

APPENDIX F - LIP funding prioritisation criteria

Introduction

The following sets out a process to identify projects and programmes within the newly defined LIP funding programmes which will commence in 2010/11. Maintenance programmes [principal roads and bridges] and area based schemes [town centres, station access and streets for people] will continue as present. Further discussion on these programmes and connectivity with corridors, neighbourhoods and smarter travel programmes is below.

Prioritisation process

2 stage process:

1. Selection of corridors/neighbourhoods/smarter travel
2. Selection of schemes within above programmes

Selection of corridors/neighbourhoods/smarter travel

Corridors based on A road network in borough excluding TLRN

Guidance includes the following former programmes in this new area: bus priority inc 3G; bus stop accessibility; LCN plus; cycling, walking and local safety schemes.

Criteria for selection of Corridors

Criterion	Reason for selection
Identified regeneration area	Transport investment to support key regeneration areas eg Haringey Heartlands, Tottenham Hale, Seven Sisters NDC
Identified town centres	Support for defined town centres eg Wood Green, Muswell Hill, Tottenham High Road
Identified Defined Employment Areas	DEAs identified in UDP with investment to enhance accessibility
Bus priority in 3G	Support for TfL led 3G bus priority [routes 141 and 279]
Accident levels	Support for reducing casualties in Mayoral target groups: all KSI, pedestrian KSI, cyclist KSI, motorcyclist KSI, child KSI, slight casualties
Identified cycle route	Support for strategic cycle routes e.g. LCN plus and Greenways routes, which would act as feeder routes to the Mayors proposed cycle highways.

High pedestrian activity levels	Improve accessibility such as to key interchanges or major pedestrian generators such as town centres
Traffic congestion	Measures to reduce traffic congestion to be focused on those locations with congestion hotspots with benefits of reduced journey times, severance, improved air quality
Complements externally funded programmes e.g. GAF, CIF, TfL	Potential for synergy and maximisation of benefits for an area
Recent investment	The level of recent transport investment would assist in targeting future investment

Criteria for selection of Neighbourhoods

The following programmes fall under this new programme: 20mph zones, freight, regeneration, environment, accessibility and CPZs.

Criterion	Reason for selection
Identified regeneration area	Transport investment to support key regeneration areas eg Haringey Heartlands, Tottenham Hale, Seven Sisters NDC
Identified town centres	Support for defined town centres eg Wood Green, Muswell Hill, Tottenham High Road
Identified Defined Employment Areas	DEAs identified in UDP with investment to enhance accessibility
Accident levels	Support for reducing casualties in Mayoral target groups: all KSI, pedestrian KSI, cyclist KSI, motorcyclist KSI, child KSI, slight casualties
Identified cycle route	Support for strategic cycle routes e.g. LCN plus and Greenways routes, which would act as feeder routes to the Mayors proposed cycle highways.
Presence of community centres, children's centres and other centres with elderly/disabled people	This would be linked to improvements in accessibility
Identified locations for parking pressure	Proposals to support schemes in the Parking Plan as well as locations identified as Restricted Conversion Areas in UDP
Identified walking routes/rights of way	To support our Rights of Way Improvement Plan action plan, encourage more walking
Linkage to existing treated locations	Logic to extend treated locations provided they meet the criteria to provide comprehensive treatment of a wider area
High proportion of car trips to schools	Focus of work to be on those schools where there are higher than average modal share by car to assist in meeting our school travel plan targets
Complements externally funded programmes e.g. GAF, CIF, TfL	Potential for synergy and maximisation of benefits for an area
Expansion of electric vehicle charging points	Continue the expansion of the borough's network of on and off

	street electric vehicle charging points. This infrastructure is required to encourage residents and businesses to switch to electric powered vehicles, especially in areas where there is limited off street parking provision.
Recent investment	The level of recent transport investment would assist in targeting future investment

Smarter travel

New programme includes school travel plans, travel awareness, education training and publicity and workplace travel plans.

Criteria for selection of smarter travel projects

1. linkage to target accident levels particularly child casualties
2. linkage to school accreditation
3. linkage to healthy schools programme?
4. linkage to major development projects
5. linkage to neighbourhoods and corridor projects
6. complementary to other externally funded programmes eg GAF, CIF, TfL projects
7. linkage to recent investment [negative influence]

Selection of schemes within corridors/neighbourhoods/smarter travel

TfL guidance provides information on key outputs/outcomes from these programmes. These are as follows:

Corridors: develop holistic schemes for key corridors that address issues relating to the smoothing of traffic flow, bus reliability, safety, cycling [inc cycle parking and Olympic cycle networks], public realm and removal of clutter

Neighbourhoods: local area improvements including CPZs, 20mph zones and also work on Legible London, reduction of street clutter and an expansion of the number of electric charging points

Smarter travel: including travel plans for schools, hospitals and businesses, plus more travel awareness initiatives potentially integrating with corridor or neighbourhood programmes.