Leicestershire County Council

Environment and Transport Modelling Services Contract

Market Harborough Area LCWIP

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

August 2025
3360.167

Document Sign-off

Control Details

Document Location:	X:\TMODELLING\03. 3360 (Internal)\MF3360.167 LCWIP - Market Harborough\12. Deliverables\01. Reports\Phase 2 - Prioritisation of Cycling and Walking Schemes\3360.167 Market Harborough Area LCWIP Phase 2 Report - Prioritisation of Cycling and Walking_v1.2.docx
Production Software:	Microsoft Word 2010
Author:	JG / HR
Owner:	Alex Gray, Network Data and Intelligence Team

Document history and status

Ver	Date	Description	Author	Review	Approved	Released
0.1	23/07/25	Draft for internal review	JG / HR	JG / RB		
1.0	25/07/25	Draft version for release to the client	HR	JG / RB	RB	ETCF
1.1	29/07/25	Draft version for release to the client	HR	JG / RB	RB	ETCF
1.2	27/08/25	Final Version	HR	JG / RB	RB	ETCF

Contents

Table of Figures

Table of Tables

1. Introduction

1.1. Background

1.1.1. Leicestershire County Council Network Data and Intelligence has been commissioned by Transport Projects and Programmes to provide evidence to inform the preparation of the Market Harborough 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 Guidance[1]. The Market Harborough 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. Figure 1 and Figure 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, AECOM, 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

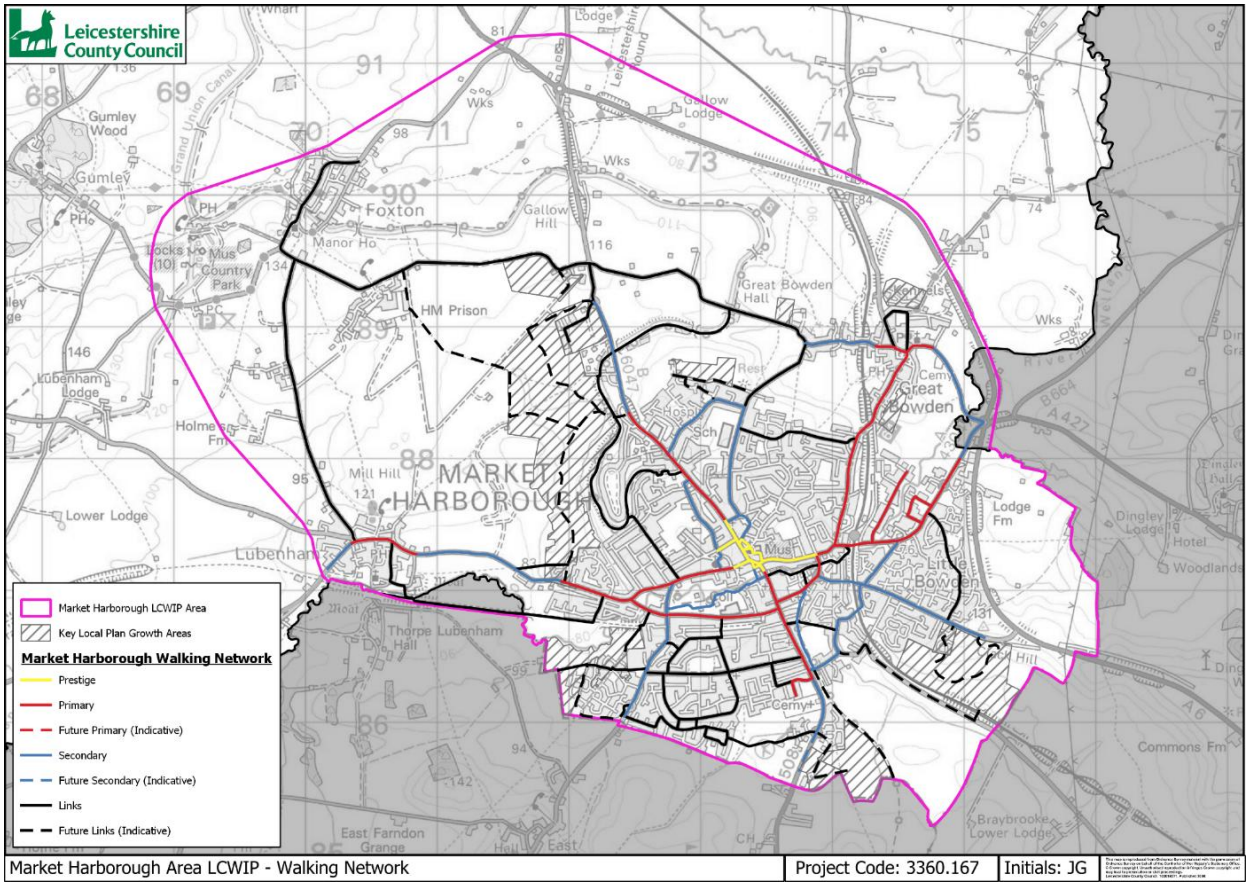

Figure 1. Walking Network Plan

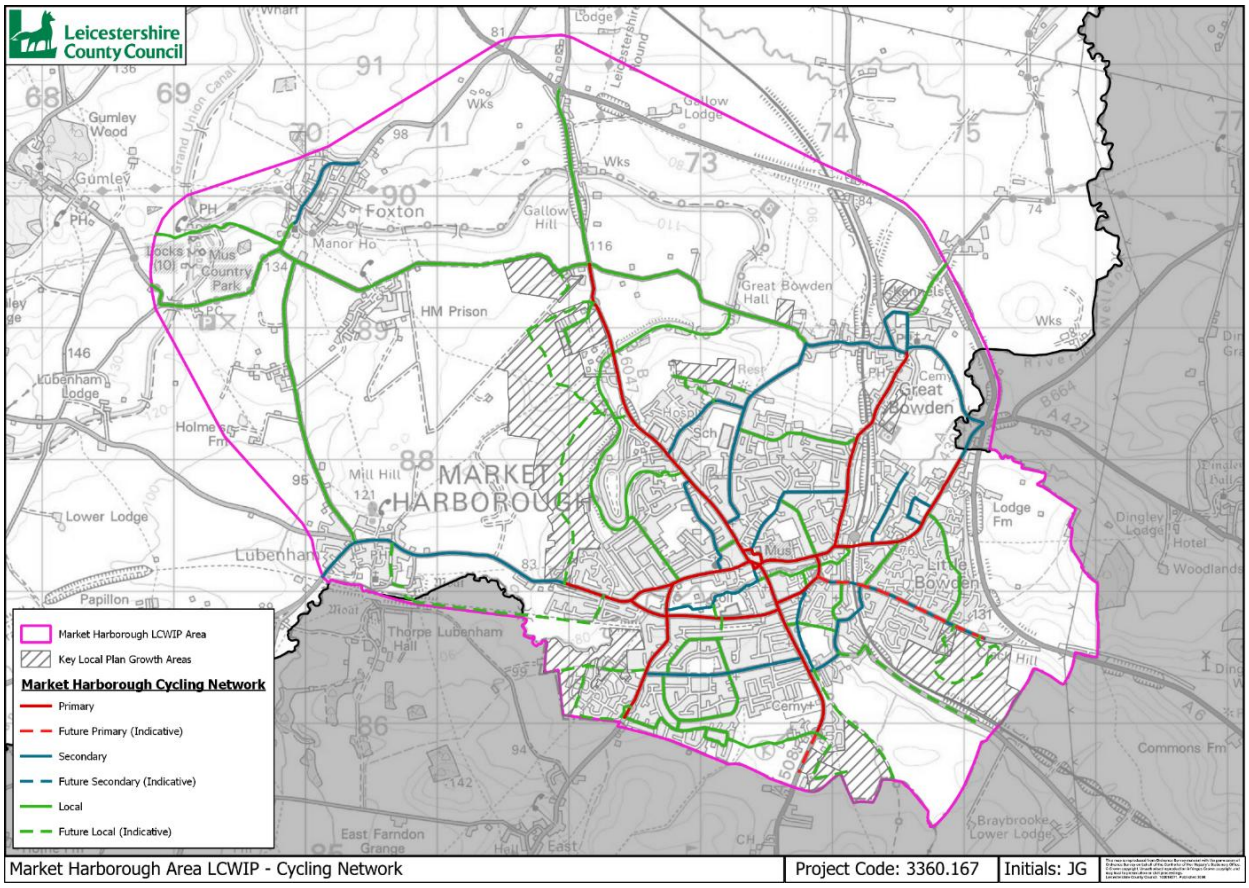

Figure 2. Cycling Network Plan

2. Scheme Proposals

2.1.1. AECOM have identified 26 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 No.	Corridor Name	Route ID	Route Name
A1	Harborough Road / B6047 / A4304	A1 A	A4304 High Street
		A1 B	B6047 Leicester Road
		A1 C	B6047 Leicester Road
		A1 D	Harborough Road
A2	Station Road / Great Bowden Road	A2 A	Station Road
		A2 B	Great Bowden Road
A3	A4304	A3 A	A4304 Rockingham Road
		A3 B	A4304 Rockingham Road
A4	Kettering Road	A4 A	Kettering Road
		A4 B	Kettering Road
A5	Brampton Valley Way	A5 A	Brampton Valley Way
		A5 B	Britannia Walk
A6	A508	A6 A	A508 Northampton Road
		A6 B	A508 Northampton Road
A7	Farndon Road	A7 A	Farndon Road
A8	A4304 / Coventry Road	A8 A	A4304 Harborough Road
		A8 B	A4304 Harborough Road/ A4304 Lubenham Hill
		A8 C	Coventry Road
		A8 D	Coventry Road
A9	Welland Park	A9 A	Farndon Road
A8	A4304 / Coventry Road	A8 A	A4304 Harborough Road
		A8 B	A4304 Harborough Road/ A4304 Lubenham Hill
		A8 C	Coventry Road
		A8 D	Coventry Road
C1	Welland Park Road	C1 A	Welland Park Road
		C1 B	Springfield Street
		C1 C	Kettering Road
C2	Church Square / Adam and Eve Street	C2 A	Church Square / Adam and Eve Street
C3	A4304 St Mary's Road	C3 A	A4304 St Mary's Road
		C3 B	A4304 St Mary's Road
C6	The Headlands & Roman Way	C6A	The Headlands
		C6 B	Roman Way
C9	Western Avenue/ Bath Street	C9 A	Western Avenue/ Bath Street
C11	Fairfield Road & Abbey Street	C11 A	Fairfield Road
		C11 B	Fairfield Road
		C11 C	Fairfield Road
		C11D	Abbey Street
C13	Riverside Path	C13 A	Riverside Path
		C13 B	Union Wharf
C14	Rainsborough Gardens & Harborough Town FC Path	C14 A	Watson Avenue/ Maurice Road
		C14 B	Rainsborough Gardens/ Dallison Close
		C14 C	Harborough Town FC Path
		C14 D	Access Road to Harborough Town FC

Corridor No.	Corridor Name	Route ID	Route Name
C16	Auriga Street & Path North of Harborough Park	C16 A	Auriga Street
		C16 B	Path North of Harborough Park
C17	River Welland Riverside	C17 A	River Welland Riverside
C18	Logan Street/ Logan Crescent	C18 A	Logan Street/ Logan Crescent
C19	The Ridgeway and Ridgeway West	C19 A	The Ridgeway and Ridgeway West
C20	The Broadway/ Connaught Road/ Clarence Street	C20 A	The Broadway/ Connaught Road/ Clarence Street
C30	Foxton Locks Inn Path	C30 A	Foxton Locks Inn Path
F2	Riverside Path along School Lane, Old Hall Lane & Farndale View	F2 A	Riverside Path along School Lane, Old Hall Lane & Farndale View
F6	Brampton Valley Way extension	F6 A	Brampton Valley Way extension

2.1.2. The selection of these schemes was informed by the aspirations of LCC, the outputs from the route audits and the findings of Healthy Streets[2] audits.

