

### Local Rail Development Fund Application Assessment: How to Assess Criteria Guide

1a) Transport problem clearly explained	1b) Approach alignment with STAG	2 Tackling local issues and promotion of economic growth in communities	3 Alignment with SG priorities for Transport	4 Unique Proposal	5 Good governance	6 Match funding
<b>0</b> - Transport problem(s) not (properly) identified, poor/lacking in sufficient explanation to constitute a transport problem (and/or transport opportunity).	<b>0</b> – Approach does not align with the <a href="#">STAG guidance</a> , principles and methodology	<b>0</b> – No or little evidence provided of how problem and approach will genuinely tackle local issues, economic growth, and social benefits, in communities. No fit with local development plan(s)/; local/regional transport strategy/s and relevant community planning evidence. Does not meet criteria.	<b>0</b> - No or little evidence provided of alignment with NTS, <a href="#">Rail Investment Strategy</a> <a href="#">HLOS</a> , and or complementary strategies – e.g. <a href="#">rail freight strategy</a> Does not meet the criteria.	Check with TS; Strategic Planning team, Rail Policy and Network Rail	Rail Finance Team to confirm	<b>0</b> - Organisation cannot provide any match funding
<b>1</b> - Partial or limited explanation of a transport problem(s) and/or opportunity. There is some partial or limited information related to a transport problem(s) (and/or opportunity) giving a small degree of confidence that an evidence-based transport problem(s) is likely to emerge through STAG.	<b>1</b> - Partial alignment of approach with <a href="#">STAG guidance</a> , principles and methodology. Some evidence given (50% plus). Some areas are unclear/less detailed	<b>1</b> - Partial evidence provided of tackling local issues and promoting local economic growth and social benefits in communities. Some evidence of this given (50% plus) which may be directly related to local development plan(s) and local/regional transport strategy/s and relevant community planning evidence. Some aspects are unclear/less detailed. Partially meets the criteria.	<b>1</b> - Partial evidence of alignment with overarching strategies referenced above. Lower-level of confidence of alignment and understanding. Partially meets criteria.			<b>1</b> - Organisation can provide up to and including 49% funding contribution
<b>2</b> – Adequate explanation of transport problem(s) and/or opportunity. There is adequate coherent information to identify a clear transport problem(s) (and/or transport opportunity). There is a reasonable degree of confidence that an evidence-based transport problem(s) is likely to emerge through STAG.	<b>2</b> – Approach clearly aligns with STAG, strong evidence (75% plus) of a sound understanding of the application of STAG methodology. High-level of confidence that the applicant clearly understands the approach in line with STAG and that the information provided has not simply been copied and pasted.	<b>2</b> - Adequate evidence provided of tackling local issues and promoting local economic growth and social benefits in communities. Sufficient evidence of this given which may be directly related to local development plan(s) and local/regional transport strategy/s and relevant community planning evidence. Criteria met with an adequate level of evidence.	<b>2</b> -Meets the criteria with adequate evidence provided of alignment with strategies above. Medium-level of confidence that process and alignment are sound and with sufficient insight. It is clear that the text has not simply been copied and pasted.			<b>2</b> - Organisation can provide a significant funding contribution – 50% or above
<b>3</b> – A very clear and robust explanation of the transport problem(s) (and/or opportunity). It is immediately clear what the transport issue is and the focus for the application. There is a high-degree of confidence that an evidence-based transport problem(s) is likely to emerge through STAG.		<b>3</b> - Significant evidence of promoting local economic growth and social benefits in communities. Significant evidence of this given which may be directly related to local development plan(s) and local/regional transport strategy/s and relevant community planning. High level of confidence here. Criteria met with significant and robust evidence.	<b>3</b> - Significant evidence provided of alignment with strategies above. High level of confidence. Criteria met with a significant level of evidence.	Simple Pass or Fail answer	Simple Pass or Fail answer	