

DELIVERABILITY CRITERIA

Score	Delivery Case: Practical feasibility - is the project technically capable of being delivered, e.g. are there land ownership issues	Delivery Case: Evidence of stakeholder support - is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council	Economic Case: Added Road Safety Benefit - 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.	Economic Case: Scale of impact - 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/countywide/strategic area covered, noise, air quality, safety, accessibility/severance	Economic Case: Value for money - what level of benefits will the project deliver assessed against cost; either in Benefit Cost Ratio (BCR) or qualitative 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
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 Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Employment 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 Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Resilience Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Safety Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	DOUBLE WEIGHTING Accessibility Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Health & Wellbeing Provide 'healthy streets' and high quality public realm that puts people first and promotes active lifestyles	Air Quality Ensure transport initiatives improve air quality across the region to exceed good practice standards	Environment Deliver a transport network that protects and enhances our natural, historic and built environments	Climate Change 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