

## **TRANSPORT TO EMPLOYMENT**

### **1 INTRODUCTION**

- 1.1 This report provides an update on a new funding stream from Transport Scotland to RTPs for 2026/27, Transport to Employment.
- 1.2 The content of this report is based on the latest information at the time of writing, which is subject to change as the Scottish budget process continues, including internal Transport Scotland and wider Scottish Government sign off processes.

### **2 BACKGROUND**

- 2.1 Towards the end of January, Transport Scotland approached the RTPs to support delivery of part of a new funding package to support the reduction of child poverty. Of this funding, £19million has been set aside for transport related actions, of which £9.5million will be delivered through the Local Employability Partnerships (LEPs, part of each Community Planning Partnership), and £9.5million will be allocated to the seven RTPs. Whereas the funding being given the LEPs is intended to be more focused on person-centred interventions for parents to access employability training and/or progressing to employment, funding for RTPs is expected to be used at a more systemic level.
- 2.2 The primary focus of the funding is improving transport to employment (both increasing transport options and reducing transport costs) as a means to reduce child poverty to support more parents into fair, well paid jobs. The wider scope however extends beyond this and recognises that access to further education and training is a vital aspect of reducing (future) child poverty, as is access to healthcare (as a service and as an employer).
- 2.3 Whilst RTPs were made aware of these proposals in late January, wider conversations were not possible until late February because the funding package had not been formally confirmed. This has limited the development of SEStran's proposals up until now, with engagement limited to a small group of external partners.
- 2.4 Transport Scotland requested an early draft delivery programme by mid-February, and a final proposal by end of February. Both of these deadlines were met. The feedback on the early draft was very positive, and this has formed the basis of the subsequent submission. As wider engagement is now possible, it is likely that elements of this proposal will change over the coming weeks.
- 2.5 At present, it is believed that this funding pot will be for a single year only, and planning assumes that there will be no funding to follow in 2027/28. Therefore proposals that have been developed have been carefully selected to minimise the risk of projects ending on 31<sup>st</sup> March 2027, disadvantaging those who have come to rely on them.

### **3 DRAFT 2026/27 DELIVERY PROGRAMME**

3.1 SEStran will have around £2.5million of funding to support delivery in 2026/27, and the proposed programme is made up of 5 delivery areas as follows:

#### **3.1.1 School to Skills Pathways**

This programme will seek to address what happens after secondary school - while existing funding supports walking, wheeling and cycling behaviours to become established through school-based activity, young people and families from low-income households often struggle to sustain access to skills training, apprenticeships and employment once subsidised transport ends. Even with under-22 free bus travel, barriers remain around first- and last-mile access, journey complexity and confidence at key life transition points.

#### **3.1.2 Rural Transport to Work and Further Education**

Projects in this area will support the introduction of new services in line with the level of service set out in the new Regional Bus Strategy, focusing providing access to employment for those living in more rural parts of the region.

#### **3.1.3 Targeted action to reduce ticket prices**

The provision of subsidised bus tickets/passes through employability services or partner organisations for individuals actively engaging in employability related activity including training, job search, work placements, or upskilling would help mitigate some immediate transport barriers. It would enable access to opportunities that are currently unaffordable or inaccessible, especially those located outwith an individual's immediate community due to travel costs. While existing free or subsidised bus travel for young people provides important support, current eligibility is limited to those aged 22 and under. This creates a significant gap for individuals aged 23 and over, many of whom are supporting families or seeking to increase household income who continue to face expensive travel costs when accessing employment or training. Extending targeted travel support would help address this gap, reduce transport related barriers, and support households to move out of poverty through improved access to employment, increased earnings, and greater financial stability.

#### **3.1.4 Transport to Healthcare Pilot Projects**

Following on from the regional case for change report, this funding area will support a small number of high priority pilot projects that can be used to demonstrate the value of specific interventions. The exact project list will be defined over the next month but will focus both on access to healthcare for patients and employees. Funding will also cover the development of a Transport to Healthcare strategy which will be delivered from 27/28 onwards.