2.1.3. Figure 3 and Figure 4 shows the spatial distribution of the proposed schemes summarised in Table 2.

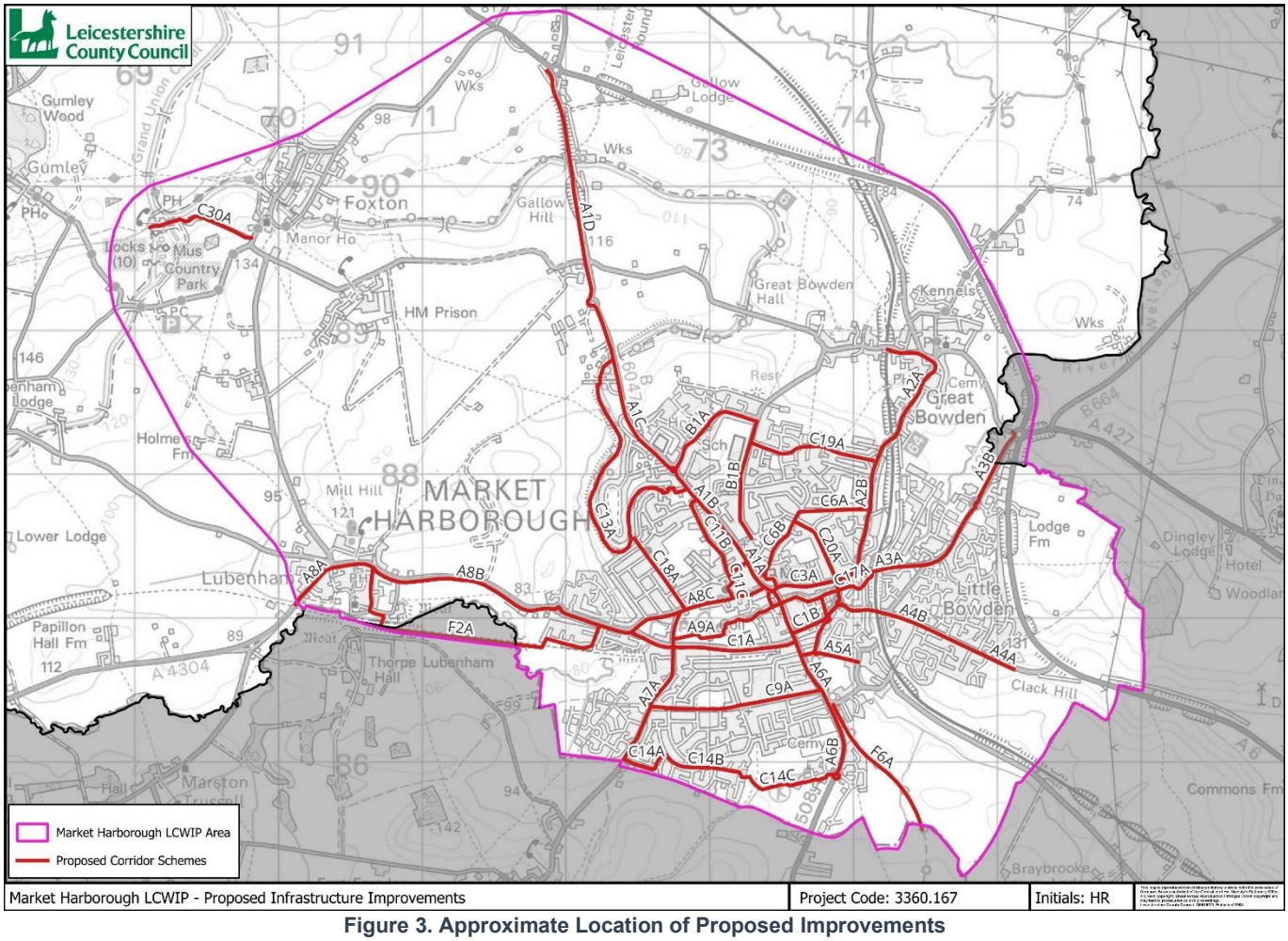

Figure 3. Approximate Location of Proposed Improvements

[2] https://www.healthystreets.com/

Figure 4. Approximate Location of Proposed Infrastructure Improvements in Market Harborough

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 2.12.

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 2017 – 22 (excluding 2020 due to the unknown impacts of the Covid-19 pandemic).
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).
Economic:	
10. Value for money	Active Mode Appraisal Toolkit (AMAT) BCR (20-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 3. 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: Prioritisation Scoring Criteria 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] (November 2024), 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 AMAT[4].

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 4 shows the categories used by the DfT to assess value for money[5]. These categories have been used to score value for money in the prioritisation table.

Table 4. 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 (v2.12) spreadsheets have been completed for each of the proposed schemes using the following 'User Interface Intervention' inputs:

[3] TAG: Social and Distributional Impacts Worksheets
[4] Active Mode Appraisal Toolkit User (PDF)
[5] Value for Money Framework (PDF)

Inputs	Method
General:	
Intervention name	Provided by AECOM
Intervention promoter	Leicestershire County Council
Appraisal year	2025
Intervention opening year	The opening year is assumed to be 2029 for all schemes
Last year of funding	2046 or 2066 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] Propensity to Cycle Tool (Leicestershire)
[7] DataShine

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 (October 2024) around the study area, see Figure 5. 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.

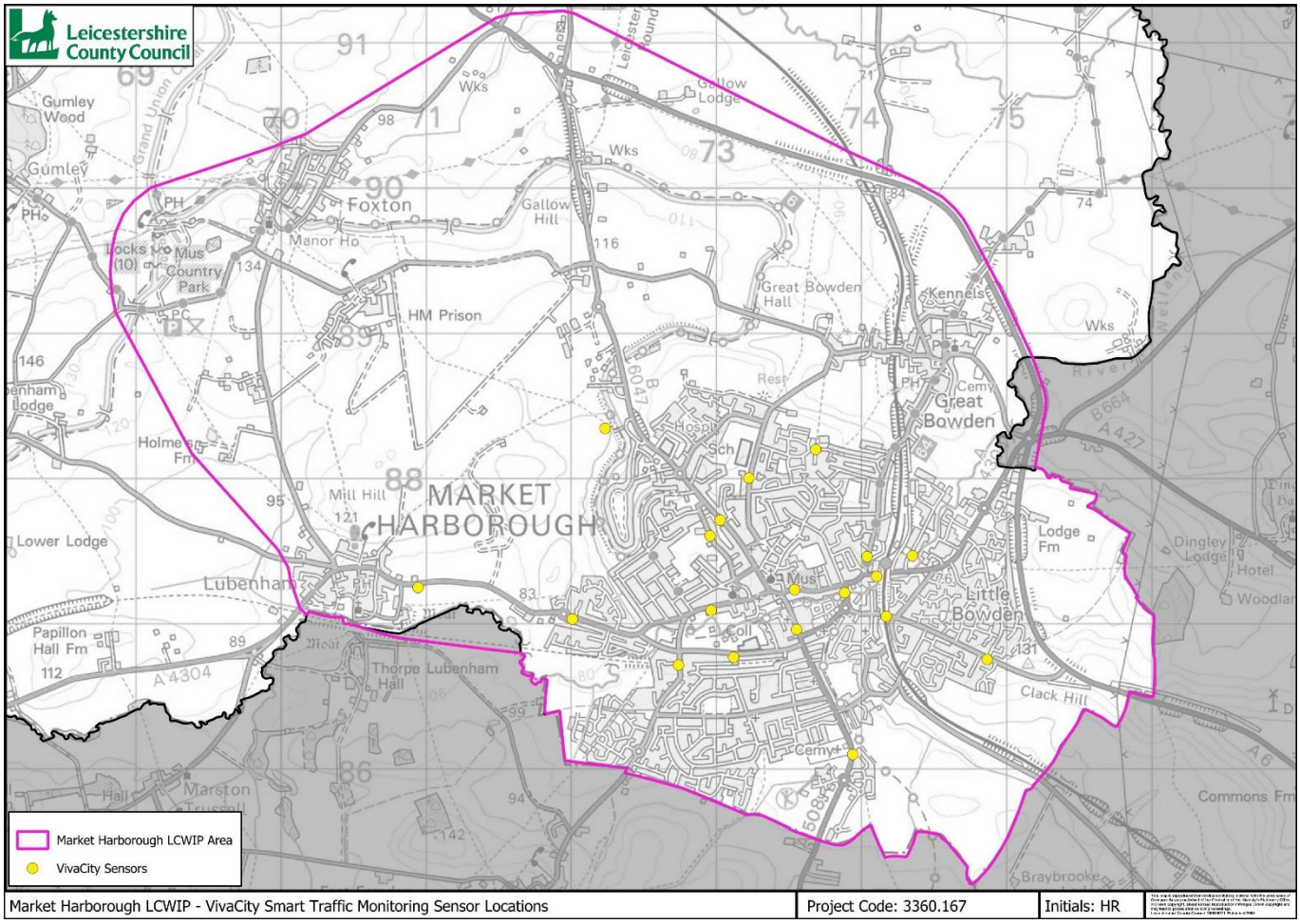

Figure 5. VivaCity Smart Traffic Monitoring Sensor Locations

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) geojson[8] 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 travel to work), see Figure 6. 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.

[8] Route Network (LSOA) geojson

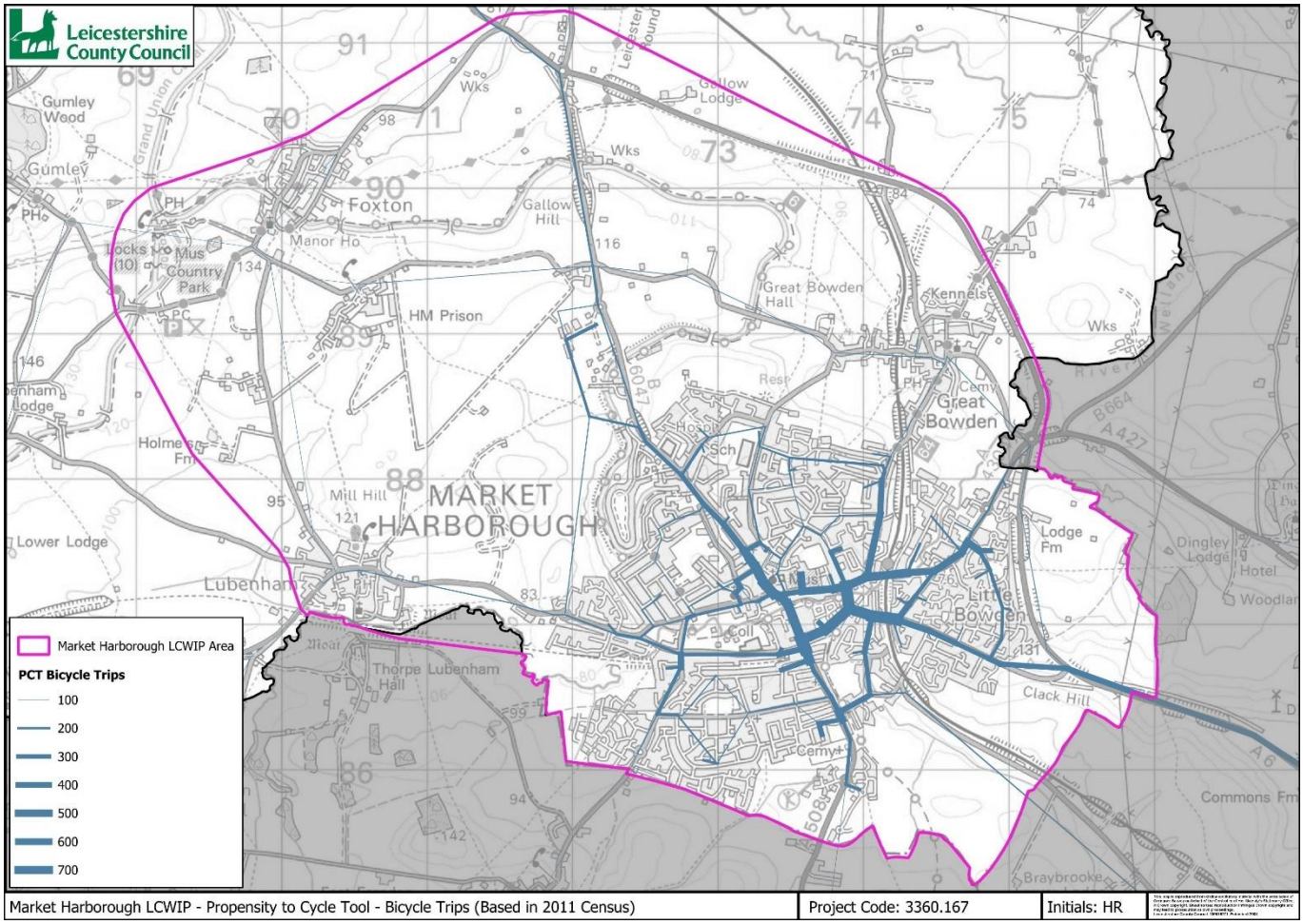

Figure 6. Propensity to Cycle Tool Weekday Bicycle Trips (2011 Census)

4.3.3. As the PCT does not account for all trip purposes, the National Travel Survey (NTS) (Table NTS0409[9]) 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 5). Therefore, the following multiplier has been used to estimate total weekday cycling trips, ***('no. of trips' / 33.59) * 100***

Table 5. Average Number of Trips by Purpose and Main Mode in 2018 (from National Travel Survey Table NTS0409)

	Trips Per Person Per Year		Percentage of Total Trips	
Purpose	**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	0.0	*23.49%*	*0.00%*
All Purposes	262.5	*17.1*	*100%*	*100%*

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

[9] National Travel Survey (NTS) (Table NTS0409)

4.3.4. In addition, the AMAT User Guide[10] 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 7). 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.

