

Appendix 3: Scoring Criteria for DTSA Funds

3a Transport Strategy Criteria

Score	Productivity Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity	Connectivity People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure	Climate Successfully and fairly reducing emissions to Net Zero by 2045	Environment Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.	Health Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys & lifestyles, and delivering stronger, fairer, more resilient communities	Safety To prevent all harm by reducing risk and enabling people to use the transport system with confidence. Contribute towards Vision Zero
3	Fully supports and contribute to developments and growth	Significant benefits to connectively for all purposes, and improves inequality in access	Directly contributing to reducing emissions to Net Zero by 2045	Likely to deliver direct significant benefits that improves green spaces and nature	Likely to deliver significant increase in access to active travel modes for all purposes	Likely to deliver significant benefits e.g. address existing accident cluster site
2	Supports developments and growth	Significant benefits to connectively for all purposes	Indirectly contributing to reducing emissions to Net Zero by 2045	Significant benefits to a transport network that improves green spaces and nature	Likely to deliver significant benefits in access to active travel or active lifestyles	Not an existing accident cluster site, but likely to deliver significant benefits that will reduce risk to road users
1	Likely to support limited aspects of development	Likely to improve connectivity for one/some purposes	Some contribution to reducing emissions	Minor positive impact on improving green spaces and nature	Some benefits but may not be in accordance with road user hierarchy	Some benefits and not an existing cluster site; or indirect improvement
0	Neutral	Neutral	Not expected to reduce emissions	Neutral	Neutral	Not expected to benefit road safety
-1	Minor negative impact on development	Minor negative impact	Minor negative impact e.g. likely to increase emissions in local area	Minor negative impact on green spaces and nature	Minor negative impact and may not be in accordance with road user hierarchy	Minor negative impact on safety
-2	Negatively impacts on developments	Wider negative impact e.g. reduce connectivity for some purposes	Wider negative impact e.g. highly likely to increase emissions	Wider negative impacts on green spaces and nature e.g. loss of access	Wider negative impacts and potential road user conflict	Wider negative impact on safety
-3	Significant negative impact on developments	Significant negative impact e.g. in severance	Significant negative impact e.g. will increase emissions	Significant negative impact on green spaces and nature e.g. loss of green spaces	Significant negative impacts or high risk of road user conflict	Significant negative impact on safety

3b Deliverability Criteria

Score	<u>Economic Case (scale of impact)</u> What is the scale of economic, environmental and social impacts of the project e.g. how many people will it benefit, local/countywide/strategic area covered	<u>Economic Case (value for money)</u> What level of benefits will the project deliver assessed against cost; either in Benefit Cost Ratio (BCR) or qualitative assessment	<u>Management Case (early delivery)</u> Is there certainty of commencing during 2024/25, certainty of statutory powers in place	<u>Management Case (stakeholder support)</u> Is there evidence of stakeholder support for the project from e.g. Members, the public, District Council, Parish Council, local MP	<u>Financial Case</u> Percentage of local contribution and level of private sector funding
3	Major/cross-district positive impact	High or very high value for money or BCR over 2	High certainty of commencement in 2024/25, statutory powers in place including land	Formal consultation carried out evidencing support	>50% some private or 30-50% mostly private
2	Mid-large scale positive impact	Medium value for money or BCR between 1.5 and 2	Can commence in 2024/25, low risk of issue with statutory powers	Supported multiple (e.g. public & Members)	30-50% some private
1	Small scale/localised positive impact	Low value for money or BCR between 1 and 1.5	Can commence late 2024/25, high risk of issue with statutory powers	Support indicated (public or Members)	<30% private
0	No impact or +/- balance	Very low value for money or BCR below 1 or No impact	Feasible, but highway land issues	No evidence	None
-1	Small scale/localised negative impact		Feasible, but highway land not sufficient / multiple issues	Minor opposition indicated	
-2	Mid-large scale negative impact		Feasible, but more significant issues with land, services, etc	Multiple opposition indicated (e.g. public & Members)	
-3	Major/cross-district negative impact		Not possible without major additional works	Formal consultation shows large opposition	