

Criteria	Scoring guidance		
Policy	1	2	3
The route improves accessibility to the bus and rail stations	No links	Links to bus or rail station	Links to both
The route improves equitable access to green/blue infrastructure	No improvement	Slight improvement	Significant improvement
The route improves access to employment areas by active modes	No improvement	Slight improvement	Significant improvement
The route improves active travel links to/from areas of higher deprivation	No improvement	Slight improvement	Slight improvement
Effectiveness			
The route has a high correlation with identified desire lines.	Little correlation	Some correlation	Strong correlation
The route has strong connectivity with development/regeneration plans	Little connectivity	Some connectivity	Strong connectivity
The route will include improvements to points of high collision frequency	No links with high collision areas	Some links with high collision areas	Several links with high collision areas
The route will serve an area of high population density	Route serves a lower population area	Route serves a medium population area	Route serves a higher population area
Deliverability			
The route is likely to be technically straightforward to deliver	Limited space for improvements, complex interventions	Some challenges to space or complex interventions	Space generally available, simple interventions
The route aligns with priorities identified by stakeholders and elected members	Little alignment	Some alignment	Strong alignment

Route	Policy				Effectiveness				Deliverability		Total	Rank
	The route improves accessibility to the bus and rail stations	The route improves equitable access to green/blue infrastructure	The route improves access to employment areas by active modes	The route improves active travel links to/from areas of higher deprivation (IMD Mapping)	The route has a high correlation with identified desire lines. (PCT/Everyday Trips)	The route has strong connectivity with development/regeneration plans	The route will include improvements to points of high collision frequency	The route will serve an area of high population density	The route is likely to be technically straightforward to deliver	The route aligns with priorities identified by stakeholders and elected members		
R1	2	3	3	3	3	3	3	3	2	2	27	2
R2	2	3	3	2	1	3	2	2	3	3	24	5
R3	3	3	3	3	3	2	3	3	3	2	28	1
R4	2	3	2	3	3	3	3	3	1	2	25	4
R5	1	3	3	3	1	1	2	2	2	1	19	6
R6	1	3	2	2	2	2	1	2	2	2	19	6
R7	3	3	3	3	3	3	2	1	2	3	26	3
R8	1	1	1	1	1	1	2	2	2	1	13	17
R9	1	3	2	1	2	1	2	2	1	3	18	10
R10	1	2	1	3	1	1	1	2	2	1	15	14
IUR1	1	1	3	1	1	2	2	1	1	3	16	12
IUR2	1	1	1	2	2	2	1	1	2	2	15	14
IUR3	1	1	1	2	2	3	1	1	2	2	16	12
IUR4	1	3	2	1	1	2	2	1	3	3	19	6
IUR5	1	1	3	1	1	1	1	1	2	2	14	16
IUR6	1	1	2	3	3	1	3	2	1	2	19	6
IUR7	1	3	1	2	1	2	1	1	3	3	18	10