

## DELIVERABILITY CRITERIA

| Score | <b>Delivery Case:<br/>Practical feasibility</b><br>- is the project technically capable of being delivered, e.g. are there land ownership issues | <b>Delivery Case:<br/>Evidence of stakeholder support</b><br>- is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council | <b>Economic Case:<br/>Added Road Safety Benefit</b><br>- 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:<br/>Scale of impact</b><br>- 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/countdownwide/strategic area covered, noise, air quality, safety, accessibility/severance | <b>Economic Case:<br/>Value for money</b><br>- what level of benefits will the project deliver assessed against cost; either in Benefit Cost Ratio (BCR) or qualitative assessment | <b>Financial Case:<br/>Match/Alternative funding</b><br>- are there other funding sources available for the project, either in whole or in part | <b>Financial Case: Affordability</b><br>- 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 - Draft CPCA Local Transport Plan Objectives

| Score | Housing<br>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues | Employment<br>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the region's prosperity | Tourism<br>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports | Resilience<br>Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability | Safety<br>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries | DOUBLE WEIGHTING<br>Accessibility<br>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all | Health & Wellbeing<br>Provide 'healthy streets' and high quality public realm that puts people first and promotes active lifestyles | Air Quality<br>Ensure transport initiatives improve air quality across the region to exceed good practice standards | Environment<br>Deliver a transport network that protects and enhances our natural, historic and built environments | Climate Change<br>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change |
|-------|--|---|---|--|---|--|---|---|--|---|
| 3     | Fully supports both new housing and addresses housing affordability issues   | Supports a significant level of sustainable connectivity  | Supports a significant level of sustainable connectivity  | Supports a significant level of resilience and adaptability  | Significant positive impact on safety   | Supports significant level of social inclusion   | Fully supports both high quality public realm and active lifestyles   | Significant positive impact on air quality  | Significant positive impact that both protects and enhances natural/historical and built environments              | Significant positive impact on climate change   |
| 2     | Fully supports either new housing or addresses housing affordability issues  | Supports a wider level of sustainable connectivity  | Supports a wider level of sustainable connectivity  | Supports a wider level of resilience and adaptability  | Wider positive impact on safety   | Supports wider level of social inclusion   | Supports either high quality public realm or active lifestyles  | Wider positive impact on air quality  | Wider positive impacts that protects/enhances natural/historical and built environments                            | Wider positive impact on climate change   |
| 1     | Supports minor level of new housing development/ affordability   | Supports minor level of sustainable connectivity  | Supports minor level of sustainable connectivity  | Supports minor level of resilience and adaptability  | Minor positive impact on safety   | Supports minor level of social inclusion   | Minor positive impact on high quality realm/active lifestyles   | Minor positive impact on air quality  | Minor positive impact on natural/historical and built environments   | Minor positive impact on climate change   |
| 0     | No Change  | No Change   | No Change   | No Change  | No Change   | No Change  | No Change   | No Change   | No Change  | No Change   |
| -1    | Minor negative impact on new housing development / affordability   | Minor negative impact on level of sustainable connectivity  | Minor negative impact on level of sustainable connectivity  | Minor negative impact on resilience and adaptability   | Minor negative impact on safety   | Minor negative impact on social inclusion  | Minor negative impact on high quality realm/active lifestyles   | Minor negative impact on air quality  | Minor negative impact on natural/historical and built environments   | Minor negative impact on climate change   |
| -2    | Negatively impacts new housing development or affordability  | Wider negative impact on level of sustainable connectivity  | Wider negative impact on level of sustainable connectivity  | Wider negative impact on resilience and adaptability   | Wider negative impact on safety   | Wider negative impact on social inclusion  | Negatively impacts either high quality public realm or active lifestyles  | Wider negative impact on air quality  | Wider negative impacts on natural/historical and built environments  | Wider negative impact on climate change   |
| -3    | Negatively impacts both housing development and affordability  | Significant negative impact on level of sustainable connectivity  | Significant negative impact on level of sustainable connectivity  | Significant negative impact on resilience and adaptability   | Significant negative impact on safety   | Significant negative impact on social inclusion  | Significant Negatively impacts both high quality public realm and active lifestyles   | Significant negative impact on air quality  | Significant negative impact on natural/historical and built environments   | Significant negative impact on climate change   |