

APPENDIX D

WALKING & CYCLING SUPPLEMENTARY REPORT

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1. Introduction

The strategy focuses on identifying gaps in the existing walking and cycling networks and areas for improvement in the bus network. The “plan” work considers the evidence and needs of local people to develop an overall network which supports Leicestershire County Council’s third Local Transport Plan objectives by:

- encouraging active and sustainable travel
- improving the connectivity and accessibility of our transport system
- managing the impact of our transport system on quality of life and making Leicestershire more attractive to live in, work and visit

Our roads enable people to get to work and access services and facilities such as shops and healthcare, enable children to get to school, and businesses to receive materials and distribute goods. By getting more people walking and cycling or using the bus we can help the local economy and environment by reducing the amount of traffic on our roads, congestion and its negative impacts.

Market Harborough already enjoys an extensive cycle and walking network due to investment in infrastructure made possible over the past 25 years through projects such as the Bypass Demonstration Project, Millennium Mile, Sustrans national cycle network and through local development.

The 2011 Census data for Market Harborough (East Electoral Division) shows that of the 5984 residents in this area in employment that travel to work, 22% do so by foot, cycle or bus/ coach.

Although there is cycle infrastructure in and around Market Harborough, some of it is quite disjointed, with links missing which is a barrier to connectivity of these routes. A core walking and cycling network will help to maintain Market Harborough as an attractive place to live, work and visit, encouraging more residents to change to more sustainable travel modes, enable sustainable development and provide a high quality environment that people feel safe to walk and cycle in.

2. Project Approach, Evidence and Needs of Local People

In order to identify a potential network of walking and cycle routes and improvements to the bus routes in Market Harborough, the following methodology was adopted:

- collate and review existing documentation and evidence relevant to walking, cycling and bus use
- identify key destinations and trip generators. These being services and facilities (employment, areas for shopping, schools etc.) where people are most likely to want to travel to and from – see plan in **Figure B**
- confirm the existing cycle, walking and bus networks
- identify the gaps in the network and determine how these gaps could be filled
- identify the most desirable routes, determined both by destinations and as routes attractive in themselves for leisure and exercise for example traffic free routes
- obtain key stakeholders views
- liaise with other Operational Commissioners
- identify potential schemes – making best use of existing infrastructure – considering value for money and taking account of the hierarchy of provision and cycle audit and review process outlined in LTN 2/08 Cycle Infrastructure Design Guide for cycle routes
- produce provisional estimates for schemes
- carry out site visits as and when required
- produce plans showing the aspirational walking and cycling network including a comprehensive review of potential improvements to bus routes across the Market Harborough Study Area

2.1 Evidence Base

The following is a summary of the evidence collated and reviewed as part of the “plan” work; including available information from other Operational Commissioners:

- transport evidence provided by Highways and Transportation Policy & Strategy
- evidence of known issues/ problems both anecdotal and factual from H&T Design & Delivery (Traffic & Signals)
- Accident Investigation and Prevention road traffic collision data (from GeoMap)
- LCC Market Harborough bus map and guide
- LCC Market Harborough cycling map
- School Travel Plans
- LCC Market Harborough bid document to Sustrans
- pedestrian and cyclist count data
- committed development proposals
- information supplied by the Public Rights of Way team
- feedback from key stakeholder meetings

2.2 Needs of Local People

Following a series of meetings, Key Stakeholders have fed back to LCC and HDC officers several specific transport issues within the study area where they consider improvements could be made. The feedback is provided in **Figure C**.

At the time of writing the only information received from bus operators is from the County Connect Service specifically regarding the bus station outside the Market Hall, Market Harborough, which is reviewed as part of the suggested improvements contained within 4. below. Patronage data and information about journey time delays or accessibility issues from other operators has not been received.

Wider public engagement and consultations on any schemes would be undertaken as part of “prepare” work not included in this brief.

3. Network Development and Costs

Potential schemes have been identified following the project approach outlined in 3 above, and are as shown on the network overview plan in **Figure A**

Emphasis has been placed on making the best use of existing infrastructure to provide a comprehensive network for cyclists and pedestrians to encourage modal shift. Therefore schemes have not been over engineered to ensure value for money solutions.

The main corridors into Market Harborough Town Centre which form the key commuter routes and connect to the surrounding villages within the study area either directly or via the National Cycle Network are shown as the 'A' routes on the plan in **Figure A**, with connectivity from these routes to residential areas and local centres/ attractors labelled as 'B' routes. All other roads within the residential areas have not been identified but, due to the absence of the usual barriers to walking and cycling such as busy roads with high proportions of HGV traffic, speeding traffic etc., are considered suitable for pedestrian and cyclist use.

With regard to the bus network, bus services in Market Harborough are run by commercial operators, and they are responsible for managing their routes and timetables within a commercial market. Improvements to the bus stops on existing routes within the study area are intended to improve accessibility and availability of information as a result of which it is hoped to increase bus patronage.

Potential Schemes

This section provides more details of the aspirational routes for the walking and cycling network and bus route improvements; evidence, suggested measures and estimated costs have been grouped together to present a complete study of the individual links forming the core walking and cycling network.

Scheme estimates for the routes have been developed on the following basis:

- design and supervision fees are based on 30% of the works cost
- the works estimates are based on similar schemes that have been implemented recently in the County. The works estimates are at today's prices and based on existing in house contractor rates. For shared use facilities the achievable footway widths, width of tarmac, typically being between 2.5 and 3.0 metres
- schemes have been subject to preliminary walkthroughs but do not consider construction methods or traffic management requirements and restricted working

- the works estimates include for signing within the scheme's length, relocating street lighting columns, widening existing refuges where possible to cater for cyclist road crossings and improvements to existing dropped crossing points where necessary; network signing has been included as a separate item
- the following items have not specifically been included in the works estimates and will be clarified as part of detail design; but 20% contingencies have been included in the estimates:
 - any statutory utility services/apparatus diversion cost that may be required
 - land purchase costs – if applicable

The cost of delivering the network of walking and cycle routes and improvements to the bus routes in Market Harborough Study Area as identified in **Figure D** is £3.6M.

ROUTE A1

MARKET HARBOROUGH

B6047 HARBOROUGH ROAD, LEICESTER ROAD & HIGH STREET **STRATEGIC NORTH/SOUTH CORRIDOR**

A6 TO MARKET HARBOROUGH TOWN CENTRE

A direct link to:

- Town Centre
- St Luke's Hospital
- Police Station
- Brooke House College
- Union Wharf
- Airfield Business Park
- Ambulance Station

Adjoining routes and nearby destinations:

- Robert Smyth School via Route B1
- Market Harborough CE Primary School via Route B10
- National Cycle Route 6 via Union Wharf
- Route A6 (Northampton Road Area)
- Route A8 (Lubenham to Market Harborough Town Centre)
- Route B1 (Burnmill Road Area)
- Route B10 (Coventry Rd to Leicester Rd – Fairfax Rd Area)
- Foxton & HMP Gartree via Route B11
- Fire Station via B10
- Cricket Ground via B10

Information to support link:

- The route within the town centre is part of a 20mph zone and as such the ethos of 'share the space' is promoted. The infrastructure has been in place for over 15 years and there is no evidence to make changes.

- The route within the existing 30mph and 40mph sections has again an established on carriageway cycle facility. Apart from some minor modifications the on carriageway facility is fit for purpose.
- As you leave the town centre and enter the 50mph speed limit as indicated speeds increase. An existing on carriageway facility exists for two thirds of the 50mph speed limit. Existing carriageway widths do allow for consideration to widen the existing advisory cycle lane to a more appropriate width to reduce the risk of conflict for the user. There is capacity to widen the existing advisory cycle lane to 2.0 metres.
- The route currently has an established on carriageway cycle facility and this study sets out how to develop this further to meet the cycling needs of the community of Market Harborough.
- The route will provide convenience for cyclists linking with other key cycle routes, providing a consistent level of provision.
- The route corridor is best placed to be accessible to all, providing a direct link to the key attractions.
- The route will be attractive to users providing a facility suitable for all 'user' types. The route will be lit with a good ride surface.
- Although on carriageway the safety of cyclists will be managed by good visible signing and lining and applying the right cycle infrastructure where the risks increase (i.e. higher speed limit)
- The B6047 corridor is relatively linear. As indicated above recommended facility will be of appropriate width and tarmaced and be designed in accordance with Leicestershire County Council's best practice for cycling and national cycling guidance. Key junctions increasing the hazard for vulnerable users will be addresses accordingly.
- A 12 hour vehicle count recorded 12433 using route A1 with 73 being pedal cyclists (0.6%).
- 19 personal injury accidents were recorded on the route. None involved a cyclist.
- Regarding walking infrastructure the route is well served with formal and informal crossing facilities. The existing zebra crossing within the town centre operates very well providing pedestrians the opportunity to cross without lengthy delay. Observations indicate the facility does not create undue congestion. Any congestion that does happen is created by the signals at the Coventry Road junction.
- There was strong pedestrian movement observed crossing the route in the vicinity of Abbey Street. A pedestrian improvement would be recommended here. Suggested solution a pedestrian refuge.

- There is an existing uncontrolled crossing facility south of Bowden Lane. To support connectivity and accessibility it is recommended this is upgraded to a zebra crossing (subject to detailed design).

