

Market Harborough Area

Local Cycling and Walking Infrastructure Plan (LCWIP)



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1. Introduction

Following the adoption of our Cycling and Walking Strategy and Action Plan in 2021, we have been developing Local Cycling and Walking Investment Plans (LCWIPs) for county towns and the urban areas surrounding Leicester City. These plans provide a robust, data-driven framework for identifying and prioritising cycling, walking and wheeling networks and schemes.

The term ‘wheeling’ refers to people using wheeled mobility aids such as wheelchairs and mobility scooters, as well as people walking with pushchairs and prams.

This report summarises how we have developed an LCWIP for the Market Harborough area, the evidence base which informed its development, and 10-year pipeline of prioritised schemes.

1.1 What are LCWIPs?

LCWIPs are documents which identify cycling, walking, and wheeling networks, along with a prioritised list of schemes. They contain network maps and proposals for making travel by cycling, walking, and wheeling easier, more attractive, and more accessible for all.

Before future investment is decided, the evidence and schemes from the LCWIPs are incorporated into our Multi-Modal Area Investment Plans (MMAIPs). The MMAIPs will set out strategies and investment plans for integrated transport solutions to meet the needs and requirements of our communities.

Introduced in the Government’s Cycling and Walking Investment Strategy (2017), LCWIPs provide a strategic, long-term approach to improving local cycling, walking and wheeling networks, helping increase trips.



1.2 What are the benefits of LCWIPs?

Increasing the number of people travelling by cycling, walking and wheeling is critical to achieving a number of transport and non-transport Government objectives, including public health and environmental outcomes.

Choosing to travel by active modes helps people to increase their physical activity levels, reducing obesity and improving cardiovascular fitness. Active travel has also been linked to improved mental health and a reduction in the number of preventable early deaths, such as those associated with obesity and poor air quality.

If more people are enabled to choose to walk, cycle or wheel the reduction in car journeys on Leicestershire's roads will help to improve road safety and reduce congestion, improving journey times and the driving experience for people who travel by car, van, bus etc.

1.3 LCWIPs in Leicestershire

Following the publication of the first Cycling and Walking Investment Strategy by DfT, we developed a Cycling and Walking Strategy (CaWS) and Action Plan for Leicestershire. Our CaWS targets over the next 10 years are to:

- Increase cycle and walking trips to schools and education by 10%,
- Increase commuting cycle and walking trips to employment by 10%, and
- Increase the levels of walking and cycling trips in the county by 15%.

To achieve this, we are developing LCWIPs covering Leicestershire's main urban areas, rather than one LCWIP covering the entire county. This enables us to focus on the specific needs of each individual area and identify potential improvements to cycling, walking and wheeling infrastructure earlier.

The robust evidence base from the LCWIP ensures that cycling, walking and wheeling are fully represented alongside other transport modes when prioritising investment through the MMAIP.

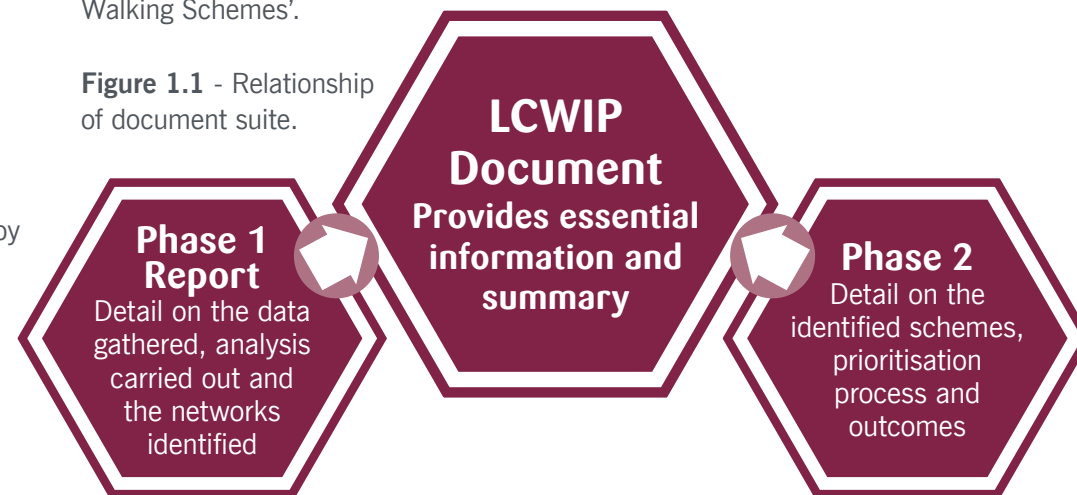
This LCWIP covers the market town of Market Harborough and the area surrounding it, including the Great Bowden, Little Bowden, Lubenham, Foxton, and Gartree settlements.

Background information on the LCWIP process and its policy context can be found in Phase 1 Report, Section 1 'Introduction', pages 1-3.

1.4 Using the document suite

The LCWIP document is supported by the evidence base 'Market Harborough LCWIP Phase 1 Report – Network Planning for Cycling and Walking' and 'Market Harborough LCWIP Phase 2 Report – Prioritisation of Cycling and Walking Schemes'.

Figure 1.1 - Relationship of document suite.



Where further detail is available in the Phase 1 and Phase 2 reports, this example signpost icon will guide readers to the relevant sections.

Phase 1 Report
Section 1
Pages 1-3



2. LCWIP objectives

All of our LCWIPs have their own location-specific objectives, based on the individual needs of the areas which they cover, as well as being expected to contribute to the objectives in our Cycling and Walking Strategy and Action Plan.

These objectives were developed using feedback from engagement activities combined with demographic information to identify important issues for local residents and the Market Harborough area.

2.1 Cycling and Walking Strategy (CaWS) objectives

The CaWS objectives are:

1. To enhance the infrastructure that supports cycling and walking in Leicestershire.
2. To enable people to cycle and walk in Leicestershire.
3. To inspire a step change in cycling and walking in Leicestershire.