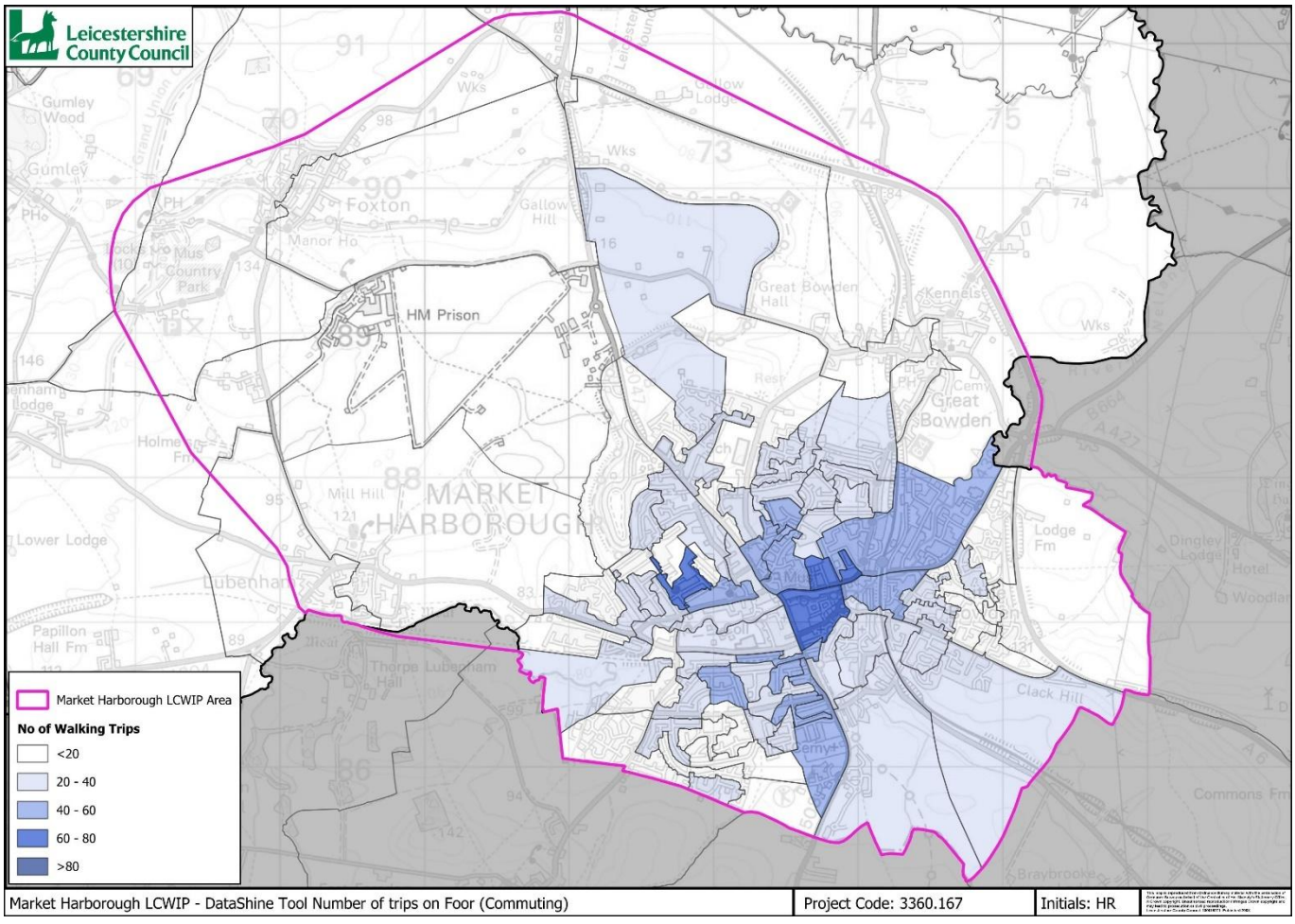

Figure 7. DataShine Tool Number of Weekday Commuting Trips on Foot (2011 Census)

[10] Active Mode Appraisal Toolkit User (PDF)

With Scheme Trips:

4.3.7. The number of cycling and walking trips with the proposed intervention has been estimated using the Active Travel England ATF5 Uplift Tool (November 2024). 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 have been 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 6 details the walking and cycling trips used for each of the corridor segments.

Table 6. Walking and Cycling Demand for Corridor Schemes

		Cycling				Walking	
		Without Scheme	With Scheme			Without Scheme	With Scheme
Corridor No.	Corridor Segment	PCT 2011 Census	PCT 2011 Census	*Govt. Target Scenario*	*Go Dutch Scenario*	PCT 2011 Census	All Scenarios
A1	A1A	387	394	*629*	*1766*	135	160
	A1B	221	235	*376*	*1071*	461	512
	A1C	57	80	*147*	*526*	46	130
	A1D	62	76	*144*	*529*	46	98
A2	A2A	164	164	*277*	*804*	131	131
	A2B	158	158	*266*	*755*	216	218
A3	A3A	119	139	*258*	*892*	105	177
	A3B	158	185	*378*	*1373*	247	345
A4	A4A	11	40	*63*	*237*	48	152
	A4B	396	411	*716*	*1956*	249	304
A5	A5A	328	300	*517*	*1214*	246	252
	A5B	345	347	*573*	*1240*	112	120
A6	A6A	339	359	*608*	*1672*	287	360
	A6B	272	290	*471*	*1274*	148	214
A7	A7A	153	182	*312*	*940*	125	229
A8	A8A	107	116	*247*	*863*	23	56
	A8B	187	237	*338*	*1062*	98	258
	A8C	158	158	*249*	*646*	135	136
	A8D	209	211	*401*	*868*	45	54
A9	A9A	328	333	*525*	*1243*	862	879
B1	B1A	158	158	*299*	*1075*	207	208
	B1B	68	109	*132*	*229*	158	306
C1	C1A	153	199	*329*	*911*	714	881
	C1B	328	360	*552*	*1270*	299	416
	C1C	532	561	*872*	*2003*	127	232
C2	C2A	305	308	*512*	*1411*	308	319
C3	C3A	11	15	*27*	*72*	336	352
	C3B	40	70	*115*	*301*	143	253
C6	C6A	101	101	*160*	*566*	198	199
	C6B	300	300	*498*	*1561*	308	309

		Cycling				Walking	
		Without Scheme	With Scheme			Without Scheme	With Scheme
Corridor No.	Corridor Segment	PCT 2011 Census	PCT 2011 Census	*Govt. Target Scenario*	*Go Dutch Scenario*	PCT 2011 Census	All Scenarios
C9	C9A	272	289	*464*	*1205*	392	455
C11	C11A	96	99	*184*	*613*	24	35
	C11B	96	103	*188*	*617*	214	238
	C11C	170	174	*321*	*1052*	74	194
	C11D	50	52	*109*	*416*	24	32
C13	C13A	57	65	*132*	*511*	114	141
	C13B	158	160	*307*	*1106*	57	65
C14	C14A	7	8	*8*	*13*	166	170
	C14B	7	8	*8*	*14*	152	159
	C14C	34	34	*51*	*86*	93	93
	C14D	34	34	*51*	*86*	100	101
C16	C16A	317	317	*532*	*1556*	227	228
	C16B	328	329	*516*	*1213*	266	270
C17	C17A	51	68	*108*	*288*	1298	1303
C18	C18A	153	162	*286*	*947*	976	1008
C19	C19A	68	81	*104*	*177*	510	557
C20	C20A	554	554	*894*	*2236*	677	677
C30	C30A	6	8	*8*	*47*	14	23
F2	F2A	107	111	*242*	*858*	102	116
F6	F6A	164	168	*286*	*903*	243	257

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 26 corridor schemes, investment costs have been estimated by AECOM based on the design work undertaken to date. More details on the scheme size and cost estimates have been provided in Table 7.

Table 7. Corridor Scheme Cost Estimates and Sizes for Economic Appraisal

Corridor No.	Corridor Segment	Scheme Size	Estimated Cost
A1	A1A	Small	£420,000.00
	A1B	Medium	£850,000.00
	A1C	Large	£1,410,000.00
	A1D	Large	£870,000.00
A2	A2A	Medium	£20,000.00
	A2B	Medium	£30,000.00
A3	A3A	Large	£1,200,000.00
	A3B	Large	£1,650,000.00
A4	A4A	Medium	£1,750,000.00
	A4B	Medium	£920,000.00
A5	A5A	Medium	£100,000.00
	A5B	Medium	£140,000.00
A6	A6A	Medium	£1,230,000.00
	A6B	Medium	£1,100,000.00
A7	A7A	Medium	£1,740,000.00
A8	A8A	Medium	£560,000.00

Corridor No.	Corridor Segment	Scheme Size	Estimated Cost
	A8B	Extra Large	£2,680,000.00
	A8C	Medium	£10,000.00
	A8D	Medium	£150,000.00
A9	A9A	Medium	£290,000.00
B1	B1A	Small	£10,000.00
	B1B	Medium	£2,490,000.00
C1	C1A	Large	£2,810,000.00
	C1B	Medium	£1,960,000.00
	C1C	Medium	£1,760,000.00
C2	C2A	Medium	£190,000.00
C3	C3A	Medium	£270,000.00
	C3B	Medium	£1,840,000.00
C6	C6A	Medium	£10,000.00
	C6B	Medium	£10,000.00
C9	C9A	Medium	£1,060,000.00
C11	C11A	Medium	£180,000.00
	C11B	Medium	£400,000.00
	C11C	Medium	£230,000.00
	C11D	Medium	£140,000.00
C13	C13A	Medium	£460,000.00
	C13B	Medium	£140,000.00
C14	C14A	Medium	£70,000.00
	C14B	Medium	£120,000.00
	C14C	Small	£4,800.00
	C14D	Medium	£10,000.00
C16	C16A	Medium	£20,000.00
	C16B	Medium	£60,000.00
C17	C17A	Small	£280,000.00
C18	C18A	Small	£530,000.00
C19	C19A	Medium	£790,000.00
C20	C20A	Medium	£10,000.00
C30	C30A	Large	£150,000.00
F2	F2A	Large	£240,000.00
F6	F6A	Medium	£210,000.00

Operating Costs:

4.4.3. Projected maintenance costs have been provided by LCC officers based on a 20-year maintenance programme, see Table 8.

Table 8. Projected Scheme Maintenance Costs for Economic Appraisal

Corridor No.	Corridor Segment	Projected Maintenance Costs (for 20 years)
A1	A1A	£84,000.00
	A1B	£170,000.00
	A1C	£299,625.00
	A1D	£228,375.00
A2	A2A	£2,750.00
	A2B	£6,375.00
A3	A3A	£180,000.00
	A3B	£330,000.00
A4	A4A	£328,125.00
	A4B	£138,000.00

Corridor No.	Corridor Segment	Projected Maintenance Costs (for 20 years)
A5	A5A	£12,500.00
	A5B	£26,250.00
A6	A6A	£184,500.00
	A6B	£165,000.00
A7	A7A	£456,750.00
A8	A8A	£70,000.00
	A8B	£636,500.00
	A8C	£1,375.00
	A8D	£20,625.00
A9	A9A	£36,250.00
B1	B1A	£1,750.00
	B1B	£435,750.00
C1	C1A	£737,625.00
	C1B	£196,000.00
	C1C	£264,000.00
C2	C2A	£19,000.00
C3	C3A	£33,750.00
	C3B	£322,000.00
C6	C6A	£1,750.00
	C6B	£1,750.00
C9	C9A	£212,000.00
C11	C11A	£31,500.00
	C11B	£50,000.00
	C11C	£40,250.00
	C11D	£21,000.00
C13	C13A	£69,000.00
	C13B	£17,500.00
C14	C14A	£12,250.00
	C14B	£21,000.00
	C14C	£600.00
	C14D	£1,750.00
C16	C16A	£3,500.00
	C16B	£7,500.00
C17	C17A	£35,000.00
C18	C18A	£99,375.00
C19	C19A	£138,250.00
C20	C20A	£1,250.00
C30	C30A	£18,750.00
F2	F2A	£45,000.00
F6	F6A	£28,875.00

Private Sector Contributions:

4.4.4. There have been no committed private sector contributions specifically 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 8 and Figure 9 shows the proximity of the proposed corridor schemes to committed future developments.

