APPENDIX A – Prioritisation Tool

Contents

INTRODUCTION

The Traffic Management and Accident Reduction (TM&AR) Prioritisation Tool has been developed as a means of prioritising Schemes, so that development is focussed on those schemes that will best address borough priorities and provide the greatest benefits. Due to the specific nature of requests for parking controls and requests arising from individual School Travel plans two addition Tools have been developed to priorities these types of schemes. The Parking Schemes also takes into consideration the Council recently adopted Parking Policy.

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (I)

Initial prioritisation of requests (before scheme development).

Formulas and consideration applied:

POLICY OBJECTIVES

Local Transport Objectives (as set out in the LIP)

Ensuring more efficient use of the local road network

a. Reduce congestion
b. Improve the condition of roads and footpaths
c. Improve the bus network (with TfL)
d. Make travel safer and more attractive

4 objectives score with 0.25 point each→ **range [0 ; 1]**

Taking a comprehensive approach to tackling the school run

a. Reduce car based journeys and increase levels of walking and cycling to and from school
b. Reduce pupil parking near schools

2 objectives score with 0.25 point each→ **range [0 ; 0. 5]**

Delivery of high quality transport systems in regeneration areas

a. Comprehensive transport solutions in major development areas
b. Public transport enhancements (with partners)
c. Pursue major improvements to the strategic road network
d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements

4 objectives score with 0.25 point each→ **range [0 ; 1]**

More environmentally friendly transport networks

a. Support the use of low emission vehicles including electric cars
b. Encourage mixed use development that will help to reduce the distances people need to travel
c. Making cycling and walking more attractive for leisure, health and short trips

3 objectives score with 0.25 point each→ **range [0 ; 0 75]**

Total Range for Contribution to LIP Objectives [0 ; 3.25]

Corporate Plan Objectives

1. Redesigned local services - integrated, intuitive and efficient
2. More involved and resilient communities
3. Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes
4. Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can
5. Barnet's children and young people will receive a great start in life
6. There will be a broad offer of skills and employment programmes for all ages
7. Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill
8. Barnet's parks and green spaces will be amongst the best in London
9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe

10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created
11. Barnet will continue to be recognised as a transparent and open council
12. And, for staff, the council will offer a more flexible and modern workplace

12 objectives score with 0.25 point each→ **range [0 ; 3]**

Total Range for Contribution to Corporate Plan Objectives [0 ; 3]

Total Range for Policy Objectives [0 ; 6.25]

TARGETS

LIP targets

1. Mode share of residents by walking (increase)
2. Mode share of resident by cycling (increase)
3. Bus service reliability
4. CO2 emissions from transport (reduce)
5. Road condition (Principal Roads)
6. KSI casualties (reduce)
7. Total casualties (reduce)
8. Schools with STAR accreditation (local indicator)

8 targets score with 0.5 point each→ **range [0 ; 4]**

Other targets

1. Reduce school car use-pupils
2. Reduce other transport emissions

2 targets score with 0.5 point each→ **range [0 ; 1]**

Total Range for Contribution to Targets [0 ; 5]

COMMUNITY IMPACT

Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)

- Number of items of correspondence received for this scheme:
  - if 0, score 0
  - if 1 or 2, score 0.5
  - if 3, score 1
  - if more than 3, score 1.5
- Partner request? → if YES, score= 1
- Forum Issues & Petition & Members Inquiries? → if YES, score= 1.5
- Area Committee prioritisation? → if YES, score= 2

Range [0 ; 6]

Facilities

Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works:

- School/ College / University (Number): 0.5 point for each Education facility
- Playgroung / Sportfields / Leisure Attractions: → if YES, score= 0.5
- Shops / Commercials → if YES, score= 0.5

- Transport Interchanges (Railway Stations, Bus Stations, Tube…) → if YES, score= 0.5
- Surgeries/Hospitals→ if YES, score= 0.5
- Others→ if YES, score= 0.5

Range [0 ; 2.5 + Education facility score]

Other

Improve Air Quality
Improve personal safety/security
Improve access to services / reduce severance
Improve disabled access

4 improvements score with 0.5 point each→**Range [0 ; 2]**

Total Range for Community Impact [0 ; 10.5 + Education facility score]

RISK MANAGEMENT

- Risk due to dependency on other projects? (S106, S278, etc) → if YES, score= -1
- Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc) → if YES, score= -1
- Risk due to lack of political support? → if YES, score= -2
- Other risks? → if YES, score= -1

