

# **Scheme Assessment Sheets**

## **Working Notes for the basis of scoring Small Scale Intervention requests**

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### **Document Status**

Second Working Draft – 2<sup>nd</sup> April 2025

### **General**

This is a working document and will be subject to further modification, please ensure that the most recent version of this document is used.

### **Price banding (based on Estimated scheme cost)**

No Action = £0

Small Scale Intervention £1 to £7,499

Moderate Intervention £7,500 to £24,999

High Value project £25,000 to £39,999

Out of scope over £40,000

### **Pedestrians and cyclists**

- +2 Walking / Cycling route width increased by >0.5metre
- +1 Walking / Cycling route width increased by <0.5m
- 0 Walking / Cycling route not compromised
- 1 Walking / Cycling distance increased by up to 5 metres by intervention measure
- 2 Walking / Cycling distance increased by more than 5 metres by intervention measure

### **Public Transport Users**

- +2 Improved access arrangements and shelter
- +1 Improved access
- 0 No change
- 1 Distance to Bus Stop increased but mitigating measures implemented
- 2 Distance to bus stop increased with no improvements

### **Motorists and HGV's**

- +2 Improved parking arrangement, and or reduced journey time / route
- +1 Improved parking arrangement, or access arrangements
- 0 No effect
- 1 Reduced parking arrangements, or access removed for all vehicles >7.5 tonnes
- 2 Increased journey time, or access removed for all vehicles >3.0 tonnes

### **Deliverability**

- +2 Direct submission to SLAMS (minor drawing)
- +1 Moderate design required
- 0 Detailed scheme drawings required
- 1 Requires TRO / Road hump notice
- 2 Potentially Controversial TRO / Road notice

### **Vehicle Speeds / Safety**

Quantification of a reduction has been calculated based on a subjective appraisal of how a proposed scheme might reduce accidents.

- +2 Reduce 85th percentile speeds by over 5pmh / Reduction in serious and/or fatal RTC's
- +1 Reduce 85th percentile speeds by up to 5mph / Reduction in slight injuries or non-injury collisions
- 0 No effect
- 1 Increase vehicle speeds by up to 5mph / Potential to increase slight or no injury collisions
- 2 Increase vehicle speeds by over 5mph / Potential to increase serious and/or fatal RTC's

### **Location**

- +1 Located within close proximity of school, religious building, area of high pedestrian / cycle activity
- 0 all other locations

### **Level of concern**

- +2 Multiple requests / Petition
- +1 Single / one-off request Member / MP enquiry request

### **Overall Benefit**

- +2 Benefits to area covering more than one road
- +1 Benefits to one road, or specific to vision / mobility impaired users
- 0 Benefits to single location
- 1 Minor disbenefit to road users (i.e. obstruction to footway width, increased street clutter). Negative impact within community
- 2 Poor value for money with potential requirement for further measures. Fairly significant negative impact within community.