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
High Street A4304 (Coventry Road to Abbey Street)	Northbound & southbound Existing 'shared space' within the 20mph zone. No further action	No recommendation to change existing zebra crossing unless modifications are planned at the High Street/Coventry Road signals. Observations noted the queue from the signals stretched through the zebra crossing and as such the zebra crossing worked very well due to the either standing or slow moving traffic.	£2400	£720
High Street B6047 (Abbey Street to 20/30 mph terminal signs)	Northbound & southbound Existing 'shared space' within the 20mph zone. No further action.	Modifications required at priority working to improve safer cycle movement through narrowing. Recommend new zebra crossing is considered south of the Bowden Lane junction. An uncontrolled crossing point is established at this location.	£9000	£2700

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Leicester Road B6047 (20/30 mph terminal signs to Alvington Way)	Northbound & southbound Retain existing 'on' carriageway cycle lanes.	<p>However, red surfacing to be removed and the cycle lanes redesigned to meet current standards and practices.</p> <p>At the junction of Fairfield Road, the route to be engineered to improve cycle safety through junction.</p> <p>Existing pelican crossing to be upgraded to toucan crossing.</p> <p>At the Alvington Way roundabout as well as improving the off carriageway cycle track to bypass the junction, consider on carriageway measures for the fast commuter and utility cyclist.</p>	£56600	£16980
Leicester Road B6047 (Alvington Way to Airfield Business Park roundabout)	Northbound & southbound Retain existing 'on' carriageway cycle lanes but consider widening lanes to improve cyclist safety.	<p>Develop footpath A23 which links B6047 to NCN 6, so suitable for cycling. Consider redesigning the right turn facility for the car showroom and agricultural business so that cycle lanes are continuous through the turning facility.</p> <p>At the Airfield Business Park roundabout engineer 'on' carriageway cycle lane facilities. Consider cycle delineators to separate motorised traffic from cyclists where motorists may cut in to the cycle lane.</p>	21000	£6300

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Harborough Road B6047 (Airfield Business Park roundabout to Gallow Field Road junction)	Northbound & southbound New 'on' carriageway cycle lanes required.	Existing carriageway widths permit 1.5 metre wide cycle lanes. At the junction with Gallow Field Road and Leicester Lane engineering measures required to safely take cyclists in and out of the junction catering for all movements.	£16200	£4860
Harborough Road B6047 (Gallow Field Farm junction to A6 roundabout and A6/B6047 services)	Northbound & southbound New 'on' carriageway cycle lanes required.	Existing carriageway widths permit 1.5 metre wide cycle lanes. Engineering measures required to accommodate cyclists heading for the Bowden Business village and A6/B6047 services. Works may require the removal of a central island to accommodate the cycle lanes near the Bowden Business village.	£13900	£4170
High Street B6047 Junction with Abbey Street	Walking improvement in the form of a pedestrian refuge	High pedestrian movement observed crossing High Street	£35000	£10500
High Street B6047 South of Bowden Lane	Walking improvement in the form of a zebra crossing	The solution is subject to detailed design. Strong pedestrian movements observed.	£35000	£10500
Ad hoc walking improvements	Complete length Dropped kerbs, tactile paving, uneven surfaces, specific hazards	Improve walking experience and reduce the risk of injury	£25000	£7500
Sub Total for route A1			£214100	£64230
Total for route A1			£278330	

ROUTE A2
MARKET HARBOROUGH
GREAT BOWDEN ROAD

A direct link to:

- Great Bowden
- Railway Station

Adjoining routes and nearby destinations:

- Rockingham Road Area, via Route A3.
- Burnmill Road Area, via Route B1.
- Millenium Mile Area, via Route A3.
- North of Town, via Route B2.

Information to support link:

- Existing National Cycle Route 64.
- Route part-traffic calmed, further proposed calming will make route even more attractive for cyclists.
- Existing 85%ile speeds recorded at 37mph where traffic calming not in place, further calming should reduce speeds to within the 30mph speed limit, making the route safer for cyclists.
- 12 hour traffic counts taken at Great Bowden Road/ Rockingham Road junction show 73 on road cyclists.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees
Great Bowden Road (near the junctions with The Ridgeway and The Headlands)	Proposed speed cushions at the 2 locations.	See Route B2 for proposed measures to help cyclists cross Gt Bowden Road near to the Railway Station.	£5000.	£5000.
Sub Totals for Route A2.			£5000.	£5000.
Total for Route A2.			£10000.	

ROUTE A3
MARKET HARBOROUGH
ROCKINGHAM ROAD/ ST MARY'S ROAD

A direct link to:

- Millennium Mile Area
- Railway Station
- The Point Business Park
- Peaker Park Care Village
- Euro Business Park
- Welland Business Park.
- Riverside Industrial Estate.
- Dingley Road (for access to Great Bowden)

Adjoining routes and nearby destinations:

- Kettering Road Area, via Routes B3, B4 and B5.
- Northampton Road Area and Little Bowden, via Route B3.
- Great Bowden, via Route A2 or Dingley Road.
- North of Town, via Route B2.
- Meadowdale Primary School, via Routes B4 and B5.
- Overstone Park housing development, (several hundred residences, **subject to planning approval**), via route B4 and B5)

Information to support link:

- Existing 85%ile speeds recorded at 37 to 39mph, well in excess of 30mph speed limit on Rockingham Road.
- Previous Connect 2 funding submission highlights the desire for measures incorporated into the proposals.
- 12 hour traffic counts taken at Gores Lane and Euro Business Park junctions show 47 and 58 on road cyclists respectively; scope for a more comprehensive off road cycle network to encourage a modal shift.
- Proposed scheme would fill in missing off road cycleway links, creating a continuous route along Rockingham Road and into the Town Centre.

- The scheme would help address requests from cyclists to make it safer to travel between Rockingham Road and Great Bowden via Dingley Road (This element of the scheme is in Northamptonshire, consultation with Northamptonshire County Council will be required).
- Concerns have been received over no cycle facilities at the Rockingham Road Railway Bridge.
- Improved cycle link to Meadowdale Primary School where Bikability Cycle training has been undertaken.
- 15 injury accidents on route over previous 5 years, 1 involving a cyclist.
- Overstone Park housing development, off Kettering Road, is subject to planning permission, but if granted could significantly increase usage of this route.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Rockingham Road/ Dingley Road (nr A6 roundabout)	Widen and extend existing sections of footway and footway/ cycletrack into grass verges near to A6 roundabout; utilise existing refuges.	Relocation of signs and/ or street lights and improvements to existing dropped crossing points where necessary. This part of scheme is in Northamptonshire, consultation with NorthamptonshireCC would be necessary.	£36,000.	£10,800.
Rockingham Road (south east side between A6 and Gores Lane)	Existing shared use footway/ cycletrack acceptable.	Widen refuges and improve existing dropped crossing points where possible/ necessary. Provide cycle stands at Tesco's.	£3,000.	£900.
Rockingham Road (south side between	Convert existing footway into footway/	Significantly cut back hedge line near Gores Lane.	£10,200.	£3,060.

Gores Lane and Railway Bridge)	cycletrack.	Existing guard rail at river bridge is sub-standard height.		
Rockingham Road (south side between Railway Bridge and opp Great Bowden Road)	Widen existing footway into carriageway at bridge and convert to footway/ cycletrack. Existing shared use footway/ cycletrack between bridge and opp Great Bowden Road acceptable.	6.2m resulting carriageway width at bridge (inc footway widening on north side; see later description for north side between Railway Station and Railway Bridge).	£12,500.	£3,750.
St Mary's Road (south side between opp Great Bowden Road and Springfield Street).	Existing shared use footway/ cycletrack acceptable.	Possible relocation of traffic signs.	£1,000.	£300.
St Mary's Road (south side between Springfield Street and Harborough District Council car park)	Convert existing footway into footway/ cycletrack.	Possible remedials to uneven footway surface at certain locations.	£2,000.	£600.
Harborough District Council Car Park.	Utilise car park as cycle link between St Mary's Road and Millenium Mile.	Possibly define cycle route through car park with carriageway markings; liaise with District Council. Maintain existing on carriageway cycle lane on St Mary's Road.	£1,000.	£300.
St Mary's Road (north side between Andrew	Existing shared use footway/ cycletrack acceptable.	Possible remedials to uneven footway surface at certain locations.	£2,000.	£600.

Macdonald Close and Clarence Street)				
St Mary's Road (north side between Clarence Street and Great Bowden Road)	Existing shared use footway/ cycletrack acceptable.	Possible remedials to uneven footway surface at certain locations. See Route B2 proposals aimed at helping cyclists cross Great Bowden Road, near Railway Station, in heavy traffic.	£2,000.	£600.
Rockingham Road (north side between Great Bowden Road and Railway Station)	Continue to utilise Station access road as cycle route.		£0.	£0.
Rockingham Road (north side between Railway Station and Railway Bridge)	Convert existing footway into footway/ cycletrack Widen existing footway into carriageway at bridge/ Riverside junction and convert to footway/ cycletrack.	6.2m resulting carriageway width at bridge (inc footway widening on south side; see earlier description between Railway Bridge and opposite Great Bowden Road). North side cycletrack will be sub standard width under bridge.	£15,500.	£4,650.
Rockingham Road (north/ north west side between Railway Bridge and Euro Business Park)	Widen existing footway and convert to footway/ cycletrack.	Relocation of signs and/ or street lights and improvements to existing dropped crossing points where necessary.	£153,500.	£46,050.
Rockingham Road (north west side between Euro Business Park	Existing footway to remain for pedestrian use only.	South side footway/ cycletrack should safely cater for the number of pedestrians/ cyclists likely to be	£0.	£0.

and A6)		using this section of Rockingham Road.		
Sub Totals for Route A3.			£236,700.	£71,610.
Total for Route A3.			£308,310.	

ROUTE A4
MARKET HARBOROUGH
KETTERING ROAD

A direct link to:

- Springfield Street Retail Park.
- Brampton Valley Way (Route A5)
- Overstone Park housing development, several hundred residences,
subject to planning approval.

Adjoining routes and nearby destinations:

- Rockingham Road Area, via Routes B3, B4 and B5.
- Meadowdale Primary School, via Routes B4 and B5.
- Little Bowden, via Route B3.
- Northampton Road Area, via Routes B3 and A5.
- Three Manors Retail Park, via Route A5.

