
Environment and Transport Commissioning Framework



Leicestershire
County Council

Loughborough Area LCWIP

Phase 2 Report – Prioritisation and Appraisal of
Cycling and Walking Schemes

23rd November 2023

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Contents

1. Introduction	1
1.1. Background	1
1.2. Walking and Cycling Networks	1
2. Scheme Proposals	3
3. Scheme Prioritisation	5
3.2. Prioritisation Criteria	5
3.3. Prioritisation Table	7
4. Economic Appraisal	8
4.2. Active Mode Appraisal Toolkit (AMAT)	8
4.3. Walking and Cycling Demand	10
4.4. Scheme Costs	14
4.5. Sensitivity Testing	16
5. Results	19
5.1. Scheme Prioritisation	19
5.2. Economic Appraisal	25
6. Appendices	26
6.1. Appendix 1: Prioritisation Scoring Criteria	26
6.2. Appendix 2: Full Prioritisation Table for the South of Leicester LCWIP	27
6.3. Appendix 3: Benefit Cost Ratios	28

Table of Figures

Figure 1. Walking Network Plan	2
Figure 2. Cycling Network Plan	2
Figure 3. Approximate Location of Proposed Infrastructure Improvements	4
Figure 4. VivaCity Smart Traffic Monitoring Sensor Locations	10
Figure 5. Propensity to Cycle Tool Weekday Bicycle Trips (2011 Census)	11
Figure 6. DataShine Tool Number of Weekday Commuting Trips on Foot (2011 Census)	13
Figure 7. Committed Developments near to Proposed Corridor Schemes	16
Figure 8. Scheme Prioritisation Scoring	20
Figure 9. Breakdown of the Total Prioritisation Scores	22

Table of Tables

Table 1. LCWIP Process	1
Table 2. Potential Infrastructure Improvements – Corridor Schemes	3
Table 3. Potential Infrastructure Improvements – Other Schemes	4
Table 4. Engagement Feedback Scoring Criteria	7
Table 5. DfT Value for Money Categories	8
Table 6. Average Number of Trips by Purpose and Main Mode in 2018 (from National Travel Survey Table NTS0409)	12
Table 7. Walking and Cycling Demand for Corridor Schemes	14

Table 8. Detailed Corridor Scheme Costs for Economic Appraisal	15
Table 9. Projected Scheme Maintenance Costs for Economic Appraisal	15
Table 10. Stage of Scheme Development and Relevant Optimism Bias	17
Table 11. Proposed Schemes in Order of Priority	19
Table 12. Full Corridor Schemes in Order of Priority	21
Table 13. Prioritisation Timescales Scoring	23
Table 14. Indicative Prioritisation of Infrastructure Improvements - Timescales	24
Table 15. Number of Proposed Corridor Segments in each Value for Money Category	25
Table 16. Average BCRs for Full Corridor Schemes	25
Table 17. Scheme Prioritisation Scoring Criteria	26
Table 18. Loughborough Area LCWIP Prioritisation Table	27
Table 19. BCR – Proposed Cycling and Walking Routes	28

1. Introduction

1.1. Background

1.1.1. Leicestershire County Council Network Data and Intelligence has been commissioned by Assets and Major Projects to provide evidence to inform the preparation of the Loughborough Area Local Cycling and Walking Infrastructure Plan (LCWIP).

1.1.2. Table 1 shows the recommended method for producing LCWIPs as set out in the Department for Transport's (DfT) Local Cycling and Walking Infrastructure Plans Technical Guidance¹. The Loughborough Area LCWIP Phase 1 Report details the work undertaken during stages 2 – 4 of the process, namely how the evidence gathered was used to develop walking and cycling network plans for the study area.

Table 1. LCWIP Process

Stage	Name	Description
1	Determining Score	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

1.1.3. This document summarises the work undertaken during stage 5 of the LCWIP process, including scoring several factors in a prioritisation table and providing a value for money assessment for each of the proposed schemes.

1.2. Walking and Cycling Networks

1.2.1. Figures 1 and 2 show the walking and cycling network plans that were produced during the initial phase of the LCWIP development. The plans were passed to consultants, ITP, who have audited the networks and designed concept schemes where infrastructure improvements are needed, as per the LCWIP Technical Guidance.

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

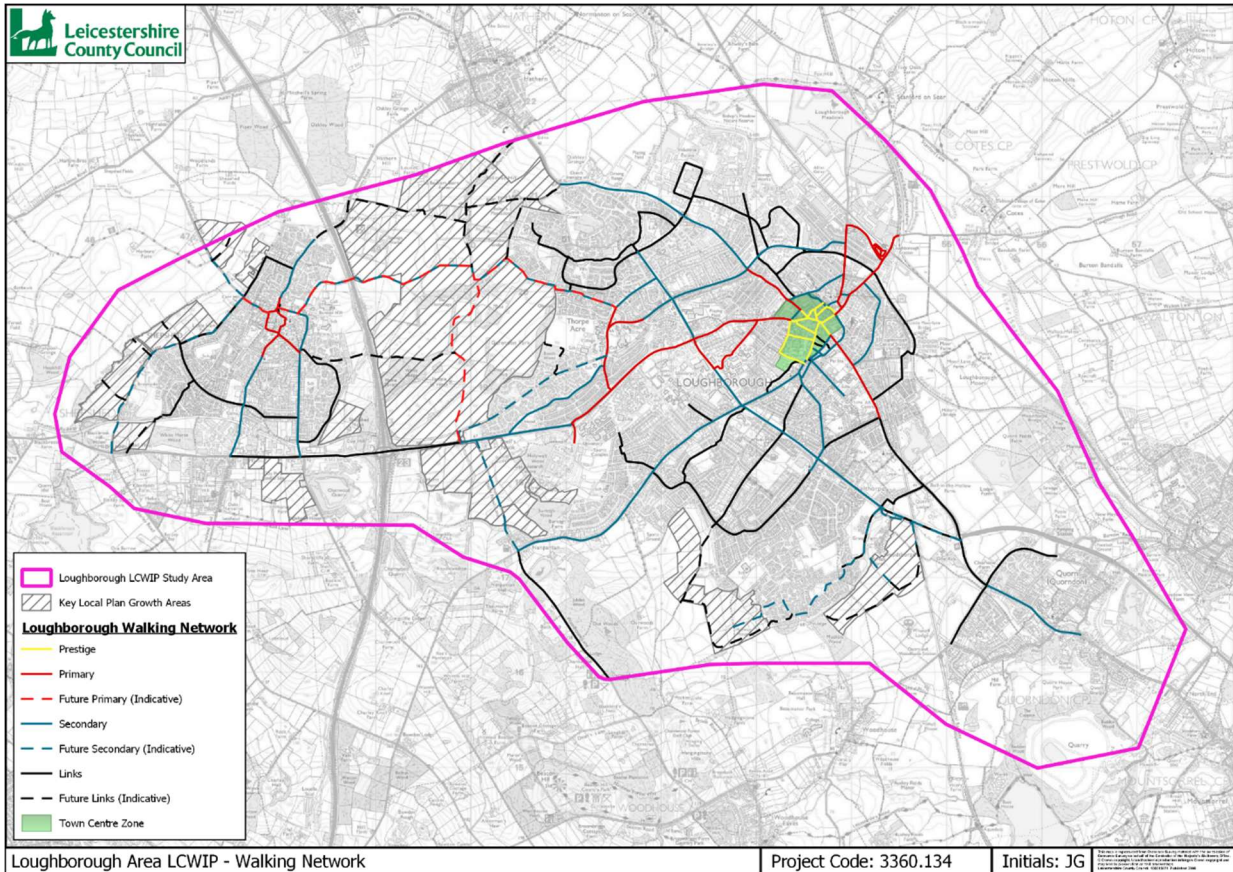


Figure 1. Walking Network Plan

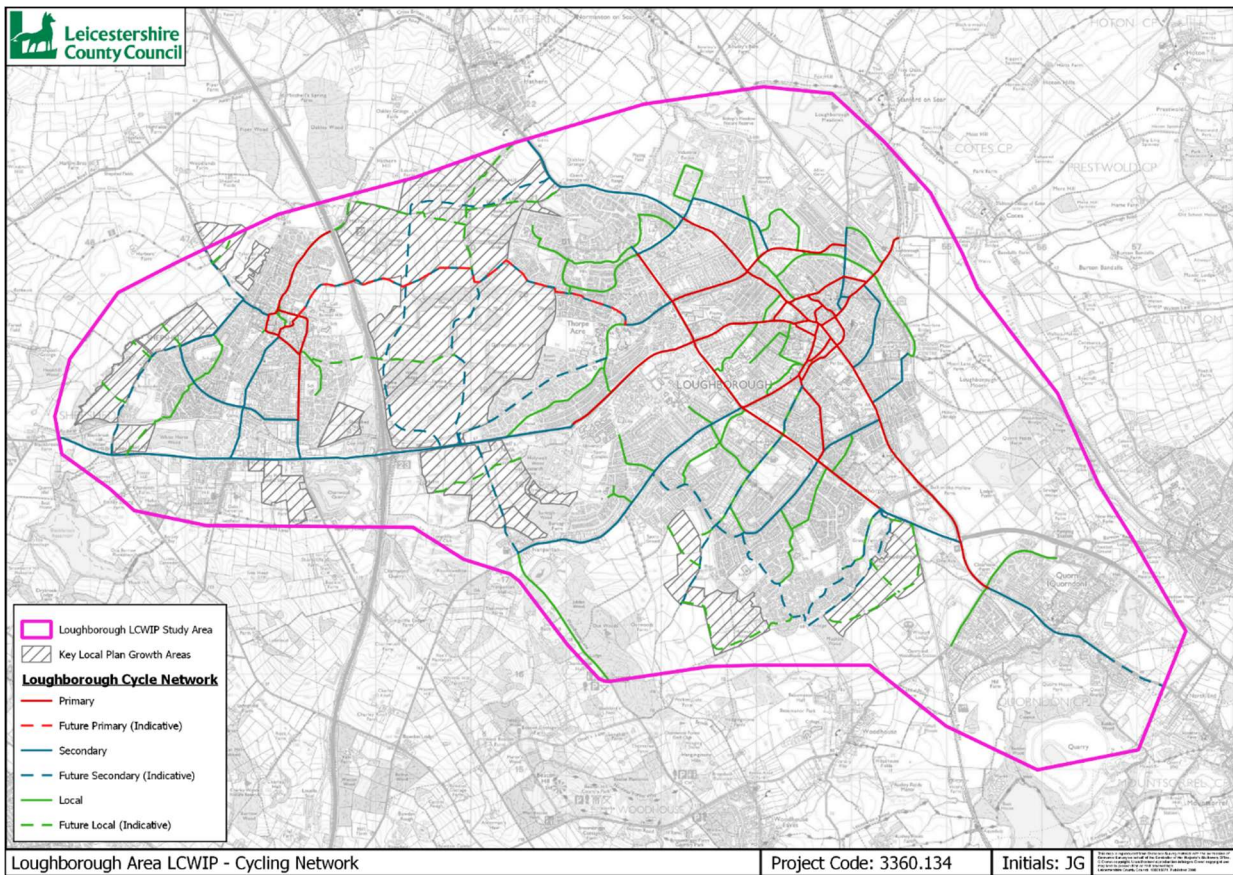


Figure 2. Cycling Network Plan

2. Scheme Proposals

2.1.1. ITP have identified 18 potential corridor improvements within the priority networks, see Table 2. These schemes include improvements to both the walking and cycling networks.

