

CABINET

18 April 2017

INTEGRATED TRANSPORT CAPITAL PROGRAMME

Report of the Director for Places (Environment, Planning & Transport)

Strategic Aim:	Sustainable growth and safeguarding	
Key Decision: Yes	Forward Plan Reference: FP/170217/01	
Exempt Information	No	
Cabinet Member(s) Responsible:	Councillor Tony Mathias, Leader and Portfolio Holder for Finance and Places (Highways, Transport and Market Towns)	
Contact Officer(s):	Dave Brown, Director for Places (Environment, Planning & Transport)	01572 758461 dbrown@rutland.gov.uk
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Ward Councillors	Not applicable	

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves the spend on schemes listed in Appendix A.
2. Approves the recommendations for monitoring and rejection of the schemes listed in Appendix B.
3. Approves the recommendations for feasibility, retention or removal of the schemes listed in Appendix C.
4. Approves the procedural changes set out within this report, including delegated authority to the Director for Places (Environment, Planning and Transport) in consultation with the Portfolio Holder for transport to approve or decline construction of schemes under £5000 and schemes recommended in the feasibility studies.
5. Delegate authority to the Director for Places (Environment, Planning and Transport) in consultation with the Portfolio Holder for transport to create or modify traffic regulation orders (TROs) where this is required as part of a scheme and the changes comply with DfT guidance.

1 PURPOSE OF THE REPORT

- 1.1 To consider the Integrated Transport Capital Programme for 2015/16 and the approval process for future integrated transport schemes.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 Integrated transport (IT) funding is provided to all highway authorities by the Department for Transport (DfT). The funding is not ring-fenced but the DfT states that it is provided to enable the council to fulfil the following statutory duties:

- Deliver the programme of works and policies set down within the local transport plan (Transport Act 2000); and
- Carry out studies into accidents arising out of the use of vehicles on the highway and take appropriate measures to prevent such accidents (Road Traffic Act 1988).

3 SCHEMES

- 3.1 Feasibility studies have been carried out as approved by cabinet in the last IT Capital Report. Appendix A sets out the proposed spend from the IT budget for 2017/18. Outline details of each scheme can be found in Appendix B. Appendix B also lists the schemes recommended for further monitoring or rejection.
- 3.2 Stakeholder engagement is currently underway on an Oakham Town Centre Improvement Scheme. This is a corporate priority due for construction in 2018, subject to satisfactory consultation and approval. Funding is likely to come from a number of sources including a contribution of around £900k from the IT capital programme in 18/19.
- 3.3 Appendix C lists potential future schemes recommended for feasibility studies. The changes to how schemes have been prioritised are detailed below. Appendix C also lists the schemes that will remain in the programme for reconsideration during 2018/19 and those that will be removed.

4 PROCEDURAL CHANGES

- 4.1 Changes are proposed to the current IT process to streamline it and ensure equitable prioritisation of schemes submitted by parish councils. The new process (shown in Appendix D) will ensure that schemes proceed through the system more quickly and are therefore constructed or removed without undue delay.
- 4.2 In Rutland, parishes can submit requests to the council for schemes that they wish to be considered for IT funding. However this is not the case in many other authorities. The on-going use of IT funding will be considered during the development of LTP4 and at this point some thought will be given to whether allowing parishes to submit their own schemes for consideration is the most appropriate approach.

4.3 ***Accident cluster sites***

4.4 Each year the police accident database is searched to identify any clusters of 3 or more accidents within an area of 50m over the last 3 years. The council has a statutory obligation to undertake assessment of accidents in these locations and where appropriate take action to address the risk factors. Funding for this comes from the IT block.

4.5 It is suggested that accident cluster sites automatically proceed to feasibility and are considered for funding prior to any schemes suggested by parishes in order that the council meets its statutory obligations. Parish council and ward members will be consulted but their support is not essential for a scheme to proceed to construction.

4.6 ***Speed indicator displays***

4.7 With the exception of those listed in Appendix A and B, it is recommended that no new static speed indicator devices (SIDs) are funded through the IT capital programme. Instead it is recommended that 2 mobile SIDs are purchased. This will also apply to vehicle activated signs displaying other messages (typically the speed limit).

4.8 SIDs are documented as being most effective over short periods. The effectiveness of a temporary SID will be evaluated and the case for a permanent one considered on that basis. The devices will not be purchased until requests are received.

4.9 Parishes may still seek approval from RCC to install a SID. In addition to funding the installation, the on-going maintenance and repair costs will be the responsibility of the parish.