Information to support link:

- Existing 85thile speeds recorded at 45 to 47mph, well in excess of the 30mph speed limit, scope for a more comprehensive off road cycle network to cater for some of these.
- 12 hour traffic counts taken at Kettering Road/ Springfield Street junction show 51 on road cyclists; scope for a more comprehensive off road cycle network to cater for some of these.
- Proposed scheme would aid cyclists negotiating Springfield Street/ Kettering Road junction, this junction has prompted concerns over traffic congestion.
- The scheme would help address requests from cyclists to make it safer to travel under the Kettering Road Railway Bridge.
- Proposed traffic signals could address long standing concerns over congestion at the Kettering Road Railway Bridge.

- Scheme would provide a link to proposed joint use footway/ cycltrack along Gores Lane, which itself is the source of requests to improve conditions for cyclists.
- Previous Connect 2 funding submission highlights the desire for improved pedestrian/ cyclist facilities where Brampton Valley Way meets Springfield Street.
- Improved cycle link to Meadowdale Primary School where Bikability Cycle training has been undertaken.
- 7 injury accidents on route over previous 5 years, 3 involving cyclists; scope to improve this record by introducing measures to make the roads safer for use by cyclists.
- Proposed scheme would create a continuous off road cycleway network along Kettering Road to Brampton Valley Way and beyond to the Town Centre.
- Overstone Park housing development, off Kettering Road, is subject to planning permission, but if granted could significantly increase usage of this route.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Kettering Road (south side between site of possible Overstone Park housing development and Bellfields Lane)	Widen existing footway and convert to footway/ cycletrack.	Relocation of signs and/ or street lights and improvements to existing dropped crossing points where necessary.	£156,000.	£46,800.
Kettering Road (south side between Bellfields Lane and Rectory Lane, including Railway and River Bridges)	Convert existing footway to footway/ cycletrack, widen into carriageway at bridges and near Rectory Lane.	Relocation of signs and/ or street lights and improvements to existing dropped crossing points where necessary.	£90,000 (£65,000 of this figure is attributed to the introduction of traffic signals).	£27,000.

	Proposed Traffic Signals to regulate single lane traffic flow on Rockingham Road.			
Kettering Road (south side between Rectory Lane and Springfield Street)	Convert existing footway to footway/ cycletrack, widen into carriageway approaching Springfield Street.	Relocation of signs and/ or street lights and improvements to existing dropped crossing points where necessary.	£19,700.	£5,910.
Springfield Street (east side between Kettering Road and Brampton Valley Way)	Widen existing footway into carriageway and convert to footway/ cycletrack. Proposed Toucan Crossing east of Britannia Walk junction.	Carriageway widening and Toucan would necessitate removal of existing right turn lane into Sainsburys.	£70,000 (£40,000 of this figure is attributed to the introduction of the toucan crossing).	£21,000.
Kettering Road (north side between Gores Lane and Clack Hill).	Proposed localised sections of footway/ cycletrack near to Gores Lane, Sandringham Way, Ashley Drive and Clack Hill.	Existing refuges near junctions to be widened where possible to cater for cyclist road crossings; new refuge required west of Ashley Drive. Improvements to existing dropped crossing points where necessary.	£58,000.	£17,400.
Sub Totals for Route A4.			£511,810.	£118,110.
Total for Route A4.			£629,920.	

ROUTE A5
MARKET HARBOROUGH
BRAMPTON VALLEY WAY

A direct link to:

- Springfield Street Retail Park.
- Millenium Mile (Route A9)
- Little Bowden, western edge.

Adjoining routes and nearby destinations:

- Northampton Road Area, via Route B3)
- Kettering Road Area, via Routes A4 and B3.
- Rockingham Road Area, via Routes B3 and A9.
- Town Centre, via Route B9.

Information to support link:

- Popular existing off carriageway cycle route linking Town Centre and south of the Town (extends further south into Northamptonshire), which will benefit further from adjoining proposed cycle links referred to above.
- Existing National Cycle Route 6.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Brampton Valley Way (between Scotland Road and Millenium Mile (Route A9))	Improved direction signing where necessary, particularly at adjoining cycle routes)	See Route A4 for proposed Toucan Crossing at Springfield Street, which will form part of Brampton Valley Way route.	£2000.	£600.
Sub Totals for Route B3.			£2000.	£600.
Total for Route B3.			£2600.	

ROUTE A6
MARKET HARBOROUGH
NORTHAMPTON ROAD

A direct link to:

- Town Centre
- Leisure Centre
- Bus Station
- Millenium Mile (Route A9)
- Compass Point Business Park.

Adjoining routes and nearby destinations:

- Farndon Road Area, via Routes B6, B7 and B8.
- Brampton Valley Way, via Route A3.
- Kettering Road Area via Route B3.
- Rockingham Road Area, via Routes B3 and A9.
- Springfield Street Retail Park, via Route A9.

Information to support link:

- Predominantly existing cycle facilities, partly joint use footway/ cycletrack where speeds are highest (existing 85%ile speeds recorded at 37 to 45mph) and on carriageway cycle lanes which seem to contribute to lower speeds (existing 85%ile speeds recorded at 33 mph).
- 12 hour traffic counts taken at junctions off the central section of Northampton Road show approximately 70 on road cyclists.
- Improved cycle link between residential streets to west of Northampton Road, and Brampton Valley Way (Route A5).
- 12 injury accidents on route over previous 5 years, 3 involving cyclists.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Northampton Road (vicinity of Leisure Centre/ Compass Point roundabout.	Existing shared use footway/ cycletrack acceptable.	Improve existing dropped crossing points where necessary.	£2,100.	£630.
Northampton Road (west side between Leisure Centre roundabout and Lathkill Street).	Existing shared use footway/ cycletrack acceptable.	Improve existing dropped crossing points at Lathkill Street.	£1,500.	£450.
Northampton Road (west side between Lathkill Street and Clipston Street).	Widen existing shared use footway/ cycletrack.		£7,300.	£2,190.
Northampton Road (west side between Clipston Street and Caxton Street).	Existing shared use footway/ cycletrack acceptable.	Improve existing dropped crossing points where necessary.	£1,850.	£370.
Northampton Road (both sides between Caxton Street and Nithsdale Avenue.	Existing on carriageway cycle lanes are acceptable, albeit sub standard width; no scope for widening the lanes.	Improve conspicuity of cycle lane markings where necessary.	£1,000.	£300.
Northampton Road (both sides between Patrick Street and Nithsdale Avenue)	Convert existing footways into footway/ cycletrack. Modify existing pedestrian refuge to cater for pedestrians and cyclists.	Refuge to serve as link to/ from Brampton Valley Way (Route A5) via Auriga Street.	£3,500.	£1,050.
Northampton	Widen		£19,000.	£3,800.

Road (west side approaching Welland Park Road junction)	carriageway, extend on carriageway cycle lane and introduce Advance Stop Line at junction			
Sub Totals for Route A6.			£36,250.	£8,790.
Total for Route A6.			£45,040.	

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DRAFT

ROUTE A7
MARKET HARBOROUGH

C9411 FARNDON ROAD
STRATEGIC SOUTH WEST/NORTH EAST CORRIDOR

WATSON AVENUE TO COVENTRY ROAD (FARNDON ROAD AREA)

A direct link to:

- Welland Park
- Millennium Mile (Route A9)
- Farndon Road Business Centre
- Route A8 (Lubenham to Mkt Harb Town Centre)
- National Cycle Network 6

Adjoining routes and nearby destinations:

- Welland Park Community College via Route B8
- Market Harborough District Hospital via Route A8
- Lubenham via Route B8 & A8
- Leisure Centre via Routes B6 & B7

Information to support link:

- The vast majority of this route has an excellent off carriageway facility and provides an important conduit joining old and new development to the core network around Market Harborough.
- The route will provide convenience for cyclists linking with other key cycle routes and providing consistent level of provision
- The route corridor is best placed to be accessible to all, providing a direct link to the key attractions.
- The route is attractive to users providing a facility suitable for all 'user' types. The route is lit with a good ride surface.
- To improve cycle and pedestrian safety at known hazards, two zebra crossings are recommended at the junction of Welland Park Road and Farndon Road. Consideration could also be given to placing these on road humps.

- A 12 hour vehicle count recorded 9661 using route A7 with 616 being pedal cyclists (6.4%).
- 12 personal injury accident was recorded on the route. 1 involved a cyclist.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Farndon Road (Watson Avenue to Freshman Way)	Off carriageway shared use facility	Extend existing off carriageway shared facility to Watson Avenue	£22100	£6630
Farndon Road (Freshman Way to Western Avenue)	Off carriageway shared use facility	Existing off carriageway facility. No further work required. Extend footway to Farm food store. Substandard width would be supported to achieve buildability.	£7900	£2370
Farndon Road (Western Avenue to Welland Park Road)	Off carriageway shared use facility	Existing off carriageway facility. Substantially OK, minor lining and signing works required. Zebra crossings at Welland Park Road picked up as part of route B8.	£3000	£900
Farndon Road (Welland Park Road to Coventry Road)	Off carriageway shared use facility	Existing off carriageway facility. Substantially OK. Hedge to be removed corner of Welland Park Road and Farndon Road next to Welland Park to improve visibility and increase available 'shared use' width.	£5000	£1500
Sub Total for Route A7			£38000	£11400
Total for Route A7			£49400	

ROUTE A8 future leisure
MARKET HARBOROUGH

A4304 HARBOROUGH ROAD & COVENTRY ROAD
STRATEGIC EAST/WEST CORRIDOR

LUBENHAM TO MKT HARB TOWN CENTRE

A direct link to:

- Town Centre
- Lubenham village
- Railway Station
- District Hospital
- St Joseph's Catholic Primary School
- Surgery
- Superstore
- Retail Park
- Manor Walk (shopping centre)

Adjoining routes and nearby destinations:

