Local Traffic Improvement Programme

Project Assessment Criteria, April 2024

Network Management & Environment

The following criteria has been developed to provide a transparent process for scheme assessment, selection and prioritisation for the Local Traffic Improvement programme.

This Programme is intended to replace the historical Neighbourhood Environment Programme (NEP) and deliver projects, in a city wide context, for local communities.

The evaluation guide includes 10 questions with particular scoring methodologies. Each question carries a maximum score of 3 points.

The proposed project criteria considers a range of questions and a simple scoring system to assist with scheme selection and prioritisation. Each question suggests a range of factors to consider in terms of project outcomes.

Project Sponsors, Ward Councillors and Community Councils would be encouraged to consider the range of questions and likely outcomes prior to promoting individual schemes.

In terms of project scope, the annual LTI budget is expected to be in the region of £500k each year, whilst individual project costs are unknown at this stage there is an expectation that maximum scheme budgets would be around £50k each, to ensure a spread of projects across the City.

Administration of the project bank and scheme assessment would be undertaken by officers, reporting to the Transport and Environment Committee annually.

Question	Assessment	Score
1. Does the project seek to address significant hazards or barriers to the mobility of vulnerable road users in local area? Consider: When looking at this question consider the following factors; • Are there reported casualties at or in the vicinity of location? (Check data with AIP) **No** • Are there barriers to Active Travel? **No** • Is there a lack of crossing facilities? **Yes** • Intrusive traffic through a local community? **No** • Does the project promote walking, wheeling & cycling? **No** • Does the project link with any other projects currently being considered or approved? (Consult with Senior Transport Team Leader and Local Traffic & Road Safety Manager for more information after checking the Roads and Infrastructure Investment – Capital Delivery Programme). (Check)	Please circle the appropriate score below: **3** = Project meets more than 2 factors **2** = Project meets 2 factors **1** = Project meets 1 factor	1
2. **Significant Local Environment Features?** Consider: • When looking at this question consider the following community service feature. Does the project support communities and improve mobility at the following: • School (**Yes**) • Residential area (**Yes**) • Vulnerable user groups (**Yes**) • Health Services (**No**)	Please circle the appropriate score below: **3** = Project meets 4 or more set factors **2** = Project meets 2-3 set factors	2

• Emergency Services (**No**) • Bus Route (**No**) • Controlled Crossing (**No**) • Uncontrolled Crossing (**No**) • School Crossing Patrol Guide (**No**) • Local shops or commercial properties (**Yes**)	**1** = Project meets only 1 set factor	
3. **What is the condition of the existing pavements, access routes or roads?** Things to consider: When looking at this question consider the following factors; • Footways - Kerb Condition / Alignment Appearance of kerb with respect to the continuity of level? • Footways – Footpath/ Footway Deformation Overall continuity of surface of footpath/ footway i.e., sunken flag stones, raising of level by tree roots etc? • Footways – Surface Water Indicate the extent of problem caused by the footpath/ footway surface allowing surface water to stand after surrounding surface areas has dried? • Road – Irregular surface / Deformation Relates to overall continuity of the road surface, i.e., wheel tracks rutting • Road – Deterioration beyond cyclic maintenance levels What condition is the section of road, is it reasonable, or is wear and tear starting to show or is it in poor condition giving pedestrians difficulty and or damage to vehicles?	Please circle the appropriate score below: **3** = The asset condition is poor **1** = The asset condition is reasonable (**Yes**) **0** = The asset condition is good	1

4. Project impact on community? Things to consider: In this question think about the following, what is the nature of the area, the level of usage and the impact on communities; **Residential, Shopping and Services** • Is it high usage, with high levels of pedestrian and vehicles movement, normally in densely populated residential areas, larger shopping areas or high commercial activity? (**No**) • Is it medium usage, with moderate levels of pedestrian and vehicles movement, normally situated in residential areas, local shopping areas or community services? (**Yes**) • Is it low use, which has infrequent levels of pedestrian and vehicles movement, often located in rural areas? (**No**) **Roads** • Are there high traffic flows affecting quality of life or accessibility, possibly on arterial roads and other routes through busy built-up areas with high levels of pedestrian and vehicles movement, normally at centre of shopping areas and or commercial activity? (**No**) • Are there medium traffic flows, from main roads and other routes through busy built-up areas with moderate levels of pedestrian and vehicles movement, normally situated outside shopping areas or commercial activity? (**Yes**) • Is it low intensity with infrequent levels of pedestrian and vehicles movement, normally located in rural areas? (**No**)	Please circle the appropriate score below: **3** = Project contributes to a substantial impact in area **2** = Project contributes to a partial impact in area **1** = Project contributes to a limited impact in area	2

