Appendix 2 – Criteria for scoring and ranking TMOs for Stage 2a

The table below shows the previously agreed outcomes and criteria which have been used to assess the TMOs / measure, and the weighting used for the scoring. For each of the outcomes and criteria the TMOs have been scored using a red, amber or green status:

- A Green score of 0 indicates support for a policy outcome or a very low potential negative impact on the efficiency or accessibility of the street network
- An Amber score of 2 indicates only partial support or disagreement with a policy outcome or a moderate potential negative impact on the efficiency or accessibility of the street network
- A Red score of 5 indicates disagreement with a policy outcome or a high potential negative impact on the efficiency or accessibility of the street network.

A Grey score of 0 has been attributed against certain criteria in some cases, where that criteria is not applicable to a particular Order or Measure or that data is not available to evidence a particular score.

TMOs of the same type, for example 'one-way streets' have been given the same score for each of the Transport Strategy outcomes, as it was not possible to score individual measures and orders in the timeframe and with the resources available.

	weighting	RAG Value
Transport Strategy outcome criteria		
The Square Mile's streets are great places to walk and spend time	x1 or 100%	Red: 5 Amber: 2 Green: 0
Street space is used more efficiently and effectively	x1 or 100%	Red: 5 Amber: 2 Green: 0
The Square Mile is accessible to all	x1 or 100%	Red: 5 Amber: 2 Green: 0
People using our streets and public spaces are safe and feel safe	x1 or 100%	Red: 5 Amber: 2 Green: 0

More people choose to cycle	x1 or 100%	Red: 5 Amber: 2 Green: 0
The Square Mile's air and streets are cleaner and quieter	x1 or 100%	Red: 5 Amber: 2 Green: 0
Delivery and servicing are more efficient, and impacts are minimised	x1 or 100%	Red: 5 Amber: 2 Green: 0
Efficiency or accessibility of the street network criteria		
Disproportionately high local traffic flow levels in comparison to similar streets as defined by our street network hierarchy	x1 or 100%	Red: 5 Amber: 2 Green: 0
Proportions of local and through traffic on the street the Order or Measure is on that do not match proportions expected for that street type as defined by our street hierarchy	x1 or 100%	Red: 5 Amber: 2 Green: 0
Disproportionately high or low local average speeds in comparison to City-wide average speeds	x2 or 200%	Red: 10 Amber: 4 Green: 0
High numbers of local air quality limit exceedances in nitrous oxides (NOx) and particulate matter (PM2.5 and PM10)	x1 or 100%	Red: 5 Amber: 2 Green: 0
Disproportionately high levels of local stationary or moving traffic violations in comparison to similar streets as defined by our street network hierarchy	x1 or 100%	Red: 5 Amber: 2 Green: 0

Additional heavily weighted criteria		
Nearby serious or fatal collisions on the street the Order or Measure is on in the last 5 years	x10 or 1000%	Red: 50 Amber: 20 Green: 0
Members of the public or Members identify an issue on a street or street segment an Order or Measure is on	x5 or 500%	Red: 25 Amber: 10 Green: 0
Total possible score	**n/a**	**140**

The following criteria were applied when scoring collision data as part of this process:

- Red (+5) when there has been a recorded fatal or at least three recorded serious casualties in the last 5 years within 200m of an Order or Measure on the street or an adjoining junction
- Amber (+2) when there has been 1 or 2 recorded serious or 10 or more recorded slight casualties in the last 5 years within 200m of an Order or Measure on the street or adjoining junction
- Green (0) in all other cases

Due to a lack of unique identifiers in the City's Traffic Order GIS database it was not possible to complete this exercise at an individual order or measure level. Instead, the score of the worst performing order or measure of each type on each street was used as the score for all orders or measures of each type on each street. For example, if multiple waiting and loading restrictions were scored on a single street and one of them was given a score of Red (+5) after applying the methodology described above, all other waiting and loading restrictions on that street were scored as Red (+5) irrespective of their actual score.

The following RAG statuses have been applied to each Order or Measure on the basis of feedback received from our engagement on the TMO and Transport Strategy reviews:

- Red (+5) when there have been four or more individuals identifying an issue on a street or street segment where an Order or Measure is located
- Amber (+2) when there has been between 1 and 3 individuals identifying an issue on a street or street segment where an Order or Measure is located
- Green (0) in all other cases

The higher weighting associated with the collision and stakeholder feedback scoring criteria significantly increases the likelihood of Orders or Measures that have scored Red or Amber against these criteria being selected for site visits and additional review in Stage 2b.