

Places for Everyone

Impact Scoring Guidance

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To find out more, please contact placesforeveryone@sustrans.org.uk

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone. www.sustrans.org.uk

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Scoring Overview

Applications are scored by a Grant Advisor for impact against the aims and objectives of the PfE programme. The potential impact of projects, and how projects seek to make that impact will vary considerably. Some projects will affect a large number of people, whereas others may affect fewer people but make a much larger impact on those it does.

The criteria within this document have been drawn up to allow an objective as possible indication as to the relative impact of projects being considered for funding, as an aid to the Decision Making Panel in making funding decisions.

As detailed in the main application guidance, these are considered alongside scores for deliverability, relative cost and absolute cost. Should the programme be oversubscribed, it will still be at the Decision Making Panels' discretion to further weight particular areas of scoring in order to ensure certain projects are not under represented.

The impact criteria are broken down under each of the 6 PfE objectives. Each criteria has one mark assigned to it. Where multiple criteria within one section are true, cumulative marks will be scored. E.g. a project that improves walking and wheeling to school OR cycling access to school would receive one point. A project that improves walking, wheeling and cycling access to school would receive two points.

A total of 30 points are available within this scoring. It is unlikely that any project could achieve all 30 points as they prioritise a range of different criteria that relate to different kinds of and purposes of interventions.

Specific guidance is detailed according to these 6 areas:

- Increase the number of everyday journeys made by walking, wheeling or cycling
- Support more trips to school made by walking, wheeling or cycling
- Improve physical and perceived safety for people walking, wheeling or cycling
- Make walking, wheeling or cycling more inclusive for the project community, taking into account all protected characteristics
- Improve the quality of current walking, wheeling or cycling infrastructure
- Positively impact an area of higher deprivation (as identified by the Scottish Index of Multiple Deprivation (SIMD))

Increase the number of everyday journeys made by walking, wheeling or cycling	
Project aims to provide, direct, best practice infrastructure on a main road (a road that carries a high volumes of motorised vehicle traffic for its location)	The aim of this criteria is to identify projects which will be highly visible. This will also likely identify projects that are on the most direct route, be overlooked, and easier to access, although this will not always be the case.
Project aims to increase permeability for walking, wheeling, and cycling, shortening journey times and making more active trips practicable.	Projects that will shorten active travel journeys and therefore make them more attractive. This may include modal filters, routes that provide cut throughs not accessible to cars, or new routes that are more direct than the motorised alternative.
Project aims to provide walking and wheeling infrastructure in an area underserved by public transport.	These 2 criteria are designed to flag projects that provide connections where there is little/no public transport alternative, as such provision is likely to have a bigger impact. When answering these, think about the setting regarding what 'underserved' by public transport means, as this will vary from place to place. This could include areas where there is no provision (no public transport option available for the route being provided) or limited public transport options (where public transport runs infrequently, and/or the cost is prohibitive).
Project aims to provide cycling infrastructure in an area underserved by public transport.	
Appropriate data has been used to demonstrate that the project should be considered a priority project within the Local Authority region in terms of potential number of active travel trips or mode shift	Project demonstrates likelihood of modal shift – this would normally be demonstrated by a business case for the project, or its inclusion in a wider strategy that has a business case attached. It is unlikely that projects at stage 0-2 will meet this criterion unless it has come from an existing strategy.
Project will facilitate trips up to 0.5 km walking and wheeling journeys in a town centre	The purpose of these criteria is to look at impact based on trip length across all modes, with projects that provide for both long and short walking and cycling journeys scoring
Project will facilitate trips up to 1km walking and wheeling everyday journeys	

Project will facilitate trips between 1 and-3km walking and wheeling everyday journeys	higher than those that just provide for shorter or longer journeys. These criteria are cumulative for each mode.
Project will facilitate everyday cycling journeys up to 15mins cycling everyday journeys	
Project will facilitate everyday cycling journeys from 15-40mins.	For cycling, trip time has been used, as speed will often vary depending on type of infrastructure

Support more trips to school made by walking, wheeling or cycling

Project aims to improve walking and wheeling access to a school (this can be by a new route direct to a school or by filling in existing gaps)	The aim of these 4 criteria is to identify projects that provide or enhance connections to schools. Projects will only score points here where there is a safe route provided directly to a school, whether that be through this project or if this project fills a gap, as part of a longer route. The lengths of journeys for walking and cycling, will be considered (for example, a longer journey is not likely to be suitable for walking to school, but may be cyclable). These criteria are cumulative for each mode. If a project is catchment-wide with walking, wheeling and cycling provision, that will score 4 points. Note that most projects will not cover a whole catchment, and so scores of 4 will be uncommon.
Project aims to improve catchment-wide walking and wheeling access to a school.(this can be by new routes direct to a school or by filling in existing gaps)	
Project aims to improve cycling access to a school (this can be by a new route direct to a school or by filling in existing gaps)	
Project aims to improve catchment-wide cycling access to a school (this can be by new routes direct to a school or by filling in existing gaps)	