#### **3.1.5 Future Development and Programme Management**

This area of work will focus on the administration of this funding, as well as investigating how it can be used strategically to support future work beyond 26/27

3.2 In order to deliver the programme, we will draw on our extensive experience and success in delivering the People and Place programme over the past 2 years. From this experience, we know that to achieve successful delivery on this scale requires

adequate staff resource within SEStran, and so the proposed budget includes an allowance to recruit two additional Project Officers on fixed term contracts.

## **4 RISK ANALYSIS**

4.1 The full risk register for this new programme is given in Appendix 1. After mitigation, there are no high risks. There are however 5 risks that remain which each score 12 and are classed as medium risks to which the Board's attention is drawn. More detail on each of these is given below.

4.1.1 Risk: Inability to put in place a suitable and compliant process to distribute funds within required timeframe means that either specific projects or wider areas of delivery cannot go ahead as funding cannot be passed on.

Response: This Board paper, if approved, will put in place a robust process to allocate some funds to third party organisations. This will follow the process which has been successfully put in place for People and Place for the past three years, which has been the subject of both Internal and External Audits. For grants to local authorities, these will be managed under the delegated authority of the partnership director in line with the Grant Standing Orders. Once these processes are both in place, this risk will be downgraded,

4.1.2 Risk: Funding allocation between Local Authorities is perceived to be inequitable leading to damage to SEStran's reputation and/or the proposals not being supported by the Partnership Board

Response: The nature and time limited nature of this funding means that it is highly likely that funding will be targeted at specific areas, which will not be geographically equitable but will be representative of regional need. Whilst it has not been possible to engage local authorities as early in the process as would have been liked given confidentiality constraints, this is now beginning and plans are flexible to allow some change where this is felt to be beneficial. Support will also be sought from the Workforce Mobility Project for data analysis to identify areas where projects can have the largest impact, as well as drawing on actions from the Regional Bus Strategy and Transport to Health case for change report.

4.1.3 Risk: Delay to TS funding award leads to shortened delivery year and inability to spend funds in full and/or achieve anticipated impact

Response: This is a common risk across this programme and People and Place, and so we have extensive experience in managing this. This will include early discussions with partners, provision of in principle awards where possible, and ongoing discussions with Transport Scotland to understand timescales.

4.1.4 Risk: Use of single year funding to support access to employment/education leads to services/cost reductions no being in place beyond 31st March 2027, with knock on impact on those relying on these services and reversal of any positive impact on child poverty.

Response: We will ensure projects funded are sustainable long term, for example where funding can be used now to support project set up costs and where there is a plan for longer term running costs. Where this is not possible, we will make sure a suitable process is in place in advance to manage any future cancellation, including being clear with people engaged with that funding is only until 31st March 2027.

- 4.1.5 Risk: Transport to Employment is a new work area for SEStran and therefore knowledge of the best solutions may be lacking, which could lead to low quality proposals and/or lack of faith in SEStran's ability to deliver from those already working in this area

Response: We have already sought input into programme development from a small number of partners. Now that wider discussions are possible, we will begin reaching out to wider stakeholders to ensure they are fully engaged and we learn from their experience.

- 4.2 As this is a new delivery programme with significant funding, it inevitably comes with a higher risk profile than existing areas of work. However, the overall risk profile is felt to be manageable with the proposed mitigations, which have been assessed to be deliverable. Key to reducing the programme risk profile is the experience of running the People and Place programme – this means that a number of risks have mitigations that the Projects Team already has experience of implementing, [providing further confidence of the ability to successfully manage the risks inherent within this programme.