2.2 Market Harborough LCWIP objectives

The location-specific objectives of this LCWIP are:

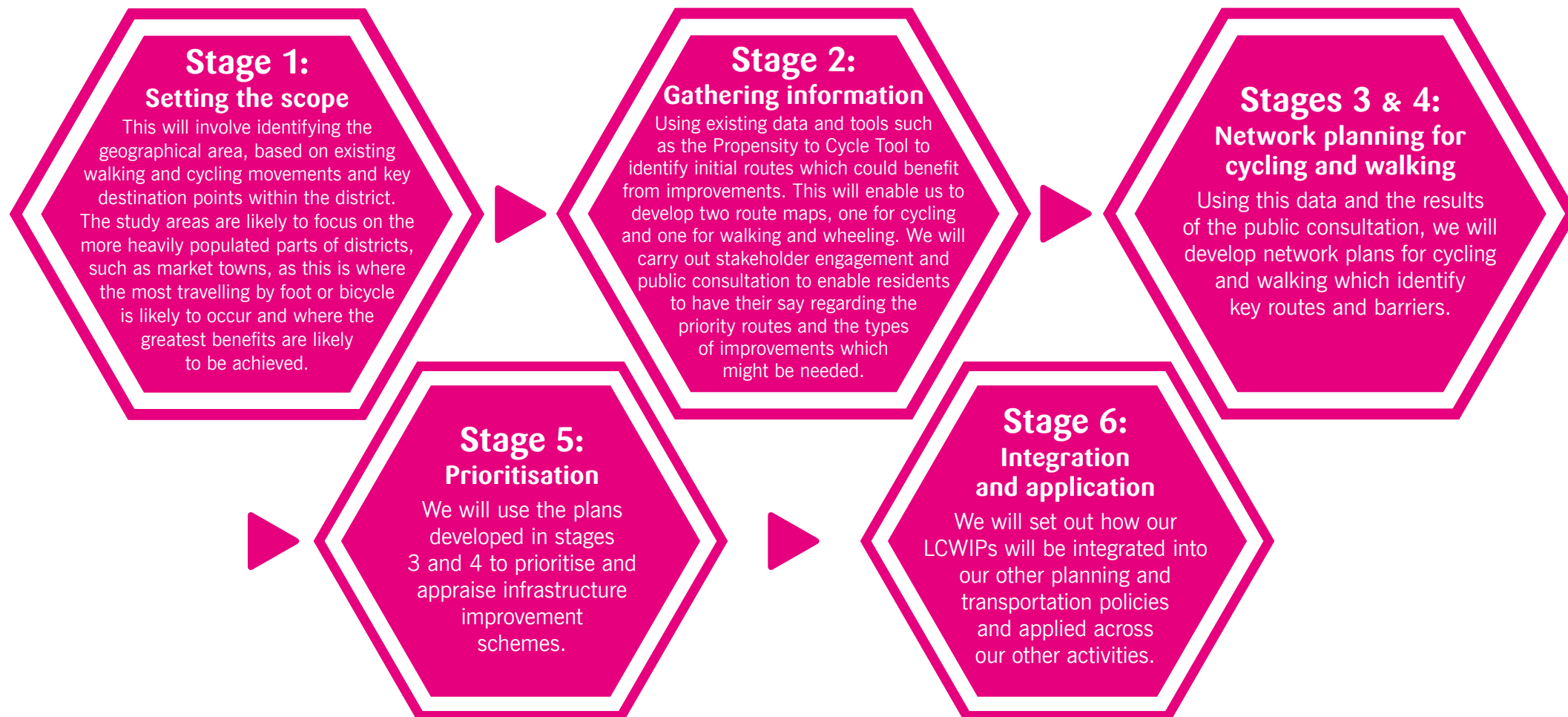
1. To provide active travel infrastructure connecting planned development areas to the west and north-west of Market Harborough.
2. To improve active travel access to key employment sites, including Springfield and Welland Business Parks, and Sovereign Park Industrial Estate.

3. To improve access to Robert Smyth Academy.
4. To improve travel connections to Market Harborough Railway Station and St Luke's Hospital.
5. To improve connectivity across and between Market Harborough, Great Bowden, Little Bowden, and Lubenham.



3. The LCWIP development process

The LCWIP development process is set out in the LCWIP Technical Guidance, published by DfT in 2017, and is made up of 6 stages:



The sections below summarise how we followed the requirements of each stage of the process.

4. Stage 1 - Setting the scope

The LCWIP guidance states that local authorities should consider the density and number of services and facilities to which people want to travel when defining the geographical boundary of the LCWIP. Typically, people are willing to travel up to 10km by cycling and up to 2km by walking or wheeling.

In Leicestershire, most cycling, walking and wheeling takes place in urban areas, which are more densely populated and have a greater number of services and facilities within a short distance. The boundaries of these areas were set using the Office of National Statistics Lower Super Output Areas¹.

Our programme of LCWIPs was prioritised based on 2011 Census² data, cycle count data where available, and the potential for areas to benefit from increased cycling, walking and wheeling, based on DfT best practice.

4.1 Area overview

The Market Harborough LCWIP area covers the main urban and inter-urban areas around Market Harborough in Harborough district. Based on the Office for National Statistics mid-2019 population estimates, the study area has an overall population of approximately 26,000. The topography is mainly gentle reliefs, with certain locations presenting pronounced gradients. Numerous physical

barriers with limited crossing points exist, including rivers, canals, railway lines, and heavily trafficked roads. Overgrown plants and damaged surfaces are maintenance issues that present other barriers to active travel.

Phase 1 Report
Sections 2.1 to 2.4
Pages 4-13



¹ Lower Super Output Areas are areas which comprise between 400 and 1,200 households and have a usually resident population of between 1,000 and 3,000 people

² 2021 Census data was not available at the time of developing the geographical scope

5. Stage 2 - Gathering information

2011 Census data shows that in Market Harborough and Foxton around half of residents working within the study area are choosing cycling, walking, or wheeling to travel to work. In Little Bowden just over two fifths make the same choice.

Importantly, 65% of journeys to work in the Market Harborough study area are 10km or less, distances that people are more likely to choose to travel by walking, wheeling, and cycling.

Phase 1 Report
Sections 2.5 to 2.8
Pages 14-27



Analysis of collisions from 2017-2022 identified 7 pedestrian collisions (0 fatal, 3 serious injury) and 15 cyclist collisions (0 fatal, 6 serious injury), with many clustered around Market Harborough town centre.



Analysis of this and other data gave us the baseline position of cycling, walking and wheeling in the LCWIP area, from which we could measure the potential for improvement. This was used as a starting point to develop ideas for what the future cycling and walking networks might look like, and to inform our engagement with stakeholders and the public.



Data from Google Maps, our BetterPoints app, and Strava gave us information about the routes which people currently use to travel to and from these locations, whilst the Department for Transport's Propensity to Cycle Tool helped us to assess the potential future demand for travel on these routes.