5. Does the project meet Council transport pledges and objectives? Things to consider: • Does the project meet criteria set out in the City Mobility Plan and other appropriate Council policies. Does it afford greater priority to walking, wheeling and cycling? **(Yes)** • Does the project adopt the principles described in the Edinburgh Street Design Guidance? (**Yes**) • ****Check that there are no Active Travel or Road Safety Schemes already planned **** • Does the project meet the Council's vision for safer streets, examples are the 20mph rollout and Future Streets Framework and the Updated Road Safety Action Plan for Vision Zero? (**Yes**) • Does the project meet the Council's vision for 20 minute Neighbourhoods? (**Yes**)	Please circle the appropriate score below: 3 = Meets 2 or more objectives set out by Council Transport initiative / guidance 2 = Meets 1 objective set out by Council Transport initiatives/guidance 1 = Meets no objectives set out by Council Transport initiatives/guidance	3
6. Does the project improve accessibility or mobility for disabled road users? Things to consider? Potential to improve mobility for individuals or groups with disabilities or people who find it difficult to access local services/shops or public transport. Does the scheme: • Improve independent access for people with disabilities (**Yes**) • Provide better infrastructure and mobility in an area where there are known barriers to mobility for disabled road users (**Yes**) • Is the project close to an organisation supporting people with disabilities (**No**) • Is the current environment unsuitable for wheelchair use (steps etc) (**No**) • Does the level of traffic or traffic control create a barrier for road crossing (**Yes**)	Please circle the appropriate score below: How many sections of the evaluation criteria does the potential project meet? **3** = Project meets 4 or more set factors **2** = Project meets 2-3 set factors **1** = Project meets only 1 set factor	3

• Does the existing layout or street clutter create a barrier or challenge for disabled people (**Yes**)		
7. Does the project help address issues identified in the Scottish Index of Multiple Deprivation? Scottish Index of Multiple Deprivation Things to consider: Potential to improve access or develop community links that may have a positive impact on: • Geographic access to local services. (No) • Promote health and wellbeing. (**Yes**) • Promote access for education and learning. (**No**) • Promote access to employment. (**No**) • Improving access to active travel and public transport services. (No)	Please circle the appropriate score below: **3** = More than 1 factor in an area highlighted as within the Most Deprived 20% **2** = 1 factor in an area highlighted as within the Most Deprived 20% **1** = Factor(s), but not in an area highlighted as within the Most Deprived 20%	1
8. Does the project promote car use or seek to create additional parking areas? Things to consider? In higher density residential areas, particularly long-standing areas of Council / Social Housing, there may be high demand on available on-street parking and requests for new layby or car parking spaces. Does the scheme: • Move or reroute existing pedestrian footways (**No**) • Reduce open space for disabled or vulnerable road users (**No**) • Reduce community greenspaces (**No**) • Potentially provide additional blue badge spaces to promote independent travel **Council Housing area – check with officers in Housing whether this might be appropriate or considered within Environmental Improvement Programme**	Please circle the appropriate score below: How many sections of the evaluation criteria does the potential project meet? **3** = No, project prioritises walking, wheeling & cycling **1** = Yes, but with links to existing pedestrian footways	3

• Potentially increase the volume of traffic in residential areas (**No**)	**0** = Yes, prioritises car use above other user groups	
9. Additional Funding – Is additional funding available (external or internal) available to support the project. • Can the project sponsor secure significant external funding to support design and/or project delivery costs (Check) • Could officers source additional external funding to support the scheme (Check) • Could other sources of internal (CEC) funding be identified (Check)	What form of additional funding is available and how can it contribute to the project costs? Please circle the appropriate score below: **3** = Significant external funding available secured by the project sponsor (for example - match funding) **2** = External funding is available (up to approx. 25%) **1** = Other internal funding is available	

10. Aggregate Score - Number of listed criteria project meets. **Does the project positively contribute to a number of different criteria?** Address significant hazards or barriers to the mobility of vulnerable road users in local area. (Yes) Significant Environment Features. (**Yes**) Condition of existing area. (**Yes**) Project impact on Community (**Yes**) Meets Council Transport pledges and objectives. (**Yes**) Tackle issues identified in the Scottish Index of Multiple Deprivation. (**No**) Project improves accessibility or mobility for disabled road users. (**Yes**) Additional funding available (external or internal) available to support the project. (Check)	How many sections of the evaluation criteria does the potential project meet? Please circle the appropriate score below: **3** = Project meets 4 or more set factors **2** = Project meets 2-3 set factors **1** = Project meets only 1 set factor	3
	Total	**19**
	Max Score	**30**