Improve physical and perceived safety for people walking, wheeling or cycling

Project aims to reduce motor vehicle volumes in order to make walking and wheeling and on-road cycling within the project area, safer, more pleasant and inclusive (this could include modal filters, introduction of one way systems, or pedestrianisation)	This point is focused on traffic volume reduction in an area in order to improve safety – examples of such interventions are included above. Suggesting a project will generate modal shift to reduce traffic is not enough to achieve this point, and the project will need to employ physical measures to reduce traffic volume in the project area.
Project aims to address social barriers to active travel such as improving passive surveillance, removing perceived lurking spots, improving lighting, improving access/egress points or by providing an alternative route	This criterion is all about flagging projects that have a positive impact of perceived safety, either with upgrades to an existing route or provision of a new route

Make walking, wheeling or cycling more inclusive for the project community, taking into account all protected characteristics	
Project plan demonstrates how the needs of diverse groups and different protected characteristics will inform inclusive design decisions.	Focus on walking and wheeling journeys that can be made by all. Ensuring that new provision is accessible for all, whereas the one below is focused on the removal of existing barriers (which could be by an upgraded route or provision of a new route).
Project aims to improve the standard of existing infrastructure, or provide new infrastructure, to remove conflict, provide a higher level of service and/or remove any physical barriers to access by all	Examples would be removal of physical access barriers, provision of dropped kerbs and tactiles, or widening of existing paths.

Improve the quality of current walking, wheeling or cycling infrastructure	
Project aims to address a significant gap in walking and wheeling provision	A gap in a walking and wheeling network is being filled, either with new infrastructure or upgrading existing infrastructure
Project aims to address a significant gap in cycle provision which will unlock access to an existing wider network	A gap in a cycling network is being filled, either with new infrastructure or upgrading existing infrastructure. A key aspect of this criteria is that the cycling network connected to should be existing, and not a future proposed network.
Project aims to provide or improve walking and wheeling to a public transport stop and enable multi-modal journeys	Projects that connect with public transport, and therefore enable multi modal journeys. For the first two criteria, it could be connecting to a bus stop, but for the third and fourth, think about public transport stops with more journey options. In an urban area, this could be a train station, bus station, or a high frequency bus corridor. The scale of transport hubs in rural areas is relative – a bus stop may be a major public transport hub in some communities.
Project aims to provide or improve cycling to a public transport stop and enable multi-modal journeys	
Project aims to provide or improve walking and wheeling journeys to a major public transport hub and enable multi-modal journeys	
Project aims to provide or improve cycling journeys to a major public transport hub and enable multi-modal journeys	
	These points are cumulative so a project improving walking, wheeling and cycling, to a major public transport hub would receive 4 points.

Positively impact an area of higher deprivation (as identified by the Scottish Index of Multiple Deprivation (SIMD))

<p>The project will target provision to make active, everyday journeys towards those living within an area identified by the Scottish Index of Multiple Deprivation as being among the 10% most deprived areas</p>	<p>These criteria will be scored based on impact on communities of deprivation, not solely proximity of a route to an area of deprivation. If it is not articulated or evident that the community(ies) experiencing deprivation (according to SIMD data) will be positively impacted, the points will not be awarded, regardless of proximity to the proposed route.</p>
<p>The project will target provision to make active, everyday journeys towards those living within an area identified by the Scottish Index of Multiple Deprivation as being among the 20% most deprived areas</p>	<p>These points are cumulative. A project in or impacting a 10% most deprived area, also in 10% most access deprived area would receive 6 points in this section as all statements are true. A project in the 20% most deprived areas, and in the 50% most deprived areas by access domain would receive 3 points. (two for overall deprivation and one point for access).</p>
<p>The project will target provision to make active, everyday journeys towards those living within an area identified by the Scottish Index of Multiple Deprivation as being among the 50% most deprived areas</p>	
<p>The project will target provision to make active, everyday journeys towards those living within an area identified by the Scottish Index of Multiple Deprivation as being among the 10% most access deprived</p>	
<p>The project will target provision to make active, everyday journeys towards those living within an area identified by the Scottish Index of Multiple Deprivation as being among the 20% most access deprived</p>	
<p>The project will target provision to make active, everyday journeys towards those living within an area identified by the Scottish Index of Multiple Deprivation as being among the 50% most access deprived</p>	