4.10 ***Scheme submission***

4.11 Parishes currently have the opportunity to submit integrated transport schemes for consideration. Parish council's must still submit requests via the ['integrated transport capital programme – scheme request form'](#). However, some changes will be made to this form:

- The scheme request form will now ask parishes for a description of the problem and for suggestions regarding a proposed solution.
- If the scheme goes through to the next stage the feasibility study will look to identify if there is a problem and whether there is a practical solution.
- Parishes will be informed that if the feasibility study identifies a recommended solution, then this will be considered by highways and if supported the engineering solution will be put forward for consideration to construct (subject to available budget).
- Parish councils and ward members will not be re-consulted on the recommended option and will be advised of this on the new proposal form.

4.12 The aim of this change is to manage parish expectation regarding potential measures from the beginning of the process, and to ensure the solutions implemented are those that will be the most cost-effective measures to address the problem.

4.13 **Initial screening**

- 4.14 A revised point based scoring system is proposed to manage the prioritisation process for parish submissions. Appendix E shows the proposed scoring criteria and Appendix F shows how this works in practice for the schemes currently being considered.
- 4.15 The scoring system considers the extent to which addressing the reported problem is likely to:
- Support the achievement of the council aims, objectives and targets;
 - Affect the local and wider environment;
 - Affect the economy;
 - Affect society; and
 - Affect safety.
- 4.16 The scores associated with the council aims, objectives and targets are given more weight in the process than the environmental, economic, societal and safety benefits.
- 4.17 The scoring system also considers the scale of impact and the outline cost to give an approximate assessment of value for money.
- 4.18 Under the new scoring system, at least 3 officers will score the proposals on the initial screening list. One of the officers scoring the proposals must be from the highways team. As far as possible within operational constraints the same three officers will be used for all schemes being considered.
- 4.19 The schemes will be ranked according to their score. Each year the cabinet report will propose that feasibility studies are undertaken for the highest scoring schemes with a cut off based on the likely available budget for feasibility and construction plus 10%. Where the cut off falls on schemes with the same score, the proposal submitted first will be taken forward.
- 4.20 A second screening list of schemes up to the value of the likely available budget for feasibility and construction during the following year will be retained within the process. These schemes will be considered for feasibility alongside any new submissions the following year.
- 4.21 All other proposals will be removed from the initial screening list and the relevant parishes and ward members notified. A scheme can remain on the second screening list for two years before being removed from the process.

4.22 **Feasibility studies**

- 4.23 Feasibility studies will be commissioned on an on-going basis starting with the accident cluster sites and then the highest scoring schemes. The feasibility studies will result in a recommended option with design and costing if appropriate. Where:
- the recommended option is to 'do nothing': the scheme will be removed from the prioritisation process.

- the recommended option is to monitor and review: this will take place and the scheme will be constructed after the review using the following year's budget or removed from the process following monitoring as appropriate.
- an engineering solution has been recommended: highways will assess the recommendation and make a final decision regarding the scheme proposed for construction. Parishes and ward members will not be re-consulted on the recommended option.

4.24 It is proposed that schemes where engineering is recommended are programmed for construction (subject to available budget) within the same financial year as the feasibility study. This will be enabled through the delegated authority outlined below. Where budget is not available for construction, schemes will be rolled over into the next financial year and placed at the top of the list for construction prior to those proceeding to feasibility in the following year.

4.25 ***Delegated decision powers***

4.26 In order to increase the efficiency and speed of the process, it is proposed that a number of delegated powers are granted to the Director of Places (Planning, Environment and Transport) in consultation with the portfolio holder. These are:

- To approve construction (subject to available budget), review or removal of schemes from the process following completion of a feasibility study. To enable this they will be provided with a business case based on the recommendation identified within the feasibility study. If budget runs out then no further feasibility studies or construction will go ahead until the following financial year.
- To approve or decline spend on, and construction of, small scale road safety schemes up to the value of £5000 and within the proposed £20,000 spend.

4.27 To modify traffic regulation orders (TROs) where an integrated transport capital programme feasibility study has recommended this as part of a scheme and the changes comply with DfT guidance.

5 CONSULTATION

5.1 Parish councils and Ward Members have been consulted on the schemes proposed for construction in Appendix A and are supportive.

5.2 Schemes may require further detailed consultation with any residents who are directly affected by the proposals prior to construction. Statutory consultation will also be required on any traffic regulation orders (e.g. where there are changes to parking restrictions).

5.3 The proposed procedure set in Section 4 and Appendix D details how consultation will be carried out in future.

6 ALTERNATIVE OPTIONS

6.1 A – Do not allocate any of the funding to integrated transport schemes. The funding would be available to allocate to other capital projects.