- Welland Park Community College via Route B8
- Millennium Mile route A9 & Welland Park
- Route A7 (Watson Av to Coventry Rd – Farndon Rd Area)
- National Cycle Route 6 (London to Threlkeld)
- Route B9 (Coventry Rd to Upper Fairfield Rd)
- Route B10 (Coventry Rd to Leicester Rd)
- Route A1 (A6 to Mkt Harb Town Centre)
- Route A6 (Northampton Rd Area)
- Route A3 (Clack Hill Area)
- Railway Station via Route A3
- Farndon Road Business Centre via route A7 & B8

Information to support link:

- Cycle infrastructure exists for part of the route and is a popular facility for accessing local amenities
- The route will provide convenience for cyclists linking with other key cycle routes and providing consistent level of provision
- The route corridor is best placed to be accessible to all, providing a direct link to the key attractions.
- The route will be attractive to users providing a facility suitable for all 'user' types. The route will be lit and 'off' carriageway reducing the risk to vulnerable users.
- An 'off' carriageway provision will provide a safe facility for all 'users'.
- The A4304 corridor is relatively linear with one noticeable gradient at Lubenham Hill. The recommended facility will be of appropriate width and tarmaced and to be designed in accordance with Leicestershire County Council's best practice for cycling. The number of side roads and junctions encountered on this corridor should not cause unnecessary interruption for cyclists.
- The scheme would help address requests from cyclists to make it safer to travel between Lubenham and Market Harborough. An alternative route utilising a disused railway line and locally known as 'Adam's Mile', whilst offering an attractive leisure route would not provide substantial benefits when compared to the 'off' road facility running parallel to the A4304 as proposed.
- A 12 hour vehicle count recorded 12058 using route A8 with 93 being pedal cyclists (0.8%). *Please note existing cycling of footway has not been recorded.*
- 16 personal injury accidents are recorded on the route. None involved cyclists.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
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Coventry Road (High Street to Fairfield Road)	The majority of the route is existing on carriageway with virtual markings. Off carriageway 'shared use' at mini roundabout	<p>Westbound</p> <p>Virtual cycle markings within 'one way' section and refresh carry out minor modifications to off carriageway facility.</p> <p>Eastbound</p> <p>Virtual cycle markings on carriageway. Design to direct cyclists up School Lane and then along public right of way A84. A request to formally allow cyclists to use the footpath will be required. Cyclists have been observed cycling on this route</p>	£7200	£2160
Coventry Road (Fairfield Road to Gardiner Street)	Existing off carriageway dedicated cycle route	<p>Westbound & Eastbound</p> <p>Existing 'Dutch' style cycle facility with separate footway, condition fit for purpose.</p> <p>Prohibition of Waiting traffic regulation order required to prevent indiscriminate parking on cycle track.</p>	£7200	£2160
Coventry Road & Lubenham Hill (Gardiner Street to crest of Lubenham Hill)	Proposed off carriageway 'shared use' facility.	<p>Westbound & Eastbound</p> <p>Convert existing footway into shared use footway/ cycle track. As part of the Airfield Farm development it is a condition to facilitate this conversion. At the crest of Lubenham Hill and new roundabout will be constructed with access into the new Airfield Farm development. Footway & cycle facilities will form</p>	£184000	£55200

		<p>part of this new construction.</p> <p>A toucan crossing is proposed at the junction with Welland Park Road to link with route B8.</p> <p>Liaise with the Airfield Farm development</p>		
Harborough Road (Lubenham Hill to Lubenham Village)	Proposed off carriageway 'shared use' facility.	<p>Westbound & Eastbound</p> <p>Convert existing footway into shared use footway/ cycle track. Due to level of footfall and cycle usage along this section a reduced shared use width of 2 metres should suffice to manage the risk.</p> <p>The existing footway alongside the gradient towards Lubenham Hill has a guard rail due to level differences. An Engineering solution to make this fit for purpose for both users will be a challenge but not impossible.</p> <p>Cycle on/off feeders will be required in Lubenham to direct cyclists back on to carriageway safely.</p> <p>It is understood through the Airfield Farm development a pedestrian refuge may be constructed further into the village.</p>	£222000	£66600
Sub Total for Route A8			£420400	£126120
Total for Route A8			£546520	

ROUTE A9

MARKET HARBOROUGH

MILLENNIUM MILE (PART)

STRATEGIC EAST/WEST CORRIDOR

WELLAND PARK TO TRAIN STATION

A direct link to:

- Train Station
- Part of the National Cycle Network 6
- National Cycle Network 64
- Town Centre
- Welland Park
- Route A3 (Rockingham Road Area)
- Route A4 (Clack Hill Area)
- Route A6 (Northampton Road Area)
- Route A7 (Watson Av to Coventry Rd – Farndon Rd Area)
- Route B6 (Leisure Centre to Millennium Mile – Fairfax Rd Area)

Adjoining routes and nearby destinations:

- District Hospital
- Farndon Road Business Centre
- Superstore
- Retail Park
- Surgery
- St Joseph's Catholic Primary School

Information to support link:

- The route is well constructed and central to Market Harborough providing an inner traffic free core linking to many key destinations
- No traffic or cycle data available.
- 1 personal injury accident was recorded on the route. Did not involve cyclist.
- This study process only identified small areas of improvements centred on connectivity & usability issues.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Millennium Mile (Farndon Road to Northampton Road)	Off carriageway 'shared use' provision Regulate upstand at bridge over weir. Realign path at Walcot Road junction.	Eastbound & westbound Existing well-constructed 'off' carriageway route. Only minor modifications identified:- High upstand at transition of bridge over River Welland. Signing confusing in places. The transition at Walcot Road is not obvious. Engineering solution required to clearly mark and direct users. Consider allowing cyclists to use the footbridge over the River Welland (near Tesco's) Path transition to toucan crossing at Northampton Road is not clear. Solution required to provide better definition.	£5000	£1500
Sub Total for Route A9			£5000	£1500
Total for Route A9			£6500	

ROUTE B1
MARKET HARBOROUGH
BURNMILL ROAD AREA

A direct link to:

- Ridgeway Primary School.
- Robert Smyth Academy.
- Great Bowden Road (Route A2)

Adjoining routes and nearby destinations:

- Railway Station, via Route A2.
- Great Bowden, via Route A2 and Burnmill Road.
- North of Town (General), via Route B2.
- St Luke's Hospital, via Route A1.
- Leicester Road (Route A1).
- High Street (Route A1), via Route B2.

Information to support link:

- 3 accidents in 5 years, of which 2 involved cyclists, scope to improve this record by introducing measures to make the roads safer for use by cyclists.
- The Travel Plan of Robert Smyth Academy identifies the need for traffic calming measures and cycle lanes on Burnmill Road
- Over the past 3 year period, data from the annual school census show that the mode of travel for pupils attending Robert Smyth Academy has remained the same for cyclists and those travelling by car, bus journeys have decreased and walking increased both by 2%.
- High numbers of school children use Burnmill Road and The Ridgeway.
- St Luke's Hospital is expanding and will attract more visitors.
- 12 hour traffic counts taken at the Burnmill Road/ The Ridgeway Road junction show 50 on road cyclists.
- Burnmill Road is predominantly straight with a gradual downhill gradient into the Town, with on street parking along part of its length there is the potential for conflict between passing cars and cyclists. Traffic calming will improve road safety for on-carriageway cyclists,

whilst an off-carriageway joint use footway/ cycletrack will provide a facility for less confident cyclists.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
The Ridgway	Virtual cycle markings and direction signing.	Existing vertical traffic calming measures in vicinity of Ridgeway Primary Academy.	£2,000.	£600.
Alvington Way	Virtual cycle markings and direction signing.	Existing vertical traffic calming measures along the length of the road.	£2,000.	£600.
Burnmill Road (Between Alvington Way and The Ridgeway)	Proposed set of 2 speed cushions near existing refuge.		£3,000.	£5,000 (Based on consultation fees for similar schemes, not 30% of works. However, see note immediately below).
Burnmill Road (between The Ridgeway and Bowden Lane)	Proposed Speed Table at 3 locations.	Measures required to restrict parking at table proposed near The Ridgeway, to give the opportunity for pedestrians/ cyclists to cross Burnmill Road on the table.	£33,000.	£7,000 (Based on consultation fees for similar schemes, not 30% of works. However, if combined with the speed cushions referred to immediately above, then total fees forecast for both elements

				could still be £7,000).
Burnmill Road (east side from The Ridgeway to a point approximately 500m south.	Widen existing footway and convert to joint use footway/ cycletrack.		£50,500.	£15,150.
Burnmill Road (west side from a point approximately 500m south of The Ridgeway to the junction with Bowden Lane.	Widen existing footway and convert to joint use footway/ cycletrack.		£13,000.	£3,900.
Sub Totals for Route B1.			£103,500.	£32,250.
Total for Route B1.			£135,750.	

ROUTE B2
MARKET HARBOROUGH
NORTH OF TOWN

A direct link to:

- Ridgeway Primary School
- Railway Station
- High Street (Route A1).
- Great Bowden Road (Route A2)

Adjoining routes and nearby destinations:

- Rockingham Road Area, via Route A2.
- Robert Smyth School, via Route B1.
- St Luke's Hospital, via Route B1.
- Great Bowden, via Route A2.
- Town Centre, via Route A1.
- Three Manors Retail Park, via Route A3.
- Rockingham Road Area, via Route A2.
- Millenium Mile Area, via Route A2.