We also engaged with key stakeholders, including residents, to get their priorities for improvements and their views on the preliminary route networks.

Engagement consisted of:

- workshops with Harborough District Council,
- email communication with elected members, to obtain their top priority locations for improvements, and
- a map-based online engagement exercise for residents and other interested parties.

Phase 1 Report
Section 5.1
Page 40



6. Stages 3 & 4 - Network planning for cycling, walking and wheeling

6.1 Stage 3 - Network planning for cycling

The destinations which we identified as part of stage 2 were grouped together to create 'clusters' of destinations within a 400m radius, as 400m is the recommended density for a joined-up urban cycling network. Unsurprisingly, most of the Market Harborough LCWIP destination clusters are located around Market Harborough town centre.

Phase 1 Report
Section 3
Pages 28-35



Most cycling trips start at home. We mapped 'desire lines' which are 'as the crow flies' indicative connections between major housing developments and the clusters of destinations. Demand was allocated to these lines using 2011 Census data. We also separately mapped developments built since the 2011 census, as well as those developments planned for the future.

Google Maps, BetterPoints, and Strava data was used to identify the routes which people would be most likely to prefer when travelling between these places.

This information was brought together with the rest of the data from stage 2 to develop a preliminary cycling network, which was used for the public engagement. We asked residents for feedback on:

1. The draft priority network, e.g., were there key routes missing, or did they feel a change to a route was needed.
2. The types of infrastructure improvements that residents would like to see on the cycling, walking and wheeling network - e.g., dedicated cycle lanes, junction improvements, shelters, benches etc.
3. Other feedback they thought would be of value in developing the LCWIP for this area.

The preliminary network plans then were amended and finalised.

The key cycling routes on the priority network are defined and prioritised in accordance with the LCWIP technical guidance as follows:

- Primary
- Secondary
- Local

Routes which will serve proposed future developments identified in the District Council's Local Plan are given indicative classifications based on the same usage criteria as above:

- Future Primary
- Future Secondary
- Future Local



Phase 1 Report
Sections 5.2 to 5.2.2
Pages 40-42



6.2 Stage 4 - Network planning for walking and wheeling

People do not travel as far by walking and wheeling as they do by cycling. Therefore, we identified core walking and wheeling zones within a 400m (5-minute walking/wheeling) radius of the key destinations.

Phase 1 Report
Section 4
Pages 36-39



The routes between the core walking and wheeling zones and the key destinations were identified, amended following engagement, and assessed in the same way as the cycling routes. This resulted in a final, prioritised, network plan for walking and wheeling.

The key walking and wheeling routes on the priority network are defined and prioritised in accordance with the LCWIP technical guidance as:

- Prestige walking zones
- Primary walking routes
- Secondary walking routes
- Link footways
- Local access footways

Routes which will serve proposed future developments identified in the District Council's Local Plan are given indicative classifications based on the same usage criteria as above:

- Future Primary
- Future Secondary
- Future Links

This resulted in prioritised final network maps for cycling and walking and wheeling, as shown below. These networks represent the key routes identified for improvement.