## **5 PROPOSED GRANT PROGRAMME**

- 5.1 Whilst it is envisioned that the majority of delivery work will be carried out by local authorities or SEStran, the school to skills delivery area identified above will rely on external providers to achieve successful outcomes. As such, a mechanism is needed to suitably distribute funds in line with the Standing Orders.
- 5.2 To do this, consideration has been given to procuring services, running closed grant funds, or running a fully open grant fund. In summary, the assessment of these options has found no discernible benefit from a procurement route (and the possibility of longer timescales), a closed grant route is the most time and resource efficient but lacks transparency and would require the utilisation of urgency provisions under the Standing Order, while an open grant fund is deliverable but has longer timescales and more resource required than a closed route. Based on an assessment of risks and benefits, an open grant round has been identified as the preferred route.
- 5.3 It is therefore proposed that an open grant round is run following the model established under People and Place. This will fall under sections 3 and 4 of the Grant Standing Orders, as grants are anticipated to be up to £1million:
- The overarching eligibility criteria and the overarching assessment criteria are to be developed by the Partnership Director and approved in advance by the Partnership Board.
  - Applications shall be assessed and evaluated by at least 2 SEStran officers against the agreed assessment criteria. A panel will be formed, chaired by the

Partnership Director, to review the assessments in line with the agreed criteria and grant awards shall be delegated to the Partnership Director for approval (within the agreed annual budget) based on the advice of the panel and reported to the Board for noting at its next meeting.

- 5.4 The grant eligibility and assessment criteria for this fund are presented at Appendix 2 for approval. These set out:
- The types of projects that will be eligible for funding, in line with the outline plan set out above
  - The types of organisations that can apply
  - The assessment process to ensure best value
- 5.5 Given the timescales involved in getting to this stage, lack of wider engagement, and as no final feedback has been received from Transport Scotland, it is likely that the detailed scopes of the projects which we will seek to fund will change. The Board is therefore asked to delegate authority to the Partnership Director to approve, in consultation with the Chair, any changes as may be needed to these scopes. It is not anticipated that any other aspects of these criteria will change.

## 6 NEXT STEPS

- 6.1 There are two key next steps to support delivery of this programme in line with required timescales:
- Meet with each of the 8 LEPs in the SEStran region to understand their delivery plans, ensure there is no overlap, and gain feedback on our proposal, making changes if needed. It is hoped that this will have begun prior to the Board meeting.
  - Run the grant fund programme for the 2 areas where external support is required for delivery.
- 6.2 The current proposals for the grant programme have the following key dates:

Action	Date
Board approval of grant programme	13 <sup>th</sup> March 2026
Publish documents and open grant round	18 <sup>th</sup> March 2026
Close grant round	3 <sup>rd</sup> April 2026
Application assessments	w/c 13 <sup>th</sup> April 2026
Panel funding decision	w/c 20 <sup>th</sup> April 2026
Funding decisions issued	By 24 <sup>th</sup> April 2026

This presents a condensed, but deliverable, grant round compared to that run for People and Place, which is required to maximise the delivery window.

- 6.3 The budget for this programme includes 2 additional Project Officer role on fixed term contracts. It is proposed that recruitment is begun for these role immediately, with the intention of having the roles filled at latest by end of May.

## 7 RECOMMENDATIONS

7.1 The Board is asked to:

- Note the contents of this report and the proposed delivery programme for 2026/27, including the intention to further engage on this with LEPs and wider local authority teams
- Approve the draft Transport to Employment Grant Eligibility and Assessment Criteria attached at Appendix 2, and delegate authority to update these to the Partnership Director in discussion with the Chair, in line with the urgency provisions of the Grant Standing Orders
- Note that a further detailed update will be provided to the Project and Strategy Delivery Oversight Subgroup at its next meeting

Michael Melton  
**Programme Manager**  
13th March 2026

**Appendix 1:** Transport to Employment Risk Register

**Appendix 2:** Draft Transport to Employment Grant Eligibility and Assessment Criteria

Policy Implications	Whilst tackling child poverty is not a specific action within the RTS, the programme will support the wider RTS vision. There is also clear alignment with national policy and local level strategies, especially work of Community Planning Partnerships.
Financial Implications	Project management costs for 2026/27 will be included in the overall programme budget, so there is no anticipated financial impact of this programme on the core SEStran budget.
Equalities Implications	In supporting people to access employment, training and healthcare, this programme should have a positive impact on equalities. A programme wide IIA will be produced and will be published, and all projects delivered with this funding will be expected to fulfil the public sector equality duty.
Climate Change Implications	As projects will generally support access to sustainable transport, this will support the transition to net zero.

