

Appendix 2: Assessment Considerations for retention of projects initially introduced under the Spaces for People programme

These considerations have been used to assess the merit of each scheme in a post-pandemic situation, identifying if retaining or adapting measures would be appropriate.

To provide consistency and to allow each scheme can be assessed individually, the starting point for defining a scheme has been what was included in the Spaces for People notification for each scheme. Where schemes cover very long stretches (such as the A1 and the A90), they have been assessed in sections to provide greater transparency on the impacts of each section of the scheme.

In a post-pandemic scenario, how might the project encourage walking and/or cycling?

- Will the project improve conditions for walking on the streets concerned and/or contribute to a connected network of safe and pleasant routes for walking?

Score	Description of score – impact on pedestrian movement along street	Description of score – impact on pedestrian crossing experience
Significant improvement	<ul style="list-style-type: none"> • The project significantly enhances the street as a pedestrian connection or destination by substantially reducing or eliminating vehicular traffic from the street and ties directly into a destination, or other high-quality pedestrian route (this may be a traffic-free street), or; • There is a substantial proportional increase in space for pedestrians (by approx. 20% or more relative to original space available) over 50% of the length of the scheme 	<ul style="list-style-type: none"> • The width of vehicular carriageway that pedestrians must cross is reduced by 20% or more. This reduction in carriageway width covers more than 50% of the scheme's length and/or; • distance pedestrians have to walk to a formal (signalised or zebra) crossing point is reduced by more than 100m.
Minor improvement	<ul style="list-style-type: none"> • There is a small or modest proportional increase in space for pedestrians (less than 20% relative to original space available) or; • There is a significant increase in space available for pedestrians (20% or more relative to original space) at a significant pinch point in the footway 	<ul style="list-style-type: none"> • The width of vehicular carriageway that pedestrians have to cross is reduced. This reduction in carriageway width covers less than 50% of the scheme's length
Neutral	<p>The scheme</p> <ul style="list-style-type: none"> • has no material positive or negative impact on pedestrians 	<ul style="list-style-type: none"> • has no material positive or negative impact on pedestrians OR • Where the carriageway has been reduced in width by the presence of segregated cycle lanes, as there is less carriageway width to cross, but still need to cross cycleways as well as vehicular carriageway
Minor negative impact	<p>The scheme:</p> <ul style="list-style-type: none"> • Removes any space for pedestrians 	
Significant negative impact	<p>The scheme:</p> <ul style="list-style-type: none"> • Removes large quantities of space available for pedestrians 	<p>The scheme:</p> <ul style="list-style-type: none"> • Removes a formal crossing points for pedestrians

Will/might the project:

- improve conditions for cycling on the streets concerned and/or
- contribute to a connected network of safe and pleasant routes for cycling?

Score	Description of score- conditions on the street	Description of score- network impact
Significant improvement	<p>Scheme:</p> <ul style="list-style-type: none"> • creates space for cycling separated from motorised traffic for majority (over 50%) of the scheme and/or; • reduces the speed and/or; • reduces the volume of vehicular traffic on the street that people cycling are interacting with 	<p>Scheme forms:</p> <ul style="list-style-type: none"> • connects at one or both ends into NCN, a signed QR, another SfP scheme or a significant destination or; • by itself, provides a safe route for local journeys to school
Minor improvement	<p>Scheme:</p> <ul style="list-style-type: none"> • creates space for cycling separated from motorised traffic for part (less than 50%) of the scheme 	<p>Scheme:</p> <ul style="list-style-type: none"> • has the potential to connect at one or both ends into NCN, a signed QR, another SfP scheme or a significant destination but requires significant further investment to do so
Neutral	No material positive or negative impact on people cycling.	Scheme does not tie into the existing off-road cycle network or another on-street piece of infrastructure
Minor negative impact	Scheme requires people cycling to mix with vehicular traffic for short sections where previously had an advisory lane or bus lane	Scheme reduces the quality of a section of the wider cycle network
Significant negative impact	The scheme creates a more challenging/hazardous environment for someone cycling to negotiate for extended lengths (e.g. mixing with general vehicular traffic where previously had separate space).	Scheme removes a link to the wider cycling network

In a post-pandemic scenario, how might the project have beneficial impacts on the street environment?