Table 2. Potential Infrastructure Improvements – Corridor Schemes

Corridor	Corridor Name	Route ID	Route Name	Concept	Costs Provided
1	New Ashby Road, Loughborough University	1A	Ashby Road	✓	Detailed Cost Estimate
		1B	Ashby Road	✓	Detailed Cost Estimate
		1C	Ashby Road Roundabout	✓	Detailed Cost Estimate
		1D	A512	✓	Detailed Cost Estimate
3	Epinal Way, Loughborough College	3	A6004	✓	Detailed Cost Estimate
4 (NW)	A6, Bishop Meadow Roundabout / Derby Road / The Rushes	4A	Bishop Meadow Roundabout	✗	Cost Bracket Estimate
		4B	Derby Road	✗	Cost Bracket Estimate
		4C	Derby Road	✗	Cost Bracket Estimate
4 (SW)	A6, High Road / Leicester Road	4E	A6 Leicester Road	✗	Cost Bracket Estimate
		4F	A6 Leicester Road	✗	Cost Bracket Estimate
		4G	A6 Leicester Road	✗	Cost Bracket Estimate
6	Nottingham Road, Town Centre to Train Station	6A	The Coneries	✓	Detailed Cost Estimate
		6B	Nottingham Road	✓	Detailed Cost Estimate
		6C	Nottingham Road	✓	Detailed Cost Estimate
7	Swan Street	7	Swan Street	✓	Detailed Cost Estimate
8	Baxter Gate	8	Baxter Gate	✓	Detailed Cost Estimate
10	Forest Road Roundabout	10	A6004 / Forest Road Roundabout	✓	Detailed Cost Estimate
22	Epinal Way, Alan Moss Roundabout to Ashby Road Roundabout	22	Epinal / A6004	✗	Cost Bracket Estimate

2.1.2. Concept designs and detailed cost estimates have been provided for 11 of the 18 proposed corridor schemes. The selection of these schemes was informed by the aspirations of LCC, the outputs from the route audits and the findings of Healthy Streets² audits. The 11 locations identified are where interventions are most needed and where the greatest improvements might be achieved. The proposed schemes vary considerably in size and extent due to the space available along each route. For the remaining 7 schemes, the consultants have provided a description of the proposed improvements and cost bracket estimates.

2.1.3. Figure 3 shows the spatial distribution of the proposed schemes summarised in Table 2.

² <https://www.healthystreets.com/>

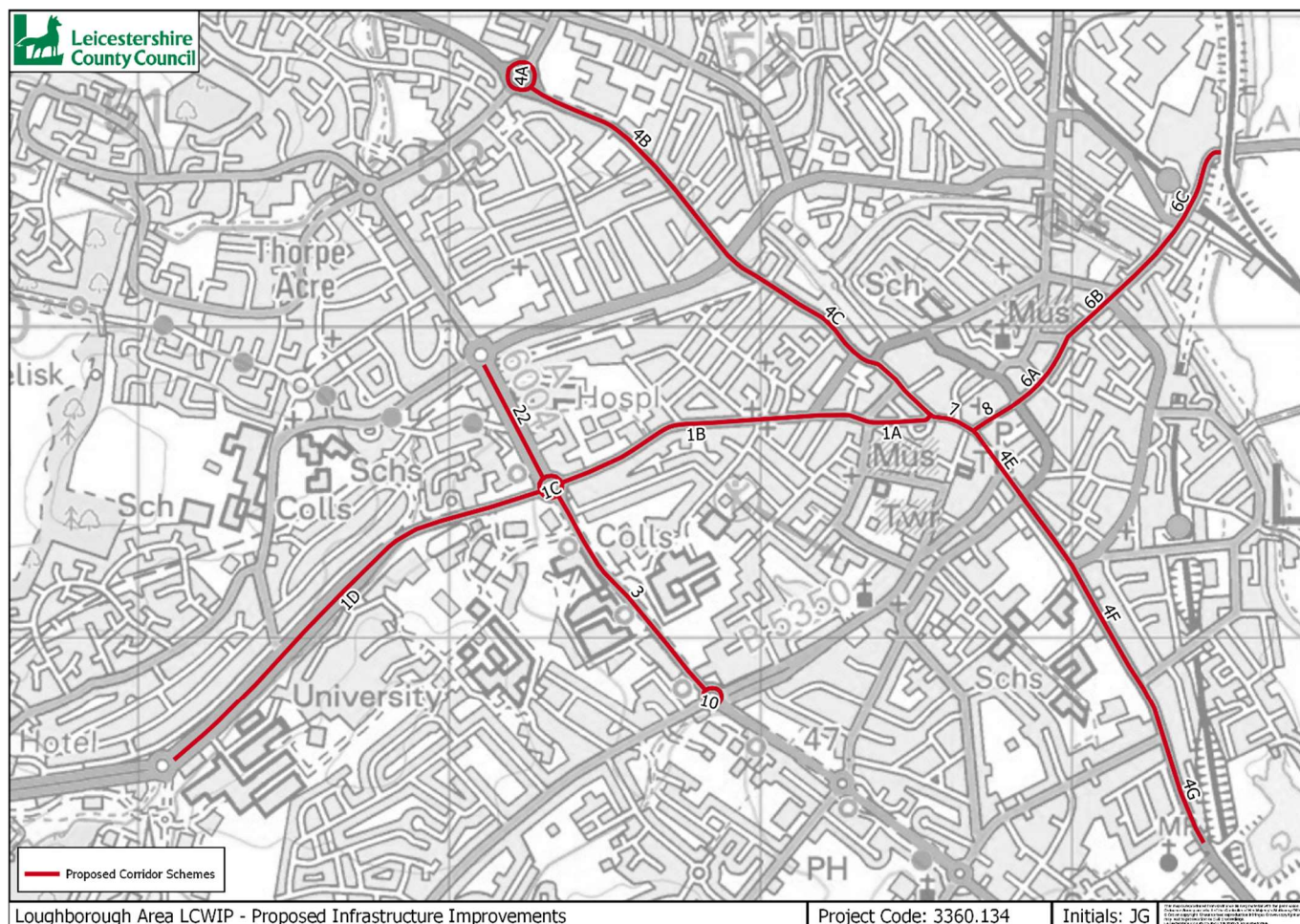


Figure 3. Approximate Location of Proposed Infrastructure Improvements

2.1.4. ITP have also identified 4 interventions that are smaller in scale, including a 20mph town centre zone and several public bike repair stations (see Table 3). These schemes will not be included in the prioritisation table or economic appraisal as the details have not yet been defined.

Table 3. Potential Infrastructure Improvements – Other Schemes

ID	Street Name	Scheme	Costs	Intervention Details
20	Loughborough Town Centre Region	Extra Large	£2.5m+	This scheme aims to introduce a 20mph zone in the Loughborough city centre region.
n/a	Queen's Park	Small	£0-200k	Public bike repair station and secure cycle
n/a	Loughborough University Student Union	Small	£0-200k	A public bike repair station sited outside
n/a	Loughborough College	Small	£0-200k	A public bike repair station sited outside

3. Scheme Prioritisation

3.1.1. This chapter sets out the approach for prioritising the cycling and walking infrastructure corridor improvements. The method undertaken follows the principles set out in the LCWIP Technical Guidance. The proposed corridor segments were assessed against a range of criteria in a prioritisation table, including an economic assessment using the DfT's Active Mode Appraisal Toolkit (AMAT), version 2.08.

3.2. Prioritisation Criteria

3.2.1. The long-term aspiration is to deliver the proposed cycling and walking routes in their entirety as funding becomes available. However, to establish which of the infrastructure improvements should be prioritised, the schemes have been assessed against five factors:

- Effectiveness
- Attractiveness
- Policy
- Economic
- Deliverability

3.2.2. Each potential corridor segment has been scored against the following criteria:

Criteria	How assessed
Effectiveness:	
1a. Potential to encourage new walking trips	Access to key destinations, based on proximity to Key Trip Attractors identified in the Phase 1 report.
1b. Potential to encourage new cycling trips	Number of vehicle trips <10km in the Pan Regional Transport Model (PRTM) 2021.
2. Population who directly benefit from the intervention	Number of residents surrounding the intervention, based on 2011 Census population data.
3. Potential to improve road safety	Number and severity of pedestrian / cyclist accidents from 2015 - 19.
Attractiveness:	
4. Healthy Streets score	Overall Healthy Streets score.
Policy:	
*5a. Improvement in air quality	Proximity to an Air Quality Management Area (AQMA).
*5b. Improvement in air quality	Place Based Carbon Calculator (PBCC) Car Emissions Grade.
6. Links to / through an area of deprivation	Indices of Multiple Deprivation (IMD) Deciles.
7. Proximity to schools / education	Distance from a school, college or university.
8. Importance of the intervention as defined through the engagement process	Scoring calculation provided by the client, see Paragraph 3.2.3.
9. Improved multimodal transport connections	Distance from a rail station, bus station, park & ride (or other key transport route).

Criteria	How assessed
Economic:	
10. Value for money	Active Mode Appraisal Toolkit (AMAT) BCR (40-Year Appraisal Period)
11. Proximity to a major growth site	Distance from local plan committed developments (>100 houses or jobs by 2036)
Deliverability:	
12. Scheme feasibility	Land ownership, based on whether the route is on LCC highway and National designation, based on whether the route falls within a protected area (SSSI, conservation area, parks & gardens, scheduled monument, listed building).

* Please note: the scores for the two criteria relating to air quality have been averaged to ensure that air quality is not being given a greater weighting than other factors.