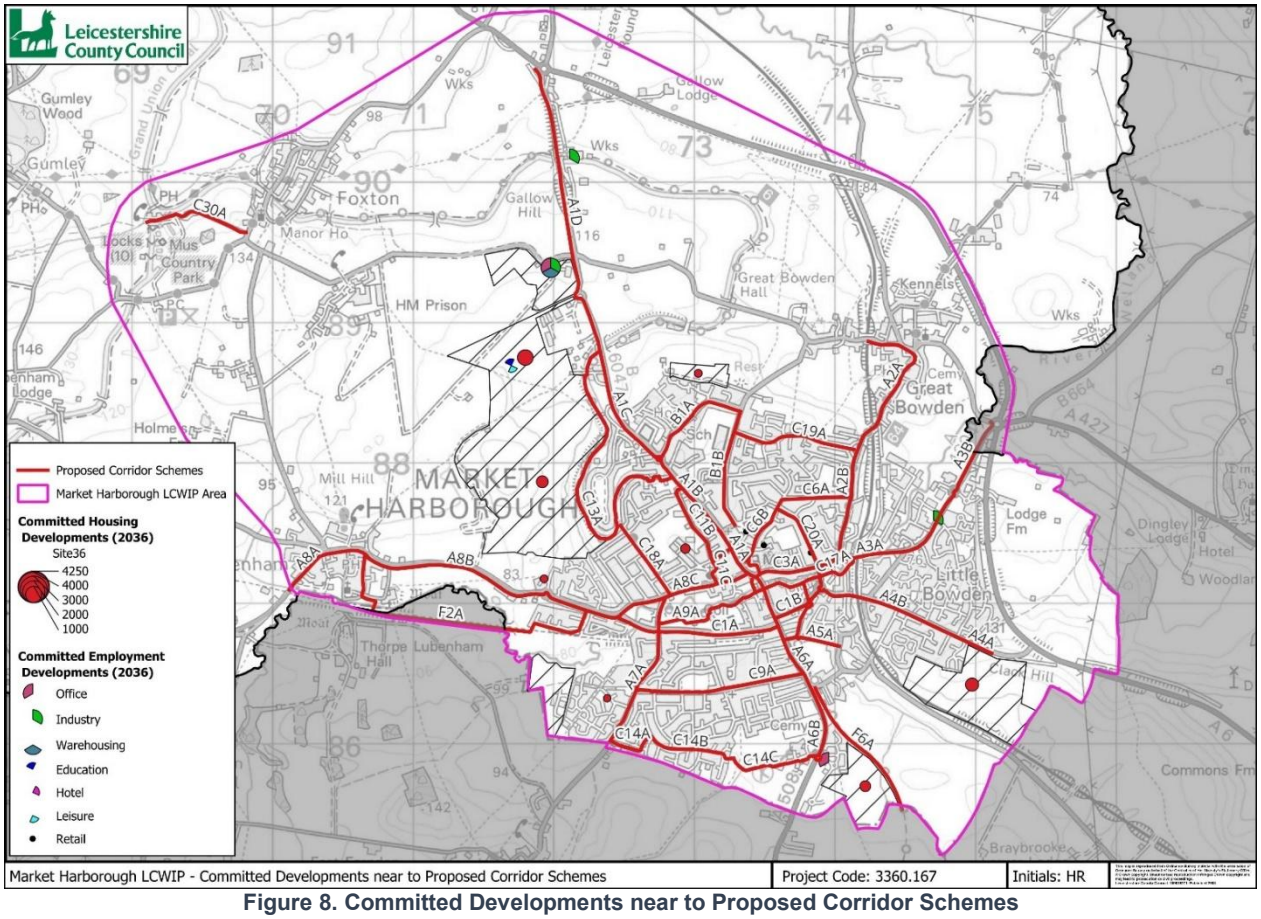

Figure 8. Committed Developments near to Proposed Corridor Schemes

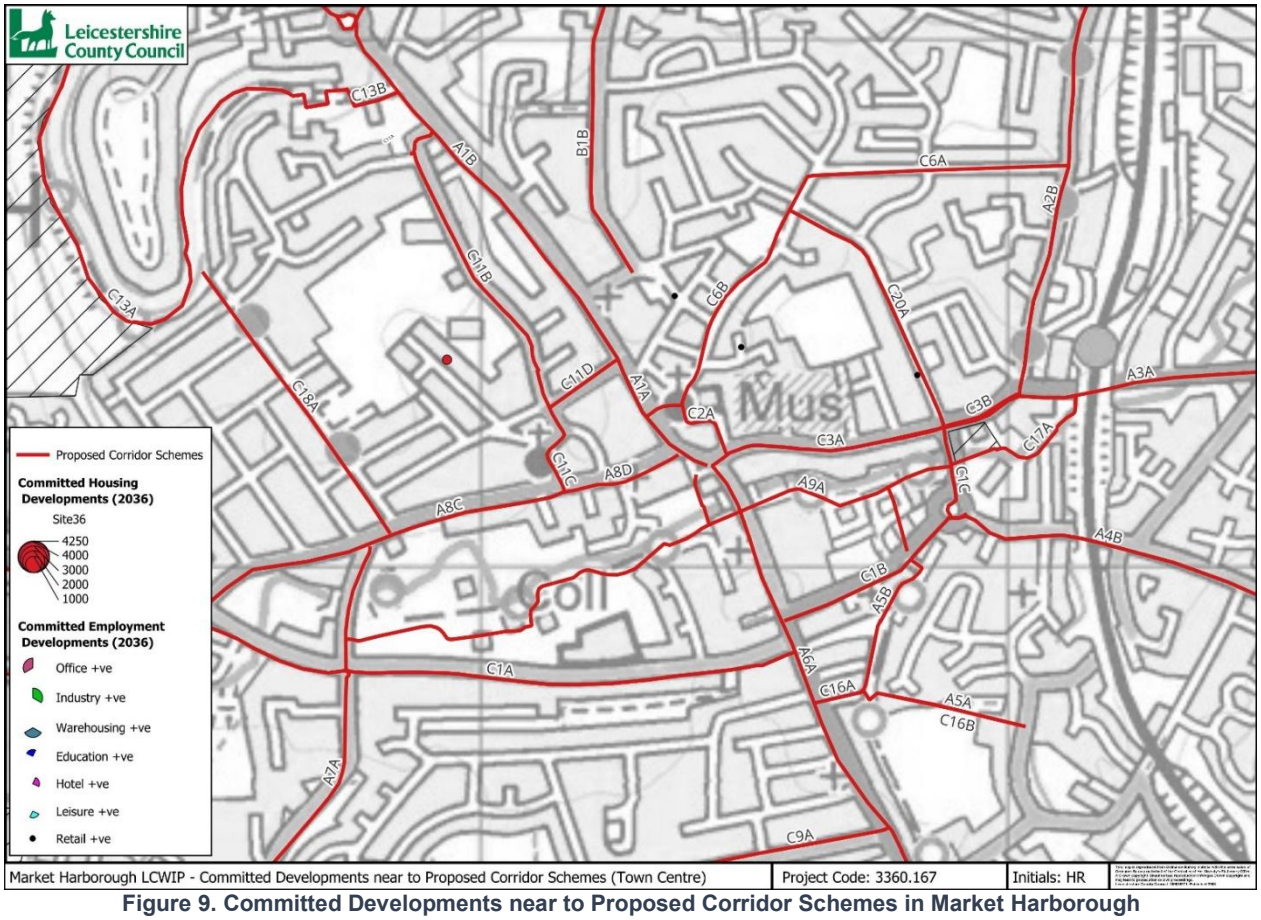

Figure 9. Committed Developments near to Proposed Corridor Schemes in Market Harborough

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 9). This will ensure that inflation and any underestimation of costs are being accounted for.

Table 9. 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 distances[12]. 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.
- 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).

[11] Cycle Infrastructure Design - Local Transport Note 1/20 (July 2020) (PDF)
[12] Propensity to Cycle Tool Manual (C. PCT Methodology: Commuting Layer) (PDF)

- 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 10 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 Table 17.

Table 10. Proposed Schemes in Order of Priority

Corridor Segment	Effectiveness	Attractiveness	Policy	Economic	Deliverability	Total Score	Priority
A4B	7	2	4	5	3	21.00	*Very High*
A3B	8	3	5.75	1	3	20.75	*Very High*
A8C	7	2	4.75	3	3	19.75	*Very High*
A8B	5	2	6.33	3	3	19.33	*Very High*
A2B	5	2	4.25	5	3	19.25	*Very High*
C1A	7	1	6.25	2	3	19.25	*Very High*
C1B	7	2	3	4	3	19.00	*Very High*
C20A	6	3	3.75	3	3	18.75	*Very High*
A1A	9	2	4.75	2	0	17.75	*High*
C1C	7	2	2.75	3	3	17.75	*High*
A6A	8	2	5.5	2	0	17.50	*High*
C3A	9	2	3.5	3	0	17.50	*High*
F2A	4	2	7.25	4	0	17.25	*High*
A3A	5	2	4.75	2	3	16.75	*High*
A9A	8	0	5.75	3	0	16.75	*High*
C11C	4	3	5.75	4	0	16.75	*High*
C9A	5	2	4.67	2	3	16.67	*High*
A6B	4	3	4.25	2	3	16.25	*High*
C17A	5	0	3	5	3	16.00	*High*
A7A	6	2	2.5	2	3	15.50	*Medium*
C3B	5	1	3.5	3	3	15.50	*Medium*
A1B	6	2	4.75	2	0	14.75	*Medium*
A1D	1	3	3.75	4	3	14.75	*Medium*
B1A	3	2	2.75	4	3	14.75	*Medium*
A5A	6	1	3	1	3	14.00	*Medium*
A5B	4	2	3	2	3	14.00	*Medium*
C6A	3	2	3	3	3	14.00	*Medium*
F6A	4	0	2.75	4	3	13.75	*Medium*
A1C	4	2	2.5	2	3	13.50	*Medium*
A8D	5	3	3.5	2	0	13.50	*Medium*
B1B	2	2	4.25	2	3	13.25	*Medium*
C16B	4	0	5.25	1	3	13.25	*Medium*
C14B	2	2	4	2	3	13.00	*Medium*

Corridor Segment	Effectiveness	Attractiveness	Policy	Economic	Deliverability	Total Score	Priority
C19A	2	2	5	1	3	13.00	*Medium*
C11B	2	1	7	2	0	12.00	*Low*
C11D	6	2	2	2	0	12.00	*Low*
C2A	3	1	3.75	4	0	11.75	*Low*
C6B	3	2	3.75	3	0	11.75	*Low*
C14D	3	2	1.5	2	3	11.50	*Low*
C18A	2	2	2.5	2	3	11.50	*Low*
A8A	3	2	3.75	2	0	10.75	*Low*
C16A	4	1	2.5	0	3	10.50	*Low*
C14A	1	2	0	4	3	10.00	*Low*
C14C	2	0	3	2	3	10.00	*Low*
A4A	1	2	0.75	3	3	9.75	*Low*
C11A	1	1	2.5	1	3	8.50	*Low*
C13A	3	0	2.25	3	0	8.25	*Low*
A2A	2	2	3.5	0	0	7.50	*Low*
C13B	3	1	1	1	0	6.00	*Low*
C30A	0	0	3.5	1	0	4.50	*Low*

*** The policy and total scores have been rounded to 2 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 10 and Figure 11 show the colour coded priority of each corridor segment obtained from the total scores summarised in Table 10.