Phase 1 Report
Sections 5.5.2,
Table 12 to 5.2.3
Pages 42-43



6.3 The LCWIP networks

6.3.1 The final priority network map for cycling

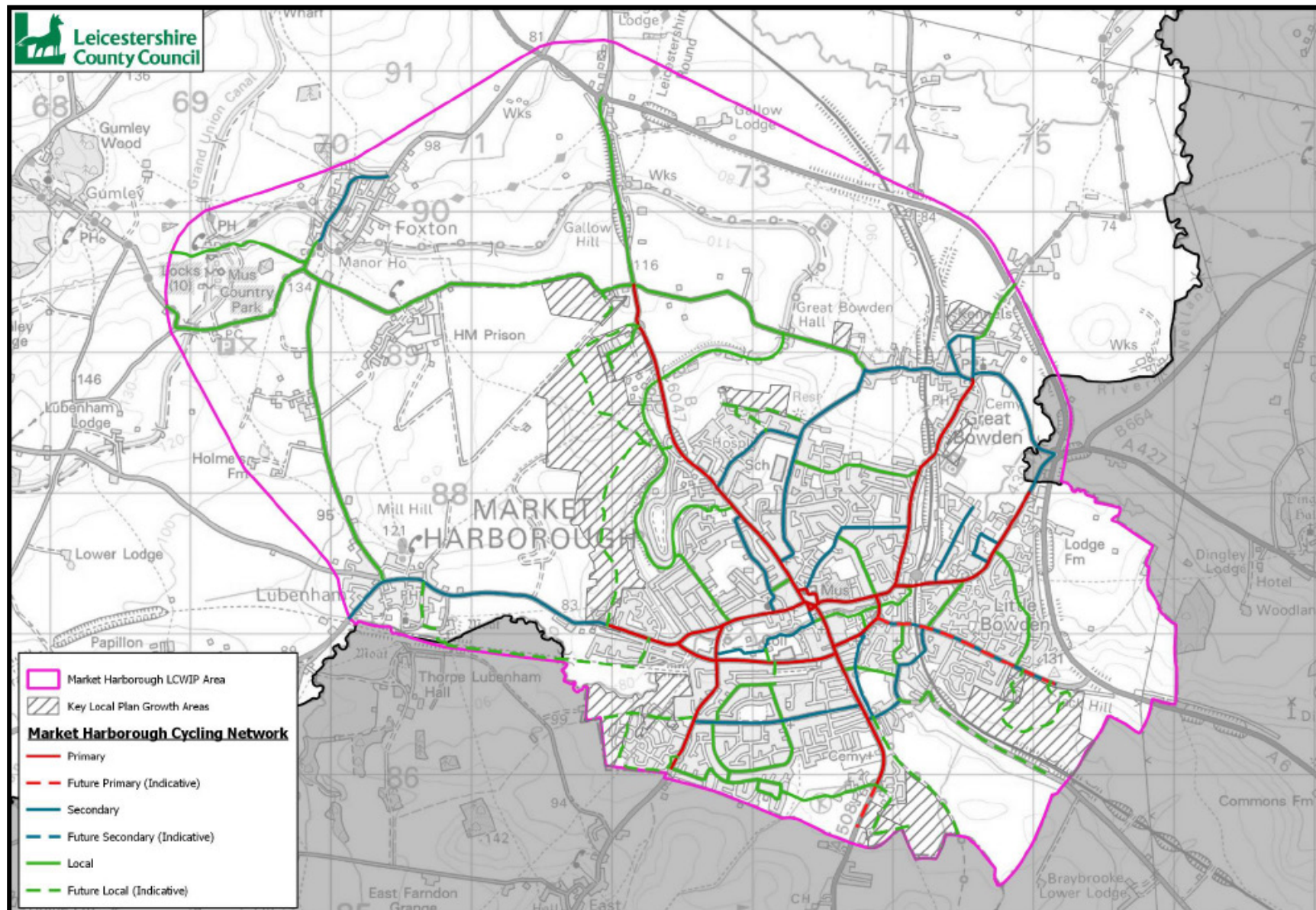


Figure 6.1 - The final priority network map for cycling

6.3.2 The final priority network map for walking and wheeling

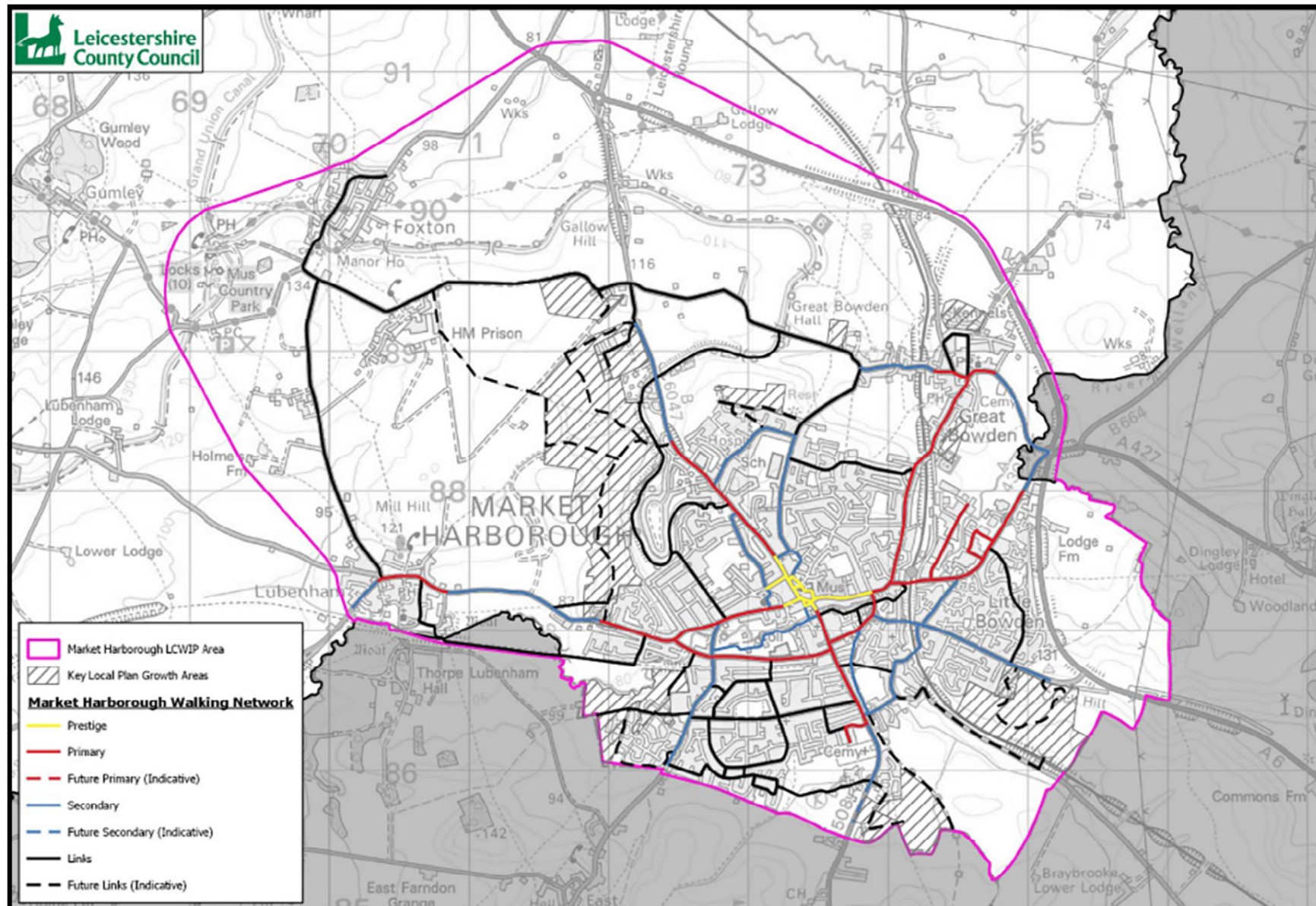


Figure 6.2 - The final priority network map for walking and wheeling

7. Developing our 10-year pipeline of schemes

As the **Prestige**, **Primary**, and **Secondary** routes are expected to be used by the most people to access the greatest number of key origins and destinations, we prioritised these routes for our first 10-year pipeline of improvement schemes.

We used traffic speed and volume data, road collision data, local plan growth sites, current and future cycling and walking demand, and public engagement data to identify specific 'hotspots', or areas of interest, along the routes. The growth-site evidence base was captured in June 2024; allocations coming forward, adopted or progressed since sit outside it and will be considered when the LCWIP is reviewed.

The routes highlighted by the hotspots were taken forward for detailed route auditing, to help us understand the current condition of the routes, existing facilities, and what improvements might be needed.

The routes were initially audited using a desk-based process. This involved using Google Street View imagery to view the routes and assessing them against criteria such as maintenance, traffic speed and volume, gradient, lighting, connectivity, lane width, junction quality and frequency, and presence of rest stops and shelters, along with other criteria shown in figure 7.1.

Selected routes were then taken forward for site visit audits. These routes were chosen because they met one or more of the following characteristics:

- within an area of interest,
- hub or spoke route,
- connect to employment and/or education,
- within or connecting to a growth location, or
- flagged as 'review required' in the desk-based audits (usually because images on Google Street View were out-of-date or otherwise unsuitable for the purposes of the route audits).



Trained audit teams walked and cycled each of the selected routes, to ensure that they experienced the route as pedestrians and cyclists and gave full consideration to the differing needs of all types of user.

The network was also audited against the Healthy Streets Design Check toolkit to highlight the strengths and weaknesses of the routes against 10 indicators aimed at assessing the human experience of being on the streets.