- 3.2.3. The following method for assessing criteria 8 (priority / importance of the intervention as defined through the engagement process) was provided by the client.
- 3.2.4. Public and stakeholder engagement feedback was sought via several forms, which included written feedback by emails or letters, usually from stakeholders such as County or District Councillors, Parish Councils, and subject matter experts or advocacy groups. Members of the public were also invited to provide feedback on the map-based online public engagement portal. Public engagement comments could be posted as original messages or as a 'thread' in reply to comments left by other users. Members of the public could also "like" comments left by other users. Once the engagement period closed, the feedback was anonymised and analysed to identify which routes received the most comments, and the improvements and issues which residents said they think are important.
- 3.2.5. The primary 'themes' of the comments were identified, depending on what issue the respondent had raised or what type of improvement they had requested. Some users raised several points in the same comment. In these cases, multiple themes were assigned to the comment to ensure that all of the users' points were taken into account.
- 3.2.6. The engagement feedback needed to be expressed on a 0-3 point scale, in order to incorporate the engagement views into the prioritisation table. As the methodology used needed to be consistent across all the LCWIP areas, in addition to being mindful that future public and stakeholder engagements may receive varying numbers of feedback responses, the importance of a route to people was not analysed based solely on the number of comments. Instead, a system was developed which considers both the number and strength of the responses, as well as any "likes" a post had received on the engagement portal.
- 3.2.7. The below Table sets out the scoring criteria for each category of engagement feedback:

Table 4. Engagement Feedback Scoring Criteria

Category	Score and Criteria			
	0	1	2	3
Councillors (County / District)	None	General reference to immediate area	Reference to specific road but limited detail	Detailed comments regarding issues on specific road/at a specific location.
Councillors (Parish)	None	General reference to immediate area	Reference to specific road but limited detail	Detailed comments regarding issues on specific road/at a specific location.
Expert stakeholders and advocacy groups	None	General reference to immediate area	Reference to specific road but limited detail	Detailed comments regarding issues on specific road/at a specific location.
Members of the Public	None	Limited number of general references to the area	1 or more specific references to issues on the road or in the immediate area. Comments on engagement portal have received no additional 'likes'.	2 or more references to specific improvements/issues on this road or in the immediate area. Comments on engagement portal have received 1 or more additional 'likes'.

Weighting:

3.2.8. As District / County Councillors and Parish Councils are considered to speak for their communities as a whole, and expert stakeholders / lobbying groups are speaking from a position of greater knowledge, we decided to weight the analysis accordingly. Therefore, we split the responses into 4 categories for analysis:

- District / County Councillors (given a weighting of x3)
- Parish Councils (given a weighting of x2)
- Experts and lobbying groups (given a weighting of x3)
- Public (given a weighting of x1)

3.2.9. This meant that the maximum score available was 27, which had the potential to unduly influence the overall prioritisation score. Therefore, the scores were normalised to a maximum of 3 per category of stakeholder. The 4 individual category scores were then modally averaged to give a single overall score for stakeholder and public engagement.

3.3. Prioritisation Table

3.3.1. Appendix 1 shows how the criteria has been considered in a prioritisation table. Each criterion was given a score of 0 - 3; higher scores indicate where infrastructure improvements are likely to return the most benefit. As different design typologies were proposed along a given corridor, the individual route segments were scored separately.

3.3.2. For consistency, the same methodology has been applied to all LCWIP's being prepared by Leicestershire County Council. This will allow for direct comparison between the proposed schemes in different areas when funding opportunities become available. Therefore, the scoring system for most of the criteria is alike for all LCWIP areas.

4. Economic Appraisal

4.1.1. As part of the prioritisation process, the proposed corridor schemes have been appraised to determine which are likely to be better value for money.

4.2. Active Mode Appraisal Toolkit (AMAT)

4.2.1. The Active Mode Appraisal Toolkit (AMAT)³, produced by the DfT, is a spreadsheet-based tool which can be used to assess the overall benefits and costs of proposed cycling and walking interventions. The DfT have also published an Active Mode Appraisal Toolkit User Guide which details the process to be undertaken to complete an assessment in AMAT⁴.

4.2.2. AMAT provides a measure of the Value for Money (VfM) of a scheme in the form of a benefit-cost ratio (BCR). A BCR of greater than one indicates that the benefits outweigh the costs, i.e., a pound of expenditure is expected to generate more than a pound's worth of benefits. Table 5 shows the categories used by the DfT to assess value for money⁵. These categories have been used to score value for money in the prioritisation table.

Table 5. DfT Value for Money Categories

VfM Category	Implied by...
Very High	BCR greater than or equal to 4
High	BCR between 2 and 4
Medium	BCR between 1.5 and 2
Low	BCR between 1 and 1.5
Poor	BCR between 0 and 1
Very Poor	BCR less than or equal to 0

4.2.3. Several AMAT (v2.08) spreadsheet have been completed for each of the proposed schemes using the following 'User Interface Intervention' inputs:

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1120994/active-mode-appraisal-toolkit_November2022.xlsx

⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1102781/active-mode-appraisal-toolkit-user-guidance.pdf

⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918479/value-for-money-framework.pdf

Inputs	Method
General:	
Intervention name	Provided by ITP
Intervention promoter	Leicestershire County Council
Appraisal year	2022
Intervention opening year	The opening year is assumed to be 2026 for all schemes
Last year of funding	2043 or 2063 depending on the appraisal period
Appraisal period	20 years and 40 years appraised for each scheme
Local area type	Determined using the AMAT spreadsheet 'Area Lookup' sheet
Cycling:	
Number of trips without the proposed intervention	Cycling flows from the Propensity to Cycle Tool (PCT) Census 2011 commuting Route Network (LSOA) dataset ⁶ , uplifted to account for all trip purposes and return journeys.
Number of trips with the proposed intervention	Central cycling potential estimates from Active Travel England's (ATE) Active Travel Uplifts Tool and Cost Benchmarks spreadsheet.
The average proportion of a trip which used the scheme infrastructure	Calculated by dividing the length of the scheme by the length of an average cycling trip (as stated in the AMAT spreadsheet).
Current cycling infrastructure for this route	Selected the type of infrastructure currently in place along the route from the dropdown. Where there are more than one infrastructure type present along a route, the type was assigned based on which covers more of the route.
Proposed new cycling infrastructure for this route	Selected the type of infrastructure being proposed from the dropdown. Where more than one infrastructure type was being proposed (for >25% of the total scheme length) separate AMATs were completed for each infrastructure type.
Are any additional shower facilities being added?	Shower facilities are not being proposed for any of the schemes.
Are any additional secure storage facilities being added?	Secure storage facilities are not being proposed for any of the schemes.
Walking:	
Number of trips without the proposed intervention	Census 2011 data on commuters by Lower Super Output Area from the DataShine Tool ⁷ , uplifted to account for all trip purposes and return journeys. Proportion of total network as compared to proposed network was applied to the walking trips by LSOA in 2011.
Number of trips with the proposed intervention	Central walking potential estimates from Active Travel England's (ATE) Active Travel Uplifts Tool and Cost Benchmarks spreadsheet.
The average proportion of a trip which used the scheme infrastructure	Calculated by dividing the length of the scheme by the length of an average walking trip (as stated in the AMAT spreadsheet).
Current walking infrastructure for this route	Selected the type of infrastructure currently in place along the route from the options listed.
Proposed new walking infrastructure for this route	Selected the type of infrastructure being proposed from the options listed.

⁶ <https://www.pct.bike/m/?r=leicestershire>

⁷ <https://datashine.org.uk/>

4.3. Walking and Cycling Demand

4.3.1. For this LCWIP, the number of cycling and walking trips could not be obtained from local count or survey data. VivaCity smart traffic monitoring sensors have recently been installed around the study area, see Figure 4. However, the sensors have not been in place for a full year so it was not suitable to determine an average day from the data, when taking account of seasonality. Having said this, the counts from these sensors will be beneficial for future LCWIPs as well as monitoring the success of implemented schemes.

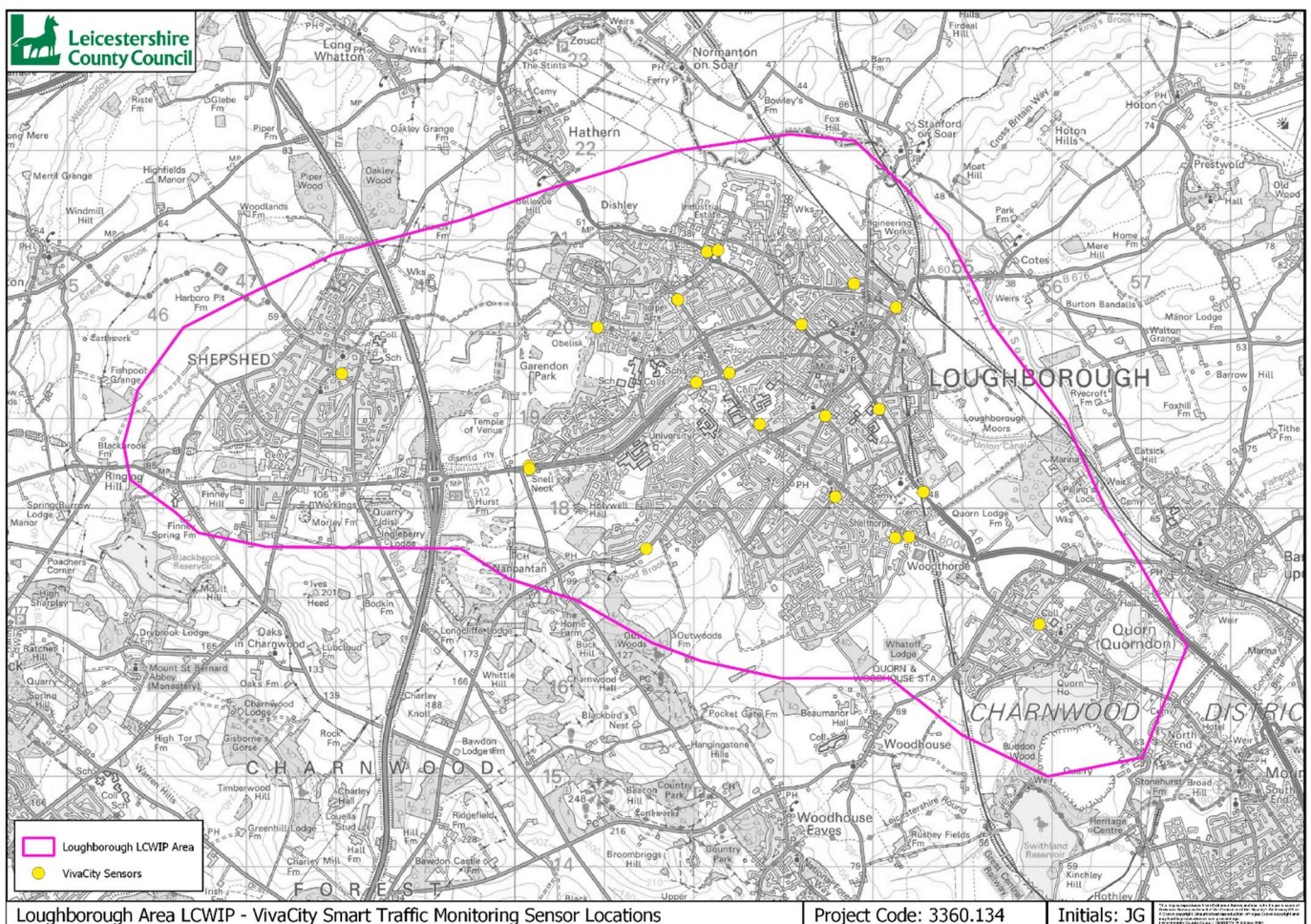


Figure 4. VivaCity Smart Traffic Monitoring Sensor Locations

Without Scheme Trips:

4.3.2. For corridor schemes, the number of cycling trips without the proposed intervention has been determined using the route network (LSOA) geojson⁸ from the Propensity to Cycle Tool (PCT). This layer includes the number of weekday cycling trips assumed along each link based on origin-destination commuting data from the 2011 Census (main mode of

⁸ https://nptile.vs.mythic-beasts.com/pct-outputs-regional-notR/commute/lsOA/leicestershire/net_full.geojson

travel to work), see Figure 5. The links in the PCT are generally shorter than the LCWIP corridor segments. Where there is more option available for a scheme, the highest trip rate was used for the AMAT.