- 6.2 B – Allocate money for use by the integrated transport capital programme.
(RECOMMENDED OPTION.)
- 6.3 C – Roll all funds over to 2018/19.

7 FINANCIAL IMPLICATIONS

- 7.1 The Council has received a capital grant for Integrated Transport which is not ring-fenced. The schemes listed in Appendix A can be funded by the grant held of £1.243m leaving £904k to be carried forward for future years or used elsewhere.

8 LEGAL AND GOVERNANCE CONSIDERATIONS

- 8.1 The DfT states that Integrated transport (IT) funding is provided to enable the Council to fulfil the following statutory duties:
- Deliver the programme of works and policies set down within the local transport plan (Transport Act 2000); and
 - Carry out studies into accidents arising out of the use of vehicles on the highway and take appropriate measures to prevent such accidents (Road Traffic Act 1988).

9 EQUALITY IMPACT ASSESSMENT

- 9.1 An Equality Impact Assessment (EqIA) has not been completed as a screening Equality Impact Questionnaire was undertaken and no adverse or other significant issues were found that required a full Equality Impact Assessment to be carried out.

10 COMMUNITY SAFETY IMPLICATIONS

- 10.1 Investigation of accident cluster sites will identify if there is scope to undertake improvements that may reduce the number of accidents at these sites.

11 HEALTH AND WELLBEING IMPLICATIONS

- 11.1 Some schemes will encourage walking and cycling, which in turn has the potential to improve health.
- 11.2 A number of the schemes being considered could improve wellbeing due to improvements that tackle both perceived and actual speeding and traffic problems, as well as improving the public realm.

12 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 12.1 The recommendations within this report for scheme construction have been made based on the results of feasibility studies undertaken by a highways consultancy in conjunction with feedback from the highways section.
- 12.2 The proposed improvements to the IT capital programme will provide a more robust scoring system that takes into account the new corporate aims and objectives.
- 12.3 The proposed spend is within budget.
- 12.4 Delegated authority has been requested in order to move proposals through the system more quickly. At present it can take up to 3 years for a successful proposal to go from initial submission through to completion of works.

13 BACKGROUND PAPERS

- 13.1 None

14 APPENDICES

- 14.1 Appendix A – Available budget and proposed integrated transport capital programme
- 14.2 Appendix B – Feasibility study recommendations
- 14.3 Appendix C – Prioritisation status
- 14.4 Appendix D - Revised process flow chart
- 14.5 Appendix E - Scoring criteria
- 14.6 Appendix F - Application of scoring criteria

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

Table 1 - Available budget	
Carry forward from 2015/16	£373,044
Carry forward from 2016/17	£458,000
DfT allocation 2017/18	£412,000
Total funds available during 2017/18	£1,243,044
Total spend during 2017/18 (set out in table 2 - below)	£338,750
Carry forward to 2018/19	£904,294

Table 2 - Proposed Integrated Transport Capital Programme 2017/18		
Item	Cost	Basis of Priority
Element A: Small road safety schemes		
- Jules House (formerly Pinewood), Cold Overton Road, Oakham - railings	> £5,000	Delegated
- A1621, South Luffenham - dragon's teeth markings	> £5,000	"
- Springback Way, Uppingham - one Way system and parking bays	> £5,000	"
- Other small road safety schemes that come in throughout 2017/18	> £5,000	"
Element A Total	£20,000	
Element B: Public Transport Improvements (Capital)	£25,000	On going priority
Element C: Public Rights of Way	£25,000	"
Element D: Rutland Access Group	£10,000	"
Element E: Council identified schemes		
- x 2 mobile speed indicator devices (including costs of moving SIDs & maintenance)	£10,000	On going priority
Element E Total	£10,000.00	
Element F: Work list (from 2016/17 feasibility studies)		
- Accident cluster site: Caldecott junction, Gt Easton Rd	£6,500	Accident cluster analysis
- Accident cluster site: Wireless Hill roundabout, Sth Luffenham	£15,000	"
- Accident cluster site: A606 junction A1	£3,500	"
- SID: Thistleton Road, Market Overton	£5,500	Prioritisation process
- Traffic calming: West Road/Braunston Rd, Oakham (subject to receiving approval from parish and ward member)	£55,000	"
- Pedestrian crossing: Main Road, Barleythorpe	£7,500	"
- Traffic calming: Cottesmore (subject to receiving approval from parish and ward members) - S106: £30,000	£88,000	"
- Pedestrian crossing: Ayston Road, Uppingham	£50,000	"
- Contribution deductions	-£30,000	"
Element F Total	£201,000	
Element G: 2017/18 schemes including accident cluster sites (indicative funding split)		
- Feasibility studies: including accident cluster sites	£47,750	On going priority
Element G Total	£47,750	
Total	£338,750	

