

Reallocation of Community Match underspend to Road Safety Schemes.

Initial Assessment Process

Any request to the Road Safety Team for improvements, regardless of how they are raised (general enquiry, site meeting, SLR meeting etc.), will be considered by a road safety officer, who, guided by the criteria below, will use their experience to judge whether the request is feasible, appropriate and will be of benefit to the wider community.

Schemes will be considered for a more detailed appraisal if they meet the following criteria:

- Are not considered to be part of the Road Safety Team's normal priority/reactive work.
- A member of the team has assessed that there would be a road safety benefit.
- Comply with current national legislation, regulation, guidance, and best practice. Including, but not limited to:
 - Highways Act 1980
 - Road Traffic Regulation Act 1984
 - Road Traffic Act 1988
 - Traffic Management Act 2004
 - The Highways (Road Humps) Regulations 1999
 - The Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996
 - Traffic Signs Regulations and General Directions 2016
 - The Traffic Signs Manuals (Chapters 1 - 8)
 - Department for Transport Traffic Advisory Leaflets, Circulars and Local Transport Notes.
- Comply with any relevant approved policies and working practices and are consistent with the Road Safety Team's normal procedures and practices.
- Would not require a significant level of design input or project management.
- Initial cost estimates do not exceed £40,000.

Suitable schemes to be included within this project should not be those that would be undertaken as part of the normal work undertaken by any ESCC Team/Department or maintenance work undertaken in line with the County's responsibilities as the Local Highway Authority. This extends to responsibilities usually undertaken by another authority, including district, borough, town, or parish council.

Scoring Criteria

Crash history (see note 2)	
KSI	6
Slight	2
None	0
Road Class	
A-class urban / rural	4
A-class inter-urban	6
B – class	8
Other	10
Local conditions	
Residential area	4
Shops	4
Schools / elderly / disabled	6
Hospital / clinic	6
Local Impact	
Cycling/ Walking Improvements	6
Improve compliance of existing measures	8
Feasibility	
TRO Required?	-5
Cost £40K or less	8
Low maintenance	4
Deliverable within financial year	10
Deliverability (see note 3)	
Very deliverable	10
Some difficulties	-5
Very difficult	-10
Link to County Schemes	
Current / future scheme	-10
Proposed scheme	-5
No proposals	10
Community Value	
High	10
Medium	8
Low	2

Note 1 Refer to initial Assessment Process prior to completing prioritisation

Note 2 for routes only crashes relative to the request (i.e. involving HGVs for a prohibition of HGV request) will be counted

Note 3 'deliverability' is based on the responses under the feasibility columns and officer judgement in regard to the likely level of local support

Note 4 Community Value is based on the location and type of potential scheme and officer judgement on the potential benefits to the local/wider community