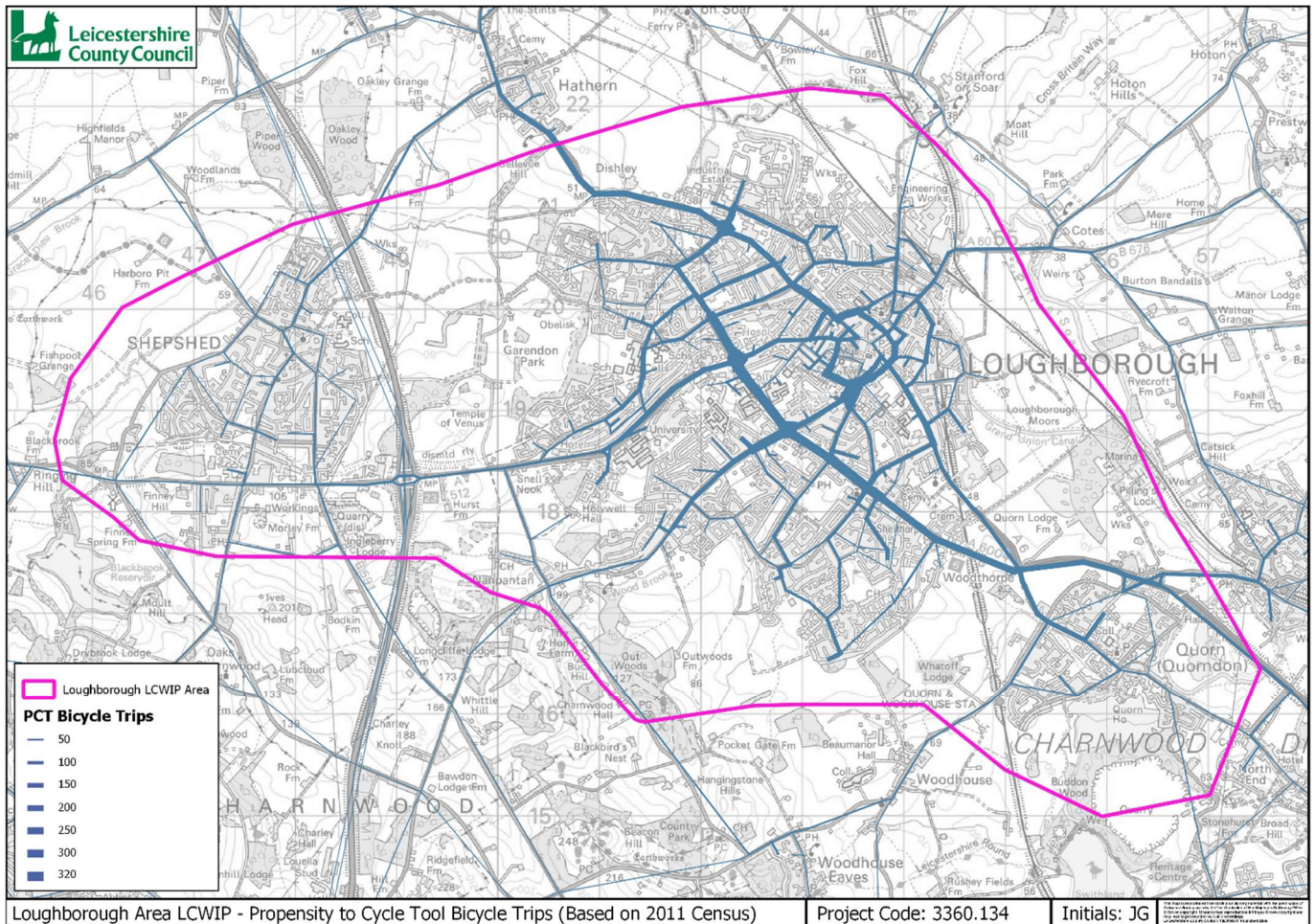


Figure 5. Propensity to Cycle Tool Weekday Bicycle Trips (2011 Census)

4.3.3. As the PCT does not account for all trip purposes, the National Travel Survey (NTS) (Table NTS0409⁹) was used to calculate what percentage of total cycling trips were commuters. The ATE Active Travel Fund 4 (ATF4) Value for Money Guidance states, ‘Given that permanent walking and cycling schemes are likely to be around for many years, baseline cycling, and walking trips should be estimated based on trip rates outside the COVID-19 period (before March 2020 or in 2022), assuming long term walking and cycling trips will revert to these levels without Government intervention’. In 2018, commuters made up 33.59% of all cycling trips (see Table 6). Therefore, the following multiplier has been used to estimate total weekday cycling trips, ***(‘no. of trips’ / 33.59) * 100.***

⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1019882/nts-2020-ods-tables.zip

Table 6. Average Number of Trips by Purpose and Main Mode in 2018 (from National Travel Survey Table NTS0409)

Purpose	Trips Per Person Per Year		Percentage of Total Trips	
	Walk	Bicycle	Walk	Bicycle
Commuting	18.6	5.7	7.08%	33.59%
Business	2.7	0.4	1.03%	2.43%
Education / Escort Education	53.1	2.1	20.24%	12.3%
Shopping	50.5	1.4	19.24%	8.28%
Other Escort	11.3	0.3	4.3%	2.03%
Personal Business	21.0	1.0	8.02%	6.1%
Leisure	43.6	6.0	16.6%	35.27%
Other, inc. Just Walk	61.7	0	23.49%	0%
All Purposes	262.5	17.1	100%	100%

* The figures do not add up exactly due to rounding.

- 4.3.4. In addition, the AMAT User Guide¹⁰ indicates that 90% of all cycling trips result in a return cycling trip that same day, as per TAG Unit A5.1. Therefore, the number of cycling trips has been multiplied by 1.9 to account for return journeys.
- 4.3.5. The number of walking trips without the proposed intervention has been determined using the travel to work data from the DataShine Tool (QS701EW0011 – Number of trips 'on foot'). The data includes the number of weekday walking trips for each LSOA in 2011 (see Figure 6). In order to determine the number of walking trips on a specific link, the number of trips per metre of the road network in the associated output area has been calculated. This figure has then been multiplied by the length of the proposed route.
- 4.3.6. As this dataset only includes commuting trips, it was uplifted using the same method as for cycling. In 2018, commuters made up 7.08% of all walking trips so the number of trips has been uplifted as follows, **(*no. of trips* / 7.08) * 100**. The number of walking trips has also been uplifted to account for return journeys.

¹⁰ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1102781/active-model-appraisal-toolkit-user-guidance.pdf

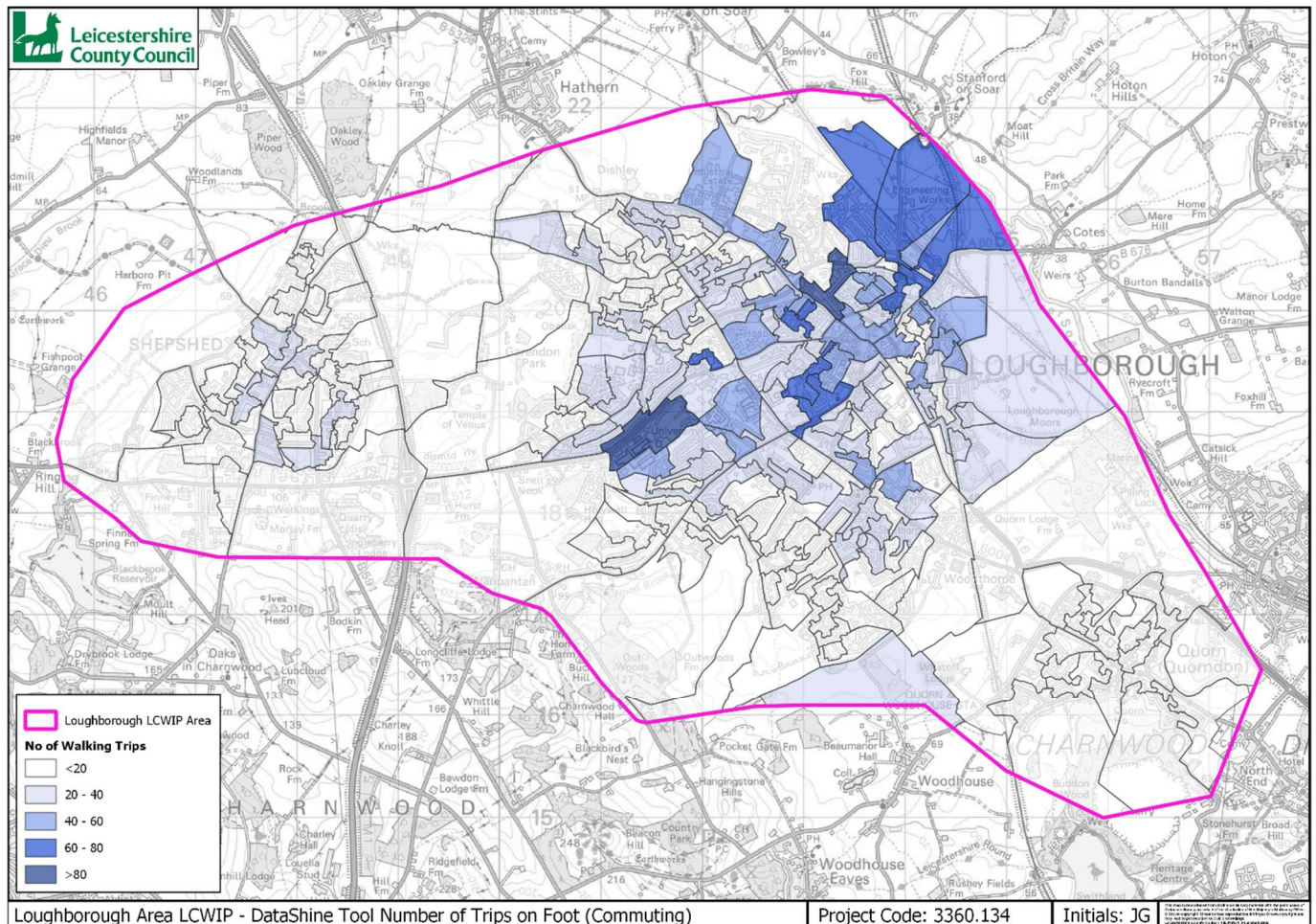


Figure 6. DataShine Tool Number of Weekday Commuting Trips on Foot (2011 Census)

With Scheme Trips:

4.3.7. The number of cycling and walking trips with the proposed intervention has been estimated using the ATE Uplifts Tool. The tool estimates the increase in weekday trips 'based on data for scheme cost, evaluation evidence for the cost effectiveness of past spending by infrastructure type and estimates for the relative cost effectiveness of spending by area'. It was developed using pre-covid evaluation evidence and was informed by a comprehensive literature review of around 200 studies.