Range [-5 ; 0]

Total Range for Risk Management [-5 ; 0]

ROAD SAFETY AND COLLISIONS

ACCIDENTS

First Year Rate of Return (FYRR) based on:
road safety assessment of number of collisions that might by saved by scheme (based on current total collisions)
nationally published data for value of accident savings (all injury accidents)
table of typical costs for types of scheme
Used to derived score A. This combines benefit with deliverability

- Score A: from table of FYRR (%) vs Estimate implementation Cost:

	<£20K	£20K - £100K	>£100K
>500%	5	4	3
100% - 500%	4	3	2
50% - 100%	3	2	1
<50%	2	1	0.5

Severity of all injury accidents at the site in 3 years used to derive score B

- Score B:

$$Severity\ factor = \frac{3xFatal + 2x\ Serious + 1xSlight}{Total\ injury\ accidents}$$

Total score = Score A x Score B

Total Range for Road Safety and Collisions [0 ; 15]

TRAFFIC SPEED AND CONGESTION

SCHEMES INTENDED TO ADRESS SPEED CONCERNS

Scored only if the scheme is intended to reduce speeds or address concerns about speeding

Traffic volumes taken from traffic count data or estimated based on road type where no data held. Annual Average Daily Total (AADT)

Requests for reduction in speed limit or where no speed data has been recorded score as 2-6mph above speed limit.

Speed Limit 20-30-40					
Mean speed-Road Speed Limit		< 2mph	2 -6 mph	7 - 12 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	5	10	15
	15000-20000	1.5	4	9	14
	10000-15000	1	3	8	13
	5000-10000	0.5	2	7	12
	< 5000	0	1.5	6	11
Speed Limit Above 50-60					
Mean speed-Road Speed Limit		< 1mph	1 -3 mph	7 - 9 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	3	7	12
	15000-20000	1.5	2.5	6	11
	10000-15000	1	2	5	10
	5000-10000	0.5	1.5	4	9
	< 5000	0	1	3	8

Range [0 ; 15]

SCHEMES INTENDED TO ADRESS CONGESTION

Scored only if the scheme is intended to reduce congestion

The Mayor's Roads Task Force suggested a means of categorising roads based on their 'movement' and 'place' functions.

This has been used to score the need to address congestion.

Traffic Flows (AADT)	**Low Place function** Arterials Connectors Local streets	High roads High streets Town square/street	**High Place function** City hub/Boulevard City streets City places
> 20000	15	10	5
15000-20000	12	8	4
10000-15000	9	6	3
5000-10000	6	4	2
< 5000	3	2	1

*Maximum score likely on borough controlled roads is 10

Range [0 ; 15]

Total Range for speed and congestion* [0 ;30]
***In practice schemes are unlikely to address both speed and congestion**

Total Range for TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (I)
[-5 ; 66.75 +Education facility Score]

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (II)

Information regarding cost will be included based on scheme as designed & updated data.

Additional scoring would apply to schemes prior to implementation:

IMPLEMENTATION BENEFITS

IMPACTS

- Noise: Positive/Neutral/Negative score +1 / 0 / -1
- Street scene (after implementation): Positive/Neutral/Negative score +1 / 0 / -1
- Natural environment: Positive/Neutral/Negative score +1 / 0 / -1
- Revenue Implications: if "HIGH": -2, if "MEDIUM": -1, if "LOW":0

Range [-5 ; 3]

TRAFFIC SPEED

Update score using surveyed data (if not previously available).

Speed Limit 20-30-40					
Mean speed-Road Speed Limit		< 2mph	2 -6 mph	7 - 12 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	5	10	15
	15000-20000	1.5	4	9	14
	10000-15000	1	3	8	13
	5000-10000	0.5	2	7	12
	< 5000	0	1.5	6	11
Speed Limit Above 50-60					
Mean speed-Road Speed Limit		< 1mph	1 -3 mph	7 - 9 mph	> 12 mph
Traffic Flows (AADT)	> 20000	2	3	7	12
	15000-20000	1.5	2.5	6	11
	10000-15000	1	2	5	10
	5000-10000	0.5	1.5	4	9
	< 5000	0	1	3	8

Range [0 ; 15]

ACCIDENTS

Accidents data re-scored using a modified process, and updated scheme cost to use later in the "Single Year Benefit/Cost".