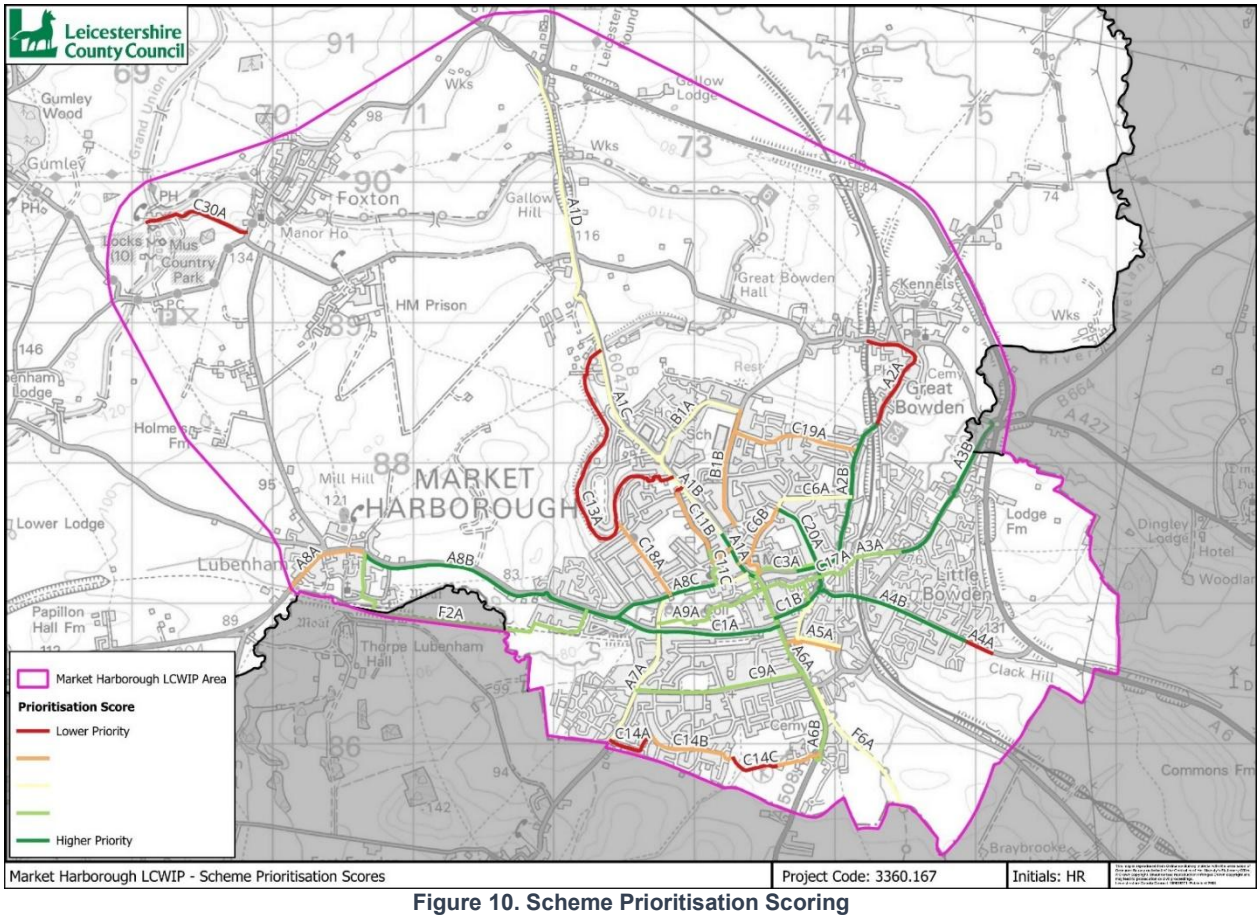

Figure 10. Scheme Prioritisation Scoring

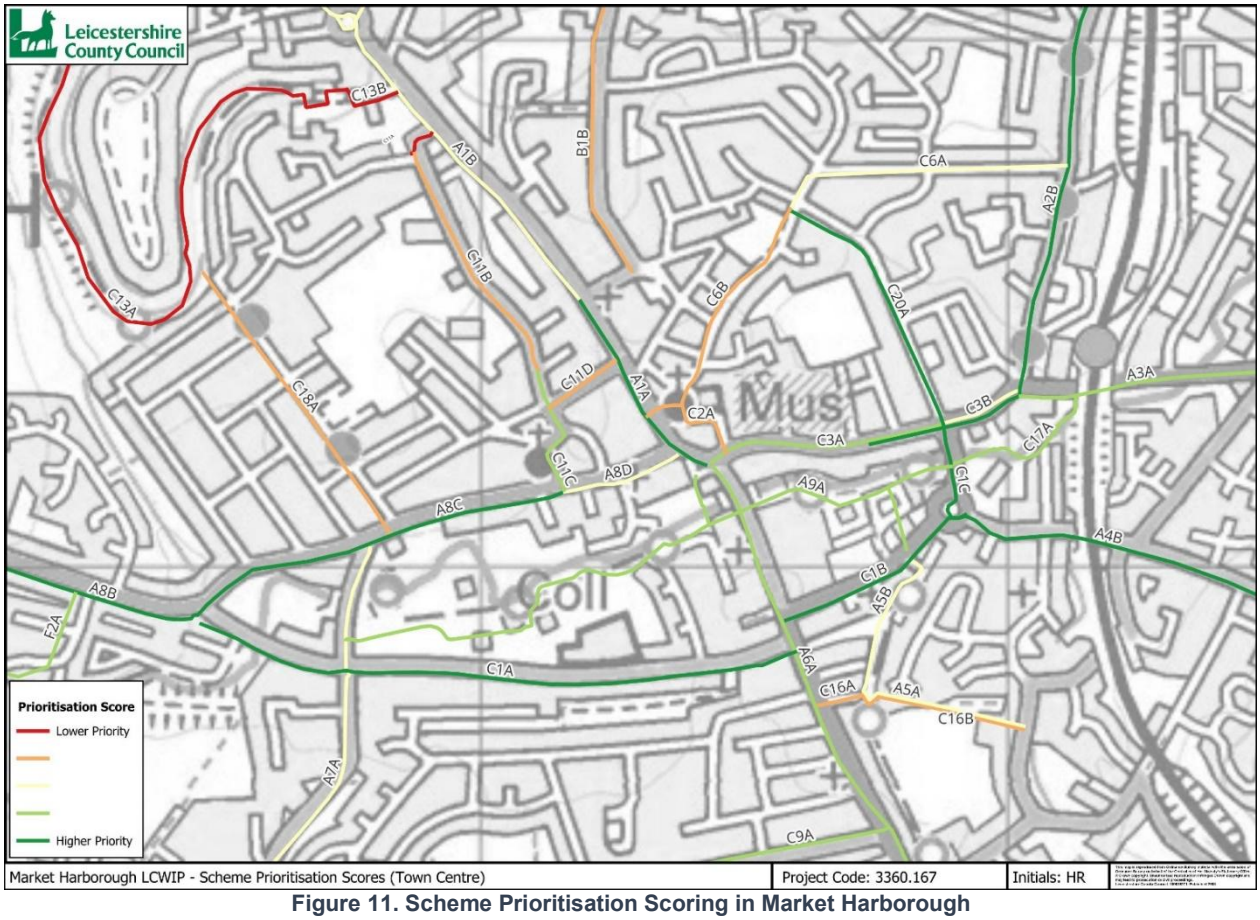

Figure 11. Scheme Prioritisation Scoring in Market Harborough

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 11. 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 A4304 from the A6 to Market Harborough train station, Welland Park Road, and The Broadway / Connaught Road / Clarence Street route.

Table 11. Full Corridor Schemes in Order of Priority

Location	Corridor Segments	Effectiveness	Attractiveness	Policy	Economic	Deliverability	Total Score
Market Harborough Train Station – A6 A4304	A3A / A3B	6.5	2.5	5.3	1.5	3.0	18.8
The Broadway/ Connaught Road/ Clarence Street Roman Way & The Crescent Roundabout – A4304	C20A	6.0	3.0	3.8	3.0	3.0	18.8
Welland Park Road	C1A / C1B / C1C	7.0	1.7	4.0	3.0	3.0	18.7
Lubenham to Market Harborough Riverside Path along School Lane, Old Hall Lane & Farndale View	F2A	4.0	2.0	7.3	4.0	0.0	17.3
Town Centre – Harborough Leisure Centre Northampton Road, A508	A6A / A6B	6.0	2.5	4.9	2.0	1.5	16.9
Welland Park following the River Welland Farndon Road – Town Centre – Kettering Road	A9A	8.0	0.0	5.8	3.0	0.0	16.8
Western Avenue/ Bath Street	C9A	5.0	2.0	4.7	2.0	3.0	16.7
Town Centre – Great Bowden Road Junction A4304 St Mary's Road	C3A / C3B	7.0	1.5	3.5	3.0	1.5	16.5
River Welland Riverside Kettering Road - Rockingham Road	C17A	5.0	0.0	3.0	5.0	3.0	16.0
Lubenham – Town Centre A4304 / Coventry Road	A8A / A8B / A8C / A8D	5.0	2.3	4.6	2.5	1.5	15.8
Farndon Road	A7A	6.0	2.0	2.5	2.0	3.0	15.5
Kettering Road	A4A / A4B	4.0	2.0	2.4	4.0	3.0	15.4
Town Centre – A6 Harborough Road / B6047 / A4304	A1A / A1B / A1C / A1D	5.0	2.3	3.9	2.5	1.5	15.2
Springfield Street – Little Bowden School & Scotland Road Junction via Brampton Valley Way & Path North of Harborough Park	A5A / A5B	5.0	1.5	3.0	1.5	3.0	14.0
Alvington Way and Burnmill Road Robert Smyth Academy	B1A / B1B	2.5	2.0	3.5	3.0	3.0	14.0
Brampton Valley Way extension	F6A	4.0	0.0	2.8	4.0	3.0	13.8
Great Bowden to St Mary's Road Station Road / Great Bowden Road	A2A / A2B	3.5	2.0	3.9	2.5	1.5	13.4
The Ridgeway and Ridgeway West	C19A	2.0	2.0	5.0	1.0	3.0	13.0
The Headlands & Roman Way	C6A / C6B	3.0	2.0	3.4	3.0	1.5	12.9
Fairfield Road & Abbey Street	C11A / C11B / C11C / C11D	3.3	1.8	4.3	2.3	0.8	12.3
Northampton Road to Little Bowden Primary School & Scotland Road Junction Auriga Street & Path North of Harborough Park	C16A / C16B	4.0	0.5	3.9	0.5	3.0	11.9
Town Centre Church Square / Adam and Eve Street	C2A	3.0	1.0	3.8	4.0	0.0	11.8
Logan Street/ Logan Crescent Public Footpath to Canal – Coventry Road	C18A	2.0	2.0	2.5	2.0	3.0	11.5
Rainsborough Gardens & Harborough Town FC Path via Watson Avenue	C14A / C14B / C14C / C14D	2.0	1.5	2.1	2.5	3.0	11.1

Location	Corridor Segments	Effectiveness	Attractiveness	Policy	Economic	Deliverability	Total Score
Riverside Path via Union Wharf to Bridge 12 (A6)	C13A / C13B	3.0	0.5	1.6	2.0	0.0	7.1
Foxton Locks Inn Path via Main Street	C30A	0.0	0.0	3.5	1.0	0.0	4.5

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

5.1.7. Figure 12 shows the breakdown of the prioritisation scores, highlighting the impact of the various criteria. For instance, in this study area, criteria 3 is only impacting the score of 8 corridor segments while criteria 9 is affecting 15 of them.