4.3.8. The Uplifts Tool has completed for each of the proposed schemes using the following inputs:

- Scheme name
- Local authority
- Total scheme cost
- Pre-intervention walking and cycling trips (per weekday)
- Scheme cost by infrastructure category
- Percentage difference between scheme and benchmark costs

4.3.9. The tool gives a range of estimated walking and cycling trips with the proposed scheme. The central estimates, based on the intrinsic cycling and walking potential and car ownership in the local authority area, have been used for the AMAT. Table 7 details the walking and cycling trips used for each of the corridor segments.

Table 7. Walking and Cycling Demand for Corridor Schemes

Corridor	Corridor	Cycling				Walking	
		Without	With Scheme			Without	With
		PCT 2011	PCT 2011	<i>Govt.</i>	<i>Go Dutch</i>	PCT 2011	All
1	1A	119	176	243	786	216	280
	1B	391	446	713	2101	210	272
	1C	1137	1348	1827	4508	57	294
	1D	622	846	1035	2738	970	1222
3	3	1307	1479	2076	4842	509	702
4 (NW)	4A	277	361	458	1177	58	152
	4B	1522	1747	2602	6680	239	492
	4C	1063	1238	1816	4763	927	1123
4 (SE)	4E	45	219	68	167	127	323
	4F	588	819	1075	2947	153	412
	4G	334	383	628	1878	13	68
6	6A	747	775	1335	3552	99	166
	6B	368	472	628	1657	661	778
	6C	170	309	277	939	169	325
7	7	119	223	232	667	131	248
8	8	34	75	68	187	162	208
10	10	1307	1524	2076	4842	56	300
22	22	843	965	1324	3241	238	375

4.4. Scheme Costs

4.4.1. It should be noted that the proposed schemes are at a very early stage of development and the below costs will change as the designs are developed further. In addition, the costs shown are in current nominal prices that have not been adjusted for inflation.

Investment Costs:

4.4.2. For the 11 detailed schemes, itemised investment costs have been estimated by ITP based on the design work undertaken to date. These costs were scrutinised by LCC officers and amended to reflect area-specific rates.

4.4.3. For the 7 corridor schemes without concept designs, cost bracket estimates have been provided by ITP based on the size of the schemes. In order to determine more detailed investment cost estimates for the AMAT, indicative costings have been developed based on the following average per metre cost of detailed corridor schemes:

- Medium schemes – £2,104.55 per m
- Large schemes – £3,515.08 per m
- Extra large schemes - £5417.29 per m

4.4.4. More details have been provided in Table 8.

Table 8. Detailed Corridor Scheme Costs for Economic Appraisal

Corridor	Corridor	Scheme	Investment	Cost /m	Scheme	Cost	Derived
1	1A	0.331km	£412,861.45	£1247.32	Large	£1m to £2.5m	-
	1B	0.897km	£797,333.58	£888.89	Medium	£200k to £1m	-
	1C	0.239km	£2,166,053.77	£9062.99	Large	£1m to £2.5m	-
	1D	1.459km	£2,502,206.62	£1715.01	Large	£1m to £2.5m	-
3	3	0.755km	£1,536,424.01	£2035	Large	£1m to £2.5m	-
4 (NW)	4A	0.18km	-	-	Large	£1m to £2.5m	£621,714.40
	4B	0.72km	-	-	Large	£1m to £2.5m	£2,530,857.60
	4C	0.89km	-	-	Extra Large	£2.5m+	£4,821,388.10
4 (SE)	4E	0.29km	-	-	Extra Large	£2.5m+	£1,571,014.10
	4F	0.78km	-	-	Large	£1m to £2.5m	£2,741,762.40
	4G	0.1km	-	-	Large	£1m to £2.5m	£351,508
6	6A	0.164km	£432,019.6	£2634.27	Extra Large	£2.5m+	-
	6B	0.457km	£810,257.62	£1772.99	Extra Large	£2.5m+	-
	6C	0.252km	£1,149,584.72	£4561.84	Extra Large	£2.5m+	-
7	7	0.212km	£811,682	£3828.69	Medium	£200k to £1m	-
8	8	0.182km	£290,484.06	£1596.07	Medium	£200k to £1m	-
10	10	0.182km	£2,311,413.94	£12700.08	Extra Large	£2.5m+	-
22	22	1km	-	-	Extra Large	£2.5m+	£5,417,290

Operating Costs:

4.4.5. Projected maintenance costs have also been provided by LCC officers based on a 20-year maintenance programme (10-year minor maintenance and 20-year major maintenance), see Table 9.

Table 9. Projected Scheme Maintenance Costs for Economic Appraisal

Corridor	Corridor	Base	Maintenance	Projected
1	1A	£412,861.45	22%	£90,829.52
	1B	£797,333.58	20%	£159,466.72
	1C	£2,166,053.77	16%	£346,568.60
	1D	£2,502,206.62	12%	£300,264.79
3	3	£1,536,424.01	12%	£184,370.88
4 (NW)	4A	£621,714.40	22%	£136,777.17
	4B	£2,530,857.60	16%	£404,937.22
	4C	£4,821,388.10	14%	£674,994.33
4 (SE)	4E	£1,571,014.10	20%	£314,202.82
	4F	£2,741,762.40	16%	£438,681.98
	4G	£351,508	24%	£84,361.92
6	6A	£432,019.6	16%	£69,123.14
	6B	£810,257.62	16%	£129,641.22
	6C	£1,149,584.72	24%	£275,900.33
7	7	£811,682	22%	£178,570.04
8	8	£290,484.06	16%	£46,477.45
10	10	£2,311,413.94	20%	£462,282.79
22	22	£5,417,290	14%	£758,420.60

Private Sector Contributions:

4.4.6. There have been no committed private sector contributions for the LCWIP schemes. Having said this, funding opportunities relating to cycling and walking will be sought from all available internal and external sources in the future, such as local developer contributions, contributions from partner organisations, and national funding streams. One expected source of funding for schemes near to committed developments is section 106 contributions secured from developers during the planning process. Figure 7 shows the proximity of the proposed corridor schemes to committed future developments.

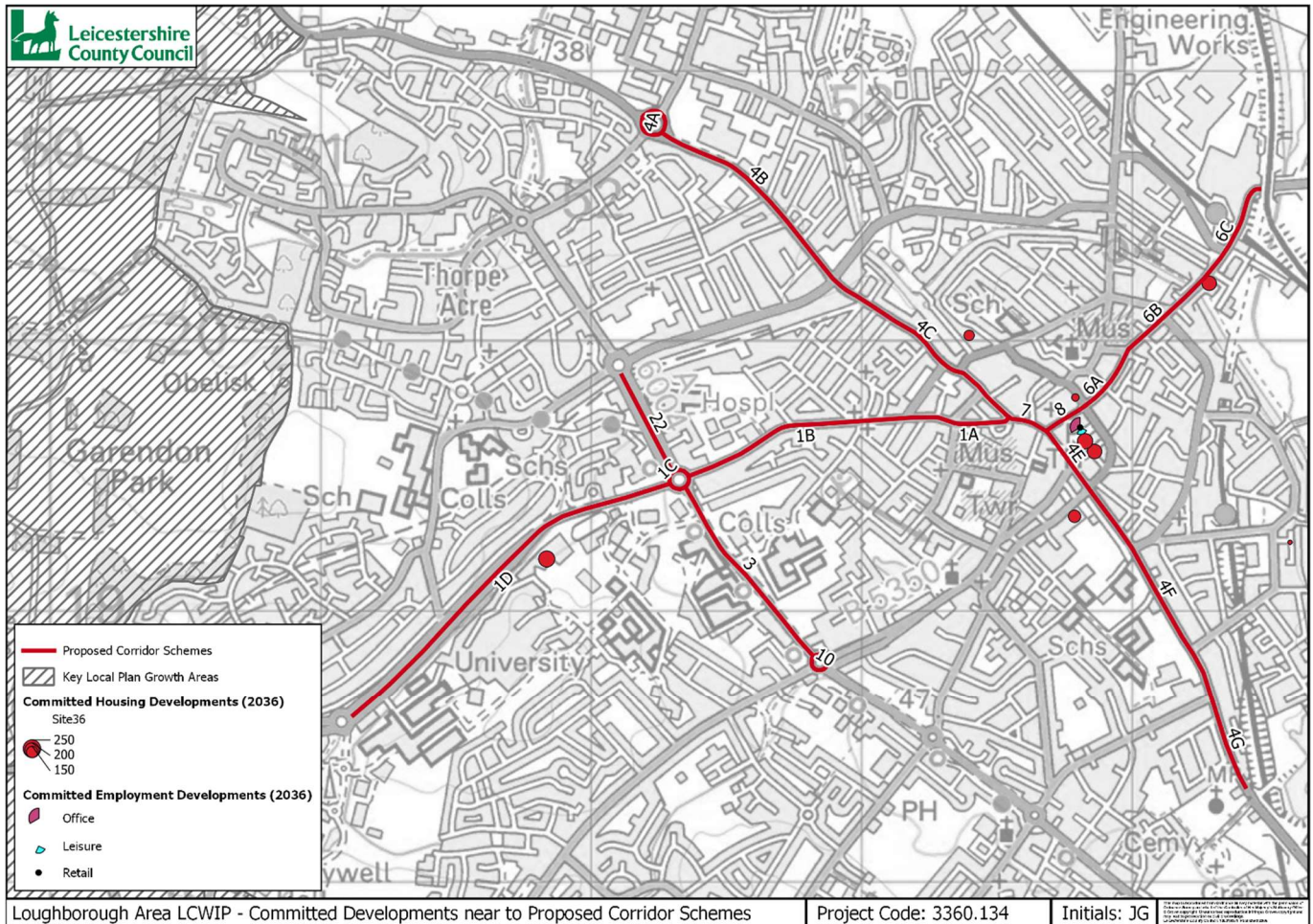


Figure 7. Committed Developments near to Proposed Corridor Schemes

4.5. Sensitivity Testing

4.5.1. The AMAT User Guide notes that uncertainty in the inputs and outputs in economic appraisal are expected. Therefore, sensitivity testing should be undertaken around key uncertainties. ‘Sensitivity analysis in AMAT involves altering the relevant parameters in the user input sheets to demonstrate the change in benefits that result’.