Appendix B - Feasibility study recommendations

Approve

Scheme	Recommendations
Accident cluster site - Caldecott junction Gt Easton Rd	<ul style="list-style-type: none"> Refresh / improve existing road markings, addition of SLOW markings and rumble strips on the northbound approach. Improve signage: Install new advance direction signs. Reinstate signal warning signs. Reduce speed limit by extending the 30mph speed limit.
Accident cluster site -Wireless Hill roundabout, Sth Luffenham	<ul style="list-style-type: none"> Improve screening on all approaches Increase size of central island from 8m to 14m diameter.
Accident cluster site - A606 junction A1	<ul style="list-style-type: none"> 40mph buffer zone 450 metres westerly from the existing 30mph speed limit to be considered in the annual speed limit review. Accident statistics should be monitored and further options identified implemented if required.
Pedestrian crossing - Ayston Rd, Uppingham	<ul style="list-style-type: none"> Reduce the speed limit to 30mph 165 metres to just south of the roundabout. Install signalled crossing incorporating junction and bus stop improvements.
SID - Thistleton Road, Market Overton	<ul style="list-style-type: none"> Install a solar SID along the Thistleton Road on the approach from Thistleton. Install sign between 30mph limit and the junction to the industry estate.
Pedestrian crossing - Barleythorpe	<ul style="list-style-type: none"> Installation of a zebra crossing in this location to tie into existing tactiles; for school children to safely cross the road to access schools in Oakham
Speed calming and pedestrian crossing - Cottesmore	<ul style="list-style-type: none"> Improved gateway features on both approaches on the B668 as recommended by Aecom but excluding the sharks teeth markings. Relocate the existing vehicle activated sign. Construct build out. Improvements to Ashwell Road junction. Improvements to the B668/Mill Lane junction. Improvements to road markings at B668 and Rogues Lane/Exton Road junctions.
Traffic calming - West Road/Braunston Rd, Oakham	<ul style="list-style-type: none"> Braunston Road/West Road junction improvements, waiting restrictions and H bar markings Co-op access and pedestrian crossing improvements Replacement of Braunston Road mini roundabout with junction plateau Kerb build out priority chicane and relocation of vehicle activated sign Improved gateway feature at the southwest entrance to town Monitor site following installation of traffic calming measures. If monitoring indicates further improvements are required consider installing a zebra crossing in Braunston Road at the rear entrance to Catmose Primary School.

Monitor

Scheme	Notes
Oakham Town Centre Improvements	<ul style="list-style-type: none"> Corporate priority. Stakeholder engagement currently underway. If approved, funding is likely to come from a variety of sources including a significant contribution from the IT capital programme in 18/19.
Roundabout crossing - A47, Uppingham	<ul style="list-style-type: none"> There are no records of any accidents involving pedestrians at this location.
Accident cluster site - Orange St, Uppingham	<ul style="list-style-type: none"> There have been no recorded accidents at this location since the doctors surgery moved. Therefore, the highways recommendation is to monitor the accident record over the next year to determine whether the recent safe operation is maintained. If not consider introducing kerb build-out crossings on High Street East and widen the footway at the junction with A6003. Introduce designated pedestrian routes across the north side of the Market Place and designated pedestrian routes within Market Place

Pedestrian crossing - Cold Overton Rd, Oakham	<ul style="list-style-type: none"> • There are no accident statistics to support any scheme at this location at present. • Therefore highways recommendation is to do nothing, monitor accident data for the next twelve months
High Friction Surfacing - A606	<ul style="list-style-type: none"> • Accident records show there are no accidents relating to skidding. • Therefore highways recommendation is to do nothing, monitor accident data for the next twelve months
Pedestrian crossing - Barleythorpe Rd, Oakham	<ul style="list-style-type: none"> • Install pedestrian refuges at the junction with Cold Overton Road and realign the eastern kerb line. • Consider installing a pedestrian refuge on Barleythorpe Road north of Park Lane, also consider a zebra crossing or puffin crossing at this location following investigation into the impact a pedestrian refuge may have on the right turn lane capacity. • Highways recommendation is to defer until a decision is made on the West End town scheme. • Consider as part of phase 3 of Oakham town centre
SID - Teigh Road, Ashwell	<ul style="list-style-type: none"> • Install SID on Teigh Road, entering the village. • Consider implementing if alternative funding does not come forward in 17/18.

