Appendix 1

Assessment Criteria and Requirements

Case Model	**Assessment Criteria and Requirements**	**How it will be reported**
Strategic Case (Case for change)	Why is the project necessary?	The business case evaluates the problems and issues and how the delivery of Phase One will impact these.
	Project objectives are identified and measurable?	Summary list of the objectives and how they are being measured in the form of a logic map to demonstrate the outputs, outcomes and impacts associated with the objectives
	Alignment with national and local policies	The business case demonstrates alignment with national and local policies
	Improvements to Jouney Times	List of routes with reduced traffic flows and improved journey times
	Any routes showing slower journey times	List of any routes with increase traffic flows or where journey times worsen
	Any routes showing reduction in accidents	Total expected reduction in slight accidents by severity
	Any routes showing increased accidents	Total expected increase in serious and fatal accidents by severity
	Overall accidents as measured by Cobalt assessment	Total disbenefit figure
	Identifcation of the potential impacts of the scheme on different groups across society	Equality Impact Assessment (EQIA)
	Modelling work demonstrates increased resilience to incidents and peak-period congestion	Summarise the outcome of the modelling outputs regarding improved resilience.
	Woodland compensation	Number of additional acres of tree planting to compensate for loss of approximately 1.3 acres of ancient woodland
	Carbon reduction as measured by VECAT assessment	Total reduction in carbon estimated over the 60-year appraisal period compared with the Do Minimum scenario.
	Noise and air quality assessments	Assessment outcomes from the noise and air quality modelling
(Value for Money)	Benefits to Costs Ratio (BCR) represents value for money having achieved a Medium or High assessment score.	A BCR score above or equal to 1.5 achieving a medium assessment score.
	Net Present Public Value (NPPV) is positive demonstrating the scheme represents an expected overall gain in public value.	A positive NPPV score
	Present value of benefits	Combined Present Value of Benefits (PVB) is greater than £50m

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Economic Case (	Wider economic Benefits (WEBs)	Direct user benefits (Level 1 impacts) included within the economic appraisal of the scheme.
	Consider the impacts on the logistics industry and freight movements.	VoT for freight across the network
	Wider social value benefits are considered	Evaluate the table of consequential distributional benefits
	A high, medium and low growth scenarios have been used in the modelling work assessment to ensure that wider economic impact risks are being considered	Distribution of benefits for high, medium and low scenarios are provided
Commercial Case (Procurement and Market)	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.	Report produced and signed off by director
	Risk have been allocated fairly within the construction contract, and the council is reasonably protected from costs increases.	Legal team have reviewed PCSA and Construction contracts and have advised on nature of the council risks and this has been accepted by the Director.
	Cost increases during PCSA period related to inflation or any extrodinary circumstances.	Total change in cost from tender price related to inflation or financial impacts of extraordinary circumstances
	Value engineering opportunities have been explored with a list of costed accepted changes and a list of contingency changes prepared.	Total amount of estimated savings from value engineering
	Surveys completed and all cost estimates for utility diversions included in final construction cost estimates.	Confirmation of utilit survey work during PCSA.
ncial Case (Affordability and Funding)	Construction cost estimates are agreed taking into account all planned value engineering and contingency	Construction cost estimate
	Development costs incurred including land purchases, design costs and professional services costs.	Development cost figure
	Total contingency budget available at time of Cabinet decision.	Should match assessed contingency budget need as set out by a quantified risk review.
	Cost of scheme	Available Capital and Revenue budget at time of Cabinet decision is more than the total estimated scheme costs

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Finar	Scheme has been accepted by DfT as a 'retained' scheme with no objection to the partial use of Local Transport Grant funding.	Confirmation from DfT has been received
Management Case (Deliverability)	Full construction programme in place identifying clear critical path and dependencies	Programme in place. List construction start and estimated completion dates.
	A joint contractor and client risk register is developed and a process for monthly reviews of risk by the project board is in place.	Risk register in place
	Contractor has provided a deliverable plan with defined actions and with local organisations supported.	Report social value actions taken during PCSA period to date and deliverable plan accessment
	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.	Report on current position with Network Rail and National Highways AIP's.
	Planning permission for the main scheme in place	Approved planning
	All pre-construction planning conditions discharged (or have route to discharge) or with sufficient mitigation strategies in place to enable a start on site.	Conditions discharged
	Temporary work planning applications have been prepared for submission and meet any pre-application advice requests.	Status of applications
	The land is in council ownership or control with remaining land in route to acquisition through CPO or private treaty acquisition.	Report of land in council control and commentary on CPO or acquisition processes approved by director.
	Clear environmental mitigation stratigies are in place and agreements with Natural England are in place or well advanced.	Summmary paragraghs highlighting what mitigation plans are in place or will be agreed.
	Contractor has submitted a carbon management plan demonstrating they have measures in place to manage carbon during construction	Confirmation of submitted plan with summary commentary