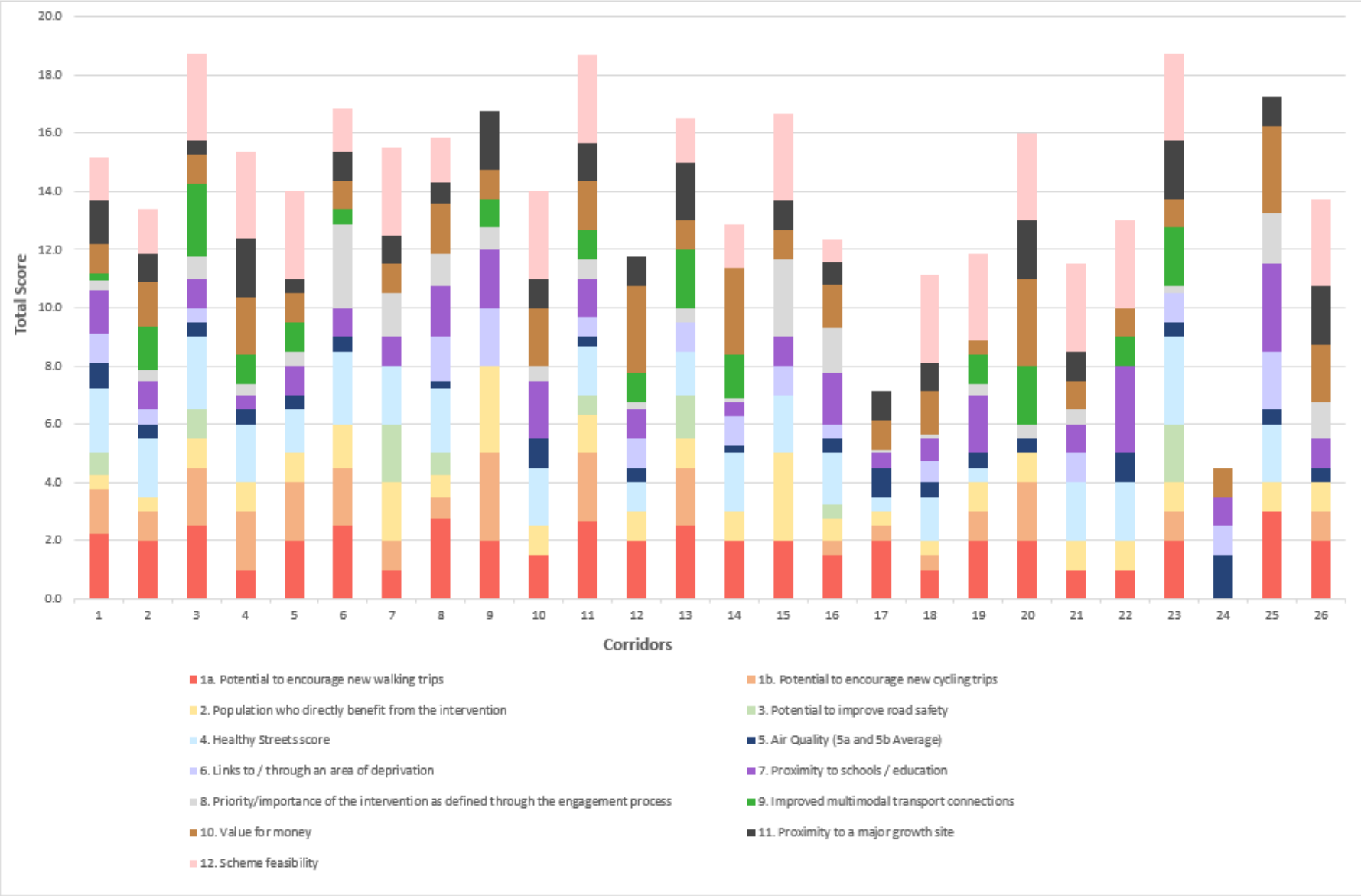

Figure 12. Breakdown of the Total Prioritisation Scores

Limitations:

5.1.8. A potential limitation of the prioritisation table is the inclusion of existing Healthy Streets scores, as this could be disfavouring 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 most 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 ten 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 12 shows how the timeframes have been categorised based on a combination of priority, project deliverability and indicative cost.

Table 12. Prioritisation Timescales Scoring

Priority	Conditions	Timescale
Very High	Scored 3 for criteria 12 (scheme feasibility) and is <£1,000,000	Short-term
	Scored 0 for criteria 12 and / or is >£1,000,000	Medium-term
High	Scored 3 for criteria 12 and is <£1,000,000	Short-term
	Scored 0 for criteria 12 and / or is >£1,000,000	Medium-term
Medium	Scored 3 for criteria 12 and is <1,000,000	Medium-term
	Scored 0 for criteria 12 and / or is >£1,000,000	Long-term
Low	Scored 3 for criteria 12 and is <£1,000,000	Medium-term
	Scored 0 for criteria 12 and / or is >£1,000,000	Long-term

5.1.12. Table 13 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.

Table 13. Indicative Prioritisation of Infrastructure Improvements - Timescales

Corridor Segment	Street(s)	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
A1A	A4304 High Street	0.48	17.75	9	High	£504,000.00	Medium-Term
A1B	B6047 Leicester Road	0.97	14.75	22	Medium	£1,020,000.00	Long-Term
A1C	B6047 Leicester Road	0.97	13.50	29	Medium	£1,709,625.00	Long-Term
A1D	Harborough Road	0.97	14.75	22	Medium	£1,098,375.00	Long-Term
A2A	Station Road	0.65	7.50	48	Low	£22,750.00	Long-Term

Corridor Segment	Street(s)	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
A2B	Great Bowden Road	0.99	19.25	5	Very High	£36,375.00	Short-Term
A3A	A4304 Rockingham Road	0.48	16.75	14	High	£1,380,000.00	Medium-Term
A3B	A4304 Rockingham Road	1.13	20.75	2	Very High	£1,980,000.00	Medium-Term
A4A	Kettering Road	0.20	9.75	45	Low	£2,078,125.00	Long-Term
A4B	Kettering Road	1.05	21.00	1	Very High	£1,058,000.00	Medium-Term
A5A	Brampton Valley Way	0.50	14.00	25	Medium	£112,500.00	Medium-Term
A5B	Britannia Walk	0.15	14.00	25	Medium	£166,250.00	Medium-Term
A6A	A508 Northampton Road	0.85	17.50	11	High	£1,414,500.00	Medium-Term
A6B	A508 Northampton Road	0.75	16.25	18	High	£1,265,000.00	Medium-Term
A7A	Farndon Road	1.10	15.50	20	Medium	£2,196,750.00	Long-Term
A8A	A4304 Harborough Road	0.64	10.75	41	Low	£630,000.00	Long-Term
A8B	A4304 Harborough Road/ A4304 Lubenham Hill	2.25	19.33	4	Very High	£3,316,500.00	Medium-Term
A8C	Coventry Road	0.48	19.75	3	Very High	£11,375.00	Short-Term
A8D	Coventry Road	0.16	13.50	29	Medium	£170,625.00	Long-Term
A9A	Farndon Road	1.45	16.75	14	High	£326,250.00	Medium-Term
B1A	Alvington Way	0.80	14.75	22	Medium	£11,750.00	Medium-Term
B1B	Burnmill Road / Bowden Lane	1.00	13.25	31	Medium	£2,925,750.00	Long-Term
C1A	Welland Park Road	1.20	19.25	5	Very High	£3,547,625.00	Medium-Term
C1B	Springfield Street	0.40	19.00	7	Very High	£2,156,000.00	Medium-Term
C1C	Kettering Road	0.17	17.75	9	High	£2,024,000.00	Medium-Term
C2A	Church Sqaure / Adam and Eve Street	0.20	11.75	37	Low	£209,000.00	Long-Term
C3A	A4304 St Mary's Road	0.45	17.50	11	High	£303,750.00	Medium-Term
C3B	A4304 St Mary's Road	0.16	15.50	20	Medium	£2,162,000.00	Long-Term
C6A	The Headlands	0.55	14.00	25	Medium	£11,750.00	Medium-Term
C6B	Roman Way	0.45	11.75	37	Low	£11,750.00	Long-Term
C9A	Western Avenue/ Bath Street	1.20	16.67	17	High	£1,272,000.00	Medium-Term
C11A	Fairfield Road	0.05	8.50	46	Low	£211,500.00	Medium-Term
C11B	Fairfield Road	0.45	12.00	35	Low	£450,000.00	Long-Term
C11C	Fairfield Road	0.26	16.75	14	High	£270,250.00	Medium-Term
C11D	Abbey Street	0.16	12.00	35	Low	£161,000.00	Long-Term
C13A	Riverside Path	2.40	8.25	47	Low	£529,000.00	Long-Term
C13B	Union Wharf	0.12	6.00	49	Low	£157,500.00	Long-Term
C14A	Watson Avenue/ Maurice Road	0.35	10.00	43	Low	£82,250.00	Medium-Term
C14B	Rainsborough Gardens/ Dallison Close	0.65	13.00	33	Medium	£141,000.00	Medium-Term
C14C	Harborough Town FC Path	0.40	10.00	43	Low	£5,400.00	Medium-Term
C14D	Access Road to Harborough Town FC	0.23	11.50	39	Low	£11,750.00	Medium-Term
C16A	Auriga Street	0.09	10.50	42	Low	£23,500.00	Medium-Term

Corridor Segment	Street(s)	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
C16B	Path North of Harborough Park	0.30	13.25	31	Medium	£67,500.00	Medium-Term
C17A	River Welland Riverside	1.45	16.00	19	High	£315,000.00	Short-Term
C18A	Logan Street/ Logan Crescent	0.60	11.50	39	Low	£629,375.00	Medium-Term
C19A	The Ridgeway and Ridgeway West	0.90	13.00	33	Medium	£928,250.00	Medium-Term
C20A	The Broadway/ Connaught Road/ Clarence Street	0.50	18.75	8	Very High	£11,250.00	Short-Term
C30A	Foxton Locks Inn Path	0.75	4.50	50	Low	£168,750.00	Long-Term
F2A	Riverside Path along School Lane, Old Hall Lane & Farndale View	2.34	17.25	13	High	£285,000.00	Medium-Term
F6A	Brampton Valley Way extension	1.10	13.75	28	Medium	£238,875.00	Medium-Term

5.2. Economic Appraisal

5.2.1. Table 14 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: Benefit Cost Ratios.

Table 14. Number of Proposed Corridor Segments in each Value for Money Category

	20-Year Appraisal			*40-Year Appraisal*		
BCR	**PCT 2011 Census**	***Govt. Target Scenario***	***Go Dutch Scenario***	**PCT 2011 Census**	***Govt. Target Scenario***	***Go Dutch Scenario***
No of Segments with a BCR >=4	1	4	4	5	5	8
No of Segments with a BCR 2 – 4	4	1	5	1	4	3
No of Segments with a BCR 1.5 - 2	0	1	0	2	1	2
No of Segments with a BCR 1 – 1.5	1	3	4	8	8	11
No of Segments with a BCR 0 – 1	44	41	37	34	32	26
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 15. This is an average of the segments that make up the overall route. The routes scoring higher BCRs are Lubenham to Market Harborough corridor (via School Lane, Old Hall Lane, and Farndale View), the Alvington Way and Burnmill Road corridor, and the corridor from Great Bowden to St Mary's Road (via Station Road and Great Bowden Road).

