

**Appendix 1 – Assessment Criteria and Requirements**
**LTP Strategy**

- \* Economy – Supporting a thriving and prosperous economy
- \* Health – Enabling healthy choices to improve wellbeing
- \* Climate change – Tackling climate change and protecting and enhancing the natural and built environment
- \* Access – Improving accessibility and inclusivity

| Key Matters          | Components                                   | Assessment Criteria and Requirements   | Economy | Health | Climate Change | Access |
|----------------------|--|--|---------|--------|----------------|--------|
| <b>Technical</b>     | Strategic and Local fit                      | Demonstratable community benefits including alignment with national and local policies   | X       | X      | X              | X      |
|                      | Traffic outcomes                             | Modelling results demonstrate improved journey times   | X       |        | X              | X      |
|                      | Safety outcomes                              | Modelling results demonstrate no overall reduction in safety   |         | X      |                | X      |
|                      | Network Rail and National Highways Approvals | Clear demonstration that approvals have been obtained or are well advanced, with AIP's moving through the respective governance processes within National Highways and Network Rail. |         |        |                |        |
| <b>Planning</b>      | Planning permission                          | Planning permission for the main scheme in place   | X       | X      | X              | X      |
|                      | Pre-construction planning conditions         | All pre-construction planning conditions discharged (or have route to discharge) or with sufficient mitigation strategies in place to enable a start on site.                        |         |        | X              |        |
|                      | Temporary works planning application(s)      | Temporary work planning applications have been prepared for submission and meet any pre-application advice requests.   |         |        | X              |        |
|                      | Land acquisition                             | The land is in council ownership or control with remaining land in route to acquisition through CPO.   | X       |        |                |        |
| <b>Environmental</b> | Natural England approvals                    | Clear environmental mitigation strategies are in place and agreements with Natural England are in place or well advanced.  |         |        | X              |        |
|                      | Carbon reduction                             | Contractor has submitted a carbon reduction plan demonstrating they have measures in place to reduce carbon during construction  |         | X      | X              |        |

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|                   | Woodland mitigation    | Sufficient additional tree planting in place at more than three times greater than the proposed loss of ancient woodland  |   | X | X |   |
|                   | Biodiversity net gain  | BNG mitigation measures for the temporary works applications are planned or in place  |   |   | X |   |
| <b>Commercial</b> | Competitive tender     | A compliant and commercially robust tender process was used to secure the contractor appointment, and a tender evaluation report has been signed off by the director.                                       | X |   |   |   |
|                   | Construction price     | Final construction cost estimates are agreed taking into account all planned value engineering and contingency  | X |   |   |   |
|                   | Completion of PCSA     | Final designs agreed, approvals and mobilisation plans in place   |   |   |   |   |
|                   | Utility diversions     | Surveys completed and all cost estimates for utility diversions included in final construction cost estimates.  | X |   |   |   |
|                   | Risk Management        | A joint contractor and client risk register is developed and a process for monthly reviews of risk by the project board is in place.  | X |   |   |   |
|                   | Social Value           | Contractor has provided a deliverable plan with defined actions and with local organisations supported.   | X | X | X | X |
|                   | Construction programme | Full construction programme in place identifying clear critical path and dependencies   | X |   |   |   |
| <b>Financial</b>  | Affordability          | Having taken into account the revised construction budget following the PCSA there is sufficient budget in place to deliver the scheme including sufficient contingency. Report signed off by S151 officer. | X |   |   |   |
|                   | Funding                | Scheme has been accepted by DfT as a 'retained' scheme with no objection to the partial use of Local Transport Grant funding.   | X |   |   |   |
|                   | Value for money        | S151 officer is satisfied that calculated Benefits to Costs Ratio (BCR) represents value for money having achieved a Medium or High assessment score.   | X |   |   |   |

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|--|-----------------|---|---|---|---|---|
|  | Value for money | S151 officer is satisfied that calculated Net Present Public Value (NPPV) is positive demonstrating the scheme represents an expected overall gain in public value. | X | X | X | X |
|--|-----------------|---|---|---|---|---|