Local Transport Plan Scheme Prioritisation Framework

Scheme Name: **INSERT SCHEME NAME**

POLICY COMPLIANCE (40% of total marks)

This section highlights the extent to which schemes adhere to the key policy areas of the authority in terms of transport investment, notably the objectives of the Local Transport Plan, which are closely related to the wider priorities of Central Bedfordshire Council as set out in the Sustainable Communities Strategy 2010 - 2031, and linkages with other adopted plans.

Policy Area		Score of Scheme	Scoring Range	Notes	Justification of Score
Local Transport Plan Objectives	Increase the ease of access to employment by sustainable modes	1		Does the scheme cater for commuting trips and provide an alternative to the car?	
	Reduce the impact of commuting trips on local communities	1		Does the scheme help to reduce congestion, vehicles travelling on inappropriate routes, or reduce the total volume of traffic in urban areas?	
	Increase the number of children travelling to school by sustainable modes of transport	1		Is the scheme in the vicinity of a school or part of the safer routes to schhool network?	
	Improve access to healthcare provision by the core health service	1	**Scoring Range** 1 (positive impact), 0 (neutral)	Does the scheme help improve access to doctors surgeries, health centres or hospitals further afield?	
	Ensure access to food stores and other local services particularly in local and district centres	1		Does the scheme help improve access to retail provision? Extra credit should be given for where this includes sustainable modes of travel.	
	Enable access to a range of leisure,cultural and tourism facilities for residents and visitors alike by a range of modes of transport	1		Does the scheme provide a leisure activity in its own right or improve access to provision elsewhere?	
	Minimise the negative impact of freight trips on local communities	1		Does the scheme reduce the conflict between freight and other road users and local residents? What number of HGVs are actually causing problems? Need to quantify level of issue.	
	Reduce the risk of people being killed or seriously injured	2	**Scoring Range** 2 (high positive impact), 1 (positive impact), 0 (neutral)	The potential for a scheme to actually increase road safety concerns should also be considered in this respect. Scoring should be based upon data where available.	
	Sub Total	9	Maximum = 9		

Adopted Plans	Is the scheme included in any adopted plans, including Town and Prish Plans?	1	**Scoring Range** 1 (yes), 0 (no)	Includes masterplans, Development Plans, neighbourhood plans.	
	Sub Total	1	Maximum = 1		
	Policy Compliance Total	10	Maximum = 10		

DELIVERABILITY (32% of total marks)

This section assesses the ability of individual schemes to actually be delivered. Some schemes may have so many issues associated with them that they are not realistic initiatives to be taken forward and the criteria below therefore try and draw out which potential areas of investment can be taken forward without undue constraints.

Policy Area		Score of Scheme	Scoring Range	Notes	Justification of Score
Affordability	Can the scheme be delivered within the LATP budget?	1	**Scoring Range** 1 (Yes), 0 (No)	See LTP for allcoation	
	Can other sources of funding be levered in as contributions?	1	**Scoring Range** 1 (Yes), 0 (No)	Is there S106, Government grants or other potential funding which can be used to part subsidise the scheme?	
	Sub Total	2	Maximum = 2 (If score <1 then include penalty of -20)		

Risk	What is the level of risk associated with delivery?	1	**Scoring Range** 1 (Low risk), 0 (Some risks which can be managed), -1 (High risk)	Are there potential problems which may arise during design, construction or with lcoal opposition which may arise for example?	
	Sub Total	1	Maximum = 1		

Support	Is there public support for the scheme?	1	**Scoring Range** 1 (mainly support), 0 (no opinion / mixed opinion), -1 (mainly oppose)	Determined by the level of feedback received from the consultation process	
	Does the scheme have Member backing?	2	**Scoring Range** 2 (full support), 1 (mainly support), 0 (no opinion / mixed opinion), -1 (mainly oppose)	Determined by the level of feedback received from the consultation process	
	Do stakeholders support the scheme?	1	**Scoring Range** 1 (mainly support), 0 (no opinion / mixed opinion), -1 (mainly oppose)	Determined by the level of feedback received from the consultation process	
	Are there partners on board who support the scheme financially?	1		Relates to organisation who will actually help to deliver a scheme	
	Sub Total	5	Maximum = 5		
	Delvierability Total	8	Maximum = 8		

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Scheme Name: **INSERT SCHEME NAME**

VALUE FOR MONEY (28% of total marks)

This section highlights the extent to which the schemes proposed will provide value for money, a key consideration in ensuring that the budget available to the authority maximises the impact of transport investment in the local area.

Policy Area		Score of Scheme	Scoring Range	Notes	Justification of Score
Integration	Does the scheme contribute towards improving the integration of different modes of transport?	1	**Scoring Range** 1 (yes), 0 (no)	Entails the development of tansport hubs and improvements to nodes in the various transport networks.	
	Will the scheme help to maximise the benefit of other schemes in the local area?	1		Does the scheme build upon previous improvements in an area or can it be deliverd in conjunction with other work / maintenance already programmed?	
	Sub Total	**2**	Maximum = 2		
Coverage	What size of area would benefit from the scheme?	4	**Scoring Range** 4 (authority wide benefit), 3 (town wide benefit), 2 (part of town, village wide benefit), 1 (individual street benefit), 0 (few beneficiaries)	Does the scheme have a knock on effect over a small or wide area? What number of people are likely to benefit?	
	Sub Total	**4**	Maximum = 4		
Revenue	Would the scheme generate new funds or result in increased revenue costs for the authority ?	1	**Scoring Range** 1 (generate some new funding), -1 (generate ongoing costs to the authority)	Would the provision of new car parking generate funds for the authority or would the construction of a new bus shelter increase maintenance costs for example?	
	Sub Total	**1**	Maximum = 1		
	Value for Money Total	**7**	Maximum = 7		

Total (out of 25)   **25**

Policy Compliance =   10
Deliverability =   8
Value for Money =   7