Table 15. Average BCRs for Full Corridor Schemes

Location	Corridor Segments	20-Year Appraisal			40-Year Appraisal		
		PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario
Town Centre – A6 Harborough Road / B6047 / A4304	A1A / A1B / A1C / A1D	0.46	0.50	0.74	0.81	0.88	1.31
Great Bowden to St Mary's Road Station Road / Great Bowden Road	A2A / A2B	1.93	3.07	8.18	3.20	5.07	13.47
Market Harborough Train Station – A6 A4304	A3A / A3B	0.42	0.42	0.43	0.74	0.74	0.75
Kettering Road	A4A / A4B	0.68	0.90	1.79	1.18	1.55	3.04
Springfield Street – Little Bowden School & Scotland Road Junction via Brampton Valley Way & Path North of Harborough Park	A5A / A5B	0.44	0.44	0.44	0.78	0.78	0.78
Town Centre – Harborough Leisure Centre Northampton Road, A508	A6A / A6B	0.46	0.58	0.66	0.81	1.03	1.15
Farndon Road	A7A	0.51	0.61	1.09	0.87	1.03	1.81
Lubenham – Town Centre A4304 / Coventry Road	A8A / A8B / A8C / A8D	0.55	0.64	1.16	0.97	1.12	1.98
Welland Park following the River Welland Farndon Road – Town Centre – Kettering Road	A9A	0.42	0.42	0.42	0.76	0.76	0.76
Alvington Way and Burnmill Road Robert Smyth Academy	B1A / B1B	3.07	5.28	17.43	5.14	8.81	29.00
Welland Park Road	C1A / C1B / C1C	0.51	0.89	1.56	0.87	1.54	2.68
Town Centre Church 30quare / Adam and Eve Street	C2A	0.86	1.16	2.44	1.51	2.01	4.19
Town Centre – Great Bowden Road Junction A4304 St Mary's Road	C3A / C3B	0.42	0.42	0.43	0.77	0.75	0.78
The Headlands & Roman Way	C6A / C6B	1.80	2.44	6.80	3.04	4.09	11.34
Western Avenue/ Bath Street	C9A	0.37	0.39	0.39	0.69	0.69	0.69
Fairfield Road & Abbey Street	C11A / C11B / C11C / C11D	0.88	0.90	1.02	1.56	1.59	1.78
Riverside Path via Union Wharf to Bridge 12 (A6)	C13A / C13B	0.41	0.41	0.41	0.73	0.73	0.73
Rainsborough Gardens & Harborough Town FC Path via Watson Avenue	C14A / C14B / C14C / C14D	0.49	0.49	0.49	0.76	0.76	0.76
Northampton Road to Little Bowden Primary School & Scotland Road Junction Auriga Street & Path North of Harborough Park	C16A / C16B	0.37	0.37	0.37	0.66	0.66	0.66
River Welland Riverside Kettering Road - Rockingham Road	C17A	0.77	0.77	0.77	1.37	1.37	1.37
Logan Street/ Logan Crescent Public Footpath to Canal – Coventry Road	C18A	0.44	0.44	0.44	0.71	0.71	0.71
The Ridgeway and Ridgeway West	C19A	0.40	0.40	0.40	0.71	0.71	0.71
The Broadway/ Connaught Road/ Clarence Street Roman Way & The Crescent Roundabout – A4304	C20A	1.26	1.26	1.26	2.16	2.16	2.16
Foxton Locks Inn Path	C30A	0.39	0.39	0.39	0.69	0.69	0.69

Location	Corridor Segments	20-Year Appraisal			40-Year Appraisal		
		PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario	PCT 2011 Census	Govt. Target Scenario	Go Dutch Scenario
via Main Street							
Lubenham to Market Harborough (Adam's Mile) Riverside Path along School Lane, Old Hall Lane & Farndale View	F2A	2.42	4.76	15.75	4.06	7.93	26.11
Brampton Valley Way extension	F6A	0.61	0.61	0.61	1.08	1.08	1.08

6. Appendices

6.1. Appendix 1: Prioritisation Scoring Criteria

Table 16. 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	*If any of the scheme goes through / adjoins a Key Trip Attractor the whole route will be scored 3, and so on.*
	1(b). Potential to encourage new cycling trips	Less than 170 Passenger Car Units (PCUs) Travelling <10km ***(PRTM 2021)***	171 - 340 PCUs Travelling <10km	341 - 510 PCUs Travelling <10km	More than 511 PCUs Travelling <10km	*Where there are no outputs for a link in the PRTM, the PCUs will be taken from the nearest comparable link.*
	2. Population who directly benefit from the intervention	<2,000 residents within a 400m buffer ***(2011 Census)***	2,000 - 4,000 residents within a 400m buffer	4,001 – 6,000 residents within a 400m buffer	>6,000 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 2017-22 ***(COBALT Parameter File v2020.1)***	Scheme is on a route that had a cost per casualty score of 1 - 10 from 2017-22	Scheme is on a route that had a cost per casualty score of 11 - 20, or where there were >5 incidents, from 2017-22	Scheme is on a route that had a cost per casualty score of >21, or where there were >10 incidents, from 2017-22	-
Attractiveness	**4. Healthy Streets score**	Healthy Streets score of >=65	Healthy Streets score of 37 - 65	Healthy Streets score of 20 - 36	Healthy Streets score of <=20	-
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	*If any of the scheme goes through / adjoins an AQMA the whole route will be scored 3.*
	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%)	*Where the route goes through more than one LSOA, the score will be assigned based on which LSOA the majority of the route falls within.*
	6. Links to / through an area of deprivation	IMD Deciles 9-10	IMD Deciles 6-8	IMD Deciles 3-5	IMD Deciles 1-2	*Where the route goes through more than one LSOA, the score will be assigned based on which LSOA the majority of the route falls within.*
	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	*If any of the scheme directly adjoins the entrance to an education facility the whole route will be scored 3, and so on.*
	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 <0.35) ***(20 Year Appraisal)***	Low (BCR 0.35-0.65)	Medium (BCR 0.65-0.95)	High / very high (BCR >0.95)	
	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	*If any of the scheme is within a committed development the whole route will be scored 3, and so on.*
Deliverability	**12. Scheme feasibility**	Land ownership or other issue likely to delay or prevent the scheme	-	-	No issues, scheme feasible to be undertaken	*If any of the scheme falls outside LCC highway or any of the scheme falls within a protected area the whole route will be scored 0.*

6.2. Appendix 2: Full Prioritisation Table for the Market Harborough LCWIP

Table 17. Market Harborough Area LCWIP Prioritisation Table

	Effectiveness				Attractiveness	Policy							Economic		Deliverability	Prioritisation	
Scheme	1a. Potential to encourage new walking trips	1b. Potential to encourage new cycling trips	2. Population who directly benefit from the intervention	3. Potential to improve road safety	4. Healthy Streets score	*5a. Improvement in air quality -proximity to an AQMA area*	*5b. Improvement in air quality - PBCC car emissions*	5. Air Quality (5a and 5b Average)	6. Links to / through an area of deprivation	7. Proximity to schools / education	8. Priority/importance of the intervention as defined through the engagement	9. Improved multimodal transport connections	10. Value for money	11. Proximity to a major growth site	12. Scheme feasibility	Total Score	Rank
A1A	3	3	1	2	2	0	1	0.5	1	2	0.25	1	1	1	0	**17.75**	9
A1B	2	2	1	1	2	0	1	0.5	1	3	0.25	0	1	1	0	**14.75**	22
A1C	3	1	0	0	2	0	2	1	0	1	0.5	0	1	1	3	**13.5**	29
A1D	1	0	0	0	3	0	3	1.5	2	0	0.25	0	1	3	3	**14.75**	22
A2A	2	0	0	0	2	0	2	1	0	2	0.5	0	0	0	0	**7.5**	48
A2B	2	2	1	0	2	0	0	0	1	0	0.25	3	3	2	3	**19.25**	5
A3A	2	2	1	0	2	0	0	0	1	0	0.75	3	1	1	3	**16.75**	14
A3B	3	2	1	2	3	0	2	1	0	2	0.75	2	1	0	3	**20.75**	2
A4A	0	1	0	0	2	0	1	0.5	0	0	0.25	0	1	2	3	**9.75**	45
A4B	2	3	2	0	2	0	1	0.5	0	1	0.5	2	3	2	3	**21**	1
A5A	2	3	1	0	1	0	1	0.5	0	1	0.5	1	1	0	3	**14**	25
A5B	2	1	1	0	2	0	1	0.5	0	1	0.5	1	1	1	3	**14**	25
A6A	3	3	2	0	2	0	1	0.5	0	1	3	1	1	1	0	**17.5**	11
A6B	2	1	1	0	3	0	1	0.5	0	1	2.75	0	1	1	3	**16.25**	18
A7A	1	1	2	2	2	0	0	0	0	1	1.5	0	1	1	3	**15.5**	20
A8A	3	0	0	0	2	0	1	0.5	2	1	0.25	0	2	0	0	**10.75**	41
A8B	3	1	1	0	2	0	1	0.5	2	1	2.83	0	2	1	3	**19.33**	4
A8C	2	1	1	3	2	0	0	0	1	3	0.75	0	2	1	3	**19.75**	3
A8D	3	1	1	0	3	0	0	0	1	2	0.5	0	1	1	0	**13.5**	29
A9A	2	3	3	0	0	0	0	0	2	2	0.75	1	1	2	0	**16.75**	14
B1A	2	0	1	0	2	0	3	1.5	0	1	0.25	0	3	1	3	**14.75**	22
B1B	1	0	1	0	2	0	1	0.5	0	3	0.75	0	1	1	3	**13.25**	31
C1A	2	1	2	2	1	0	0	0	2	3	1.25	0	1	1	3	**19.25**	5
C1B	3	3	1	0	2	0	1	0.5	0	1	0.5	1	3	1	3	**19**	7
C1C	3	3	1	0	2	0	1	0.5	0	0	0.25	2	1	2	3	**17.75**	9
C2A	2	0	1	0	1	0	1	0.5	1	1	0.25	1	3	1	0	**11.75**	37
C3A	3	2	1	3	2	0	0	0	1	0	0.5	2	1	2	0	**17.5**	11
C3B	2	2	1	0	1	0	0	0	1	0	0.5	2	1	2	3	**15.5**	20
C6A	2	0	1	0	2	0	0	0	1	0	0	2	3	0	3	**14**	25
C6B	2	0	1	0	2	0	1	0.5	1	1	0.25	1	3	0	0	**11.75**	37
C9A	2	0	3	0	2	0	0	0	1	1	2.67	0	1	1	3	**16.67**	17
C11A	1	0	0	0	1	0	2	1	0	1	0.5	0	1	0	3	**8.5**	46
C11B	1	0	1	0	1	0	2	1	0	3	3	0	1	1	0	**12**	35
C11C	2	1	1	0	3	0	0	0	1	2	2.75	0	3	1	0	**16.75**	14
C11D	2	1	1	2	2	0	0	0	1	1	0	0	1	1	0	**12**	35
C13A	2	0	1	0	0	0	2	1	0	1	0.25	0	1	2	0	**8.25**	47
C13B	2	1	0	0	1	0	2	1	0	0	0	0	1	0	0	**6**	49
C14A	0	0	1	0	2	0	0	0	0	0	0	0	3	1	3	**10**	43
C14B	1	0	1	0	2	0	2	1	1	2	0	0	1	1	3	**13**	33
C14C	1	1	0	0	0	0	2	1	1	1	0	0	1	1	3	**10**	43

	Effectiveness				Attractiveness	Policy							Economic		Deliverability	Prioritisation	
Scheme	1a. Potential to encourage new walking trips	1b. Potential to encourage new cycling trips	2. Population who directly benefit from the intervention	3. Potential to improve road safety	4. Healthy Streets score	*5a. Improvement in air quality -proximity to an AQMA area*	*5b. Improvement in air quality - PBCC car emissions*	5. Air Quality (5a and 5b Average)	6. Links to / through an area of deprivation	7. Proximity to schools / education	8. Priority/importance of the intervention as defined through the engagement	9. Improved multimodal transport connections	10. Value for money	11. Proximity to a major growth site	12. Scheme feasibility	Total Score	Rank
C14D	2	1	0	0	2	0	0	0	1	0	0.5	0	1	1	3	**11.5**	39
C16A	2	1	1	0	1	0	1	0.5	0	1	0	1	0	0	3	**10.5**	42
C16B	2	1	1	0	0	0	1	0.5	0	3	0.75	1	1	0	3	**13.25**	31
C17A	2	2	1	0	0	0	1	0.5	0	0	0.5	2	3	2	3	**16**	19
C18A	1	0	1	0	2	0	0	0	1	1	0.5	0	1	1	3	**11.5**	39
C19A	1	0	1	0	2	0	2	1	0	3	0	1	1	0	3	**13**	33
C20A	2	1	1	2	3	0	1	0.5	1	0	0.25	2	1	2	3	**18.75**	8
C30A	0	0	0	0	0	0	3	1.5	1	1	0	0	1	0	0	**4.5**	50
F2A	3	0	1	0	2	0	1	0.5	2	3	1.75	0	3	1	0	**17.25**	13
F6A	2	1	1	0	0	0	1	0.5	0	1	1.25	0	2	2	3	**13.75**	28