The Healthy Streets Design Check audit found that there is significant scope for improvement, Fairfield Road between Angel Street and then continuing on to Coventry Road towards The Square showed potential for a significant increase in score.

Some areas scored very poorly. The B6047 Leicester Road, Northampton Road, and Kettering Road scored 9 or less, out of a possible total score of 100.

This gave us a long list which makes up our first 10-year pipeline of priority routes for improvement. Figure 7.2 below shows the location of the 10-year pipeline of schemes.

Further information on these pipeline schemes is provided in table 8.1 in section 8.1.



Figure 7.1 - Audit score criteria

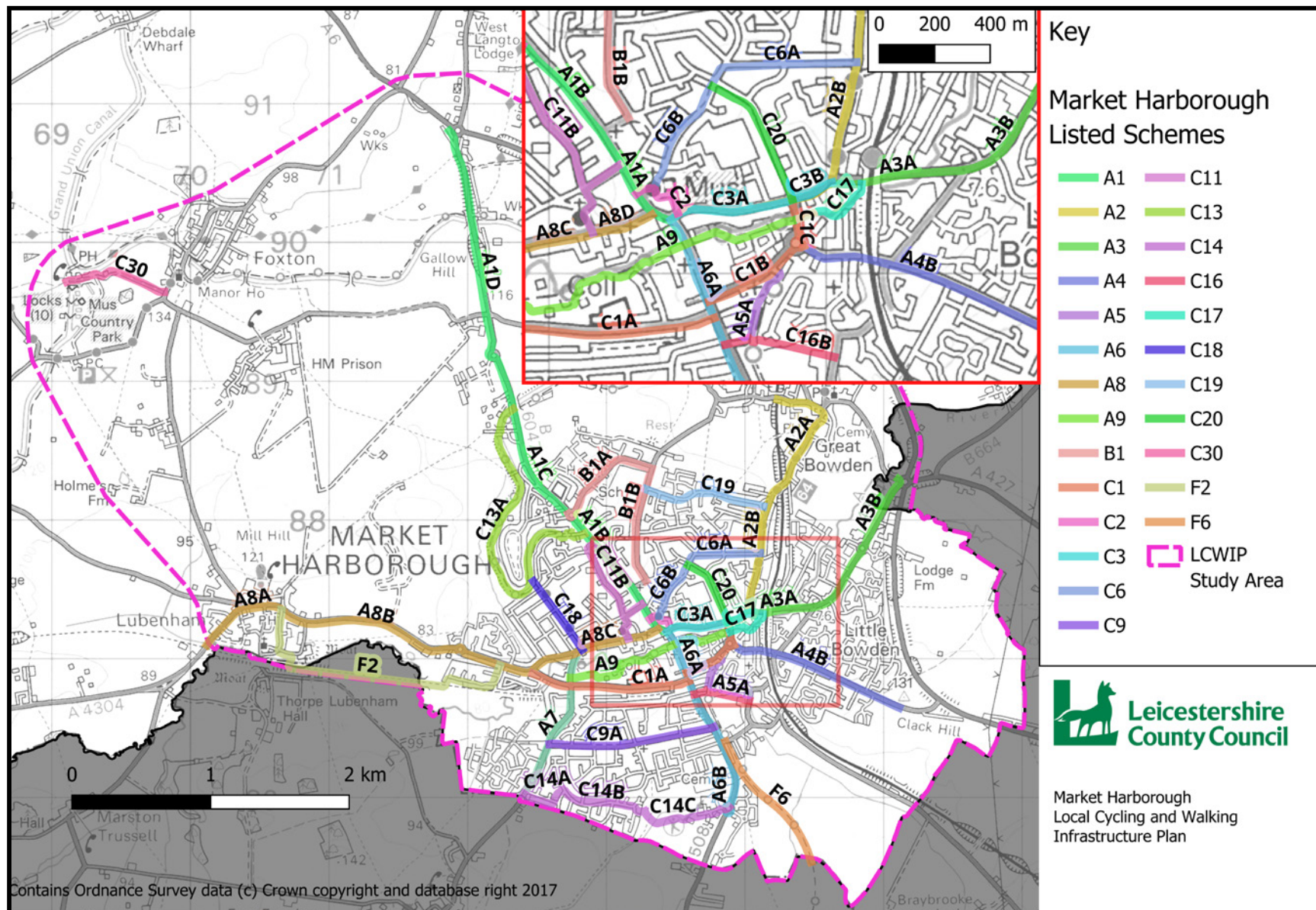


Figure 7.2 - Location of listed 10-year pipeline schemes

8. Stage 5 - Prioritisation of the 10-year pipeline programme

The 10-year pipeline was prioritised using criteria including: strategic fit, collision reduction potential, links to employment and education, access to health services, future growth areas, public engagement feedback, transport hub connections, deprivation levels, and value for money.

Phase 2 Report
Sections 3 to 4
Pages 6-20



Economic assessment was undertaken using the Active Mode Appraisal Toolkit (AMAT), developed by DfT. AMAT considers benefits including health outcomes from increased physical activity, journey quality

improvements, decongestion from mode shift, and reduced absenteeism. Value for Money categories are defined by Benefit Cost Ratio (BCR) scores: Very High (BCR greater than 4), High (BCR between 2 and 4), Medium (BCR between 1.5 and 2), Low (BCR between 1 and 1.5), and Poor (BCR less than 1).

All schemes were assessed against walking criteria through the Healthy Streets audits process - pavement condition, kerb levels, lighting, seating, signage - and include the improvements those audits identified: most commonly, new pedestrian wayfinding signs on nearly every route. Where included, new and upgraded crossings will provide level, accessible kerbs as standard.

8.1 Schemes, priority, costs and timescale summary

Table 8.1 - Summary of the 10-year pipeline list of schemes, their priority, indicative costs and delivery timescales.