	<£20K	£20K - £100K	>£100K
>500%	15	12	9
100% - 500%	12	9	6
50% - 100%	9	6	3
<50%	6	3	1.5

Range [0 ; 15]

CONGESTION

Congestion data re-scored using a modified process, depending on modelled delays where available:

	<£20K	£20K - £100K	>£100K
>500%	15	12	9
100% - 500%	12	9	6
50% - 100%	9	6	3
<50%	6	3	1.5

If not, update score from PART 1 using surveyed data.
Updated scheme cost to use later in the "Single Year Benefit/Cost".

Range [0 ; 15]

SINGLE YEAR BENEFIT/COST

Use scheme as-designed and updated accident data to calculate a refined value of benefits.

"SINGLE YEAR BENEFIT/COST" (Score C + Score D)

Score C: $Benefit\ value\ accidents = Accident\ related\ costs\ x\ (Fatal\ x\ 3 + Serious\ x\ 2 + Slight x 1$

Score D: $Monetary\ value\ of\ time\ saved =$ Potencial level of saved hours (p\d)xPerceivedCost x 365

No scored

Total Range for TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (I) [-5 ; 48]

PARKING SCHEMES

Formulas and consideration applied:

POLICY OBJECTIVES
Local Transport Objectives (as set out in the LIP)
Ensuring more efficient use of the local road network a. Reduce congestion b. Improve the condition of roads and footpaths c. Improve the bus network (with TfL) d. Make travel safer and more attractive 4 objectives score with 0.25 point each→ **range [0 ; 1]**
Taking a comprehensive approach to tackling the school run a. Reduce car based journeys and increase levels of walking and cycling to and from school b. Reduce pupil parking near schools 2 objectives score with 0.25 point each→ **range [0 ; 0. 5]**
Delivery of high quality transport systems in regeneration areas a. Comprehensive transport solutions in major development areas b. Public transport enhancements (with partners) c. Pursue major improvements to the strategic road network d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements 4 objectives score with 0.25 point each→ **range [0 ; 1]**
More environmentally friendly transport networks a. Support the use of low emission vehicles including electric cars b. Encourage mixed use development that will help to reduce the distances people need to travel c. Making cycling and walking more attractive for leisure, health and short trips 3 objectives score with 0.25 point each→ **range [0 ; 0 75]** **Total Range for Contribution to LIP Objectives [0 ; 3.25]**
Corporate Plan Objectives
1. Redesigned local services - integrated, intuitive and efficient 2. More involved and resilient communities 3. Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes 4. Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can 5. Barnet's children and young people will receive a great start in life 6. There will be a broad offer of skills and employment programmes for all ages 7. Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill 8. Barnet's parks and green spaces will be amongst the best in London

9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe
10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created
11. Barnet will continue to be recognised as a transparent and open council
12. And, for staff, the council will offer a more flexible and modern workplace

12 objectives score with 0.25 point each→ **range [0 ; 3]**

Parking Policy Objectives

1. Keep traffic moving/reduce congestion
2. Make roads safer by deterring dangerous and obstructive parking
3. Reduce air pollution
4. Provide adequate parking places on the high street/ensure customers can find parking spaces
5. Ensure residents can park near their home
6. Deter long-term commuter parking

6 objectives score with 0.5 point each→ **range [0 ; 3]**

Other parking- related objectives

1. Meet the needs of disabled people
2. Reduce car journeys through increased car sharing
3. Deter unnecessary school-generated parking
4. Keep pedestrians safe

4 targets score with 0.5 point each→ **range [0 ; 2]**

Total Range for Policy Objectives [0 ; 11.25]

TARGETS

LIP targets

1. Mode share of residents by walking (increase)
2. Mode share of resident by cycling (increase)
3. Bus service reliability
4. CO2 emissions from transport (reduce)
5. Road condition (Principal Roads)
6. KSI casualties (reduce)
7. Total casualties (reduce)
8. Schools with STAR accreditation (local indicator)

8 targets score with 0.5 point each→ **range [0 ; 4]**

Other targets

3. Reduce school car use-pupils
4. Reduce other transport emissions

2 targets score with 0.5 point each→ **range [0 ; 1]**

Total Range for Contribution to Targets [0 ; 5]

COMMUNITY IMPACT

Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)

- Number of items of correspondence received for this scheme, 0.5 for each piece of correspondence.