Length of Appraisal Period:

4.5.2. The monetised costs and benefits have been assessed for two appraisal periods:

- 20-year appraisal period – based on the AMAT User Guide, ‘Most appraisals of cycling and walking infrastructure schemes assume an appraisal period of 20 years. Some infrastructure may be justified in adopting a longer appraisal period, for example if they are considered to have a comparable design life to major road and rail capacity improvements.’
- 40-year appraisal period - based on the ATF4 Value for Money Guidance, ‘A default appraisal period assumption of 40 years should be used for high quality walking and cycling infrastructure schemes, compliant with Manual for Streets and LTN 1/20 guidance and built to design standards comparable to highways.’ Where possible, the proposed infrastructure schemes have been designed in accordance with the recent design standards, Cycling Infrastructure Design (LTN 1/20)¹¹.

Optimism Bias:

4.5.3. The AMAT spreadsheet includes a default optimist bias of 23%. Due to the early stage of scheme development, the optimist bias has been increased to 46%, as per the recommendations in the AMAT User Guide (see Table 10). This will ensure that inflation and any underestimation of costs are being accounted for.

Table 10. Stage of Scheme Development and Relevant Optimism Bias

Category	Stage 1	Stage 2	Stage 3
Local Authority and Public Transport Schemes	Strategic Outline Business Case	Outline Business Case	Full Business Case
Optimism Bias Level	46%	23%	20%

PCT Scenarios:

4.5.4. The PCT includes five scenarios which explore possible cycling futures in England and Wales. These consider the removal of different infrastructural, cultural, and technological barriers that currently prevent cycling being the natural mode of choice for trips of short to medium distances¹². Each scenario is described below:

- Government Target (Equality) - models a doubling of cycling nationally. Models the increase as occurring solely as a function of trip distance and hilliness, i.e., equitably across age, sex, and other socio-demographic groups.

¹¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

¹² https://npct.github.io/pct-shiny/regions_www/www/static/03a_manual/pct-bike-eng-user-manual-c1.pdf

- Government Target (Near Market) - models a doubling of cycling nationally. Models the increase as occurring as a function of trip distance and hilliness, plus several sociodemographic and geographical characteristics (including age, sex, ethnicity, car ownership, income deprivation).
- Go Dutch – represents what would happen if Dutch cycling levels were reached in England and Wales.
- E-Bike – models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles. This is an extension of the Go Dutch scenario, making the further assumption that all cyclists in the Go Dutch scenario own an ebike.
- Gender Equality – in the 2011 Census women accounted for 48% of all commuters but only 27% of cycle commuters. This scenario models a situation where gender disparities are eliminated. This differs from the other scenarios as it does not use distance and hilliness data to model propensity to cycle.

4.5.5. It is important to note that these scenarios are not predictions of the future but are snapshots that indicate how the spatial distribution of cycling might change as cycling grows based on current travel patterns.

4.5.6. For each of the proposed schemes, further versions of the AMAT spreadsheet will be completed using cycling demand from the Government Target (Equality) and Go Dutch scenarios. These sensitivities will show the potential benefits of the schemes if the uptake of cycling were to increase.

5. Results

5.1. Scheme Prioritisation

5.1.1. The corridor segments were given a score from 0 - 3 for each of the prioritisation criteria. The resulting scores were combined and each scheme was prioritised as:

- Very high (scores greater than 18)
- High (15.6 - 18)
- Medium (13-15.5)
- Low (scores less than 13)

5.1.2. Table 11 shows the overall scores for the corridor segments which have been ranked in order of priority. The full completed prioritisation table can be seen in Appendix 2.

Table 11. Proposed Schemes in Order of Priority

Corridor	Effectiveness	Attractiveness	Policy	Economic	Deliverability	Total	Priority
4F	7	2	8.1	4	0	21.1	Very High
6B	4	2	6.5	5	3	20.5	Very High
4B	6	3	2.6	3	3	17.6	High
6C	2	1	6.4	5	3	17.4	High
3	9	2	3.3	3	0	17.3	High
1D	6	2	4.2	5	0	17.2	High
1C	6	2	5.6	3	0	16.6	High
6A	5	1	5.3	5	0	16.3	High
1B	5	2	5.6	3	0	15.6	High
4C	8	2	3.6	2	0	15.6	High
4E	5	1	5.5	4	0	15.5	Medium
4A	5	3	1.1	3	3	15.1	Medium
8	5	0	4.5	5	0	14.5	Medium
10	5	1	3.3	2	3	14.3	Medium
1A	5	1	4.1	4	0	14.1	Medium
7	5	0	4.2	4	0	13.2	Medium
22	7	1	3.8	0	0	11.8	Low
4G	0	2	2.6	3	3	10.6	Low

* The policy and total scores have been rounded to 1 d.p.

5.1.3. It should be noted that the prioritisation scores are a guide and some flexibility may be needed to account for external factors. For example, there are some schemes classed as high and very high priority that have received a score of 0 for deliverability, due to being in a protected area. This is likely to impact their delivery due to the supplementary planning controls that apply. Moreover, it may be necessary to tailor specific schemes to meet the criteria of external funding opportunities. Proposals near the county boundary

may also need to be given more priority if they align with cycling and walking schemes being brought forward by neighbouring authorities.

5.1.4. Figure 8 shows the colour coded priority of each corridor segment obtained from the total scores summarised in Table 11.

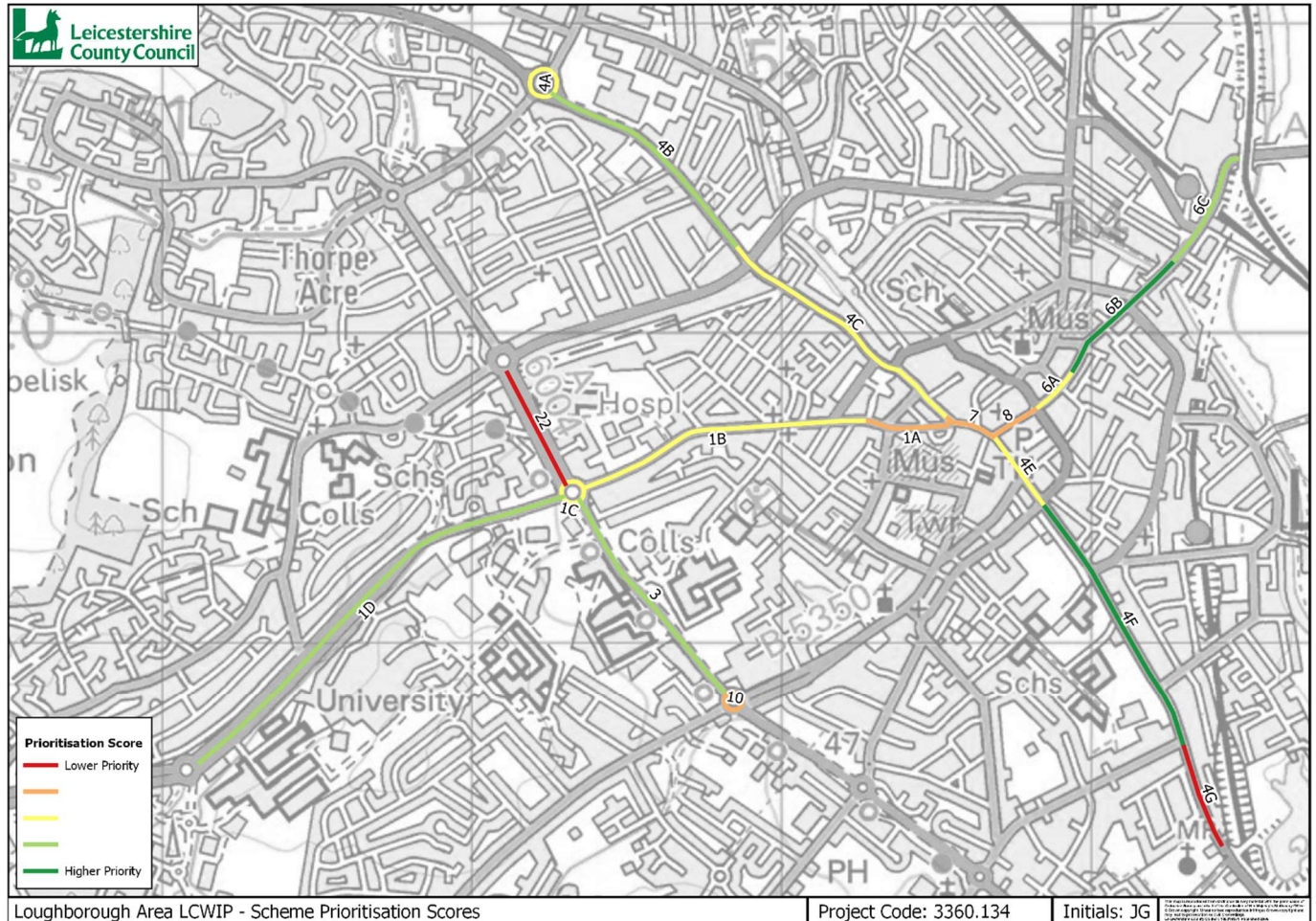


Figure 8. Scheme Prioritisation Scoring

5.1.5. Each of the longer corridors is made-up of segments with varying prioritisation scores; none of the routes are scoring highly in their entirety. Therefore, the proposed segments have also been prioritised as part of a corridor to establish the benefits of delivering a complete and coherent route, see Table 12. This is an average of the segments that make up the overall route.

5.1.6. The routes scoring as higher priority are from the town centre to the train station, the A6004 alongside Loughborough College, and the train station to Loughborough University.

Table 12. Full Corridor Schemes in Order of Priority

Location	Corridor	Effectiveness	Attractiveness	Policy	Economic	Deliverability	Total
Town Centre - Train Station	6A / 6C / 6C	3.7	1.3	6.1	5.0	2.0	18.1
A6004 (Ashby Road Roundabout - Forest Road Junction)	3	9.0	2.0	3.3	3.0	0.0	17.3
Train Station - University	6C / 6B / 6A / 8 / 7 / 1A / 1B / 1C / 1D	4.8	1.2	5.2	4.3	0.7	16.2
A6 (North West)	4A / 4B / 4C	6.3	2.7	2.4	2.7	2.0	16.1
A512	1A / 1B / 1C / 1D	5.5	1.8	4.9	3.8	0.0	15.9
A6 (South East)	4E / 4F / 4G	4.0	1.7	5.4	3.7	1.0	15.7
A6 (inc. Town Centre)	4A / 4B / 4C / 7 / 4E / 4F / 4G	5.1	1.9	4.0	3.3	1.3	15.5
Epinal Way	22 / 1C / 3 / 10	6.8	1.5	4.0	2.0	0.8	15.0
Baxter Gate (South of the A6)	8	5.0	0.0	4.5	5.0	0.0	14.5
A6004 (Forest Road Roundabout)	10	5.0	1.0	3.3	2.0	3.0	14.3
A6004 (Alan Moss Roundabout - Ashby Road Roundabout)	22	7.0	1.0	3.8	0.0	0.0	11.8

* The figures do not add up exactly due to rounding.