Risk Number	Risk Detail	Gross Probability	Gross Impact	Gross Risk Score	Planned Response/Mitigation	Net Probability	Net Impact	Net Risk Score	NR Score	Actions (inc who and date due)	Completed Actions	Status	Date Raised	Last Updated	Owner
T2E1	Timeline for completion of work and submission of proposal to TS is very short for amount of work required. Risk that work deadline is missed and/or work is of poor quality and rejected by TS	Probable	Major	High Risk	Ongoing engagement with TS to ensure alignment and answer any questions Iterative discussions with TS on progress post first draft submission	Unlikely	Major	Medium Risk	8	Submit final proposal to TS based on feedback on first draft - by 27/02/26	First draft submitted to TS on time - 06/02/26	New	02/02/26	23/02/26	MM
T2E2	Proposal produced is not approved by TS Authorised Officer process, leading to no funding being awarded	Possible	Catastrophic	High Risk	Ongoing engagement with TS to ensure alignment and answer any questions Iterative discussions with TS on progress post first draft submission	Unlikely	Catastrophic	Medium Risk	10	Submit final proposal to TS based on feedback on first draft - by 27/02/26	First draft submitted to TS on time - 06/02/26	New	02/02/26	23/02/26	MM
T2E3	Staff capacity to deliver initial proposals is limited and could be significantly impacted by unforeseen absence, leading to failure to delivery in time	Possible	Major	Medium Risk	Use People and Place as a basis to estimate staff resource required for programme and include this clearly within the submission	Unlikely	Major	Medium Risk	8	Advertise for additional project officer role on FTCs to support delivery - by 04/03/26 Review resourcing end Q1 2026 to determine if any changes need to be made - by 30/06/26	Discuss resourcing for programme with CEC finance - complete 13/02/26 Include resource costings in funding proposal to TS - complete 24/02/26	New	02/02/26	23/02/26	MM
T2E4	Inability to put in place a suitable and compliant process to distribute funds within required timeframe means that either specific projects or wider areas of delivery cannot go ahead as funding cannot be passed on.	Probable	Major	High Risk	Use People and Place funding mechanism as a starting point as this has secured Board approval and has been thoroughly audited, and make adjustments to fit the specific requirements of this funding programme.	Possible	Major	Medium Risk	12	Define proposal to distribute funds based on final proposals and gain internal sign off - by 04/03/26 Paper to be presented to March Board that will seek approval for a mechanism to distribute funds in line with Standing Orders - by 13/03/26		New	02/02/26	23/02/26	MM
T2E5	Perceived conflict for SEStran between being a distributor of funding but also a potential recipient for some projects	Possible	Minor	Low Risk	Careful engagement of LA partners in decisions which may lead to SEStran receiving some funding. Ensure all funding decisions are fully signed off in line with internal processes	Unlikely	Minor	Low Risk	4	No actions as at 23/02/26		New	02/02/26	23/02/26	MM
T2E6	The confusion of funding routes between the regional fund and funding to Local Employability Partnerships leading to uncertainties in process and project duplication	Probable	Moderate	Medium Risk	Engage LEPs as early in the process as possible given confidentiality constraints Consider ongoing communications with LEPs as part of the programme management	Possible	Moderate	Medium Risk	9	Meet with each LEP as soon as TS confirm these discussions can begin - by 13/03/26	Met with CPP partner to get a broad overview of existing work in this area - complete 02/02/26	New	02/02/26	23/02/26	MM

Risk Number	Risk Detail	Gross Probability	Gross Impact	Gross Risk Score	Planned Response/Mitigation	Net Probability	Net Impact	Net Risk Score	NR Score	Actions (inc who and date due)	Completed Actions	Status	Date Raised	Last Updated	Owner
T2E7	Funding allocation between Local Authorities is perceived to be inequitable leading to damage to SEStran's reputation and/or the proposals not being supported by the Partnership Board	Highly Probable	Major	High Risk	The nature and time limited nature of this funding means that it is highly likely that funding will be targeted at specific areas, which will no be geographically equitable but will be representative of regional need. Engage local authorities as early in the process as possible given confidentiality constraints	Probable	Moderate	Medium Risk	12	Develop robust mechanism to support funding decisions and include this in March Board paper - by 04/03/26		New	02/02/26	23/02/26	MM