- Forum Issues & Petition & Members Inquiries? → if YES, score= 1, (x0.5) for each petitions signed.
- Area Committee prioritisation? → if YES, score= 1
- Issue raised by Emergency Services → if YES, score= 1

Range [0 ; Variable]

Facilities

Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works:

- School/ College / University (Number): 0.5 point for each Education facility
- Playgroung / Sportfields / Leisure Attractions: → if YES, score= 0.5
- Shops / Commercials → if YES, score= 0.5
- Transport Interchanges (Railway Stations, Bus Stations, Tube…) → if YES, score= 0.5
- Surgeries/Hospitals→ if YES, score= 0.5
- Others→ if YES, score= 0.5

Range [0 ; 2.5 + Education facility score]

Other

Improve Air Quality
Improve personal safety/security
Improve access to services / reduce severance
Improve disabled access

4 improvements score with 0.5 point each→**Range [0 ; 2]**

Total Range for Community Impact [0 ; Variable]

RISK MANAGEMENT

- Risk due to dependency on other projects? (S106, S278, etc) → if YES, score= -1
- Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc) → if YES, score= -1
- Risk due to lack of political support? → if YES, score= -2
- Other risks? → if YES, score= -1

Range [-5 ; 0]

Total Range for Risk Management [-5 ; 0]

ROAD SAFETY AND COLLISIONS

ACCIDENTS

First Year Rate of Return (FYRR) based on:

road safety assessment of number of collisions that might by saved by scheme (based on current total collisions)

nationally published data for value of accident savings (all injury accidents)

table of typical costs for types of scheme

Used to derived score A. This combines benefit with deliverability

- Score A: from table of FYRR (%) vs Estimate implementation Cost:

	<£20K	£20K - £100K	>£100K
>500%	5	4	3
100% - 500%	4	3	2
50% - 100%	3	2	1
<50%	2	1	0.5

Severity of all injury accidents at the site in 3 years used to derive score B

- Score B:

$$Severity\ factor = \frac{3xFatal + 2x\ Serious + 1xSlight}{Total\ injury\ accidents}$$

Total score = Score A x Score B

Total Range for Road Safety and Collisions [0 ; 15]

TRAFFIC SPEED AND CONGESTION

SCHEMES INTENDED TO ADRESS SPEED CONCERNS

Scored only if the scheme is intended to reduce speeds or address concerns about speeding

Traffic volumes taken from traffic count data or estimated based on road type where no data held. Annual Average Daily Total (AADT)

Requests for reduction in speed limit or where no speed data has been recorded score as 2-6mph above speed limit.

Speed Limit 20-30-40					
Mean speed		< 2mph	2 -6 mph	7 - 12 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	2	5	10	15
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Speed Limit Above 50-60					
Mean speed		< 1mph	1 -3 mph	7 - 9 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	2	3	7	12
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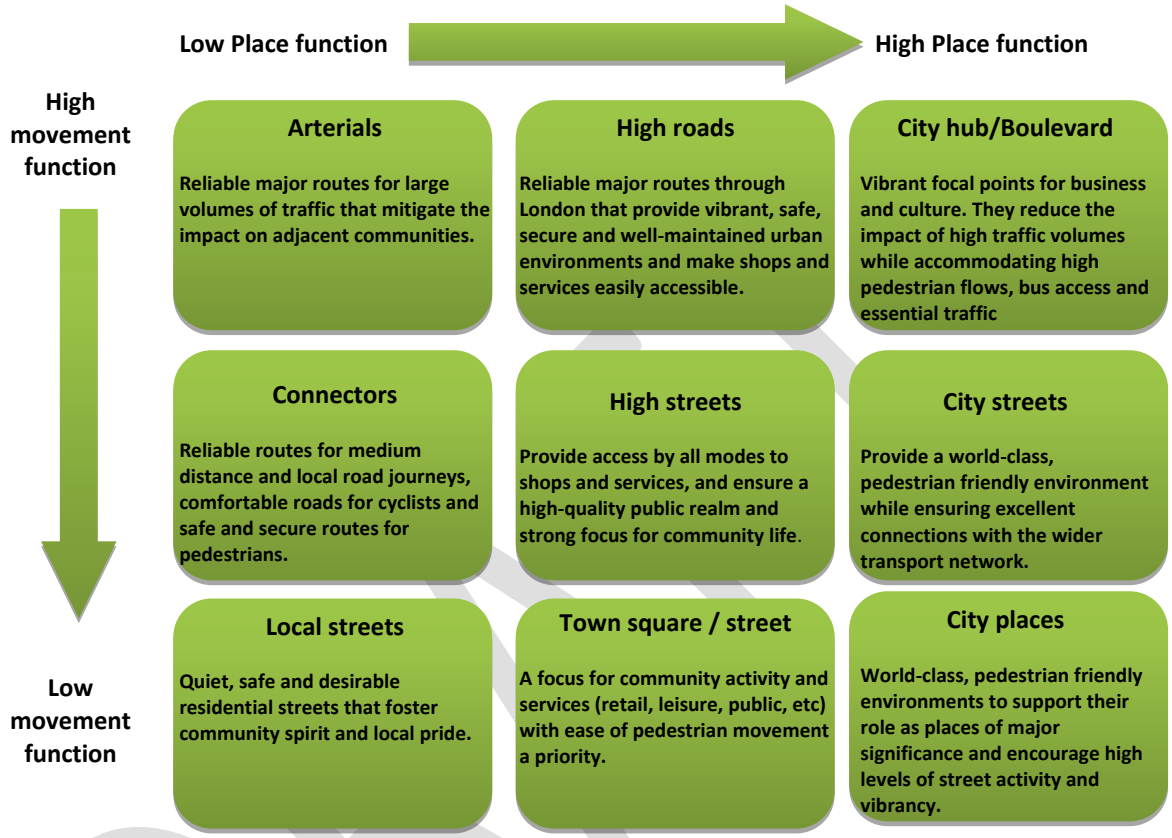
	10,000-15,000	1	2	5	10
	5,000-10,000	0.5	1.5	4	9
	< 5,000	0	1	3	8