Information to support link:

- Route part-traffic calmed/ part quiet roads.
- 12 hour traffic counts taken at The Headlands show between 60 and 70 on road cyclists.
- There have been no accidents on this route over the previous 5 years, possibly indicating that it is a good choice to direct cyclists along it.
- This signed route will guide cyclists through the network of roads north of the Town.
- Great Bowden Road proposals should help cyclists cross Great Bowden Road further away from the Rockingham Road junction where there will be less chance of queuing traffic obstructing the crossing manoeuvre.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Bowden Lane - Heygate Street -Orchard Street -The Broadway -Connaught Road - Albert Road - Fernie Road.	Direction signing and virtual cycle markings.	Note existing speed tables on Connaught Road and proposed speed table near Bowden Lane/ Burnmill Road junction (see Route B1).	£2,000.	£600.
Warwick Close - Douglass Drive - Hillside Road – The Headlands	Direction signing and virtual cycle markings.	Note existing speed tables on The Headlands.	£2,000.	£600.
Great Bowden Road (west side north of Fernie Road)	Widen footway between Fernie Road and refuge and convert to joint use footway/ cycletrack.	Utilise refuge to aid cyclists crossing Great Bowden Road.	£3,000.	£1,000.
Great Bowden Road (east side from Railway Station service road north to refuge)	Widen existing joint use footway/ cycletrack.		£3,000.	£1,000.
Sub Totals for Route B2.			£10,000.	£3,200.
Total for Route B2.			£13,200.	

OUTE B3
MARKET HARBOROUGH
LITTLE BOWDEN/ GORES LANE

A direct link to:

- Kettering Road (Route A4)
- Rockingham Road (Route A3)
- Northampton Road (Route A6)
- Little Bowden School
- Little Bowden
- Brampton Valley Way (Route A5)

Adjoining routes and nearby destinations:

- Leisure Centre, Route A6.
- Rockingham Road Area, via Route A3.
- Town Centre, via Route A6.
- Northampton Road Area, via Route A6.
- Bus Station, via Route A6.
- Millenium Mile, via Routes A3 and A5.
- Overstone Park housing development, several hundred residences,
subject to planning approval, via Route A4.
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Information to support link:

- 12 hour traffic counts taken at Gores Lane/ Rockingham Road junction show 58 cyclists using the carriageway network, 32 using Gores Lane; scope for a more comprehensive off road cycle network to cater for these.
- Proposed scheme would achieve a predominantly off-carriageway cycle route between Northampton Road and Rockingham Road Areas.
- The scheme would help address requests from cyclists to provide segregated cyclist facilities on Gores Lane, route can be busy with cyclists.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Auriga Street	Direction signing only.	<p>Auriga Street is a very quiet short road link between Northampton Road and the Recreation Ground near Little Bowden School.</p> <p>See Route A6 for proposed measures on Northampton Road, near Auriga Street, which will aid cyclists accessing/egressing Auriga Street.</p>	£1,000.	£300.
Recreation Ground near Little Bowden School.	Direction signing only.	Existing off-carriageway cycletrack between Auriga Street and Scotland Road.	£500.	£150.
Scotland Road (between Little Bowden School and Kettering Road)	Direction signing only.	Traffic calmed on carriageway part of the route.	£1,000.	£300.
Gores Lane (south east side between Kettering Road and Rockingham Road)	Widen existing footway and convert to footway/ cycletrack.	<p>Existing refuge on Kettering Road, east of Scotland Road, to be widened (see Route A4).</p> <p>Improvements to existing dropped crossing points where necessary along Gores Lane.</p>	£61,000.	£18,300.
Sub Totals for Route B3.			£63,500.	£19,550.
Total for Route B3.			£82,000.	

ROUTE B4
MARKET HARBOROUGH
ASHLEY WAY

A direct link to:

- Kettering Road (Route A4)
- Rockingham Road (Route A3)
- Meadowdale Primary School

Adjoining routes and nearby destinations:

- Kettering Road Area, via Route A4).
- Rockingham Road Area, via Route A3.
- Overstone Park housing development, several hundred residences, **subject to planning approval**, via Route A4.
- Millenium Mile, via Route A2.
- Springfield Street Retail Park, via Route A4.

Information to support link:

- Low speeds due to existing traffic calming.
- Approval of Overstone Park housing development would significantly increase the potential usage of this route.
- A good on-carriageway cycle link to Meadowdale Primary School where Bikability Cycle training has been undertaken.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Ashley Way	Virtual cycle markings and direction signing.	Utilise existing traffic calmed roads as a designated cycle route.	£2,000.	£600
Sub Totals for Route B4.			£2,000.	£600
Total for Route B4.			£2,600.	

ROUTE B5
MARKET HARBOROUGH
CLACK HILL

A direct link to:

- Peaker Park Care Village
- Kettering Road (Route A4)
- Rockingham Road (Route A3)
- Meadowdale Primary School

Adjoining routes and nearby destinations:

- Kettering Road Area, via Route A4).
- Rockingham Road Area, via Route A3.
- Overstone Park housing development, several hundred residences, **subject to planning approval**, via Route A4.
- Millenium Mile, via Route A2.
- Springfield Street Retail Park, via Route A4.

Information to support link:

- Quiet/ scenic off-road alternative pedestrian/ cyclist route to Ashley Way (Route B4).
- Approval of Overstone Park housing development would significantly increase the potential usage of this route.
- Previous Connect 2 funding submission highlights the desire for converting route to a joint use footway/ cycletrack.
- Improved cycle link to Meadowdale Primary School where Bikability Cycle training has been undertaken.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Kettering Road to David Hobbs Rise (footpath)	Widen existing footpath and convert to footway/ cycletrack.		£27,500.	£8,250.
David Hobbs Rise and Shelland Close	Virtual cycle markings and direction signing.	Utilise existing quiet/ traffic calmed roads as part of cycle route.	£1,000.	£300.
Shelland Close to Meadowdale Primary School and Peaker Park Care Village (footpath).	Widen existing footpath and convert to footway/ cycletrack.	Localised widenings may be acceptable due to length of route and physical restrictions.	£136,500.	£40,950.
Sub Totals for Route B5.			£165,000.	£49,500.
Total for Route B5.			£214,500.	

ROUTE B6
MARKET HARBOROUGH

LEISURE CENTRE TO MILLENNIUM MILE (FAIRFAX RD AREA)

A direct link to:

- Route A6 (Northampton Road Area)
- Route A9 (Millennium Mile)
- Route A7 (Watson Av to Coventry Rd – Farndon Rd Area) via B7
- Welland Park
- Welland Park Academy
- National Cycle Network 6
- Leisure Centre
- Surgery
- South west community of Market Harborough
- Allotments

Adjoining routes and nearby destinations:

- Farndon Field Primary School
- Farndon Road Business centre
- Cemetery

Information to support link:

- The route connects local traffic to key strategic routes and provides a feed to other local connector routes.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
(Leisure Centre to Farndon Road to Green Lane)	'Off carriageway' shared use facility	Existing well-constructed 'off' carriageway route. Only minor modifications identified:- Transition feeder on to route A6. Improved signage	£4800	£1440

		Transition feeder on to Green Lane		
Green Lane	On carriageway	Virtual cycle markings	£3600	£1080
Fairfax Road	On carriageway	Consider 3 junction tables Virtual cycle markings	£57000	£17100
Stuart Road	On carriageway	Virtual cycle markings	£3600	£1080
Footpath A107 (Stuart Road to Welland Park Road)	Footpath conversion and proceed on foot.	Southern section to be converted to allow cyclists. Northern section cyclists will be instructed to dismount. This will still be quicker for cyclists than using the alternative diversion.	£8400	£2520
Sub Total for Route B6			£77400	£23220
Total for Route B6			£100,620	

DRAFT

ROUTE B7
MARKET HARBOROUGH

FARNDON ROAD TO NORTHAMPTON ROAD (WESTERN AV & BATH ST AREA)

CONNECTOR ROAD LINKING CYCLISTS TO A6 & A7

A direct link to:

- Route A6 (Northampton Road Area)
- Route A7 (Watson Av to Coventry Rd – Farndon Rd Area)
- Route B6 (Leisure Centre to Millennium Mile – Fairfax Rd Area)
- Burford Green Recreation Ground

Adjoining routes and nearby destinations:

- Farndon Field Primary School
- Leisure centre
- Allotments
- Farndon Road Business centre
- Cemetery
- Welland Park
- Millennium Mile
- Welland Park Community College

Information to support link:

- The route connects local traffic to key strategic routes and provides a feed to other local connector routes.
- A 12 hour vehicle count recorded 4813 using route B7 with 31 being pedal cyclists (0.6%). *Please note existing cycling of footway has not been recorded.*
- 1 personal injury accident was recorded on the route. Did not involve cyclist.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Western Avenue (Farndon Road to Cromwell Crescent)	Signs & Lines	Existing traffic calmed route. Consider dedicated cycle lane. However, advisory marking will be substandard width i.e. 1.2 metres max.	£600	£180
Western Avenue (Cromwell Crescent to Grenville Gardens)	Signs & Lines	Sporadic on carriageway parking. Properties do have off street parking facilities. Consider advisory cycle markings or virtual markings.	£600	£180
Western Avenue (Adjacent to Burford Green Recreation Ground)	Signs & Lines Cycle feeder x 2 3 No junction tables New shared off carriageway facility	Consider 3 junction tables Eastbound Feed cyclists off carriageway and convert footway to shared use. This allows cyclists to bypass frequent on street parking. Westbound Advisor cycle lane. Prohibition of waiting required to protect cycle lane from parking. Adequate parking in the vicinity to cater for the shops.	£69000	£21000
Western Avenue (Lenthall Square to Fairfax Road)	Signs & Lines	Advisory cycle markings. Sporadic on carriageway parking.	£600	£180
Bath Street (Fairfax Road to Lathkill Street)	Signing & Lining New traffic regulation order.	The business units close to Lathkill Street attract a higher percentage of on street parking.	£3000	£900

		Consider prohibition of waiting to prevent parking and remove obstruction for cyclists. For eastbound cyclists		
Bath Street (Lathkill Street to Northampton Road)	20mph speed limit Signing & lining	The character of the route is significantly different to the rest of Bath Street and Western Avenue. The restricted width and lack of off street parking creates a significant amount of parking half on/half off the carriageway. The route is traffic calmed. Consider virtual cycle markings and 20mph speed limit. There is also an avenue of mature trees which presents difficulties when it comes to either carriageway or footway widening.	£3000	£900
Sub Total for Route B7			£76800	£23340
Total for Route B7			£100140	