Reject

Scheme	Notes
High friction surfacing - A6003 junction with B672, Caldecott	<ul style="list-style-type: none"> • Accident report for this area showed no accidents within 16 year period. • Therefore the highways recommendation is to do nothing.
Real time bus information system - countywide	<ul style="list-style-type: none"> • This scheme has previously proposed in the Integrated Transport Capital Scheme 2014-2015. • It was not moved forward as there were mixed responses throughout the Parishes. • There are still mixed reviews for this proposal as the service runs regularly on the hour; some villages are concerned about it effecting the conservation areas. • Highways recommendation is to do nothing due to lack of support from the PC's
SID - Oakham bypass	<ul style="list-style-type: none"> • Install 3 SIDs around the bypass in Oakham: 1) approach along bypass from Uppingham, 2) Burley Road Approach from Burley on the Hill, 3) Ashwell Roundabout, approach from Lands End Way. • These areas have shown the highest accident rates along the bypass and speed surveys undertaken have shown vehicles in excess of limit. • Highways recommendation is to do nothing due to lack of member support.

Completed with alternative funds

Pedestrian crossing - Catmose College
 Zebrite lights on crossing - Melton Road, Oakham
 SID - Ashwell Road, Whissendine

Table 1. Schemes proposed to go forward to feasibility 2017/18

SCHEME	Perceived problem	Scaled score	Estimated cost
Accident cluster site - A606, Barnsdale	Accident cluster site.	NA	NA
Accident cluster site - B1081 Old Great North Road, Tickencote	Accident cluster site.	NA	NA
Accident cluster site - C7314 Corner of Ashwell Road/ Whissendine Road, Ashwell	Accident cluster site.	NA	NA
Accident cluster site - C7316 Burley Way, Langham	Accident cluster site.	NA	NA
High Street - Ketton	Camber of footpath making it unsafe for residents using mobility scooters.	29.17	£5,000
Mill Lane, Tinwell	HGVs turning around at junction and damaging verges.	12.08	£5,000
Knossington Road and Main Road, Braunston	Concern regarding speeding.	7.90	£20,000
Barrowden	Concern regarding speeding.	7.90	£20,000
Knossington Road, Braunston	Concern regarding speeding.	7.50	£20,000
A6121, South Luffenham	Concern regarding speed of traffic entering and exiting village at both sides.	5.63	£20,000
A6121, South Luffenham	Speed and volume of traffic in village and lack of safe pedestrian crossing point.	5.14	£30,000
A47, Wireless Hill, South Luffenham	Unnecessary HGV traffic traversing the A6121 through S. Luffenham.	4.67	£50,000
Pinfold Lane, South Luffenham	Concern regarding driver and pedestrian safety in negotiating the narrow lane and bridge on a blind bend with no pavements.	4.58	£5,000
Main Street, Barleythorpe	Speed of traffic passing through village.	2.89	£50,000
Coach Road, Exton	Concern that parked cars are obscuring visibility for vehicles travelling on this stretch of road and disrupting the flow of traffic. Also concern that pedestrians are crossing a busy road to access the public right of way.	2.52	£50,000