Range [0 ; 15]

SCHEMES INTENDED TO ADRESS CONGESTION

Scored only if the scheme is intended to reduce congestion

The Mayor's Roads Task Force suggested a means of categorising roads based on their 'movement' and 'place' functions.



This has been used to score the need to address congestion.

Traffic Flows (AADT)	**Low Place function** Arterials Connectors Local streets	 High roads High streets Town square/street	**High Place function** City hub/Boulevard City streets City places
> 20000	15	10	5
15000-20000	12	8	4
10000-15000	9	6	3
5000-10000	6	4	2
< 5000	3	2	1

*Maximum score likely on borough controlled roads is 10

Range [0 ; 15]

Total Range for speed and congestion* [0 ; 30]
***In practice schemes are unlikely to address both speed and congestion**

Total Range for PARKING SCHEMES [-5 ; Variable]

SCHOOL SCHEMES (I)

SURVEY PRIORITISATION (I)

Initial prioritisation of requests (before scheme development).

Formulas and consideration applied:

- Has the school a valid School Travel Plan?
- Will support an existing sustainable travel and/or road safety initiative *(*)*
- Will support a planned sustainable travel and/or road safety initiative *(*)*

questions score with 1 point each if "YES" → range [0 ; 3]

  - Walking Bus – children are escorted to school together as a group along a set route
  - Park and Stride – parents are encouraged to park at a specific location/s away from the school and walk the final part of the journey
  - Park and Glide - parents are encouraged to park at a specific location/s away from the school and the pupils then scooter the final part of the journey
  - Park and Ride - parents are encouraged to park at a specific location/s away from the school and the students then continue their journey on public transport
  - Kiss and Drop – children are escorted into school from vehicles that pull up briefly
  - Cycle route – a route that is being encouraged to be used to cycle to and from school.
  - Cycle Train – children are escorted to school whilst cycling together as a group along a set route
  - School Crossing patrol site – Pedestrians escorted across the road by a School Crossing Patrol Officer
  - Bikeit School – a school that is currently part of the Bikeit Plus programme where-by the school takes part in a range of cycling initiatives aiming to instil cycling into the ethos of the school.
  - Other initiatives

initiatives score with 1 point each "x"→ range [0 ; 10]

- Has the school STARS accreditation?

  If blank, score 0
  if Bronze level, score 1
  if Silver level, score 2
  if Gold level, score 3

range [0 ; 3]

- Has the school demonstrated modal shift away from the car in their valid STP?

  If blank, score 0
  if <10%, score 1
  if (10-20) %, score 2
  if >20%, score 3

range [0 ; 3]

- Would the measures assist more than 1 school?
- Recorded school related accidents in the vicinity of the school in the last 3 years?