- *Might the project make streets with measures (especially shopping streets) more attractive as places to linger by reducing traffic speeds or volume, increasing space for pedestrians, or allowing scope for environmental improvements?*

Score	Description of Score
Significant positive impact	<p>Scheme:</p> <ul style="list-style-type: none"> • creates additional space for pedestrians to dwell for over 50% of length of the scheme and/or; • creates space for enhancements to the street environment for e.g. planters • likely to reduce traffic speed and/or volume
Minor positive impact	Scheme may achieve one of the above benefits
Neutral/no impact	No material positive or negative impact on the street environment.
Minor negative impact	<p>Scheme</p> <ul style="list-style-type: none"> • may marginally increase traffic speeds/volumes (less than a 20% increase, for e.g. where average speed is 20mph, this increases to between 20-23mph) or; • scheme reduces space for environmental improvements or; • scheme reduces space for pedestrians (relative to pre-existing permanent layout) • scheme detracts from the streetscape in town, city centre or World Heritage setting
Significant negative impact	<p>The scheme</p> <ul style="list-style-type: none"> • creates a less pleasant street environment by significantly increasing traffic speeds/volumes (by more than 20%) and/or; • reduces space for environmental improvements and/or; • reduces space for pedestrians (relative to pre-existing permanent layout)

In a post-pandemic scenario, what are the project's likely impacts on public transport?

- *Is the project likely to impact positively or negatively on public transport users and services in a scenario where traffic is at pre-Covid levels?*

Score	Description of Score
Significant improvement	Scheme will increase bus priority or lane on affected stretch of road by more than 20%
Minor improvement	Scheme will increase bus priority or lane on affected stretch of road by less than 20%
Neutral	No likely material positive or negative impact on public transport.
Minor negative impact	Scheme will remove short sections of less than 100m of PT priority (i.e. bus lane) or; Scheme likely to result in a delay to PT on the street or streets affected by the measure by not more than 5 minutes at the busiest times
Significant negative impact	Removal of longer sections of more than 100m of PT priority (i.e. bus lane) or; Scheme likely to result in a delay to PT on the street or streets affected by the measure by more than 5 minutes at the busiest times

In a post-pandemic scenario, what are the project’s likely impacts on traffic disturbance of communities?

- On balance, will the project impact positively or negatively on traffic disturbance of communities, or is it likely to be neutral?

Score	Description of Score
Significant positive impact	Scheme -likely to significantly reduce (by 20% or more) vehicular traffic volumes in surrounding streets and/or; -likely to significantly reduce (by 20% or more) motor vehicle parking volumes in surrounding streets and/or -likely to significantly reduce (by 20% or more) vehicular speeds in the surrounding streets to those with measures
Minor positive impact	Scheme -likely to reduce (by less than 20%) vehicular traffic volumes in surrounding streets and/or; -likely to reduce (by less than 20%) vehicular speeds in the surrounding streets to those with measures - likely to reduce (by less than 20%) motor vehicle parking volumes in surrounding streets
Neutral/no impact	No discernible increase or reduction (plus or minus 5%) in traffic volumes, speeds and/or parking likely throughout community
Minor negative impact	Scheme -likely to increase (by less than 20%) vehicular traffic volumes in surrounding streets and/or; -likely to increase (by less than 20%) vehicular speeds in the surrounding streets and/or; -likely to increase (by less than 20%) motor vehicle parking volumes in surrounding streets
Significant negative impact	Scheme -likely to significantly increase (by 20% or more) vehicular traffic volumes in surrounding streets and/or; -likely to significantly increase (by 20% or more) vehicular speeds in the surrounding streets and/or; - likely to increase (by more than 20%) motor vehicle parking volumes in surrounding streets

In a post-pandemic scenario, what are the project's likely impacts on residents of streets that are the subject of measures?