# Transport to Employment Grant Fund 26/27 – Eligibility and Assessment Criteria

## Project Eligibility

As part of SEStran's work on Transport to Employment, a list of project scopes has been developed for which grant funding is available for applications that support delivery of these. There will be an assumed **minimum grant per organisation of £50,000** to ensure projects are of a sufficient scale to deliver regional impact.

In addition to the criteria outlined below, we expect all of the projects we fund to be fully inclusive and accessible to all. As such, all projects should conform with the Public Sector Equality Duty and give due regard to the need to:

- put an end to unlawful behaviour that is banned by the Equality Act 2010, including discrimination, harassment and victimisation
- advance equal opportunities between people who have a protected characteristic and those who do not
- foster good relations between people who have a protected characteristic and those who do not

## What is eligible for funding

Eligible applications must fit within one of the project scopes identified below:

Project Scope Title	Scope of eligible projects	Expected Outcomes
Secondary school transitions	<p>The core challenge that will be addressed by projects in this area is what happens after secondary school. While travel behaviours can be well established through school-based activity, young people and families from low-income households often struggle to sustain access to skills training, apprenticeships and employment once subsidised transport ends. Even with under-22 free bus travel, barriers remain around first- and last-mile access, journey complexity and confidence at key (life) transition points. Projects would test how different local contexts, partnerships and delivery environments affect that progression, and what conditions are required for success at regional scale.</p> <p>They could:</p> <ul style="list-style-type: none"> <li>• Map the core components of the school-to-skills model and identify which elements are transferable</li> <li>• Test the model across different SEStran contexts to understand variations in schools, transport networks and partnership arrangements</li> <li>• Identify the roles of key delivery partners and anchor organisations</li> <li>• Explore how future delivery could be funded, including alignment with RTP investment, local authority capital programmes, skills and employability funding, and climate funding</li> <li>• Produce clear recommendations and a scalable framework to inform future regional delivery and investment decisions</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced public transport cost when travelling to further education and training</li> <li>• Improved access to further education and training for people without access to a private car</li> <li>• Evaluation of successful delivery to support future delivery programmes</li> </ul>
Transport Career Pathways	<p>Projects in this area will work in partnership with transport stakeholders to help young people understand the breadth of careers within the transport sector while also building the skills, knowledge and confidence required to use transport to access employment more broadly. Aligning employer engagement, career insight and practical support with Scotland's significant investment in transport infrastructure will help ensure that young people — particularly those at risk of poverty — are not only connected physically, but are empowered to participate in the economy and benefit from the opportunities that transport enables.</p> <p>Projects will be expected to:</p> <ul style="list-style-type: none"> <li>• Work with 10 schools across the SEStran area</li> <li>• Deliver of a themed schools programme for all pupils, focused on mobility, access and transport careers, enabling young people to explore how transport shapes communities and future opportunities</li> <li>• Deliver a challenge-based learning experience where young people work on real issues related to connectivity, inclusion and access to employment</li> <li>• Deliver a career exploration tool to help participants explore real pathways into transport and related sectors, including apprenticeships, training and entry-level roles</li> <li>• Demonstrate how transport can facilitate access to other jobs and opportunities outwith the sector taking account of rural and urban situations</li> <li>• Collaborate with transport employers (such as rail, bus, logistics and aviation organisations) to provide insight sessions, role models and engagement opportunities demonstrating the diversity of careers for all demographics</li> <li>• Deliver engagement with parents to raise awareness among parents and carers about opportunities within the transport sector and pathways available to young people</li> <li>• Collect participation and outcome data to understand who benefits and how transport interventions can support reduced barriers to opportunity</li> </ul>	<ul style="list-style-type: none"> <li>• Increased awareness among young people of transport related roles as a future career option</li> <li>• Increased local capacity and knowledge to deliver action on transports role in addressing child poverty</li> <li>• Evaluation of successful delivery to support future delivery programmes</li> </ul>