Table 2. Schemes to be reconsidered 2018/19 year, along with any new submissions

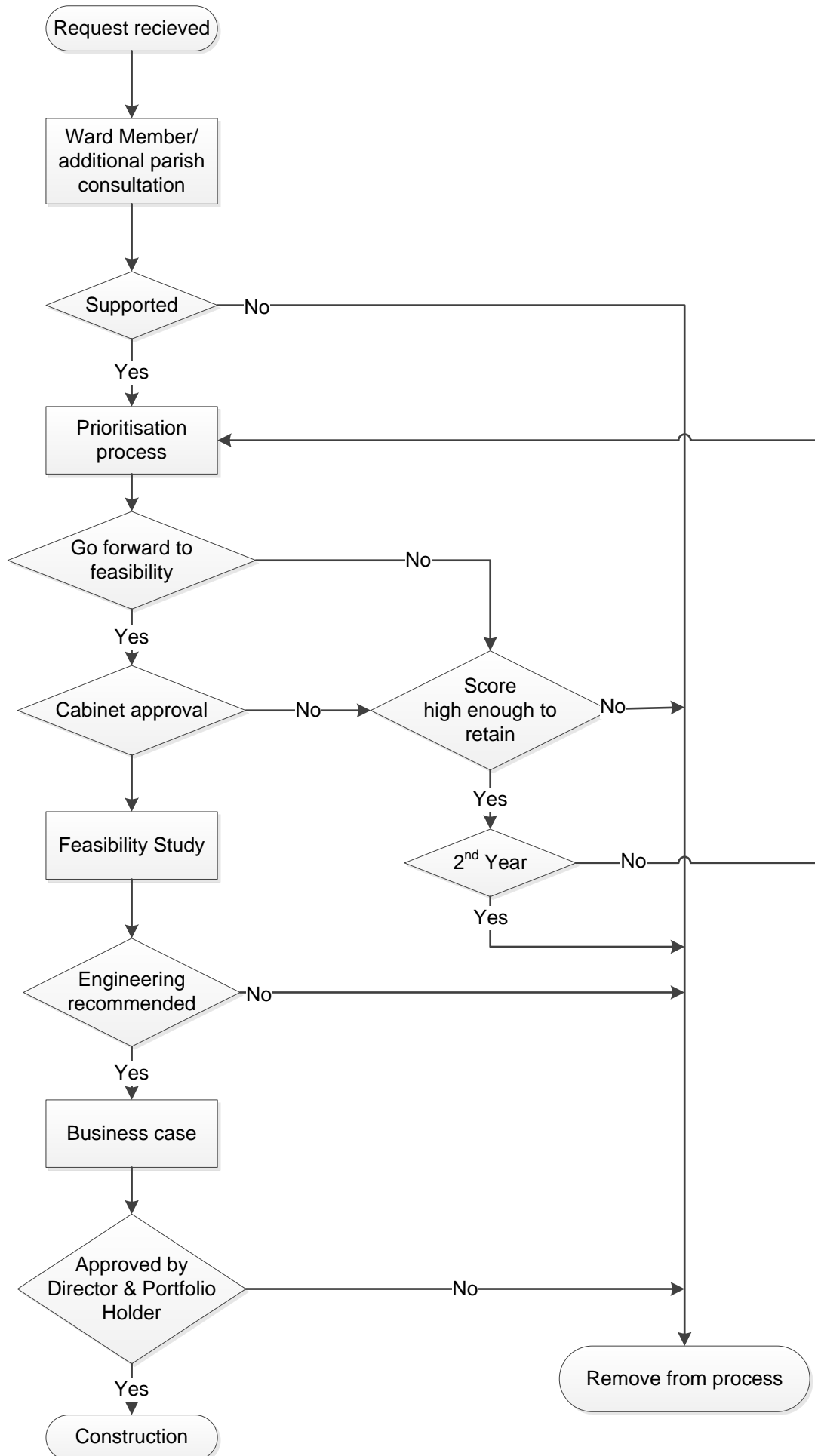
Scheme	Perceived issue	Scaled score	Order of magnitude
Uppingham Road, Caldecott	Lack of crossing place for residents and also children catching bus on opposite side of road.	2.43	£40,000
A606/ Audit Hall Road, Empingham	Lack of crossing on A606 for residents.	2.37	£40,000
Seaton Road Roundabout, Uppingham	Concern regarding safety of existing roundabout design.	1.44	£100,000
Edith Weston Road, North Luffenham	Additional link requested	1.08	£50,000

Table 3. Schemes to be removed from process

Scheme	Perceived issue	Scaled score	Order of magnitude
Thistleton to Greetham - Upgrade public footpath E114 to a public bridleway	Lack of bridleway link.	1.04	£150,000
Creation of a behind-hedge public bridleway on the north side of the A47	Lack of bridleway link.	0.86	£150,000
Station Road, Ketton - footway improvements and traffic calming	Narrow bridge on bend is on downhill approach resulting in traffic approaching at speed. Concern for safety of highway users and pedestrians as there is no footway	0.74	£80,000
Uppingham, UCC - roundabout and safety barriers	Concern regarding the safety of the junction.	0.57	£200,000
Oakham to Braunston - joint cycle/footway	Lack of off road connection between Braunston and Oakham for cyclists	0.55	£300,000
Empingham Road, Ketton - parking layby	Concern that parked cars are obscuring visibility for residents crossing and obstructing the flow of traffic. Damage also to vehicles parked on this road due to the speed of traffic and reduced road width.	0.52	£50,000
Welland Close, Caldecott - parking area	Concern that parked cars are obscuring visibility for residents crossing and obstructing emergency service vehicles from entering estate.	0.52	£50,000
Wheatlands, Ketton - parking area	Concern that parked cars are obscuring visibility for residents crossing and obstructing emergency service vehicles from entering estate.	0.52	£50,000
Manton and Egleton - joint cycleway/footway	Lack of direct off road connection between Manton and Egleton for cyclists or walker	0.50	£300,000
Ketton A6121 Park Road to Green Burial Site - new footway	Lack of footway connection.	0.49	£100,000
Foster's Bridge to Ketton, Ketton - Joint cycleway/ footway	Lack of footway between Ketton and Foster's Bridge. There is currently a nursery centre here, but no path for parents to walk with pushchairs.	0.45	£150,000
Wood Lane, Greetham to Stretton	Lack of footway connection.	0.34	£300,000