*** The scores for criteria 8 and the total scores have been rounded to 2 d.p.**

6.3. Appendix 3: Benefit Cost Ratios

Table 18. BCR – Proposed Cycling and Walking Routes

Corridor No.	Corridor Segment	Details of Scheme	BCR					
			20-Year Appraisal			*40-Year Appraisal*		
			PCT 2011 Census	*Govt. Target Scenario*	*Go Dutch Scenario*	PCT 2011 Census	*Govt. Target Scenario*	*Go Dutch Scenario*
A1	A1A	This scheme is located along High Street between The Square and Bowden Lane. This scheme considers surfacing treatments and improving junctions and crossing points	**0.50**	0.55	0.81	**0.87**	0.96	1.38
	A1B	This scheme is located along Leicester Road between Bowden Land and St Luke's Hospital. This scheme considers repurposing carriageway space and upgrading the roundabout at Alvington Way	**0.47**	0.50	0.66	**0.82**	0.88	1.31
	A1C	This scheme is located on Leicester Road between St Luke's Hospital and the canal. This scheme considers the installation of a 2-way cycle lane, the installation of a new crossing outside St Luke's Hospital, and improvements to junctions.	**0.39**	0.39	0.41	**0.80**	0.69	0.72
	A1D	This scheme is located on Harborough Road between the canal and A6. This scheme considers improving carriageway conditions, improving existing crossing facility, and improving cyclist signage.	**0.47**	0.57	1.09	**0.75**	0.97	1.81
A2	A2A	This scheme is location along Station Road between Main Street and the rail overbridge and is a part of NCN 64. This scheme aims to improve signage and road markings and review carriageway and footway space on the bridge	**0.10**	0.10	0.10	**0.19**	0.19	0.19
	A2B	This scheme is located along Great Bowden Road between the rail overbridge and St Mary's Road. This scheme considers improving signage and road markings, and upgrading existing carriageway infrastructure.	**3.76**	6.03	16.25	**6.21**	9.94	26.75
A3	A3A	This scheme is located along A4304 Rockingham Road between Great Bowden Land and Gores Lane. This scheme considers reallocating carriageway space and junction improvements.	**0.36**	0.30	-0.01	**0.64**	0.55	0.04
	A3B	This scheme is located along A4304 Rockingham Road between Gores Land and Dingley Road. This scheme considers junction improvements and the repurposing of carriageway and footway spaces	**0.41**	0.41	0.41	**0.72**	0.72	0.72
A4	A4A	This scheme is located along Kettering Road between Grayling Road and Coleridge Way. This scheme considers improvements to junctions and the roundabout.	**0.38**	0.38	0.38	**0.68**	0.68	0.68
	A4B	This scheme is location along Kettering Road between Coleridge Way and Springfield Street. This scheme aims to improve maintenance of existing footways and widen the shared use facilities.	**0.97**	1.41	3.20	**1.68**	2.41	5.39
A5	A5A	This scheme is located on Brampton Valley Way (which is a part of the NCN 6) and the shared-use path along Harborough Park between Auriga Street and Scotland Road. This Scheme considers improvement to existing signage and reviewing existing infrastructure.	**0.52**	0.52	0.52	**0.92**	0.92	0.92
	A5B	This scheme is located along Britannia Walk. This scheme considers improvements to the Springfield Street junction	**0.36**	0.36	0.36	**0.63**	0.63	0.63
A6	A6A	This scheme is located along Northampton Road between St Mary's Road and Caxton Street. This scheme considers improvements to St Mary's Road junction and convert advisory cycle lanes to mandatory.	**0.48**	0.69	0.71	**0.84**	1.21	1.23
	A6B	This scheme is located along Northampton Road between Caxton Street and Harborough Leisure Centre. This scheme aims to improve access to sports centre and improve signage.	**0.44**	0.47	0.61	**0.78**	0.84	1.07
A7	A7A	This scheme is located along Farndon Road between Coventry Road and Watson Avenue. This scheme considers providing segregated cycleways and crossing at junctions.	**0.51**	0.61	1.09	**0.87**	1.03	1.81
A8	A8A	This scheme is located east of Lubenham. This scheme considers providing advisory cycle lanes	**0.62**	0.90	2.22	**1.10**	1.57	3.79
	A8B	This scheme is located along A4304 between School Lane and Clarke Street. This scheme considers advisory cycle lanes, crossing facilities, and widening shared use facilities.	**0.62**	0.70	1.44	**1.05**	1.19	2.41
	A8C	This scheme is located along Coventry Road between Clarke Street and Fairfield Road. This scheme aims to improve signage and road markings.	**0.58**	0.58	0.58	**1.02**	1.02	1.02
	A8D	This scheme is located along Coventry Road between Fairfield Road and The Square. This scheme considers allowing contra flow cycling as well as improving existing signage and road markings.	**0.39**	0.39	0.39	**0.69**	0.69	0.69
A9	A9A	This scheme is located within Welland Park following the alignment of the River Welland. The route to the west of Kettering Road is part of the NCN 6 and the eastern section is part of NCN 64. This scheme aims to widen shared use facility and improve existing signage.	**0.42**	0.42	0.42	**0.76**	0.76	0.76
B1	B1A	This scheme is located along Alvington Way. This scheme considers improvements to junctions and provide cycle symbols on the carriageway.	**5.74**	10.15	34.43	**9.58**	16.91	57.24
	B1B	This scheme is located along Burnmill Road and Bowden Lane. This scheme considers traffic calming measures and junction improvements.	**0.39**	0.40	0.42	**0.70**	0.71	0.75
C1	C1A	This scheme is located along Welland Park road. This scheme considers junction improvements and repurposing carriageway and footpath.	**0.44**	0.47	0.62	**0.76**	0.81	1.06
	C1B	This scheme is located along Springfield Street. This scheme considers improvements to existing road markings, carriageway conditions, and junctions.	**0.69**	1.80	3.67	**1.16**	3.10	6.28
	C1C	This scheme is located along Kettering Road. This scheme aims to improve junctions, existing signage and maintenance of footways	**0.39**	0.39	0.39	**0.70**	0.70	0.70
C2	C2A	This scheme is located along a one-way road, Church Square, Adam and Eve Street. This scheme considers reducing carriageway widths and restrict to "Access Only"	**0.86**	1.16	2.44	**1.51**	2.01	4.19

Corridor No.	Corridor Segment	Details of Scheme	BCR					
			20-Year Appraisal			*40-Year Appraisal*		
			PCT 2011 Census	*Govt. Target Scenario*	*Go Dutch Scenario*	PCT 2011 Census	*Govt. Target Scenario*	*Go Dutch Scenario*
C3	C3A	This scheme is located along St Mary's Road between The Square and Clarence Street. This scheme considers improvements to existing signage and St Mary's Road/ Kettering junction. This scheme also considers repurposing of carriageway space to provide cycleway in both directions.	**0.43**	0.44	0.49	**0.79**	0.79	0.87
	C3B	This scheme is located along St Mary's Road between Clarence Street and Great Bowden Road. This scheme considers repurposing of carriageway space to provide segregated cycleway and improve the maintenance of existing shared use path.	**0.40**	0.40	0.36	**0.75**	0.71	0.68
C6	C6A	This scheme is located along The Headlands between Great Bowden Road and The Crescent. This scheme considers improvements to junctions and reviewing the existing mini roundabout.	**2.85**	4.12	12.85	**4.78**	6.89	21.39
	C6B	This scheme is located along Roman Way between The Broadway and Church Square. This scheme considers reviewing the existing mini roundabout and carriageway widths. This scheme also considers providing crossings and improving junctions.	**0.75**	0.75	0.75	**1.29**	1.29	1.29
C9	C9A	This scheme is located along Western Avenue and Bath Street between Farndon Road and Northampton Road. This scheme considers refreshing road markings, provide crossing facilities, and reviewing existing mini roundabouts and carriageway widths.	**0.37**	0.39	0.39	**0.69**	0.69	0.69
C11	C11A	This scheme is located along Fairfield Road between Leicester Road and Fairway. This scheme considers providing advisory cycle lanes and crossing facilities and junction improvements.	**0.41**	0.42	0.54	**0.76**	0.75	0.87
	C11B	This scheme is located along Fairfield Road between Fairway and Angel Street. This scheme considers providing continuous mandatory cycle lanes and introducing parking restriction.	**0.41**	0.41	0.41	**0.74**	0.74	0.74
	C11C	This scheme located along Fairfield Road between Angel Street and Coventry Road. This scheme considers repurposing carriageway space, improvements to junctions, and refresh road markings.	**2.26**	2.29	2.46	**4.01**	4.07	4.34
	C11D	This scheme is located along Abbey Street which is a one-way road between Fairfield Road and High Street. This scheme considers providing contra flow cycle lane to Abbey Street and provide cycle symbols.	**0.42**	0.46	0.66	**0.74**	0.80	1.16
C13	C13A	This scheme is located on the riverside path from Bridge 12 (A6 Bridge), Grand Union Canal to Union Wharf. This route is a part of NCN 6 and is a traffic-free path along the canal. This scheme considers improvements to the surface path, the cutting back vegetation, and providing in-ground lights to enable nighttime usage.	**0.45**	0.45	0.45	**0.81**	0.81	0.81
	C13B	This scheme is located along Union Wharf. This scheme considers converting the existing pelican on Leicester Road to a toucan crossing.	**0.36**	0.36	0.36	**0.65**	0.65	0.65
C14	C14A	This scheme is located along Watson Avenue and Maurice Road between Farndon Road and Rainsborough Gardens. This scheme considers junction improvements.	**0.71**	0.71	0.71	**1.20**	1.20	1.20
	C14B	This scheme is located along Rainsborough Gardens and Dallison Close between Maurice Road and Harborough Town Football Club Path. This scheme considers widening shared use facility into the Sports ground by cutting back existing fence and improving junctions.	**0.40**	0.40	0.40	**0.38**	0.38	0.38
	C14C	This scheme is located alongside Harborough Town sports ground which is a traffic-free shared-use path. The scheme considers providing cycle parking and seating along corridor.	**0.40**	0.40	0.40	**0.67**	0.67	0.67
	C14D	This scheme involves the access road to leisure centre and football club located between Harborough Town Football Club Path and Northampton Road. This scheme considers improving signage, improvements to junctions, and traffic calming measures.	**0.44**	0.44	0.44	**0.79**	0.79	0.79
C16	C16A	This scheme is located along Auriga Street. This scheme considers providing a raised crossing at Northampton Road and cycle parking at the entrance to Harborough Park.	**0.29**	0.29	0.29	**0.50**	0.50	0.50
	C16B	This scheme involves a shared-use path, separated from traffic, along Harborough Park between Auriga Street and Scotland Road. This scheme considers providing cycle parking in the park and near Little Bowden Primary School and widening the shared use facility.	**0.45**	0.45	0.45	**0.82**	0.82	0.82
C17	C17A	This scheme is part of NCN 64 which is a shared-use path, separated from traffic, along River Welland. This scheme considers widening the shared use facility.	**0.77**	0.77	0.77	**1.37**	1.37	1.37
C18	C18A	This scheme is located along Logan Street and Logan Crescent between Coventry Road. This scheme considers assessing carriageway condition, providing crossing points, and provide cycle parking at the park.	**0.44**	0.44	0.44	**0.71**	0.71	0.71
C19	C19A	This scheme is located along The Ridgeway and Ridgeway West between Burnmill Road and Great Bowden Road. This scheme considers improvements to junctions and provide cycle parking near Ridgeway Primary Academy.	**0.40**	0.40	0.40	**0.71**	0.71	0.71
C20	C20A	This scheme is located along The Broadway, Connaught Road and Clarence Street between Roman Way and St Mary's Road. This scheme considers junction improvements, reviewing existing parking bays, and provide cycle parking at recreation ground accessway.	**1.26**	1.26	1.26	**2.16**	2.16	2.16
C30	C30A	This scheme is located on the unpaved path that connects Main Street to Foxton Locks. This scheme aims to highlight cycle presence by reviewing and improving existing signage, and add cycle markings on Main Street at the entrance.	**0.39**	0.39	0.39	**0.69**	0.69	0.69
F2	F2A	This scheme is located along the traffic free path between Farndale View and Old Hall Lane (Adam's Mile). This scheme considers providing crossing points, widening the footbridge over the River Welland, providing in-ground lighting along path to allow all-day cycling and walking, and provide cycle parking on the two ends of this route.	**2.42**	4.76	15.75	**4.06**	7.93	26.11
F6	F6A	This scheme is located on a shared-use path and an extension of Bramptoon Valley Way. It is part of the NCN 6 and leads to the new developments on the southern ends of this route. This scheme considers providing in-ground lighting to allow all-day cycling and walking and widening the shared use facility.	**0.61**	0.61	0.61	**1.08**	1.08	1.08

7. Contact Details

We trust that our report meets your expectations and look forward to working with you again soon.

If you have any questions, please do not hesitate to contact:

Laura Good
Framework Manager
Network Data & Intelligence
Environment & Transport Department
Leicestershire County Council

Email: etcf@leics.gov.uk