ROUTE B8
MARKET HARBOROUGH

WELLAND PARK ROAD
LUBENHAM HILL TO NORTHAMPTON ROAD – WELLAND PARK ROAD
AREA

A direct link to:

- Route A6 (Northampton Road Area)
- Route A7 (Watson Av to Coventry Rd – Farndon Rd Area)
- Route A8 (Lubenham to Mkt Harb Town Centre)
- Welland Park
- Welland Park Community College
- Millennium Mile
- Allotments

Adjoining routes and nearby destinations:

- Farndon Field Business Centre
- Hospital
- St Joseph's Primary School
- Superstore
- Retail Park
- Burford Green Recreation Ground

Information to support link:

- The route connects local traffic to key strategic routes and provides a feed to other local connector routes.
- A 12 hour vehicle count recorded 6297 using route Welland Park Road with 22 being pedal cyclists (0.4%). *Please note existing cycling of footway has not been recorded.*
- 12 personal injury accidents have been recorded on the route. 2 involved cyclists.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Welland Park Road (Coventry Road to Farndon Road)	Off carriageway 'shared use' cycle track	Off carriageway route south side feeding from new toucan crossing on Coventry Road. Existing footway to be widened. Consider raising parapet height on bridge over River Welland. May have to accept localised narrowing if telegraph pole or trees cannot be moved. Route continues into new zebra crossing over the Farndon Road.	£96000	£28800
Welland Park Road (Farndon Road to Northampton Road)	Off carriageway 'shared use' cycle track	New zebra crossing takes pedestrians and cyclists over Welland Park Road to link up with new shared use facility on the northern side. New shared use facility to be 2.5 metres minimum, providing direct links to Welland Park, Welland Park Community College, Millennium Mile and Walcote Road. Localised narrowing may be required where desirable width cannot be achieved due to mature trees. Street furniture such as bins and benches can be relocated.	£148800	£44640
Sub Total for Route B8			£148800	£44640
Total for Route B8			£193440	

ROUTE B9

MARKET HARBOROUGH

LOGAN STREET/NORTHLEIGH GROVE/FAIRWAY

COVENTRY RD TO UPPER FAIRFIELD RD – LOGAN ST AREA

A direct link to:

- Route A1 (A6 to Mkt Harb Town Centre)
- Route A8 (Lubenham to Mkt Harb Town Centre)
- National Cycle Network 6

Adjoining routes and nearby destinations:

- Canal
- District Hospital
- Surgery
- Market Harborough CE Primary School
- Welland Park
- Farndon Road Business Park
- St Joseph's Catholic Primary School

Information to support link:

- The route connects local traffic to key strategic routes and provides a feed to other local connector routes.
- A 12 hour vehicle count recorded 984 using route B9 with 13 being pedal cyclists (1.3%). *Please note existing cycling of footway has not been recorded.*
- No personal injury accidents have been recorded on the route.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Logan Street (Coventry Road to access to canal)	Current – on carriageway. No change	No immediate measures. Existing traffic calmed route within 20mph zone and forms part of the national cycle network 6.	£12000	£3600

		However, the access between Logan Crescent and the canal will require surfacing and improved cycle feeder facility building. This is likely to be in the form of a build out to improve conspicuity and aid transition movements.		
Northleigh Grove (Logan Street to Fairway)	Current – on carriageway. No change	Existing route traffic calmed and part of 20mph zone. Consider virtual cycle markings.	£3000	£900
Fairway (Northleigh Grove to Fairfield Road)	Current – on carriageway. No change	Existing route traffic calmed and part of 20mph zone. Consider virtual cycle markings.	£3000	£900
Sub Total for Route B9			£18000	£5400
Total for Route B9			£23400	

ROUTE B10
MARKET HARBOROUGH

FAIRFIELD ROAD
COVENTRY ROAD TO LEICESTER ROAD

A direct link to:

- Route A1 (A6 to Mkt Harb Town Centre)
- Route A8 (Lubenham to Mkt Harb Town Centre)
- Route B9 (Coventry Rd to Upper Fairfield Rd – Logan Street Area)
- Market Harborough CE Primary School
- Police Station
- Fire Station

Adjoining routes and nearby destinations:

- Canal
- District Hospital
- Surgery
- Welland Park
- Farndon Road Business Park
- St Joseph's Catholic Primary School
- Millennium Mile
- Town centre
- Brook House College
- Cricket Ground
- Recreation Ground

Information to support link:

- The route connects local traffic to key strategic routes and provides a feed to other local connector routes.
- A 12 hour vehicle count recorded 5641 using Fairfield Road with 48 being pedal cyclists (0.9%). *Please note existing cycling of footway has not been recorded.*
- 1 personal injury accident has been recorded on the route. Not involving cyclist.

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Fairfield Road (Abbey Street to Old School Mews)	Existing on carriageway advisory cycle lane and off carriageway shared use. Minor modifications required to make facility fit for purpose.	Northbound Existing facilities are relatively OK. Cycle bypass past throttle and over Old School Mews requires updating to make more user friendly. Southbound Cyclists retained on carriageway with advisory marking	£4000	£1200
Fairfield Road (Old School Mews to 2 nd throttle)	Existing on carriageway advisory cycle lane.	Northbound & southbound No on street parking observed. Retain existing advisory cycle markings.	£1000	£300
Fairfield Road (2 nd throttle to Fairway)	Existing on carriageway advisory cycle lane and proposed off carriageway shared use.	Northbound A high proportion of on street parking occurs on the western kerbline. No reasonable adjustment exists to relocate the parking so consider off carriageway shared use to reduce risk of cyclists passing parked vehicles and the risk of striking opening doors. Southbound. Cyclists continue to ride on carriageway by way of an advisory marking. Cyclists would have the option to use the shared path if the target destination is the school.	£15000	£4500
Fairfield Road	Existing on	To avoid conflict at	£53000	£15900

(Fairway to B6047)	carriageway advisory cycle lane and proposed off carriageway shared use.	junction, cyclists encouraged to use new off carriageway shared facility linking to toucan conversion north of junction and new cycle transition facility south of the junction. The latter proposal will require the removal of the central island with amendments to the right turn ghost hatching and new kerb line build out.		
Sub Total for Route B10			£73000	£21900
Total for Route B10			£94,900	

DRAFT

ROUTE B11

MARKET HARBOROUGH

GALLOW FIELD ROAD

HARBOROUGH RD TO FOXTON incl. HMP GARTREE – GALLOW FIELD ROAD AREA

A direct link to:

- Route A1 (A6 to Mkt Harb Town Centre)
- HMP Gartree
- Foxton village
- Foxton Locks tourist destination
- National Cycle Network 6

Adjoining routes and nearby destinations:

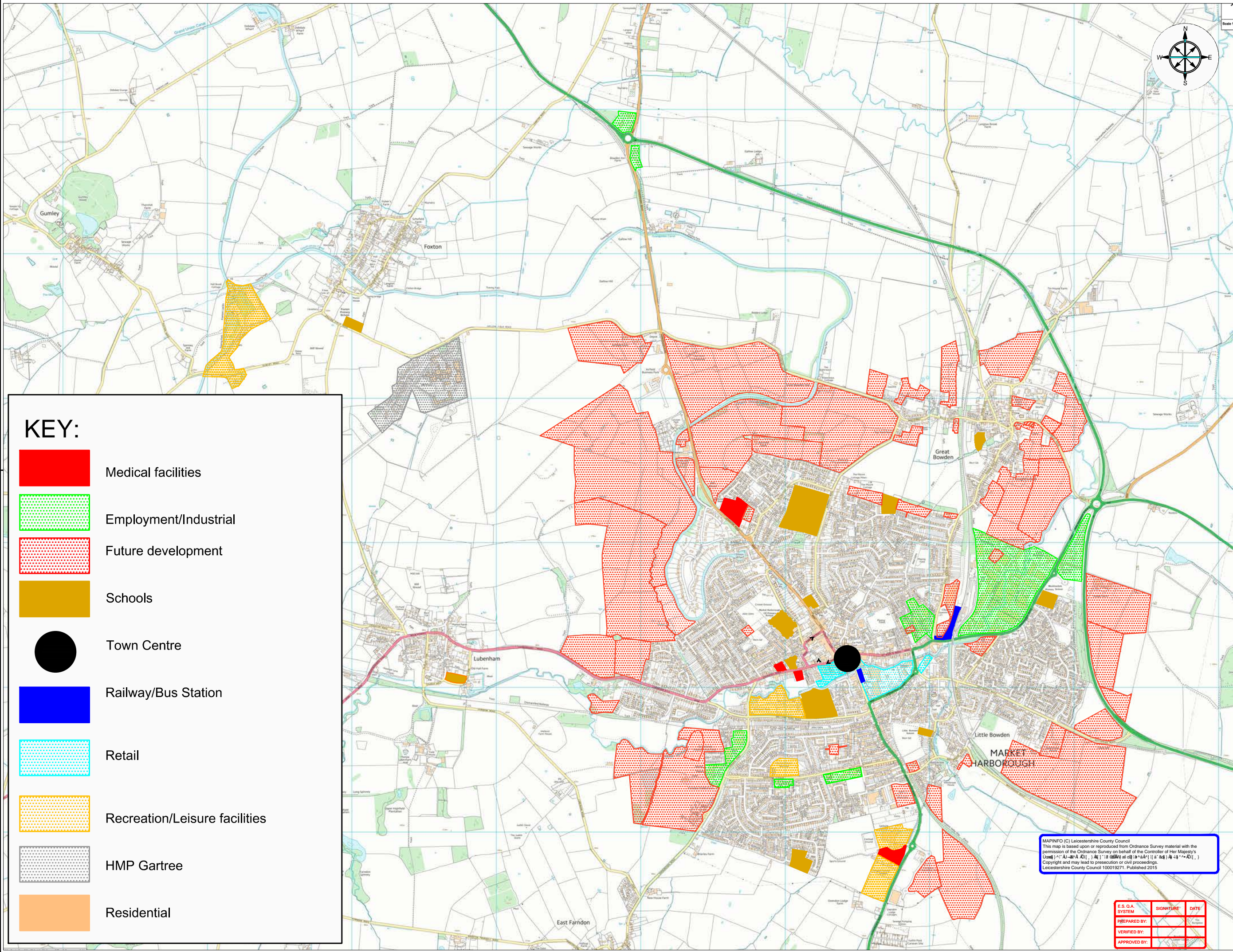
- Foxton Primary School
- St Luke's Hospital
- Cricket Ground
- Airfield Business Park