- a. On balance, how might the project impact on people living on the street/road that is the subject of measures? In particular:
- b. What is the impact on traffic volume and speeds?
- c. What is the impact on car parking?
- d. What is the impact on necessary servicing?

Impact on st's residents	Traffic volumes	Traffic speed	Resident and visitor car parking	Servicing
Significant positive impact	Scheme likely to significantly reduce (by 20% or more) vehicular traffic volumes on street with measures	Scheme likely to significantly reduce (by 20% or more) vehicular speeds in the streets with the measures	Scheme increases residential (and/or visitor parking space on the street by 50% or more	Changes introduced by the scheme mean that deliveries/loading can legally be made directly from the street outside most properties at most times of the day
Minor positive impact	Scheme likely to reduce (by less than 20%) vehicular traffic volumes on street with the measures	Scheme likely to reduce (by less than 20%) vehicular traffic speeds on street with the measures	Scheme increases residential and/or associated visitors parking space on the street (by less than 50%)	Changes introduced by the scheme mean that deliveries/loading can legally be made directly from the street outside most properties at some times of the day
Neutral/no impact	No discernible increase or reduction (plus or minus 5%) in vehicular traffic volumes likely throughout community	No discernible increase or reduction (plus or minus 5%) in vehicular traffic speeds likely throughout community	Where most properties don't have private driveways, there is no discernible increase or reduction on parking (plus or minus 5%). Where most properties have driveways, scheme decreases residential (and their associated visitors) parking space on the street by less than 50%	Scheme has no overall impact on the loading and servicing arrangements for residents on the street relative to original layout

<p>Minor negative impact</p>	<p>Scheme likely to increase (by less than 20% or more) vehicular traffic volumes on street with scheme</p>	<p>Scheme likely to increase (by less than 20%) vehicular speeds in the streets with the measures</p>	<p>Where properties do not have private driveways, scheme decreases residential (and their associated visitors) parking space on the street (by less than 50%)</p> <p>Where properties do have private driveways, scheme decreases residential (and their associated visitors) parking space on the street (by more than 50%)</p>	<p>Changes introduced by the scheme mean that deliveries/loading can't legally/practically be made directly from the street outside most properties at some times of the day (where it was previously possible to do so)</p>
<p>Significant negative impact</p>	<p>Scheme likely to increase (by less than 20% or more) vehicular traffic volumes on street with scheme</p>	<p>Scheme likely to increase (by less than 20%) vehicular speeds in the streets with the measures</p>	<p>Where properties don't have private driveways, scheme decreases residential (and their associated visitors) parking space on the street by 50% or more</p>	<p>Changes introduced by the scheme mean that deliveries/loading can't legally/practically be made directly from the street outside most properties at most times of the day (where it was previously possible to do so)</p>

What are the project's impacts on businesses?

- Are any improvements to the street environment likely to be beneficial for businesses in a post-Covid scenario?
- To what extent does the project restrict or inhibit servicing of businesses?
- To what extent does the project reduce car parking availability to support businesses?

Impact of scheme on businesses	Servicing of businesses	Car parking availability for customers	Additional street space
Significant positive impact	Scheme -provides a 50% increase in space on the street dedicated to loading and/or -provides a window at least 50% longer for loading and servicing over the course of the day for businesses on the street	Scheme increases parking spaces on the street available for customers by 20%, compared to availability without the scheme	Scheme increases space available for businesses to use on the street (for example, for tables and chairs for customers) by 20% or more, compared to availability without the scheme
Minor positive impact	Scheme -provides additional space (less than 50% increase compared to st layout without scheme) on the street dedicated to loading for the businesses' benefits -provides a longer (up to 49% increase compared to st without scheme)-window for loading and servicing over the course of the day for businesses on the street	Scheme increases parking spaces on the street available for customers by less than 20%, compared to availability without the scheme	Scheme increases space available for businesses to use on the street (for example, for tables and chairs for customers) by less than 20%, compared to availability without the scheme
Neutral/no impact	Scheme has no overall impact on the loading and servicing arrangements for businesses on the street No impact considered if all businesses on the street have off-street parking/loading that meets the needs of the businesses	Scheme has no net impact on car parking available on street for customers or; No impact considered if all businesses on the street have off-street parking/loading that meets the needs of the businesses	Scheme has no net impact on street space available for businesses to use for commercial ends