Appendix C – Summary of scheme scores

footway.			
Market Overton to Cottesmore - joint cycleway/ footway	Lack of off road connection between Market Overton and Cottesmore for cyclists	0.30	£500,000
Consider off road parking options on Willow Crescent	Concern that parked cars are obscuring visibility for residents crossing, obstructing emergency service vehicles from entering estate and obstructing the flow of traffic	0.21	£100,000
Consider off road parking options on Woodland View in conjunction with widening of the road junction.	Concern that the Oakham Hopper runs over the pavement on corner due to width of junction. Concern that parked cars are obscuring visibility for residents crossing, obstructing emergency service vehicles from entering estate.	0.21	£100,000
Teigh Road, Ashwell - footway	Concern regarding safety of residents walking on the road due to lack of footway and the speed of traffic.	0.13	£100,000
Cold Overton Road, Oakham - footpath extension and move 30mph sign further out.	Concern regarding safety of residents walking on the road due to lack of footway and the speed of traffic.	0.12	£200,000
Glaston Road, Wing - Footway	Concern regarding safety of residents walking on the road due to lack	0.00	£15,000



Appendix E - Scoring criteria for the 'initial screening list'

The scoring criteria outlined below should be implemented within the 'initial screening' stage and also for those schemes that are being considered within the work list.

At least 3 officers must score the schemes listed and an average score provided. One of the officers scoring the proposals must be from highways.

Point allocation

- Points will be allocated to the proposed schemes based on the scoring system outlined in this section. This score is weighted, with 75% of points being allocated to the 'corporate aims, objectives and targets' and 25% being allocated to the 'impact ratings'.

Corporate aims, objectives and targets tally - weighted score 75%	
General fit with Council Aims	
Score range: 0 - 3	Criteria
0	Meets none of the Councils Strategic Aims and Objectives
1	Meets one of the Councils Strategic Aims and Objectives
2	Meets two of the Councils Strategic Aims and Objectives
3	Meets three of the Councils Strategic Aims and Objectives
Fit with Corporate Objectives and Targets	
Score range: 0 - 5	Criteria
0	No link to objectives/ targets
1	Loose link to 1 objective/ target
2	Loose link to 1 or more objective/ target
3	Close link to 1 objective/ target
4	Close link to more than 1 objective/target
5	Specifically named objective/ target

Impact ratings - Weighted score (25%)	
Environmental Impact	
Score range	Criteria
-1	It is anticipated that the scheme will have a negative impact on the environment
0	It is anticipated that the scheme will have no impact on the environment
1	It is anticipated that the scheme will have a positive impact on the environment
2	It is anticipated that the scheme will have a strong positive impact on the environment
Economic Impact	
Score range	Criteria
-1	It is anticipated that the scheme will have a negative impact on the economy
0	It is anticipated that the scheme will have no impact on the economy
1	It is anticipated that the scheme will have a positive impact on the economy
2	It is anticipated that the scheme will have a strong positive impact on the economy
Social Impact	

Score range	Criteria
-1	It is anticipated that the scheme will have a negative social impact
0	It is anticipated that the scheme will have no social impact
1	It is anticipated that the scheme will have a positive social impact
2	It is anticipated that the scheme will have a strong positive social impact
Safety Impact	
Score range	Criteria
-1	It is anticipated that the scheme will have a negative impact on safety
0	No impact on safety
1	It is anticipated that the scheme will have a positive impact on safety.
2	It is anticipated that the scheme will have a strong positive impact on safety.

Scale of impact

- The scale of impact is to be scored based on the criteria outlined within this section.
- The scaled score is then calculated as follows:
- Points tally (column L) x combined scale of impact on the population (column P) / order of magnitude (column Q).

