and likely to deliver significant benefits	Major/cross-district positive impact		>50%	Entirely funded by third party or specific funding stream
2	Feasible with added value		Not an existing accident cluster site, but likely to deliver signficant benefits that will reduce risk to road users	Mid-large scale positive impact		25-50%	Can be delivered without impacting other projects, part funded as per +3
1	Feasible	Support indicated (eg public or members)		Small scale/localised positive impact		<25%	Can be delivered without impacting other projects, low risk of costs increasing
0	Feasible but minor issues		Not expected to benefit road safety	No impact or +/- balance	No impact or +/- balance	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	journey times by managing		Making sustainable modes of transport a viable and attractive alternative to the private car	to cope with the effects of climate change		Addressing the main causes of road accidents in Cambridgeshire	Protecting and enhancing the natural environment by minimising the environmental impact of transport	Influencing national and local decisions on land-use and transport planning that impact on routes through Cambridgeshire
3	Significant Improvement to the reliability of journey times	Significant reduction	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	I 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 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 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		Signifcant negative impact on addressing the main causes	Significant negative impact in terms of protecting and enhancing the natural environment	Significant negative