Information to support link:

- The route connects local traffic to key strategic routes and provides a feed to other local connector routes and tourist attractions.
- A 12 hour vehicle count recorded 2496 using Gallow Field Road with 37 being pedal cyclists (1.5%)
- 4 personal injury accidents have been recorded on the route. None involving cyclists

Suggested Measures with estimated costs:

Location	Measure	Notes	Works Estimate	Est. Fees @ 30%
Gallow Field Road (B6047 to HMP Gartree)	On carriageway with advisory cycle lane & carriageway widening where necessary	The rural route albeit national speed limit lends itself to an on carriageway advisory facility. Cycle numbers will be moderate with confident and commuter cyclists being the core audience. Evidence on site suggests the carriageway could be wider than what is seen visually. This is because the route is a former airfield and the verge overtime has encroached over the existing tarmac. In addition the carriageway width is approximately 9 metres wide, so with no or minimal construction the provision of 1.5 metre advisory cycle lanes can be accommodated. A cycle feeder system will be required to cater for access arrangements into and out of the HMP Gartree complex.	£35000	£10500
Spur using bridleway A37 linking with NCN 6	Desirable is a tarmaced route with timber edgings. 2.5 metres wide would suffice.	Full conversion required over unmade ground up to the brick arch bridge over the canal. Restoration work required over the bridge and then full construction to link path with NCN 6. NCN 6 is OK. Surface of path to be confirmed.	£280000	£84000
Sub Total for Route B11			£315000	£94500
Total for Route B11			£409,500	



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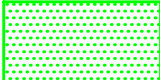









-  Medical facilities
-  Employment/Industrial
-  Future development
-  Schools
-  Town Centre
-  Railway/Bus Station
-  Retail
-  Recreation/Leisure facilities
-  HMP Gartree
-  Residential

FIGURE 5

NOTES:
1. ALL DIMENSIONS ARE IN METRES. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
2. THIS DRAWING IS TO BE READ PARTICULARLY IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:-

REVISED	AMENDMENT	BY	DATE


Leicestershire County Council
ENVIRONMENT AND TRANSPORT DEPARTMENT
PHIL CROSSLAND
DIRECTOR

LEICESTERSHIRE HIGHWAYS

COUNTY: LCC & HARBOURH DISTRICT COUNCIL

TITLE: MARKET HARBOURH TOWN CENTRE STUDY
CYCLING & WALKING STRATEGY
NETWORK EXPANSION
KEY TRIP GENERATORS

DRAWING NUMBER	SCALE
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CHECKED BY: C. HODGES	SIZE: A0
APPROVED BY: A. SMITH	CORR. FILE:

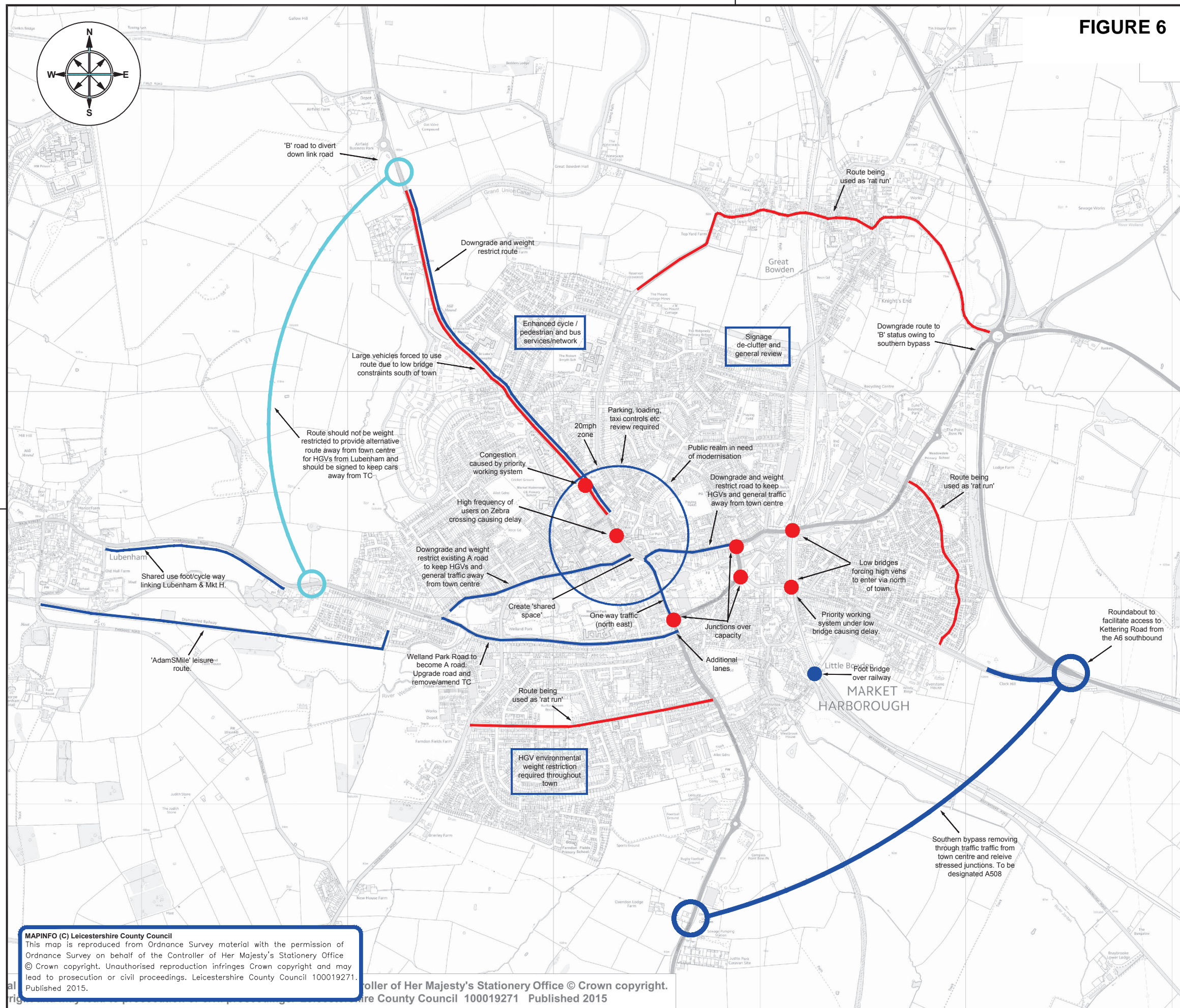
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AUTOCAD FILENAME: Master Plan.dwg

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Customer Service tel No: 0116 3050001
E-Mail address: engineering@leicestershire.gov.uk www.leics.gov.uk

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E.S.O.A. SYSTEM	SIGNATURE	DATE
PREPARED BY:		
VERIFIED BY:		
APPROVED BY:		



Key

Issues

Aspirations / Solutions

Committed

This drawing summarises the most frequently arising strategic matters from the various workshops.

The intention is for these ideas to promote further discussion and inform/direct the progression of the study.



**ENVIRONMENT AND
TRANSPORT DEPARTMENT**



PHIL CROSSLAND
DIRECTOR

TRAFFIC & SAFETY GROUP

TRAFFIC MANAGEMENT

TITLE:

MARKET HARBOURBOURH DISCUSSION DOCUMENT

ISSUES / ASPIRATIONS / SOLUTIONS ARISING FROM WORKSHOPS

DRAWING NUMBER

N/A

SCALE

NTS

PREPARED BY:	M. ARCHER
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DATE:	JULY 2014
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CHECKED BY:	M. PALFREYMAN
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SIZE :	A3
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APPROVED BY:	M. PALFREYMAN
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	CORR. FILE :