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
A1	A	A4304 High Street The Square to Bowden Lane. Reduced crossing distance at Abbey Street junction, dropped kerbs for pedestrians and cyclists, and additional cycle parking. Dropped kerbs and crossing points on all side roads, with priority crossings for minor side roads/accesses.	0.48	17.75	9	High	£504,000	Medium-term
	B	B6047 Leicester Road Bowden Lane to Hillcrest Ave roundabout. Pedestrian crossing, cycling priority at roundabout, minimum width cycle lanes, additional cycle parking near St Luke's Hospital, shared-use path near Hillcrest Avenue.	0.97	14.75	22	Medium	£1,020,000	Long-term

Table 8.1 - Summary of the 10-year pipeline list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
A1	C	B6047 Harborough Road - B6047 Leicester Road	Semi-segregated 2-way cycle lane, fully segregated cycle way where possible with segregated crossing, reduced crossing distance at Peter Callis Way junction and refuge island, additional cycle parking, and new street lighting.	0.97	13.50	29	Medium	£1,709,625	Long-term
	D	B6047 Harborough Road	Segregated crossing to access segregated cycle route bypassing Wellington Way roundabout, with cycling signage, Toucan crossing to access Airfield Business Park, new street lighting.	0.97	14.75	22	Medium	£1,098,375	Long-term
A2	A	Station Road	Improved cycling signage, speed limit reduction, footway widening on bridge with carriageway give way feature. Alternately, parallel footbridge.	0.65	7.50	48	Low	£22,750	Long-term
	B	Great Bowden Road	Improve cycle signage, raised table priority crossings at side road junctions, reduced crossing distance at St Mary's Road junction, repurpose carriageway space to segregated cycleway.	0.99	19.25	5	Very High	£36,375	Short-term

Table 8.1 - Summary of the 10-year pipeline list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment	Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
A3	A	A4304 Rockingham Road Great Bowden Road to Gores Lane. Shared use speed limit reduction, additional cycle parking near Welland Business Park.	0.48	16.75	14	High	£1,380,000	Medium-term
	B	A4304 Rockingham Road Gores Lane to Dingley Road. Priority side-road crossings, refuge west of The Furlongs, segregated cycleway, widened shared path, additional cycle parking near The Point Business Park and Welland Business Park, improved cycle signage.	1.13	20.75	2	Very High	£1,980,000	Medium-term
A4	A	Kettering Road Coleridge Way roundabout to Coleridge Way. Segregated crossings, reduced crossing distances at roundabout and other junctions.	0.2	9.75	45	Low	£2,078,125	Long-term
	B	Kettering Road Coleridge Way to Kettering Road roundabout. Widened shared-use or segregated cycle lane, increase crossing points to 3m at roundabout.	1.05	21.00	1	Very High	£1,058,000	Medium-term
A5	A	Brampton Valley Way Improve cycle signage, widened shared-use including potentially removing chicanes, additional cycle parking, new street lighting.	0.5	14.00	25	Medium	£112,500	Medium-term
	B	Britannia Walk Segregated crossing at Springfield Street junction, reduced crossing distance for cyclists and walkers on Springfield Street.	0.15	14.00	25	Medium	£166,250	Medium-term

Table 8.1 - Summary of the 10-year pipeline list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
A6	A	A508 Northampton Road	The Square to Caxton Street. Advanced stop lines, semi-segregated cycle lanes, segregated cycleway on western footway, re-align refuge at Nithsdale Avenue to allow cycleway to continue, footway parking restrictions, on-carriageway cycle lanes.	0.85	17.50	11	High	£1,414,500	Medium-term
	B	A508 Northampton Road	Improved cycling signage, segregated cycleway on western-side connecting shared use facilities.	0.75	16.25	18	High	£1,265,000	Medium-term
A7		Farndon Road	Segregated cycleway, with carriageway width reduction over bridge. Segregated crossing at Welland Park Road junction, priority crossings at Western Avenue junction, reduction of speed limit, segregated or shared-use cycling facilities south of Rugby Close.	1.1	15.50	20	Medium	£2,196,750	Long-term
A8	A	A4304 Harborough Road	Reduction of speed limit, advisory cycle lanes.	0.64	10.75	41	Low	£630,000	Long-term
	B	A4304 Harborough Road - A4304 Lubenham Hill - A4304 Coventry Road	Reduction of speed limit east of Old School Lane, continue advisory cycle lanes, segregated cycleway or shared use facility on the northern side. Parking restrictions for segregated cycle facility, Toucan crossing at Welland Park Road roundabout. Convert shared use facility to 2-way track along Coventry Road.	2.25	19.33	4	Very High	£3,316,500	Medium-term

Table 8.1 - Summary of the 10-year pipeline list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
A8	C	A4304 Coventry Road	Clarke Street to Fairfield Road roundabout. Parking restrictions for segregated cycle facility, improve cycle signage and road markings.	0.48	19.75	3	Very High	£11,375	Short-term
	D	A4304 Coventry Road	Fairfield Road roundabout to The Square. Extension of 20mph zone up to Fairfield Road, contra-flow cycle lane and revised junction to allow, improve cycle signage and road markings.	0.16	13.50	29	Medium	£170,625	Long-term
A9		Shared Path within Welland Park	Improve signage at crossing, widened shared use facility.	1.45	16.75	14	High	£326,250	Medium-term
B1	A	Alvington Way	Cycle symbols on carriageway, priority crossing.	0.8	14.75	22	Medium	£11,750	Medium-term
	B	Burnmill Road - Bowden Lane	Traffic calming, improve cycling signage, widened footways adjacent to school and bus stops, reduced crossing distance and priority crossing at junctions.	1	13.25	31	Medium	£2,925,750	Long-term
C1	A	Welland Park Road	On-carriageway cycle lanes or shared use, segregated crossing at Welland Park Road mini-roundabout for crossing Welland Park Road and Farndon Road, cycle bypass along chicanes, raised priority side road crossings.	1.2	19.25	5	Very High	£3,547,625	Medium-term

Table 8.1 - Summary of the 10-year pipeline list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
C1	B	Springfield Street	Footway parking restrictions, reduced carriageway width for on-carriageway cycling where appropriate, reduced crossing distances at junctions for roundabout.	0.4	19.00	7	Very High	£2,156,000	Medium-term
	C	Kettering Road	Improved cycling signage, reduced crossing distances at junctions at roundabout.	0.17	17.75	9	High	£2,024,000	Medium-term
C2		Church Square - Adam and Eve Street	Reduced crossing distance at Factory Lane junction, reduced carriageway lanes and widened footway, additional cycle parking, "Access Only" for contraflow cycle along one-way route.	0.22	11.75	37	Low	£209,000	Long-term
C3	A	A4304 St Mary's Road	The Square to Kettering Road. Bi-directional cycleway, or widened shared-use facility continuing towards The Square, improved cycling signage and road markings.	0.45	17.50	11	High	£303,750	Medium-term
	B	A4304 St Mary's Road	Kettering Road to Rockingham Road. Reduced crossing distances at Great Bowden Street junction and repurpose carriageway space to segregated cycleway, widened refuge islands.	0.16	15.50	20	Medium	£2,162,000	Long-term