Anticipated proportion of Parish that will benefit	
0	Only a handful of properties
1	Up to a quarter of the Parish
2	Up to half the Parish
3	Up to ¾ of the Parish
4	The majority of the Parish
Anticipated proportion of residents that will benefit from the scheme	
0	No benefit to residents outside of the Parish
1	Up to a quarter of the County
2	Up to half of the County
3	Up to ¾ of the County
4	The majority of the County
Anticipated usage/ impact on tourists and residents outside of the County	
0	No use by tourists/ residents outside of County/ business traffic
1	Low use by tourists/ residents outside of County/ business traffic
2	Medium use by tourists/ residents outside of County/ business traffic
3	High use by tourists/ residents outside of County/ business traffic

Order of magnitude
Approximate net cost of scheme taking account of any contributions

Overall scaled score

- The overall score is scaled based on the scale of impact and is calculated as follows:
- (Points tally (column L) x combined scale of impact (column P)) / order of magnitude (column Q)

Appendix F - Schemes put forward for feasibility (from the initial screening list)

SCHEME	Perceived problem	Points allocation											Scale of impact					
		General fit with Council's Aims	Fit with corporate objectives and targets	Corporate aims, objectives and target tally	Weighted score (75% of points)	Environmental impact (strong positive/positive/neutral/negative)	Economic impact (strong positive/positive/neutral/negative)	Social impact (strong positive/positive/neutral/negative)	Safety Impact (strong positive/positive/neutral/negative)	Impact score tally	Weighted score - impact tally (25%)	Points tally	Anticipated proportion of Parish that will benefit	Anticipated proportion of County that will benefit	Anticipated usage/ impact on tourists and residents outside of the County	Combined scale of impact on the population	Order of magnitude net cost	Scaled score
Accident cluster site - A606, Barnsdale	Accident cluster site.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Accident cluster site - B1081 Old Great North Road, Tickencote	Accident cluster site.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Accident cluster site - C7314 Corner of Ashwell Road/ Whissendine Road, Ashwell	Accident cluster site.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Accident cluster site - C7316 Burley Way, Langham	Accident cluster site.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
High Street - Ketton	Camber of footpath making it unsafe for residents using mobility scooters.	1.33	2.00	3.33	313	0.67	0.00	0.33	0.67	1.67	52.08	365	3.33	0.33	0.33	4.00	£5,000	29.17
Mill Lane, Tinwell	HGVs turning around at junction and damaging verges.	1.00	2.00	3.00	281	0.00	0.00	0.33	0.33	0.67	20.83	302	1.67	0.33	0.00	2.00	£5,000	12.08
Knossington Road and Main Road, Braunston	Concern regarding speeding.	1.00	2.67	3.67	344	-0.33	-0.33	0.67	0.67	0.67	20.83	365	3.33	0.67	0.33	4.33	£20,000	7.90
Barrowden	Concern regarding speeding.	1.00	2.67	3.67	344	-0.33	-0.33	0.67	0.67	0.67	20.83	365	3.33	0.67	0.33	4.33	£20,000	7.90
Knossington Road, Braunston	Concern regarding speeding.	1.00	2.67	3.67	344	0.00	-0.33	0.67	0.67	1.00	31.25	375	3.00	0.67	0.33	4.00	£20,000	7.50
A6121, South Luffenham	Concern regarding speed of traffic entering and exiting village at both sides.	1.00	1.67	2.67	250	0.00	0.00	0.33	0.67	1.00	31.25	281	2.67	0.67	0.67	4.00	£20,000	5.63
A6121, South Luffenham	Speed and volume of traffic in village and lack of safe pedestrian crossing point.	1.33	2.33	3.67	344	0.33	0.00	0.33	0.67	1.33	41.67	385	3.00	0.67	0.33	4.00	£30,000	5.14
A47, Wireless Hill, South Luffenham	Unnecessary HGV traffic traversing the A6121 through S. Luffenham.	2.00	2.67	4.67	438	0.00	0.67	0.67	0.67	2.00	62.50	500	2.33	0.67	1.67	4.67	£50,000	4.67
Pinfold Lane, South Luffenham	Concern regarding driver and pedestrian safety in negotiating the narrow lane and bridge on a blind bend with no pavements.	1.00	1.33	2.33	219	0.00	0.00	0.00	0.33	0.33	10.42	229	1.00	0.00	0.00	1.00	£5,000	4.58
Main Street, Barleythorpe	Speed of traffic passing through village.	1.33	2.00	3.33	313	0.00	-0.33	0.33	0.67	0.67	20.83	333	3.33	0.67	0.33	4.33	£50,000	2.89
Coach Road, Exton	Concern that parked cars are obscuring visibility for vehicles travelling on this stretch of road and disrupting the flow of traffic. Also concern that pedestrians are crossing a busy road to access the public right of way.	1.33	1.67	3.00	281	0.67	0.33	0.67	0.33	2.00	62.50	344	1.33	1.00	1.33	3.67	£50,000	2.52

Total estimated cost £275,000