

Prioritisation Methodology – Appendix 5

Viability **12 points**

Contribution to economic development (e.g Residents parking)	6 points
Sustainability –no displacement to other nearby roads	6 points

Finance **13 points**

Funded externally and not from NEPP budget	10 points
Supports the hierarchy of routes, TRO Policy document.....	3 points

Impact **20 points**

Parking regularly occurs within 10-15 metres of site request.....	5 points
Personal injury collision recorded and attributed to parking.....	10 points
Scheme/restriction is supported by relevant parties affected.....	5 points
(e.g residents & businesses-petitions available to evidence this)	

Accessibility **18 points**

Parking inhibiting emergency services etc & is evidenced	7 points
Parking close to school, hospital, railway station etc	5 points
Parking conflicts with residents / non-residents needs	3 points
Long-term parking restricts short-term parking	3 points

Localised congestion **20 points**

Parking causes localised congestion	5 points
(congestion score not applicable at school site requests)	
Parking causes congestion in peak periods (rush hours)	5 points
Parking request relates to an A or B routed classified road	5 points
Parking occurs on a bus route	5 points

Enforcement **17 points**

Parking occurs during day (8am-6pm).....	3 points
Parking of a long duration (In excess of 4 hours).....	4 points
Parking close to existing restrictions	5 points
No other remedial action available	5 points
(e.g verge parking-land owner intervention required like erecting bollards)	

Maximum Score **100 points**

Note: The engagement and consultation issues have been withdrawn from the revised scoring methodology as these occur at the decision points in the process. In a similar way, consultation is a part of the wider process.