## What is not eligible for funding

- Any project that does not fit within the eligible project scopes listed above
- Any project that provides for the construction of active or sustainable travel infrastructure

## Eligible expenditure

This is a project-based grant fund that will operate on the basis of full cost recovery, so all costs related to the delivery of the projects funded will be eligible to be claimed. This will include relevant staff costs as well as proportional overheads, premise costs etc. Costs that do not relate to the specific project being funded (for example, whole organisation overheads or entire premises costs) cannot be funded.

## Organisation Eligibility

The fund will be open to any properly constituted organisation (note that local authorities are not eligible for this fund).

All applicants must be able to demonstrate a certain level of capability to deliver under the relevant project scope, and have a baseline level of understanding, organisation and team set-up, finances, and insurance. We may ask for evidence of this when you submit your application.

If part of your application involves passing on funding to other groups, they will also need to comply with all of the eligibility criteria within this section.

## Fair Work First

All grants awarded with Scottish Government funds from 1 July 2023 (which includes this fund) must comply with the [Fair Work First](#) conditionality requiring grant recipients to pay at least the real Living Wage, and provide appropriate channels for effective workers' voice, such as trade union recognition.

All principal grant recipients (in the case of People and Place, this is SEStran) are required to meet the real Living Wage and effective voice conditions. Where the grant recipient issues funding to third-party organisations to support the delivery of the funded activity, the conditionality applies as follows:

- The real Living Wage condition applies to workers directly engaged in the delivery of the funded activity who are aged 16 and over, including apprentices and based anywhere in the UK.
- The effective voice condition does not apply.

## Real Living Wage

- In general, a grant recipient must demonstrate it is paying the Real Living Wage (rLW) before it can access a grant.

- For the purposes of this grant fund, this condition only applies to workers directly engaged in the delivery of the funded activity who are aged 16 and over, including apprentices and based anywhere in the UK.

Evidence required will depend on the size of the grant as per [Scottish Government guidance](#).

### Work with vulnerable people

It is important we have assurances relating to the safeguarding of vulnerable groups. If your programme involves working with vulnerable groups, we will ask you to confirm that you have:

- Robust safeguarding policies and procedures in place to protect vulnerable adults and children (these may include things such as a specific safeguarding policy, training, support and supervision of staff, a Code of Conduct)
- Whistleblowing and monitoring and complaints processes.
- A clear procedure which must be followed if you become aware of any specific safeguarding incident

### Assessment Process

Once submitted, in line with SEStran's Grant Standing Orders and to ensure best value, applications will be scored by 3 members of SEStran staff in line with the scoring criteria below. The average score under each criterion will then be taken and compiled into an overall score for each project.

A recommendation will then be made on a project-by-project basis based on the score and also taking due account of ensuring a geographical spread of projects and how the projects fit within the overall programme budget. This recommendation will then be reviewed by a funding panel, who will make a final recommendation on which projects are successful in line with the set criteria. The Panel will be made up of a minimum of 3 members of staff from SEStran (not including those who have marked the applications). Decisions of the Panel are final and are not subject to appeal.

### Organisation Financial Assessment

Alongside the assessment, a financial sustainability assessment will be undertaken on organisations in line with City of Edinburgh Council's processes. If an organisation fails this assessment, they may be ineligible to receive grant funding and their application may be rejected.

### Eligibility Assessment

Prior to the scoring being carried out, an eligibility assessment will be undertaken to ensure the applicant organisation and the project being applied for meet the eligibility criteria above. Where an application is found to be ineligible, it will not be scored and will be deemed to be unsuccessful.

## Scoring Criteria

The scoring criteria that has been developed has been designed to assess projects on their overall quality, fit within project criteria, experience of the organisation delivering them, and value for money. A total score will be given out to 100 in line with the following criteria.

