

Annex C

Key Requirement	Factor	Indicators	Critical	0 (Red)			1 (Amber)			2 (Green)			Max Score	Existing Layout	Proposed Layout			
				0 (Red)	1 (Amber)	2 (Green)	0 (Red)	1 (Amber)	2 (Green)	0 (Red)	1 (Amber)	2 (Green)			0 (Red)	1 (Amber)	2 (Green)	0 (Red)
Cyclists	Continuity	Ability to join/leave route safely and easily considering left and right turns		Cyclists 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	2	0	1	1	2	0	1	1	1	2		
	Comfort	Pavement or carriageway construction providing smooth and level surface		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavours with frequent joints.	Machine laid smooth and non-slip surface - e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	1	1	1	2	0	1	1	1	2		
	Safety	Standard of cycling facilities	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths	In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is	In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do not meet absolute minimum widths but do not meet desirable minimum widths	In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	2	1	1	1	2	0	1	1	1	2	
Pedestrians / Children	Engagement	Engagement for children		None	Some	Significant	2	0	0	0	1	0	0	0	1	1		
	Ease of crossing	Ease of crossing side road	The weakest side road is missing at least 1 dropped kerb or there are not on the desire line.	The weakest side road has dropped kerbs and these are on the desire line or a raised table / continuous footway	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph but instead of a raised table it at the entrance it has dropped kerbs	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph and raised table / continuous footway at the entrance	2	1	1	1	1	1	1	1	1			
	Safety hazard for children crossing	Buffer / Edge protection from the carriageway near to the school gates.		None	Some	Significant	2	0	2	2	2	2	2	2	2	2		
	Safety hazard for children crossing	Standard of crossing facilities		Uncontrolled crossing with no gaps in traffic, lack of priority	Signalised crossing or implied priority	Countdown with signalised crossing, priority with unsignalised	2	0	0	1	1	2	0	0	1	2		
General traffic	Vehicle Speeds	Vehicle Speeds	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20mph	2	1	2	2	2	1	2	2	2	2		
	Volume of Motorised Traffic	Volume of Motorised Traffic	There are 100+ vehicles in the peak our (both directions)	There are 500-999 vehicles in the peak our (both directions)	There are 200-499 vehicles in the peak our (both directions)	There are 199 or fewer vehicles in the peak our (both directions)	2	2	2	2	2	2	2	2	2	2		
	Mix of Vehicles	% of Heavy Vehicles	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 2% of motorised traffic in the peak hour	No large vehicles use the street	2	2	2	2	2	2	2	2	2	2		
	Reducing private car use	TRO's / Measures to reduce the number of parked cars		There are no new parking restrictions / Easing TRO's ignored / Parking across driveways.	There is a mixture of parking and public realm amenity	Parking will no longer have an impact in and around the school gates and is prevented by both TRO's and physical features within the carriageway.	2	0	0	0	1	1	0	0	1	1		
	Reducing convenience of driving short journeys	Through movement of traffic		Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions outside the school.	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	2	0	0	0	0	0	0	0	0	0		
Environmental	Lighting	Lighting	Assessing the full length of the street, there is no street lighting over the footways on this street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	2	1	1	1	1	1	1	1	2			
	Litter /	Litter		Litter and foliage build-up is considered significant	There is some litter and foliage build-up within the study area and at least 1 litter bin provided within the study area.	There is no issue with litter or foliage build-up and at least 1 litter bin is provided within the study area.	2	2	2	2	2	2	2	2	2			
	Planting	Amount of planting		Amount of greenery is reduced within the study area.	Amount of greenery is retained within the study area.	Amount of greenery is increased / enhanced within the study area.	2	1	1	1	1	1	1	1	1			
Greening	Green infrastructure and sustainable materials		No green infrastructure or sustainable materials proposed	Some green infrastructure or sustainable materials proposed	All infrastructure is green and materials are sustainable	2	1	1	1	1	1	1	1	1	1			
Cost	Budget	Cost to implement proposed design		High	Med	Low	2	2	2	2	1	0	0	0	0			
Buildability	Feasibility	Interference with C2s		Significant impacts on statutory undertakers and/or re-routing of equipment	Minor impacts on statutory undertakers	None of the proposed works would affect statutory undertakers.	2	2	2	1	0	0	0	0	0			
Badger Hill Objectives	Crossing	Priority / visibility		No change to existing crossing or visibility	Improvements to crossings and visibility	Controlled crossing with improved visibility	2	0	0	1	2	2	0	0	2			
	Parking on Verges	Parking opportunity on verges		No change to parking restrictions or kerb parking	Some mitigation against verge or kerbside parking	Significant improvement enforced by TRO or physical constraint.	2	0	1	1	2	2	0	0	2			
	Place making and public realm	Public Realm / Placemaking		No public realm improvements or improvement connection between green space and school	Some placemaking opportunities and to connection to existing park	Significant placemaking opportunities and improved connection to existing park	2	0	0	0	2	2	0	0	2			
Total Score													42	17	22	24	28	31
Percentage Score													100%	40%	52%	57%	67%	74%
Percentage Benefit															12%	17%	26%	33%