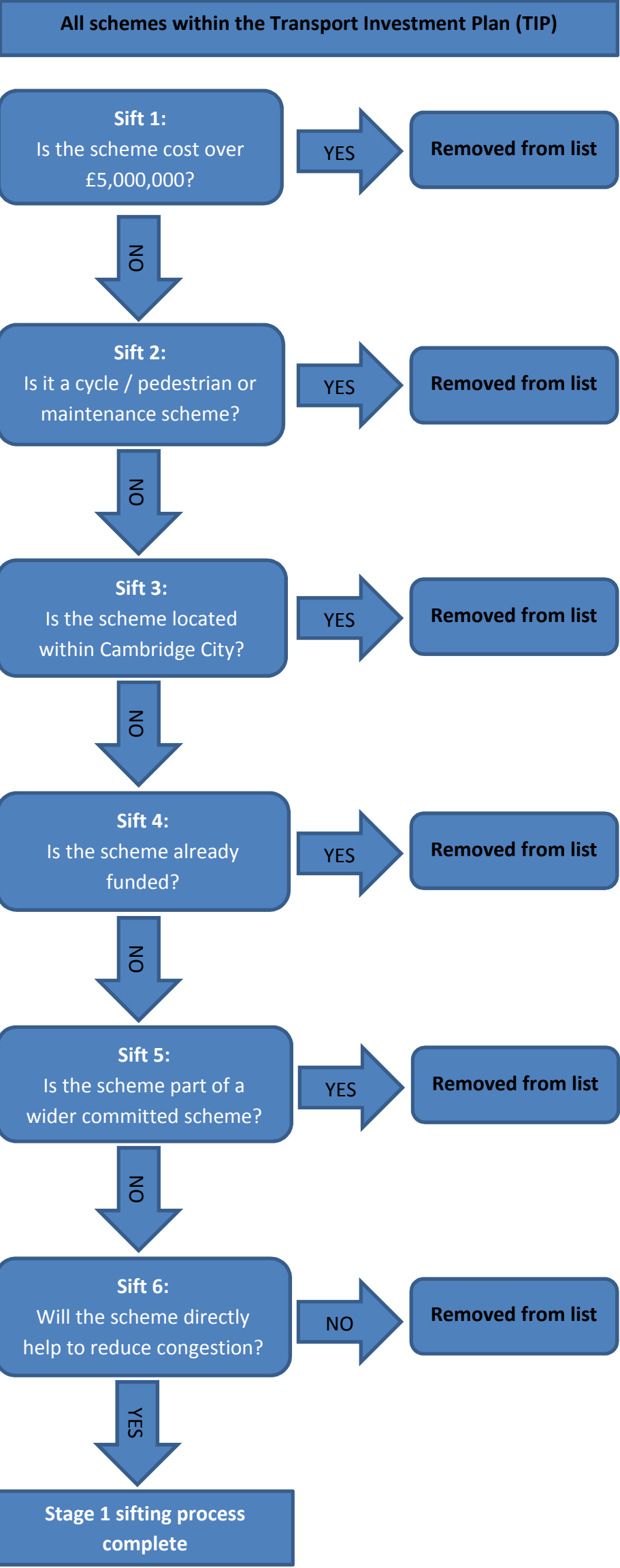
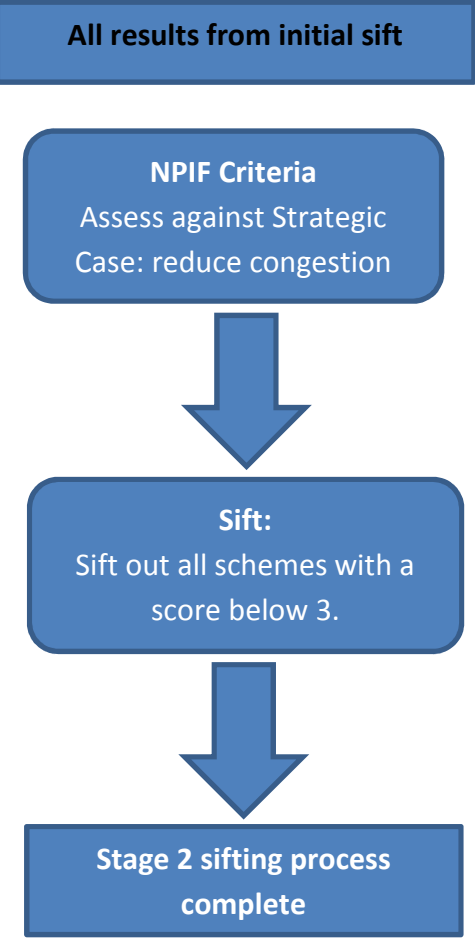


