

What's a Drive-by Assessment?

An Active Assessment at a Basic level from a vehicle

A Drive-by Assessment is an Active Assessment carried out at a Basic level from a moving vehicle. The aim is to find trees with Obvious Tree Risk Features where the risk might not be Acceptable or Tolerable. We'll get a **Validator** to carry out a Detailed Assessment on these trees. Trees that are not picked out for a Detailed Assessment are Acceptable risks at this Basic Assessment level.

Zones of high confluence

Drive-bys can be carried out in zones of high confluence

If any risks aren't Acceptable or Tolerable, we're most likely to find them in zones of high confluence (Appendix A1). It's in some of these zones, where we'll carry out Drive-by Assessments, where it's appropriate.

Trees are assessed from both directions

We'll drive both sides of the road

Sometimes, a tree risk feature can be obvious when driving towards it from one direction, and not obvious when driving from the other direction. To reduce the likelihood of missing these trees, we'll drive by them in both directions, even if the trees are only on one side of the road.

The setup

The assessment team is one spotter and one driver

Each assessment team is made up of a spotter and a driver. The spotter will be trained to at least a **Basic Validator** level. Where possible, the driver will also have been trained to recognise Obvious Tree Risk Features. Occasionally, the spotter will be a Validator.

Traffic control will be provided

We'll use a traffic control vehicle to work with the assessment team's vehicle and follow the Traffic Management Plan (Appendix A3).

Carrying out the assessment

Maximum speed is 50kph/30mph in zones of high confluence

The maximum speed driven is 50kph/30mph, though on average it will be much less. Between zones of high confluence, the speed limit can be followed.

Assessment speed is variable

The speed of the assessment vehicle will be variable and depend on the spotter. When there are many trees, or they're approaching an obvious risk feature, they'll likely ask the driver to slow down. The spotter will do this so they have more time to take in what they're looking at. It'll also allow them to stop, if they can, and not have driven too far past the tree they want to take a closer look at.

Only stop if the risk is acceptable

In zones where the Traffic Management Plan says the risk is acceptable to do so, the assessment team will stop. If the spotter is a Basic Validator, they'll take photos and record the tree for a Validator to decide whether a Detailed Assessment needs to be carried out. If the spotter is a Validator they'll make that decision. If vegetation needs removing, or access is too difficult, we'll organise the work necessary to get a closer look at the tree.

Trees on the opposite side of the road are noted

If a tree with obvious tree risk features is on the opposite side of the road, it'll be geolocated to be picked up when that side of the road is assessed. If the other side of the road has already been driven and the Obvious Tree Risk Feature was missed, the tree will be photographed and recorded for a Validator to decide whether a Detailed Assessment needs to be carried out.

If the assessment team can't stop they'll geolocate the tree

Where the Traffic Management Plan says the risk is too high to stop, trees will be geolocated. We'll make arrangements to carry out a Detailed Assessment.

Outside zones of high confluence

When carrying out Passive Assessment from a vehicle in other zones than those of high confluence. If staff spot an Obvious Free Risk Feature, they'll take photos and record the tree for a Validator to decide whether a Detailed Assessment needs to be carried out.