- Incident within the last 3 years(such as a reported near miss, incident between residents and parents over parking)

questions score with 1 point each if "YES" → range [0 ; 3]

- Has the school's issues been investigated in the last 3 years?

question scores with 5 point each if "NO" → range [0 ; 5]

(*) Sustainable travel and road safety initiatives: An activity for the school community that encourages safer or more sustainable travel to and from school.

Total Range for SCHOOL SCHEMES (I)	**[0 ; 27]**

SCHOOL SCHEMES (II)

POLICY OBJECTIVES

Local Transport Objectives (as set out in the LIP)

Ensuring more efficient use of the local road network

a. Reduce congestion
b. Improve the condition of roads and footpaths
c. Improve the bus network (with TfL)
d. Make travel safer and more attractive

4 objectives score with 0.25 point each→ **range [0 ; 1]**

Taking a comprehensive approach to tackling the school run

a. Reduce car based journeys and increase levels of walking and cycling to and from school
b. Reduce pupil parking near schools

2 objectives score with 0.25 point each→ **range [0 ; 0. 5]**

Delivery of high quality transport systems in regeneration areas

a. Comprehensive transport solutions in major development areas
b. Public transport enhancements (with partners)
c. Pursue major improvements to the strategic road network
d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements

4 objectives score with 0.25 point each→ **range [0 ; 1]**

More environmentally friendly transport networks

a. Support the use of low emission vehicles including electric cars
b. Encourage mixed use development that will help to reduce the distances people need to travel
c. Making cycling and walking more attractive for leisure, health and short trips

3 objectives score with 0.25 point each→ **range [0 ; 0 75]**

Total Range for Contribution to LIP Objectives [0 ; 3.25]

Corporate Plan Objectives

1. Redesigned local services - integrated, intuitive and efficient
2. More involved and resilient communities
3. Health and Social Care services will be personalised and integrated, with more people supported to live longer in their own homes
4. Barnet's schools will be amongst the best in the country, with enough places for all, and with all children achieving the best they can
5. Barnet's children and young people will receive a great start in life
6. There will be a broad offer of skills and employment programmes for all ages
7. Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill
8. Barnet's parks and green spaces will be amongst the best in London
9. Barnet will be amongst the safest places in London, with high levels of community cohesion, and residents feeling safe
10. Residents will see a responsible approach to regeneration, with thousands of new homes built and job opportunities created

11. Barnet will continue to be recognised as a transparent and open council
12. And, for staff, the council will offer a more flexible and modern workplace

12 objectives score with 0.25 point each→ **range [0 ; 3]**

Total Range for Contribution to Corporate Plan Objectives [0 ; 3]

Total Range for Policy Objectives [0 ; 6.25]

TARGETS

LIP targets

1. Mode share of residents by walking (increase)
2. Mode share of resident by cycling (increase)
3. Bus service reliability
4. CO2 emissions from transport (reduce)
5. Road condition (Principal Roads)
6. KSI casualties (reduce)
7. Total casualties (reduce)
8. Schools with STAR accreditation (local indicator)

8 targets score with 0.5 point each→ **range [0 ; 4]**

Other targets

1. Reduce school car use-pupils
2. Reduce other transport emissions

2 targets score with 0.5 point each→ **range [0 ; 1]**

Total Range for Contribution to Targets [0 ; 5]

COMMUNITY IMPACT

Correspondence / requests From residents, members, road safety partners (eg Met Police, cycling groups)

- Number of items of correspondence received for this scheme:
  - if 0, score 0
  - if 1 or 2, score 0.5
  - if 3, score 1
  - if more than 3, score 1.5
- Identified in STP from consultation:
  - From Staff / Governors, if "YES", score 0.5
  - From Pupils, if "YES", score 0.5
  - From Parents, , if "YES", score 0.5
- Partner request? → if YES, score= 1
- Forum Issues & Petition & Members Inquiries? → if YES, score= 1.5
- Area Committee prioritisation? → if YES, score= 2

Range [0 ; 7.5]

Facilities

Adjacent to or within the limits of the proposed scheme in a radii of 100 m from the limits of the works:

- School/ College / University (Number): 0.5 point for each Education facility
- Playgroung / Sportfields / Leisure Attractions: → if YES, score= 0.5
- Shops / Commercials → if YES, score= 0.5

- Transport Interchanges (Railway Stations, Bus Stations, Tube…) → if YES, score= 0.5
- Surgeries/Hospitals→ if YES, score= 0.5
- Others→ if YES, score= 0.5

