

Market Harborough Transport Strategy Phase 1, Rockingham Road – Frequently Asked Questions

Scheme: Rockingham Road Phase 1, Market Harborough (A4304)

Promoter: Leicestershire County Council

Scheme Type: Junction capacity and active travel improvements

Construction period (indicative): August 2026 – April 2027

Headline Messages

- This scheme tackles **congestion, safety and travel reliability problems** on the Rockingham Road/St Mary's Road corridor, one of Market Harborough's key routes.
 - It will **improve traffic flow at busy junctions while making the route safer and more accessible** for pedestrians and cyclists.
 - The scheme supports **local growth, access to schools, business parks and the railway station**, and encourages more sustainable travel.
 - Works have been designed to be **proportionate, evidence-led and aligned with Local Transport Plan and Market Harborough Transport Strategy objectives and the Local Cycling and Walking Infrastructure Plan (LCWIP)**.
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Why is the scheme needed?

- The route currently experiences **peak-time congestion and delays**, particularly at **Clarence Road and Gores Lane junctions**.
 - Without intervention, **congestion at St. Mary's Road/Kettering Road junction** is forecast to become significantly worse, in part due to housing development in the town,
 - There are **safety and accessibility issues for pedestrians and cyclists**, especially people travelling to schools, employment areas and the station.
 - Traffic modelling shows the corridor is under pressure and **reserve capacity at key junctions is limited without intervention**.
 - Doing nothing would lead to **worsening congestion, poorer journey reliability and reduced network resilience**.
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What does the scheme include?

- **Signal and capacity improvements** at:
 - Rockingham Road / Clarence Street
 - Rockingham Road / Gores Lane

- **Five cycle and pedestrian priority side-road crossings on raised tables that incorporate intelligent illuminating road studs to give motorists advanced warning of approaching cyclists and pedestrians:**
 - Rockingham Road / Ashley Way
 - Rockingham Road / The Furlong
 - Rockingham Road / Riverside
 - Rockingham Road / Entrance to Halfords/Pure Gym car park
 - Rockingham Road / Entrance to Train Station car park
- **A new signalised crossing of Rockingham Rd near to Gores Lane.**
- **Widening of the eastbound footway** between the rail bridge and Rockingham Industrial Estate entrance to provide a **3m shared pedestrian and cycle route.**
- Improvements to **support bus services and cycle parking** along the corridor.
- Implementation of a trial (Experimental) Traffic Regulation Order (ETRO) to make Clarence Street one-way northbound.
- Environmental enhancements, including tree planting and street furniture
- Improved signage.

What are the benefits?

Traffic and congestion

- Reduced delays and **improved journey time reliability**, particularly during peak hours.
- Increased **junction reserve capacity**, improving resilience on the A4304 corridor.

Safety and accessibility

- Safer, more legible crossings for pedestrians and cyclists.
- Better routes for journeys to **schools, business parks and Market Harborough station.**
- Reduced conflict between vehicles and vulnerable road users.
- Improved signage.

Environment and sustainability

- Smoother traffic flow and less idling, contributing to **lower carbon emissions.**
- Encouragement of **walking and cycling**, supporting healthier travel choices.
- Monitoring will assess **air quality, traffic movements and safety impacts post-opening.**

- Improved route attractiveness through tree planting and provision of resting points.
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How is innovation being managed in the scheme?

- Elements of the design reflect **modern best practice** in managing movements for all users.
 - The final layout is designed to be **clear, safe and proportionate to the scale of the corridor**.
 - Any innovative features will be **carefully monitored** to assess performance and user experience.
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What about disruption during construction?

- Construction is planned to take place between 3rd August and 12th March.
 - There will inevitably be **some disruption** during construction.
 - Works will be **phased to minimise impacts**, with access maintained wherever possible.
 - Night working is also planned to avoid the need for any closures.
 - Clear signage, advance notice and communications will be provided.
 - Clear points of communication will be available to raise concerns.
 - Updates will be available on the scheme webpage <https://www.leicestershire.gov.uk/roads-and-travel/road-projects/market-harborough-transport-programme>
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How much does the scheme cost and how is it funded?

- The estimated **base cost is around £1.9m**.
 - A contingency sum is available in addition to the base cost to cover any project risks.
 - The scheme is funded by **developer contributions and Active Travel England**.
 - Value for money will be monitored through **post-opening evaluation**, including an outturn BCR assessment.
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I think that the 1-way proposal for Clarence is in the wrong direction or is the wrong approach

- Leicestershire County Council is proposing to introduce the Clarence Street one-way arrangement initially as a **trial** (Experimental Traffic Regulation Order). **This approach will allow traffic movements, local impacts, and resident feedback**

to be carefully monitored in practice before any decision is taken on whether the arrangement should be made permanent.

- The proposal to make Clarence Street 1-way northbound follows detailed **traffic modelling undertaken** to assess the current and future impacts on the local road network.
- Future predicted traffic flows (when permitted development is built out) show the junction of **Clarence Street and St Mary's Road will be severely congested** if it is not improved, particularly with expected future development.
- Impacts on the wider road network have also been assessed, with **Great Bowden Road shown to experience only modest changes in traffic flow**. Further impact assessment is being undertaken.
- Potential improvements to the Great Bowden Road junction are currently under consideration.

Has there been or will there be monitoring and evaluation?

- Yes. The scheme follows the **DfT Local Authority Major Schemes Benefits Management and Evaluation Framework**.
- Monitoring will include:
 - Traffic flows and journey times
 - Pedestrian and cycle use
 - Safety (collision numbers and types)
 - Local air quality
- Reports will be produced **around 1 year and 3 years after opening**.
- Monitoring is designed to be **transparent and evidence-led**.
- Where impacts are modest, the results still provide valuable learning to **improve future schemes**.
- Evaluation considers **journey reliability, safety and user experience**, not just headline numbers.
- An Equality Impact Assessment and Health Impact Assessment have been undertaken to consider the potential impacts on different groups within the community.

How does this fit with wider plans?

- The scheme supports **Leicestershire's Local Transport Plan objectives**, including:
 - Health and wellbeing

- Environmental protection
 - Economic growth
 - Network resilience
 - It supports the Market Harborough Transport Strategy objectives.
 - It complements other investment in **Market Harborough and the wider A4304 corridor**.
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What are School Streets and what is being delivered?

- The School Streets Initiative provides accessible information and guidance to empower local communities who want to see School Street schemes implemented
 - A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone.
 - We are also making improvements to popular pedestrian and cycling routes to schools.
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Key reassurance line

“This is a balanced scheme that improves how Rockingham Road works for everyone – drivers, pedestrians, cyclists and those travelling by passenger transport – while supporting growth and making the network safer and more reliable.”