

	1	What is a Drive-by Assessment?
An Active Assessment at a Basic level from a vehicle	1	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.
	1.1	Zones of high confluence
Drive-bys are carried out in zones of high confluence	2	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 these zones where we'll carry out Drive-by Assessments.
	1.2	Trees are assessed from both directions
We'll drive both sides of the road	3	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.
	1.3	The setup
The assessment team is one spotter and one driver	4	Each assessment team is made up of a spotter and a driver. The spotter has been trained to recognise obvious tree risk features. 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	5	We'll use a traffic control vehicle to work with the assessment team's vehicle and follow the Traffic Management Plan (Appendix A2).
	1.4	Carrying out the assessment
Maximum speed is 50kph/30mph in zones of high confluence	6	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	7	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. And, if they can stop they've not travelled too far past the tree they want to take a closer look at.
Only stop if the risk is acceptable	8	In zones where the Traffic Management Plan says the risk is acceptable to do so, the assessment team will stop. The spotter will 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	9	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 that side of the road has already been assessed 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	10	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	11	When carrying out Passive Assessment from a vehicle in other zones than those of high confluence. If field staff spot an obvious tree risk feature, they'll take photos and record the tree for a Validator to decide whether a Detailed Assessment needs to be carried out.