PRIORITY CRITERIA FOR DEFINITIVE MAP CASE WORK – scoring examples (Revised 14/7/2020)

Criterion	Definition	Low score (0-3)*	Mid range score (4-7)*	High score (8-10)*	Weighting*
Threat to existing or unrecorded route	Is the route obstructed or threatened with obstruction?	No obstruction, or insignificant obstruction and path available for use	Minor obstruction of definitive route, unofficial diversion available and no complaints; or, lack of recorded status is preventing SCC carrying out repairs or improvements.	Development proposed over path; or, path obstructed as a challenge to its use.	0.3
Level of public interest	Is there much public interest?	Single applicant and little other public involvement.	Limited evidence of public usage or interest.	Community led projects or, high level of user demand with regular requests from a variety of people.	0
Value for money	Affordability, costs involved or potential savings offered	High cost of processing order and/or implementing outcome.	Moderate costs involved and no significant liability incurred.	External funding available or, enables budget savings elsewhere e.g. removes need for expensive bridge.	3
Network improvement	Meets Suffolk's Rights of Way Improvement Plan objectives	Offers little or no network improvement	Moderate network benefit	Provides a significant new link; especially if new bridleway/cycle access.	3
Safety	Are there potential safety benefits?	Offers little or no safety improvement	Moderate safety improvement	Significant safety improvement on a priority route eg provides safe alternative to dangerous road	0.4
Strength of evidence Modification Order	How strong / available is the evidence?	Little or no supporting user evidence and/or documentary evidence.	Moderate amount of evidence available	Strong supporting evidence or, crucial witnesses are elderly.	0
Tests met Public Path Order	Can legal tests under the Highways Act 1980 be met?	Tests cannot be met or very doubtful	Tests met	Tests clearly met	
Resolves problem (other than financial)	Will the case resolve a known problem?	No problem or very minor issue	Identified problem but not causing significant difficulties	Will resolve an existing problem that cannot be resolved by protection and maintenance	0
Residential obstruction	Residential obstruction	No obstruction	Route recorded through curtilage of property	Route recorded through several dwellings or, a property sale is affected.	1
Proposed development affecting route	Diversion or stopping up required to enable development to go ahead.	Development does not directly affect public right of way, or future development site no specific proposals.	Route/s not directly affected eg through curtilage but not through proposed building.	Development cannot proceed without a diversion or stopping up order.	1

*Each criterion is scored out of 10. The weighting is a percentage of the score where applicable. Final priority score is the sum of the scores plus weightings.