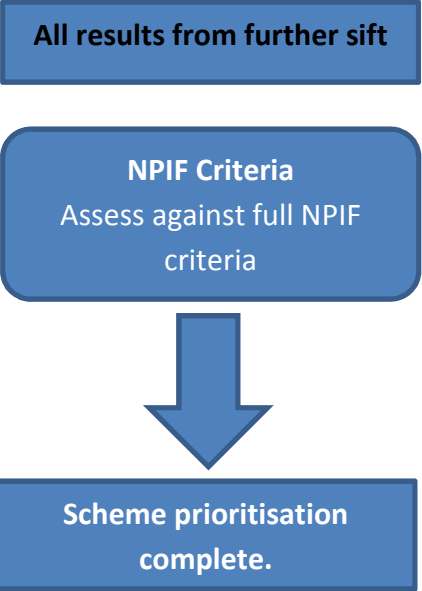
STAGE 1: Initial Sift



STAGE 2: Further Sift



STAGE 3: Prioritisation



NPIF Scoring Criteria:

	Strategic case: reduce congestion	Strategic case: jobs and housing	Economic case: Scale of impact	Economic case: value for money	Management case: early delivery	Management case: stakeholder support	Financial case: Local contribution
Key Considerations	Improve the efficiency of the existing space allocated to transport.	Unlock economic and job creation opportunities.	What is the scale of impact on traffic condition, journey time, reliability?	What level of benefits will the project deliver assessed against cost, either in BCR or qualitative assessment?	Certainty of commencing during 2018/19.	Is there evidence of support for the project from e.g. Members, the public, District Council, Parish Council, local MP?	Percentage of local contribution.
	Avoid simply unlocking latent demand.	Enable new housing developments.			Certainty of statutory powers in place.		Level of private sector funding.
	Use smart technology to ease congestion.						
3	Major improvement to congestion and meets new development needs.	Jobs/homes delivered by 2021 or large number enabled.	Major congestion reduction with wider positive impact.		High certainty commence in 18/19, stat powers in place.	Formal consultation carried out evidencing support.	>50% some private or 30-50% mostly private.
2	Some improvement to congestion and meets new development needs.	Jobs/homes delivered by 2021.	Mid-large scale positive impact.		Can commence in 18/19, low risk of stat powers issue.	Supported multiple (public and Members).	30-50% some private.
1	Minor improvements to congestion and meets development needs.	Some jobs/homes enabled but not by 2021.	Small scale/localised positive impact.		Can commence late 18/19, high risk of stat powers issue.	Support indicated (e.g. public and Members).	<30% private.
0	No change.	No change.	No impact or +/- balance.	No impact or +/- balance.	Feasible, but highway land issues.	No evidence.	None.
-1	Minor negative impact on the reliability of journey times.		Small scale/localised negative impact.		Feasible, but highway land not sufficient/multiple issues.	Minor opposition indicated.	
-2	Some negative impact on the reliability of journey times.		Mid-large scale negative impact.		Feasible, but more significant issues with land, services, etc.	Multiple opposition indicated.	
-3	Major negative impact on the reliability of journey times.		Major/cross-district negative impact.		Not possible without major additional works.	Formal consultation shows large opposition.	