Range [0 ; 2.5 + Education facility score]

Other

Improve Air Quality
Improve personal safety/security
Improve access to services / reduce severance
Improve disabled access

4 improvements score with 0.5 point each→**Range [0 ; 2]**

Total Range for Community Impact [0 ; 12 + Education facility score]

RISK MANAGEMENT

- Risk due to dependency on other projects? (S106, S278, etc) → if YES, score= -1
- Risk due to 3rd parties works? (utilities diversions required, TfL traffic signs, etc) → if YES, score= -1
- Risk due to lack of political support? → if YES, score= -2
- Other risks? → if YES, score= -1

Range [-5 ; 0]

Total Range for Risk Management [-5 ; 0]

IMPLEMENTATION BENEFITS

- Noise: Positive/Neutral/Negative score +1 / 0 / -1
- Street scene (after implementation): Positive/Neutral/Negative score +1 / 0 / -1
- Natural environment: Positive/Neutral/Negative score +1 / 0 / -1
- Physical Activity score +1 / 0 / -1
- Jorney Quality score +1 / 0 / -1
- Revenue Implications: if “HIGH”: -2, if “MEDIUM”: -1, if “LOW”:0

Range [-7 ;5]

ROAD SAFETY AND COLLISIONS

ACCIDENTS

First Year Rate of Return (FYRR) based on:

road safety assessment of number of collisions that might by saved by scheme (based on current total collisions)
nationally published data for value of accident savings (all injury accidents)
table of typical costs for types of scheme

Used to derived score A. This combines benefit with deliverability

- Score A: from table of FYRR (%) vs Estimate implementation Cost:

	<£20K	£20K - £100K	>£100K
>500%	5	4	3
100% - 500%	4	3	2
50% - 100%	3	2	1
<50%	2	1	0.5

Severity of all injury accidents at the site in 3 years used to derive score B

- Score B:

$$Severity\ factor = \frac{3xFatal + 2x\ Serious + 1xSlight}{Total\ injury\ accidents}$$

Total score = Score A x Score B

Total Range for Road Safety and Collisions [0 ; 15]

TRAFFIC SPEED AND CONGESTION

SCHEMES INTENDED TO ADRESS SPEED CONCERNS

Scored only if the scheme is intended to reduce speeds or address concerns about speeding

Traffic volumes taken from traffic count data or estimated based on road type where no data held. Annual Average Daily Total (AADT)

Requests for reduction in speed limit or where no speed data has been recorded score as 2-6mph above speed limit.

Speed Limit 20-30-40					
Mean speed		< 2mph	2 -6 mph	7 - 12 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	2	5	10	15
	15,000-20,000	1.5	4	9	14
	10,000-15,000	1	3	8	13
	5,000-10,000	0.5	2	7	12
	< 5,000	0	1.5	6	11
Speed Limit Above 50-60					
Mean speed		< 1mph	1 -3 mph	7 - 9 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	2	3	7	12
	15,000-20,000	1.5	2.5	6	11
	10,000-15,000	1	2	5	10
	5,000-10,000	0.5	1.5	4	9
	< 5,000	0	1	3	8

Range [0 ; 15]

SCHEMES INTENDED TO ADRESS CONGESTION

Scored only if the scheme is intended to reduce congestion

The Mayor's Roads Task Force suggested a means of categorising roads based on their 'movement' and 'place' functions.

This has been used to score the need to address congestion.

Traffic Flows (AADT)	**Low Place function** Arterials Connectors Local streets	 High roads High streets Town square/street	**High Place function** City hub/Boulevard City streets City places
15	15	10	5
12	12	8	4
9	9	6	3
6	6	4	2
3	3	2	1

*Maximum score likely on borough controlled roads is 10

Range [0 ; 15]

Total Range for speed and congestion* [0 ;30]

***In practice schemes are unlikely to address both speed and congestion**

MONETARY VALUE OF BENEFITS / SINGLE YEAR BENEFIT/COST

Core based on "SINGLE YEAR BENEFIT/COST" (Score C + Score D):

Score C: $Benefit\ value\ accidents = Accident\ related\ costs\ x\ (Fatal + Serious + Slight)$

Score D: $Monetary\ value\ of\ time\ saved =$ Potencial level of saved hours (p\d)xPerceivedCost x 365

Total Range for Road Safety and Collisions [0 ; Variable]

Total Range for SCHOOL SCHEMES (II) [-7 ; Variable]