5.1.7. Figure 9 shows the breakdown of the prioritisation scores, highlighting the impact of the various criteria. For instance, in this study area, criteria 9 is only impacting the score of 3 corridor segments while criteria 4 is affecting 16 of them

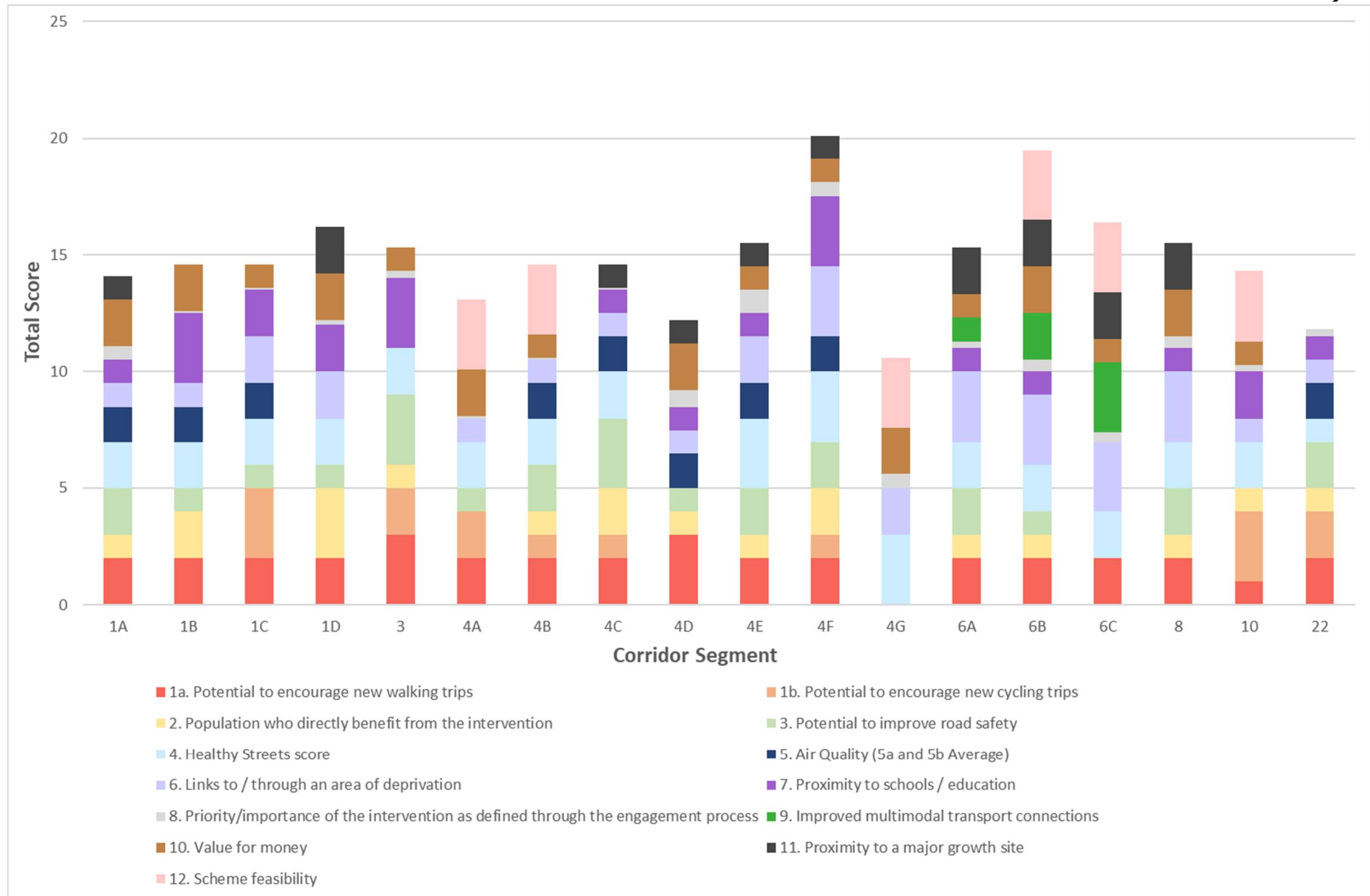


Figure 9. Breakdown of the Total Prioritisation Scores

Limitations:

5.1.8. A potential limitation of the prioritisation table is the inclusion of existing Healthy Streets scores, as this could be disfavoured routes that already have walking and cycling infrastructure in place. While it is beneficial to improve routes with no infrastructure, it is also valuable to upgrade routes that have poor quality infrastructure that is incompliant with current design standards. This is something that should be kept in mind when considering a programme of delivery.

5.1.9. In addition, the approach towards scoring the majority of criteria was very methodical. Conversely, the method for scoring criteria 8 (priority / importance of the intervention as defined through the engagement process) was reasonably subjective. As a result, the scores for this criterion are low, with only two corridor segments scoring higher than 1.

Timescales:

5.1.10. Following the prioritisation process, it is possible to create a pipeline of schemes (subject to funding) based on the following timescales from the Technical Guidance:

- Short-term (typically implemented <3 years) – improvements which can be implemented quickly or are under development
- Medium-term (typically implemented <5 years) – improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (e.g. detailed design, securing planning permissions, land acquisition)
- Long-term (typically implemented >5 years) – more aspirational improvements or those awaiting a defined solution

5.1.11. Table 13 shows how the timeframes have been categorised based on a combination of priority, project deliverability and indicative cost.

Table 13. Prioritisation Timescales Scoring

Priority	Conditions	Timescale
Very High	Scored 3 for criteria 12 (scheme feasibility) and is <£3,000,000	Short-term
	Scored 0 for criteria 12 and / or is >£3,000,000	Medium-term
High	Scored 3 for criteria 12 and is <£3,000,000	Short-term
	Scored 0 for criteria 12 and / or is >£3,000,000	Medium-term
Medium	Scored 3 for criteria 12 and is <£3,000,000	Medium-term
	Scored 0 for criteria 12 and / or is >£3,000,000	Long-term
Low	Scored 3 for criteria 12 and is <£3,000,000	Medium-term
	Scored 0 for criteria 12 and / or is >£3,000,000	Long-term

5.1.12. Table 14 lists all of the corridor schemes including indicative timescales. Those schemes with greater potential for deliverability issues and / or higher cost are likely to be implemented over the longer term, and vice versa. Only schemes with concept designs and detailed cost estimates have been classified as short-term. The remaining 7

schemes have been classified as either medium or long-term due to their lack of detailed plans.

Table 14. Indicative Prioritisation of Infrastructure Improvements - Timescales

Corridor	Street(s)	Length	Prioritisation	Rank	Priority	Indicative	Timescales
1A	Ashby Rd	0.33	14.1	15	Medium	£503,690.97	Long-term
1B	Ashby Rd	0.90	15.6	9	High	£956,800.30	Medium-term
1C	Ashby Rd Roundabout	0.24	16.6	7	High	£2,512,622.37	Medium-term
1D	A512	1.46	17.2	6	High	£2,802,471.41	Medium-term
3	Epinal Way A6004	0.76	17.3	5	High	£1,720,794.89	Medium-term
4A	Bishop Meadow Roundabout	0.18	15.1	12	Medium	£758,491.57	Medium-term
4B	Derby Rd	0.72	17.6	3	High	£2,935,794.82	Medium-term
4C	Derby Rd	0.89	15.6	9	High	£5,496,382.43	Medium-term
4E	A6 Leicester Rd	0.29	15.5	11	Medium	£1,885,216.92	Long-term
4F	A6 Leicester Rd	0.78	21.1	1	Very High	£3,178,444.38	Medium-term
4G	A6 Leicester Rd	0.10	10.6	18	Low	£435,869.92	Medium-term
6A	The Coneries	0.16	16.3	8	High	£501,142.74	Medium-term
6B	Nottingham Rd	0.46	20.5	2	Very High	£939,898.84	Short-term
6C	Nottingham Rd	0.25	17.4	4	High	£1,425,485.05	Short-term
7	Swan St	0.21	13.2	16	Medium	£990,252.04	Long-term
8	Baxter Gate	0.18	14.5	13	Medium	£336,961.51	Long-term
10	A6004 / Forest Rd Roundabout	0.18	14.3	14	Medium	£2,773,696.73	Medium-term
22	Epinal Way A6004	1.00	11.8	17	Low	£6,175,710.6	Long-term

5.2. Economic Appraisal

5.2.1. Table 15 summarises the number of routes in different BCR categories for each of the three scenarios. The BCRs for each of the corridor schemes is shown in Appendix 3.

Table 15. Number of Proposed Corridor Segments in each Value for Money Category

BCR	20-Year Appraisal			40-Year Appraisal		
	PCT 2011	Govt.	Go Dutch	PCT 2011	Govt.	Go Dutch
No of Segments with a BCR >=4	0	5	16	0	11	17
No of Segments with a BCR 2 – 4	0	6	1	16	5	0
No of Segments with a BCR 1.5 - 2	8	3	0	0	0	1
No of Segments with a BCR 1 – 1.5	8	2	1	1	2	0
No of Segments with a BCR 0 – 1	2	2	0	1	0	0
No of Segments with a BCR <=0	0	0	0	0	0	0

5.2.2. As expected, the BCRs for the two PCT future scenarios are much higher than those using current demand. As 2011 Census data was used to establish the BCRs, it is likely that up-to-date counts would be required for future comprehensive economic appraisal work.

5.2.3. The BCRs for the wider corridors have also been established, see Table 16. This is an average of the segments that make up the overall route. The routes scoring higher BCRs are Baxter Gate, the A512, and the corridor from Loughborough Train Station to Loughborough University.