<p>Minor negative impact</p>	<p>Scheme</p> <ul style="list-style-type: none"> -reduces space (by less than 50% compared to st layout without scheme) on the street dedicated to loading for the businesses' benefits and/or; -Scheme relocates servicing (by less than 50m), relative to location of loading in street without the scheme and/or; -reduces the window for loading and servicing over the course of the day for businesses on the street by less than 2 hours over the course of the day 	<p>Scheme decreases parking spaces on the street available for customers (by more than 50% compared to availability without the scheme), where businesses on street have some off-st parking that meets a proportion of their needs</p> <p>Where businesses do not have any off-st parking, scheme decreases parking spaces on the street available for customers (by less than 50% compared to availability without the scheme, or by more than 50% if less than 5 parking spaces available on st in original layout)</p>	<p>Scheme reduces space available for businesses to use on the street (for example, for tables and chairs for customers) by less than 50%, compared to availability without the scheme</p>
<p>Significant negative impact</p>	<p>Scheme</p> <ul style="list-style-type: none"> -reduces space (by more than 50% compared to st layout without scheme) on the street dedicated to loading for the businesses' benefits and/or; -reduces the window for loading and servicing over the course of the day for businesses on the street by more than 2 hours over the course of the day and/or; -Scheme relocates servicing (by more than 50m), relative to location of loading in street without the scheme 	<p>Where businesses do not have any off-st parking, scheme decreases parking spaces on the street available for customers (by more than 50% compared to availability without the scheme)</p>	<p>Scheme reduces space available for businesses to use on the street (for example, for tables and chairs for customers) by 50% or more, compared to availability without the scheme</p>

What are the project's likely impacts on disabled street users?

- Is the project likely to impact positively or negatively on disabled street users?

Scheme impact on disabled users	Scheme impact on disabled street users
Significant positive impact	<p>Scheme achieves at least 2 of the following:</p> <ul style="list-style-type: none"> • provides extra space for pedestrians for more than 50% of the length of the project and/or; • reduces vehicular carriageway crossing distance by 20% or more at a formal crossing point and/or; • Adds formal crossing point(s) to the street and; <p><i>Scheme must at least maintains ability of blue badge holders to park compared to original street layout</i></p>
Minor positive impact	<p>Scheme achieves at least one of the following:</p> <ul style="list-style-type: none"> • provides extra space for pedestrians for less than 50% of the length of the project and/or • reduces vehicular carriageway crossing distance by less than 20% at a formal crossing point and/or; • Adds formal crossing point(s) to the street and <p><i>There is no impact on Blue Badge parking</i></p>
Neutral/no impact	<p>Scheme involves marginal or no increase in pedestrian space AND does not impact blue badge parking OR Scheme has no positive or negative impact compared to original street layout</p>
Minor negative impact	<p>Scheme:</p> <ul style="list-style-type: none"> • Introduces a segregated cycle lane where more than 90% of properties have off-st parking or; • Introduces a segregated cycle lane where it is possible to still park on st over 90% of the road length or; • Introduces floating parking spaces adjacent to the segregated cycle lane or; • Increases additional pedestrian space on street but properties/businesses/services that don't have off-st parking are more than 50m walk from a place that blue badge holders can park and/or; • Scheme involves marginal or no increase in pedestrian space and reduces the ability of blue badge holders to park on street for part of the day and/or; • Removes informal crossing of street e.g. D island
Significant negative impact	<p>Scheme:</p> <ul style="list-style-type: none"> • introduces segregated cycling and majority of properties don't have off-st parking and on-st parking is possible on less than 90% of the road and/or; • properties/businesses/services that don't have off-st parking are more than 50m walk from a place that blue badge holders can park and/or; • Removes a formal crossing point