Table 8.1 - Summary of the 10-year pipeline long list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
C6	A	The Headlands	Reduced crossing distances at junctions, raised table crossings at The Crescent compact roundabout. Or, remove roundabout convert to priority junction. Parking restrictions, cycle parking, new crossings at Hillside Road junction.	0.55	14.00	25	Medium	£11,750	Medium-term
	B	Roman Way	Reduced crossing distances at The Broadway compact roundabout, or convert to priority junction. Reduced crossing widths with priority crossings at side roads and accesses, parking restrictions, cycle parking at play park and Church Square.	0.45	11.75	37	Low	£11,750	Long-term
C9	A	Western Avenue - Bath Street	Priority crossing points with reduced crossing distance at compact roundabouts, reduced lane widths for sections of Western Avenue, cycle bypass at priority traffic calming locations, parking restrictions, cycle parking outside Burford Green.	1.2	16.67	17	High	£1,272,000	Medium-term
C11	A	Fairfield Road	Leicester Road to Fairway. Priority raised crossings at junctions, cycle lanes in both directions , cycle parking and public seating.	0.05	8.50	46	Low	£211,500	Medium-term
	B	Fairfield Road	Fairway to Angel Street. Continuous cycle lanes, parking removed along cycle lane, cycle parking near the school and church.	0.45	12.00	35	Low	£450,000	Long-term

Table 8.1 - Summary of the 10-year pipeline long list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
C11	C	Fairfield Road	Angel Street to Coventry Road. Crossing points with reduced crossing distance at junctions, repurposed carriageway and central hatching to cycle lane, extension of existing 20mph zone to Fairfield Road.	0.26	16.75	14	High	£270,250	Medium-term
	D	Abbey Street	Speed limit reduction, contraflow cycle lane, cyclist traffic islands either end of Abbey Street, cycle parking, reduced crossing distance junction.	0.16	12.00	35	Low	£161,000	Long-term
C13	A	Riverside Path	Machined surface, in-ground lighting, cut back vegetation.	2.4	8.25	47	Low	£529,000	Long-term
	B	Union Wharf	Reduced crossing distances at Leicester Road junction, upgraded crossings to Toucan, cycle parking.	0.12	6.00	49	Low	£157,500	Long-term
C14	A	Watson Avenue - Maurice Road	Reduced crossing distances at junctions, priority raised crossing.	0.35	10.00	43	Low	£82,250	Medium-term
	B	Rainsborough Gardens	Reduced crossing distance at junctions, priority raised crossings, widened shared use facility into sports ground.	0.65	13.00	33	Medium	£141,000	Medium-term
	C	Harborough Town FC Path	Cycle parking, benches.	0.4	10.00	43	Low	£5,400	Medium-term
	D	Access Road to Harborough Town FC	Reduced crossing distance at junction, priority raised crossings, improved signage, traffic calming.	0.23	11.50	39	Low	£11,750	Medium-term

Table 8.1 - Summary of the 10-year pipeline long list of schemes, their priority, indicative costs and delivery timescales cont'd.

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
C16	A	Auriga Street	Raised table crossing, cycle parking.	0.09	10.50	42	Low	£23,500	Medium-term
	B	Path North of Harborough Park	Widen shared use, cycle parking.	0.3	13.25	31	Medium	£67,500	Medium-term
C17		River Welland Riverside	Widened shared use.	1.45	16.00	19	High	£315,000	Short-term
C18		Logan Street - Logan Crescent	Side road crossings, raised table at access to canal path, cycle parking.	0.6	11.50	39	Low	£629,375	Medium-term
C19		The Ridgeway and Ridgeway West	Reduced crossing distances at junctions, crossings across Burnmill Road at junctions with The Ridgeway and Hammond Way and priority raised table crossings, parking restrictions, cycle parking near school.	0.9	13.00	33	Medium	£928,250	Medium-term
C20		The Broadway - Connaught Road - Clarence Street	Passing spaces in parking bays, cycle parking at recreation ground.	0.5	18.75	8	Very High	£11,250	Short-term
C30		Foxton Locks Inn Path	Signage improvements, extend 30mph speed limit to south of Gumley Road junction, cycle parking at Foxton Lock, surfaced path, new street lighting.	0.75	4.50	50	Low	£168,750	Long-term

Corridor Segment		Street(s)	Route Description	Length (km)	Prioritisation Score	Rank	Priority	Indicative Costs (including maintenance)	Timescales
F2		Riverside Path along School Lane, Old Hall Lane & Farndale View	Crossing facilities with reduced crossing widths at School Lane and Farndale View. Hard surface for the traffic-free path along riverside, improve drainage. Widened footbridge over River Welland, in-ground lighting, cycle parking.	2.34	17.25	13	High	£285,000	Medium-term
F6		Brampton Valley Way extension	Widened shared use, in-ground lighting.	1.1	13.75	28	Medium	£238,875	Medium-term
Total cost								£39,819,525	

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9. Stage 6 - Integration and application

9.1 Funding

We will work continuously to identify potential Government and non-Government sources of funding to develop and deliver the LCWIPs.

Potential non-Government funding sources will include developer contributions, where cycling and walking improvements will help to mitigate the impacts of new developments.