Table 16. Average BCRs for Full Corridor Schemes

Location	Corridor	20-Year Appraisal			40-Year Appraisal		
		PCT	Govt.	Go	PCT	Govt.	Go
Baxter Gate (South of the A6)	8	1.64	1.45	4.66	3.09	2.74	8.82
A512	1A / 1B / 1C / 1D	1.52	3.76	17.21	2.85	7.06	32.59
Train Station - University	6C / 6B / 6A / 8 / 7 / 1A / 1B / 1C / 1D	1.52	3.79	16.82	2.84	7.14	31.98
Town Centre - Train Station	6A / 6C / 6C	1.48	5.34	24.05	2.77	10.09	45.95
A6 (South East)	4E / 4F / 4G	1.39	3.19	14.54	2.61	5.97	27.42
A6 (inc. Town Centre)	4A / 4B / 4C / 7 / 4E / 4F / 4G	1.33	2.82	12.15	2.49	5.28	22.92
A6004 (Ashby Road Rbt - Forest Road Jnct)	3	1.30	4.34	18.57	2.47	8.28	35.55
A6 (North West)	4A / 4B / 4C	1.21	2.86	11.89	2.27	5.37	22.45
A6004 (Forest Road Rbt)	10	1.07	2.91	12.20	2.00	5.47	23.00
Epinal Way	22 / 1C / 3 / 10	0.94	2.72	11.71	1.77	5.15	22.26
A6004 (Alan Moss Rbt - Ashby Road Rbt)	22	0.26	0.78	3.54	0.49	1.47	6.72

6. Appendices

6.1. Appendix 1: Prioritisation Scoring Criteria

Table 17. Scheme Prioritisation Scoring Criteria

		Score 0	Score 1	Score 2	Score 3	Notes
Effectiveness	1(a). Potential to encourage new walking trips	Scheme is >800m from a Key Trip Attractor	Scheme is within 800m of a Key Trip Attractor	Scheme is within 400m of a Key Trip Attractor (Core Walking Zone)	Scheme goes through / adjoins a Key Trip Attractor	<i>If any of the scheme goes</i>
	1(b). Potential to encourage new cycling trips	Less than 700 Passenger Car Units (PCUs) Travelling <10km (PRTM 2021)	701 - 1,200 PCUs Travelling <10km	1,200 - 1,700 PCUs Travelling <10km	More than 1,700 PCUs Travelling <10km	<i>Where there are no</i>
	2. Population who directly benefit from the intervention	<2,500 residents within a 400m buffer (2011 Census)	2,500 - 5,000 residents within a 400m buffer	5,001 - 7,500 residents within a 400m buffer	>7,500 residents within a 400m buffer	-
	3. Potential to improve road safety	Scheme is on a route that has a cost per casualty score of 0 from 2015-19 (COBALT Parameter File v2020.1)	Scheme is on a route that had a cost per casualty score of 1 - 10 from 2015-19	Scheme is on a route that had a cost per casualty score of 11 - 20, or where there were >5 incidents, from 2015-19	Scheme is on a route that had a cost per casualty score of >21, or where there were >10 incidents, from 2015-19	-
Attractiveness	4. Healthy Streets score	Healthy Streets score of >=42	Healthy Streets score of 29 - 42	Healthy Streets score of 15 - 28	Healthy Streets score of <=14	-
Policy	5(a). Improvement in air quality – proximity to an AQMA	Scheme does not go through / adjoin an AQMA	-	-	Scheme goes through / adjoins an AQMA	<i>If any of the scheme goes</i>
	5(b). Improvement in air quality - PBCC car emissions grade	PBCC Grades A-C (above average)	PBCC Grades D (below average)	PBCC Grades E	PBCC Grades F (worst 10%)	<i>Where the route goes</i>
	6. Links to / through an area of deprivation	IMD Deciles 9-10	IMD Deciles 6-8	IMD Deciles 3-5	IMD Deciles 1-2	<i>Where the route goes</i>
	7. Proximity to schools / education	Scheme is >400m from the entrance to an education facility	Scheme is within 400m (core walking zone) of the entrance to an education facility	Scheme is within 200m of the entrance to an education facility	Scheme directly adjoins the entrance to an education facility	<i>If any of the scheme</i>
	8. Priority / importance of the intervention as defined through the engagement process	Scoring provided by the client (See Paragraph 3.2.3)	Scoring provided by the client	Scoring provided by the client	Scoring provided by the client	
	9. Improved multimodal transport connections	Scheme is >800m from a key transport connection	Scheme is within 800m of a key transport connection	Scheme is within 400m of a key transport connection	Scheme directly adjoins a key transport connection	
Economic	10. Value for money	Very poor / poor (BCR <1) (40 Year Appraisal)	Low (BCR 1-1.5)	Medium (BCR 1.5-2)	High / very high (BCR >2)	
	11. Proximity to a major growth site	Scheme is > 400m from a committed development (>100 Houses / >50 Jobs in '36)	Scheme is within 400m of a committed development	Scheme runs adjacent to a committed development	Scheme runs through a committed development	<i>If any of the scheme is</i>
Deliverability	12. Scheme feasibility	Land ownership or other issue likely to delay or prevent the scheme	-	-	No issues, scheme feasible to be undertaken	<i>If any of the scheme falls any of the scheme falls</i>

6.2. Appendix 2: Full Prioritisation Table for the South of Leicester LCWIP

Table 18. Loughborough Area LCWIP Prioritisation Table

Scheme	Effectiveness				Attrac	Policy							Economic		Delive	Prioritisation	
	1a. Potential to encourage new	1b. Potential to encourage new	2. Population who directly benefit	3. Potential to improve road safety	4. Healthy Streets score	5a. Improvement in air quality -	5b. Improvement in air quality -	5. Air Quality (5a and 5b Average)	6. Links to / through an area of	7. Proximity to schools / education	8. Priority/importance of the engagement process	9. Improved multimodal transport	10. Value for money	11. Proximity to a major growth	12. Scheme feasibility	Total	Rank
1A	2	0	1	2	1	3	0	1.5	1	1	0.6	0	3	1	0	14.1	15
1B	2	0	2	1	2	3	0	1.5	1	3	0.1	0	3	0	0	15.6	9
1C	2	3	0	1	2	3	0	1.5	2	2	0.1	0	3	0	0	16.6	7
1D	2	0	3	1	2	0	0	0	2	2	0.2	0	3	2	0	17.2	6
3	3	2	1	3	2	0	0	0	0	3	0.3	0	3	0	0	17.3	5
4A	2	2	0	1	3	0	0	0	1	0	0.1	0	3	0	3	15.1	12
4B	2	1	1	2	3	3	0	1.5	1	0	0.1	0	3	0	3	17.6	3
4C	2	1	2	3	2	3	0	1.5	1	1	0.1	0	1	1	0	15.6	9
4E	2	0	1	2	1	3	0	1.5	2	1	1	0	3	1	0	15.5	11
4F	2	1	2	2	2	3	0	1.5	3	3	0.6	0	3	1	0	21.1	1
4G	0	0	0	0	2	0	0	0	2	0	0.6	0	3	0	3	10.6	18
6A	2	0	1	2	1	0	0	0	3	1	0.3	1	3	2	0	16.3	8
6B	2	0	1	1	2	0	0	0	3	1	0.5	2	3	2	3	20.5	2
6C	2	0	0	0	1	0	0	0	3	0	0.4	3	3	2	3	17.4	4
7	3	0	1	1	0	3	0	1.5	1	1	0.7	0	3	1	0	13.2	16
8	2	0	1	2	0	0	0	0	3	1	0.5	0	3	2	0	14.5	13
10	1	3	1	0	1	0	0	0	1	2	0.3	0	2	0	3	14.3	14
22	2	2	1	2	1	3	0	1.5	1	1	0.3	0	0	0	0	11.8	17

* The scores for criteria 8 and the total scores have been rounded to 1 d.p.

6.3. Appendix 3: Benefit Cost Ratios

Table 19. BCR – Proposed Cycling and Walking Routes

Corridor	Corridor	Details of Scheme	BCR					
			20-Year Appraisal			40-Year Appraisal		
			PCT	Govt.	Go	PCT	Govt.	Go
1	1A	This scheme goes west from the town centre and connects to Loughborough University. This section stops at west of Ashby Rd/ Greenclose Ln Junction .	1.62	2.88	13.16	3.03	5.39	24.72
	1B	This scheme goes west from the town centre and connects to Loughborough University. This section ends on the east of Ashby Rd/ A6004 roundabout.	1.82	7.13	35.07	3.40	13.40	66.55
	1C	This scheme aims to upgrade the existing large signalised roundabout at Ashby Rd/A6004 intersection to a LTN1-20 style signalised roundabout with cycle tracks on the peripheral and crossing on each arm. This section ends on the west of Ashby Rd/ A6004 roundabout.	1.12	2.84	12.52	2.11	5.37	23.75
	1D	This scheme aims to complete the connection westwards from the town centre to the Loughborough University. This section ends on the east of Ashby Rd/ Holywell Way roundabout	1.52	2.17	8.08	2.85	4.09	15.32
3	3	This scheme provides connection south of Ashby Roundabout to the other major East-west corridor, utilising the existing wide footway space. Improving access to Loughborough College.	1.30	4.34	18.57	2.47	8.28	35.55
4 (NW)	4A	This scheme aims to upgrade the existing large signalised roundabout at Bishop Meadow to a LTN1-20 style signalised roundabout with cycle tracks on the peripheral and crossing on each arm.	1.50	2.68	11.47	2.81	5.02	21.54
	4B	This corridor aims to provide a connection from the Bishop Meadow roundabout in the west towards Loughborough town centre. This section stops at Clifford Rd.	1.48	4.24	17.45	2.77	7.97	33.06
	4C	This scheme aims to provide connection from the Bishop Meadow roundabout in the west towards Loughborough town centre. This section stops at right at Swan Street.	0.66	1.65	6.74	1.22	3.11	12.76
4 (SE)	4E	This scheme aims to connect the south-eastern region with the town centre. The majority of High St is one-way and does not allow motor vehicles only for access. This section is just the Southfield Rd/ Leicester Rd Junction.	1.30	0.54	1.04	2.47	1.01	1.96
	4F	This scheme aims to connect the south-eastern region with the town centre. This section stops at right after Southfield Rd/ Leicester Rd Junction.	1.19	1.96	7.58	2.23	3.68	14.32
	4G	This scheme aims to provide a new signalised junction arrangement for cyclists and pedestrians, continue south and ends at Cedar Rd before the A6 becomes 40mph. This section ends at the Cedar Rd/ A6 Leicester Rd Junction.	1.69	7.08	35.00	3.14	13.23	65.97
6	6A	This scheme aims to connect the Loughborough train station with the town centre. This section ends at west of Sparrow Hill Junction.	1.34	11.58	53.02	2.50	21.93	101.78
	6B	This scheme aims to connect the Loughborough train station with the town centre. This section ends at east of the canal.	1.74	3.28	13.55	3.26	6.19	25.66
	6C	This scheme aims to connect the Loughborough train station with the town centre. This section ends at the Loughborough train station.	1.36	1.15	5.57	2.55	2.15	10.42

			BCR					
			<i>20-Year Appraisal</i>			<i>40-Year Appraisal</i>		
Corridor	Corridor	Details of Scheme	PCT	Govt.	Go	PCT	Govt.	Go
7	7	This scheme goes through Loughborough town centre high street which is non-motorised and currently a pedestrian zone and only allows cyclists and loading between the hours of 4 pm and 10 am. This route would link routes 1A, 4C, 4E and 8 together. The route has a market which will need to be addressed and operates Thursdays and Saturdays. This section is the Loughborough Town Centre Pedestrianised Area. This section stops right after High St/ Baxter Gate Junction.	1.50	1.59	5.78	2.81	2.97	10.83
8	8	This scheme aims to connect the Loughborough train station with the town centre. This section ends at west of Lemyngton St Junction.	1.64	1.45	4.66	3.09	2.74	8.82
10	10	This scheme aims to upgrade the existing large signalised roundabout at Forest Rd/ A6004 to a LTN1-20 style signalised roundabout with cycle tracks on the peripheral and crossing on each arm.	1.07	2.91	12.20	2.00	5.47	23.00
22	22	This scheme provides connection north of Ashby Roundabout, utilising the existing wide footway space.	0.26	0.78	3.54	0.49	1.47	6.72

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