Annex A – Capital schemes in scope for funding (Scheme taxonomy)

Scheme categorisation	Complexity	What does this look like?	LA Level? (1-4)
New segregated cycleway (permanent)*	High	Urban, high density, complex junctions, side roads	3,4
	Medium	Suburban, medium density, fewer junctions/turning movements	2,3
	Low	Out of town location, low density, few/no junctions	1
New junction treatment**	High	Separation in time and space for all active travel movements, protected junctions.	2,3,4
	Medium	Protection of key movements for walking and cycling across a junction	1,2,3
	Low	Minor advantages to enable defensive positioning	1,2
New permanent footway	High	Large-scale town centre pedestrianisation including area-wide traffic and car parking removal	3
	Medium	Conversion of carriageway to footway on a medium to large scale	2
	Low	Addressing severance in existing walking routes	1
New shared use (walking & cycling) facilities	Low	Only acceptable if tackling severance in an existing walking/cycling network in urban areas or providing a rural connection alternative to hostile conditions	1
Installing segregation to make an existing cycle route safer	Medium	Use of permanent kerbs, side road treatments, junction work	2,3
	Low	Installation of cycle lane separators (e.g. wands)	1,2
Improvements to make an existing walking/cycle route safer	Medium/high	Use of permanent kerbs, side road treatments, junction work	2,3
	Low	Installation of cycle lane or footway separators (e.g. wands or thermoplastic kerbs), lowered speed limits (as part of wider scheme)	1,2
Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)	High	Large scale, area-wide traffic removal in a highly populated/town centre location OR very large scale fast/heavy traffic removal from rural 'quiet lanes'	3,4
	Medium	Area-wide through traffic removal on a smaller/less ambitious scale	2,3
	Low	Selective road closures	1,2

Bus priority measures at single locations (e.g. bus gates)	High	A bus priority measure that significantly improve conditions for walking and cycling as a result (e.g. as a result of the bus gate, x miles of road is now suitable for cycling in mixed traffic as described at table 4.1 LTN1/20)	3,4
Provision of secure cycle parking facilities	Medium	Large-scale provision of free and publicly accessible on-street cycle parking or secure parking at schools/workplaces/hospitals/transport interchanges	1,2
	Low	Sheffield/Hornsey stands or similar in public places	1
New road crossings	Medium	Crossing addresses a severance issue and will create a continuous walking/cycling route (e.g. new signalised crossing of a main road between LTN cells)	2,3
	Low	E.g. Introducing a pedestrian phase on existing signalised crossing, only if part of high propensity walking route	1
Restriction or reduction of car parking availability (e.g. controlled parking zones)	Low	Introduction of a controlled parking zone to eliminate pavement parking where footways are not of an accessible width and/or reduce overall number of car parking spaces and/or reduce commuter parking in residential areas (e.g. close to destinations such as shops/NHS sites/transport interchanges)	1
School streets	High	Timed closure on an area-wide basis and/or including a bus route	3,4
	Medium	Rural routes to school that convert high volumes of journeys to active travel relative to the cost of the scheme and needs of the local area	2,3
	Low	Timed closure of single minor road outside a school	2

*Segregated cycle route types and LTN 1/20 reference
Cycle track at carriageway level (Figure 6.3 page 52)
Cycle track at intermediate level (Figure 6.3 page 52)
Cycle track at footway level (Figure 6.3 page 52)
Stepped cycle track (6.2.24 page 56)
Light segregation (6.3 page 60)

**junction approaches and LTN 1/20 reference
Signal Controlled Cycle Facility (Page 103)
Cycle Bypass (page 113)
Dedicated Cycle Phase (page 113)
Circulating Cycle Stage (page 114)
Hold The Left (Page 114)
Two Stage Turn (page 115)
Cycle Gate (page 117)
Early Release (Page 118)