### *Project outcomes*

This section will be assessed based on how the project will deliver against the relevant outcomes of the specific project scope(s) you have applied for. The following scores will be assigned:

0	Project is unclear or unrelated to any of the project scopes. No reference to how the project will deliver against relevant outcomes.
6	Project has some relevance to a project scope(s) but lacks detail and/or specificity. Project has some reference to relevant outcomes but does not demonstrate how it will deliver against these.
12	Project partly demonstrates how it will deliver on some or all outcomes, and has some alignment with the delivery of a project scope(s).
18	Project demonstrates how it will deliver on some relevant outcomes, and is specific to relevant project scope(s).
24	Project demonstrates how it will deliver on some or all relevant outcomes, and aligns with delivery of the relevant project scope(s).
30	Project clearly and comprehensively demonstrates how it will deliver on the outcomes of the relevant project scope. Project is specific and tailored to the relevant priority scope(s).

### Value for Money

This section will be assessed based on the project budget provided within the Project Delivery Plan, along with the project delivery plan and outcomes. Consideration will also be taken of the overall People and Place budget, the affordability for specific projects within that, and the comparative costs of other proposals (including costs of projects delivered in 2024/25). The following scores will be assigned:

0	Project cost is disproportionately high or low respective to the submitted project delivery plan and outcomes and the overall programme budget
10	Project cost is disproportionately high or low respective to the submitted project delivery plan and outcomes, but fits within the overall programme budget. Project budget and/or submitted delivery plan and/or outcomes will need adjusted to demonstrate value for money.
20	Project cost is proportionate to the submitted project delivery plan and outcomes, but not the overall programme budget. Project budget will need adjusted to fit within the programme.
30	Project cost is proportionate to the submitted project delivery plan and outcomes and the overall programme budget

### Delivery Programme

This section will be assessed based on the project delivery plan provided. Consideration will be taken on use of resources, project timescales, project milestones and risk management. The following scores will be assigned:

0	No evidence of delivery programme or planning in relation to the proposed project
4	Partial details are provided relating to a project delivery plan but these are very limited in detail or missing key information, or the delivery approach is unrealistic with insufficient capacity to successfully deliver the project.
8	Project delivery plan has been provided but lacks detail or specificity to the project and may be missing some information.
12	Project delivery plan demonstrates some understanding of how the project will be delivered. The timescales and/or resourcing are in part appropriate to the delivery of the project and a basic risk management plan is in place.
16	Project delivery plan demonstrates a good understanding of how the project will be delivered. Timescales and resourcing are appropriate to the delivery of the project and a good risk management plan is in place.
20	Detailed and comprehensive project delivery plan that demonstrates a well planned and appropriately resourced project. Project has a realistic timescale with clear milestones, demonstrating a comprehensive understanding of project delivery, along with a thorough risk management plan.

*Organisation Experience*

This section will score the evidence that has been provided on an organisations previous success at delivering similar projects. The following scores will be assigned:

0	No experience provided, or experience is not relevant to project applied for
3	Relevant experience of delivering projects similar to the project applied for, but little or no of evidence of successful delivery of relevant outcomes in previous projects provided
6	Relevant experience of delivering projects similar to the project applied for, with some evidence of successful delivery of relevant outcomes in previous projects provided
10	Relevant experience of delivering projects similar to the project applied for, with high quality evidence of successful delivery of relevant outcomes in previous projects provided

*Partnership Work*

This section will score the evidence that has been provided on an organisation's experience and ability to deliver successful projects in partnership with other organisations and its relevance for the project. The following scores will be assigned:

0	No evidence of partnership working is provided
2	Partnership working is referenced but no evidence is provided
4	Partnership working is referenced and some partial evidence is provided
6	Some evidence of partnership working is provided and there is some relation to how this will contribute to the delivery of the project.
8	Evidence of partnership working is provided, and a demonstration of how this will contribute to the effective delivery of the project.
10	Relevant and clear evidence of partnership working is provided. Evidence outlines the approach and effectiveness of past experiences of partnership working and how this will contribute to the effective delivery of the project.