

## Appendix 1 – Revised Public Transport Support Criteria

Proposed Criteria			
Objective	Criteria	Scoring	
<b>LTP Priority Themes</b> Weighting 35%	Business growth journey purpose (max. score of 10)	Employment	5
		Education / training	4
		Health / medical / welfare	4
		Shopping / personal business	2
		Leisure (social / recreation)	1
	Sustainable economic growth	The route serves a significant (>1000 trips) travel to work area	4
		The route serves a moderate (500-1000 trips) travel to work area	2
		The route serves a low (<500 trips) travel to work area	0
	Impact on carbon emissions	The route directly serves an Air Quality Management Area (AQMA) and/or congestion hotspot	4
		The route passes nearby an AQMA and/or congestion hotspot	2
		No AQMA or congestion hotspots are served by the route	0
<b>Accessibility</b> Weighting 40%	Integration - transport interchange	More than 1 interchange point or major interchange point on route	4
		One interchange point on route	2
		No interchange points on route	0
	Accessibility - travel alternative	No reasonable alternative	5
		Alternative within 2 hours during daytime within no more than 800 metres	4
		Alternative within 2 hours during daytime at same location	3
		Alternative within 1 hour during daytime within no more than 800 metres	2
		Alternative within 1 hour during daytime at same location	1
	Access for older & disabled people	More than 50% passenger journeys by concessionaires	5
		Between 33% and 50% passenger journeys by concessionaires	3
		Less than 33% passenger journeys by concessionaires	1
		No passenger journeys by concessionaires	0
<b>Financial Considerations</b> Weighting 25%	Cost per passenger	Subsidy per passenger is no more than £1	5
		Subsidy per passenger is more than £1, but no more than £2.50	4
		Subsidy per passenger is more than £2.50, but no more than £5	3
		Subsidy per passenger is more than £5 but no more than £10	2
		Subsidy per passenger is more than £10	1
	Funding options / alternatives	Potential for external funding contributions	4
		Potential for sharing of internal resources (e.g. cross-departmental)	2
		No funding / resource alternatives	0
	Service Usage	More than 100,000 passenger journeys per annum	5
		More than 25,000 but not more than 99,999 passenger journeys per annum	4
		More than 10,000 but not more than 24,999 passenger journeys per annum	3
		More than 5,000 but not more than 9,999 passenger journeys per annum	2
		Up to 4,999 passenger journeys per annum	1
	Patronage trends - commercial potential	Passenger numbers increasing	4
		Passenger numbers stable	2
		Passenger numbers decreasing	0