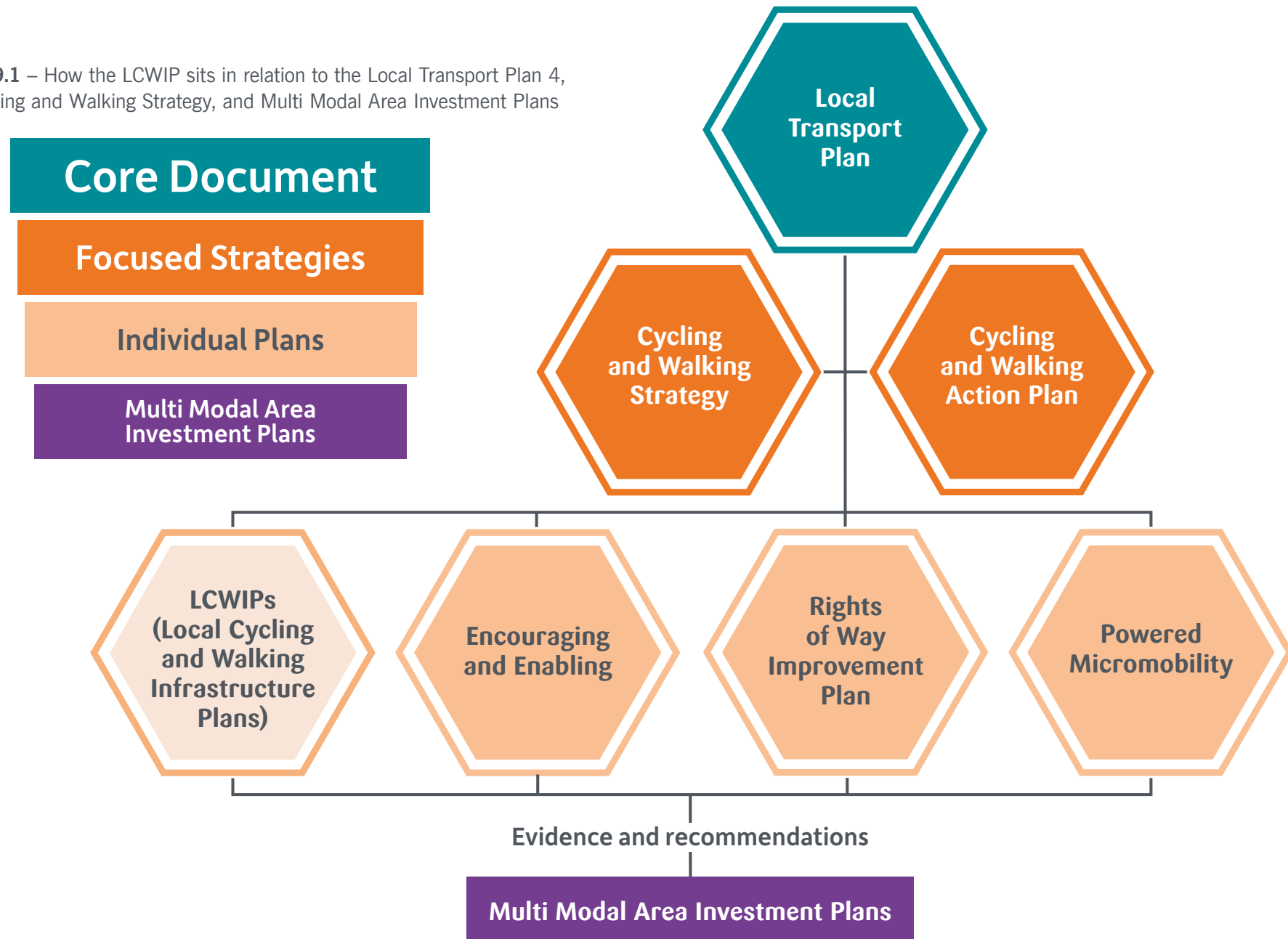
Further work will be required to develop many of the LCWIP schemes. We anticipate that some of this development work will be funded from our existing budgets and incorporated into our annual programme.

9.2 Integration with other policies

The LCWIP integrates with national policy (Active Travel England objectives, and Cycling and Walking Investment Strategy) and local policy (Leicestershire County Council Strategic Plan, Local Transport Plan 4, Cycling and Walking Strategy, Harborough Local Plan, and the Harborough Multi-Modal Area Investment Plan). LCWIPs assist in securing Government funding for delivery and ensure cycling and walking are embedded in transport and planning decisions.



Figure 9.1 – How the LCWIP sits in relation to the Local Transport Plan 4, our Cycling and Walking Strategy, and Multi Modal Area Investment Plans



9.3 Choose How You Move



Choose How You Move (CHYM) is the brand for our programme of measures designed to encourage and enable people across Leicestershire to choose active and sustainable travel.

Some of the great work we do, in collaboration with neighbouring local authorities, and the types of programme that will support usage of infrastructure delivered through LCWIPs includes:

- cycle training for all users - including Bikeability training to help children gain practical cycling skills and learn how to cycle safely on Leicestershire's roads,
- personalised travel planning for communities and businesses,
- Helping Schools with their school travel plans to support staff, parents and children,
- active travel grants - helping businesses empower their employees to use active travel,
- E-bike trails, and
- incentivised activity monitoring with Better Points rewards.



School Streets is an initiative that covers roads outside schools which have a temporary restriction on motorised school and through traffic at school drop-off and pick-up times. The aim is to create safer, healthier, and more pleasant environments for children, their parents, residents, and people travelling.



9.3.1 CHYM Ongoing community engagement

A key part of helping people traveling actively is community engagement. The CHYM team delivers a broad programme of active and sustainable travel events engaging community groups, families and local residents to help them integrate active travel in their daily lives. All our engagement events aim to meet the characteristics set out in figure 10.2

Cycling, walking and wheeling - Leicestershire's Active Travel Forum

Another way we engage with communities, local advocacy groups and other stakeholders involved in active travel in Leicestershire, is our Active Travel Forum. This forum meets every 6 months with a varied agenda to continually update attendees on the great work we are doing, and ensure everyone has a voice to help.

9.4 Working with other authorities

We will collaborate with the district councils and adjacent highway authorities to ensure coherent delivery of Leicestershire County Council-led and district-led LCWIPs.

We will work closely with district councils, who are the local planning authorities, to deliver the LCWIP priority schemes through the planning process, including inclusion in Local Plans and application of conditions to planning permissions as appropriate.

9.5 LCWIP continuous engagement

Engagement is a key part of ensuring the LCWIP continues to meet the needs of our communities in the area, encouraging and enabling them to travel actively.

We will carry out public engagement when we review this LCWIP at 3, 5, and 10 years after publication. This will mainly focus on updating the table of priority schemes, following any changes in the local area between publication of the LCWIP and its review. For example, schemes which have been delivered will be removed from the table and, if appropriate, replaced with new ones.

10. Monitoring and evaluation

As the schemes identified in the LCWIP are delivered, we will undertake specific monitoring and evaluation to assess the impacts of the scheme.

Individual schemes will be monitored before and after implementation through surveys, user satisfaction assessments, and collision monitoring.

The results of these monitoring and evaluation approaches will be invaluable in helping inform the review of LCWIP's over the next 10 years following publication, and enable LCWIPs to continue to be important documents that help guide delivery of the right active travel schemes in the right places, encouraging and enabling our communities to travel actively for life.