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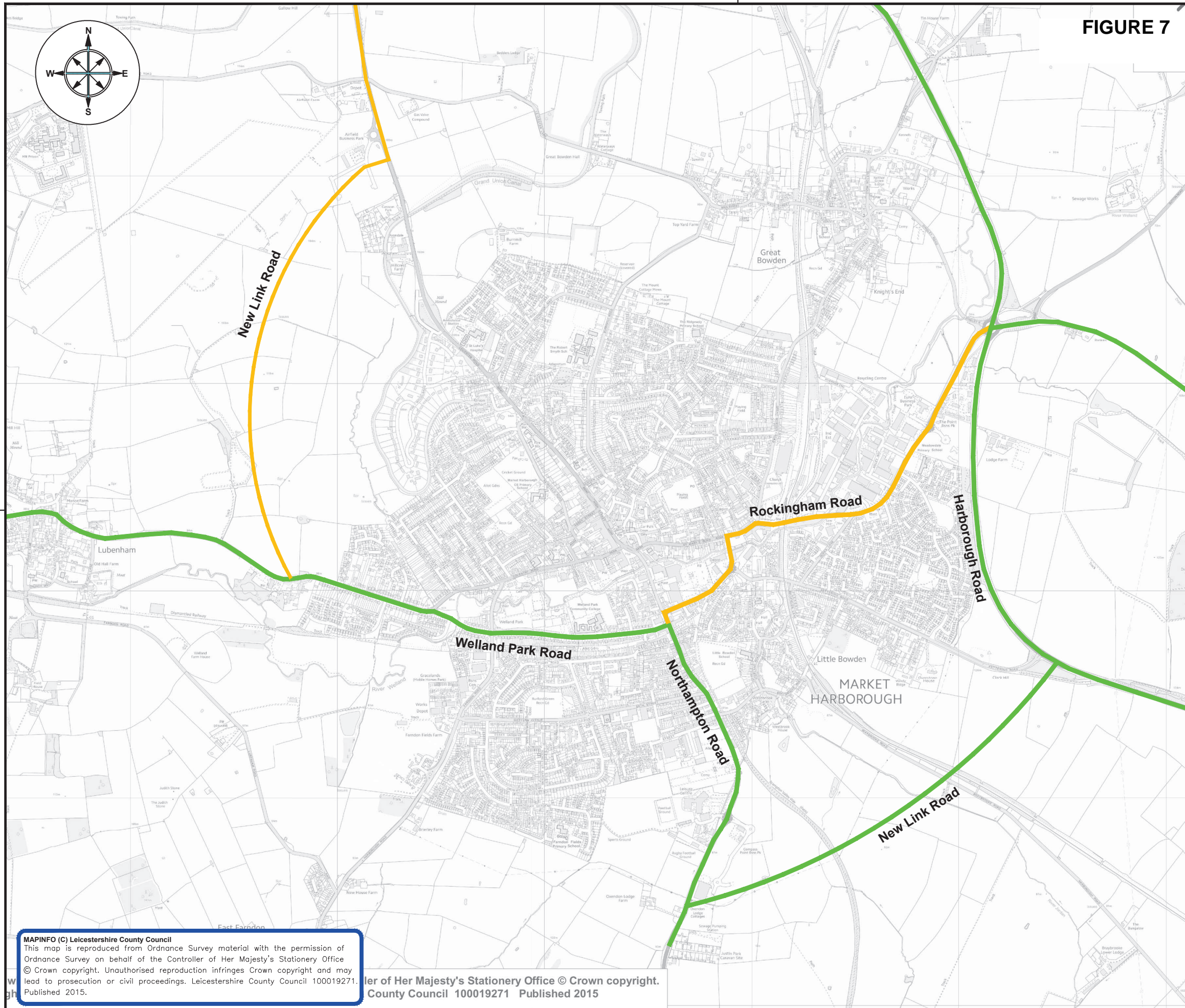


FIGURE 7

Key

Proposed strategic network

Resultant 'A' road

Resultant 'B' road

This drawing summarises the most frequently arising strategic matters from the various workshops.

The intention is for these ideas to promote further discussion and inform/direct the progression of the study.



ENVIRONMENT AND
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PHIL CROSSLAND
DIRECTOR

TRAFFIC &
SAFETY GROUP

TRAFFIC MANAGEMENT

TITLE:
**MARKET HARBOROUGH
DISCUSSION DOCUMENT**
**PROPOSED ROAD CLASSIFICATION
ARISING FROM WORKSHOPS**

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PREPARED BY:	M. ARCHER	DATE:	JULY 2014
CHECKED BY:	M. PALFREYMAN	SIZE :	A3
APPROVED BY:	M. PALFREYMAN	CORR. FILE :	

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E-Mail address: customerservices@leics.gov.uk www.leics.gov.uk

FIGURE 8

Package of Proposals

Walking and Cycling Network Route No. on Plan	Location	Estimated Works Costs £	Est. Fees @30% or based on similar schemes £	Scheme Cost: Fees and Work £
A1	Harborough Road, Leicester Road & High Street A6 to Mkt. Harborough Town Centre	214,100	64,230	278,330
A2	Great Bowden Road	5,000	5,000	10,000
A3	Rockingham Road/ St. Mary's Road	236,700	71,610	308,310
A4	Kettering Road	511,810	118,110	629,920
A5	Brampton Valley Way	2,000	600	2,600
A6	Northampton Road	36,250	8,790	45,040
A7	Farndon Road	38,000	11,400	49,400
A8	A4304 Harborough Road & Coventry Road Lubenham to Mkt. Harborough Town Centre	420,400	126,120	546,520
A9	Millennium Mile	5,000	1,500	6,500
B1	Burnmill Road Area	103,500	32,250	135,750
B2	North of Town	10,000	3,200	13,200
B3	Little Bowden/ Gores Lane	63,500	19,550	83,050
B4	Ashley Way	2,000	600	2,600
B5	Clack Hill	165,000	49,500	214,500
B6	Leisure Centre to Millennium Mile	77,400	23,220	100,620
B7	Western Avenue/ Bath Street	76,800	23,340	100,140
B8	Welland Park Road	148,800	44,640	193,440
B9	Logan Street/ Northleigh Grove/ Fairway	18,000	5,400	23,400
B10	Fairfield Road	73,000	21,900	94,900
B11	Gallowfield Road Area	315,000	94,500	409,500
	SUBTOTAL	2,522,260	725,460	3,247,720
GENERAL	Cycle parking - various locations	25,000	7,500	32,500
GENERAL	Cycle route signing and information boards	47,500	14,250	61,750
Infrastructure Improvements	Various locations	179,592	35,918	215,510
	TOTAL	2,774,352	783,128	3,557,480

APPENDIX B

NOTES:

- Study Area
- A1 Primary cycle route to accommodate safer large scale cycle movement.
- B1 Significant cycle route linking the primary cycle routes and accommodating cross town traffic.
- NCN 6 National Cycle Network & no.

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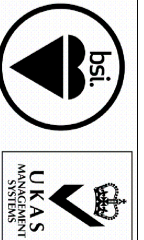


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PHIL CROSSLAND
DIRECTOR

LEICESTERSHIRE
HIGHWAYS



CLIENT:

NAME OF CLIENT

MARKET HARBOROUGH
TOWN CENTRE STUDY
CYCLING/WALKING NETWORK
OVERVIEW PLAN

DRAWING NUMBER

SCALE

4592.000/Z1/1/1

Reduced Scale

PREPARED BY:

D. East

DATE: 17 Nov 2015

CHECKED BY:

C. Hodges

SIZE: A2

APPROVED BY:

A. Smith

CORR. FILE:

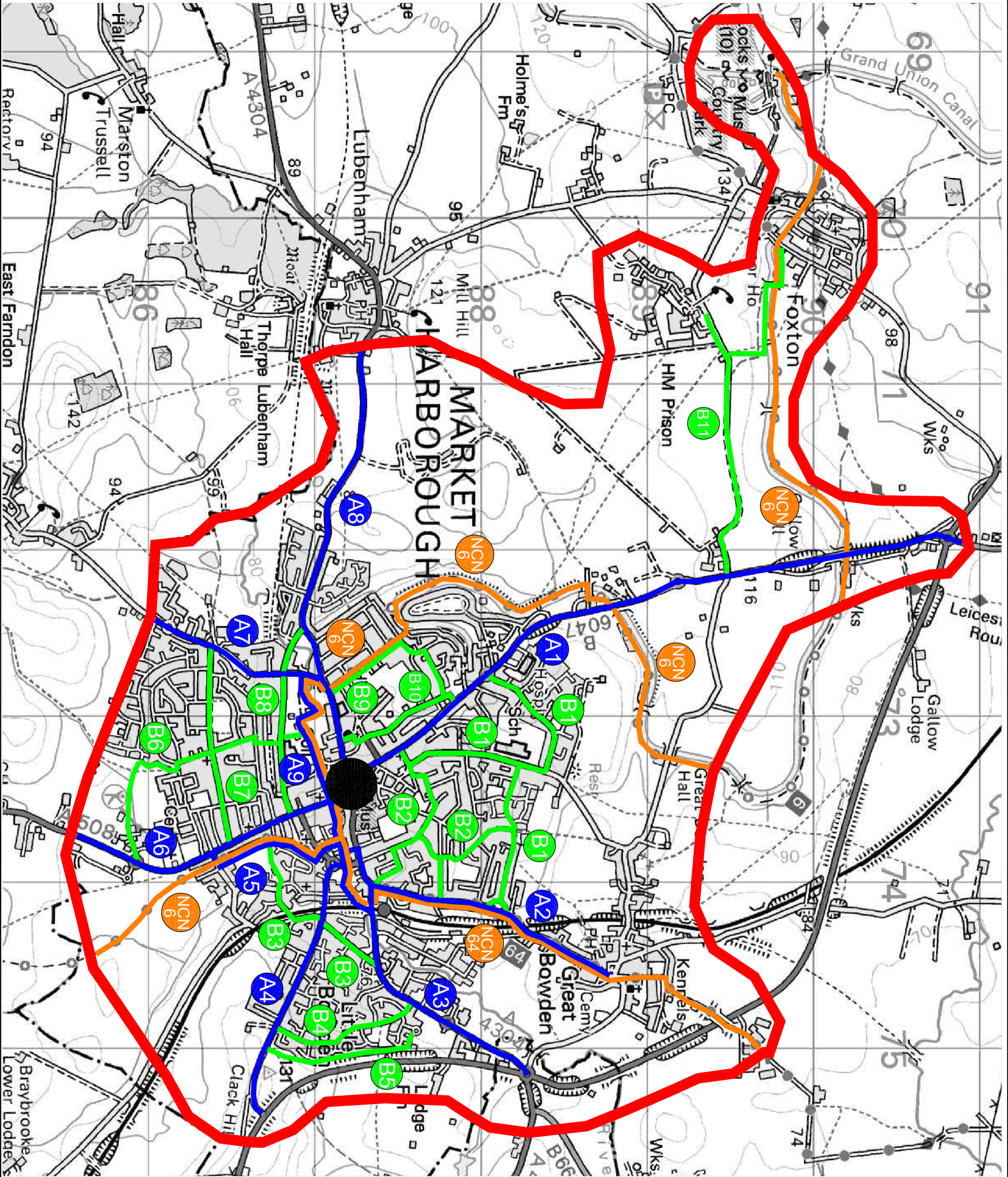
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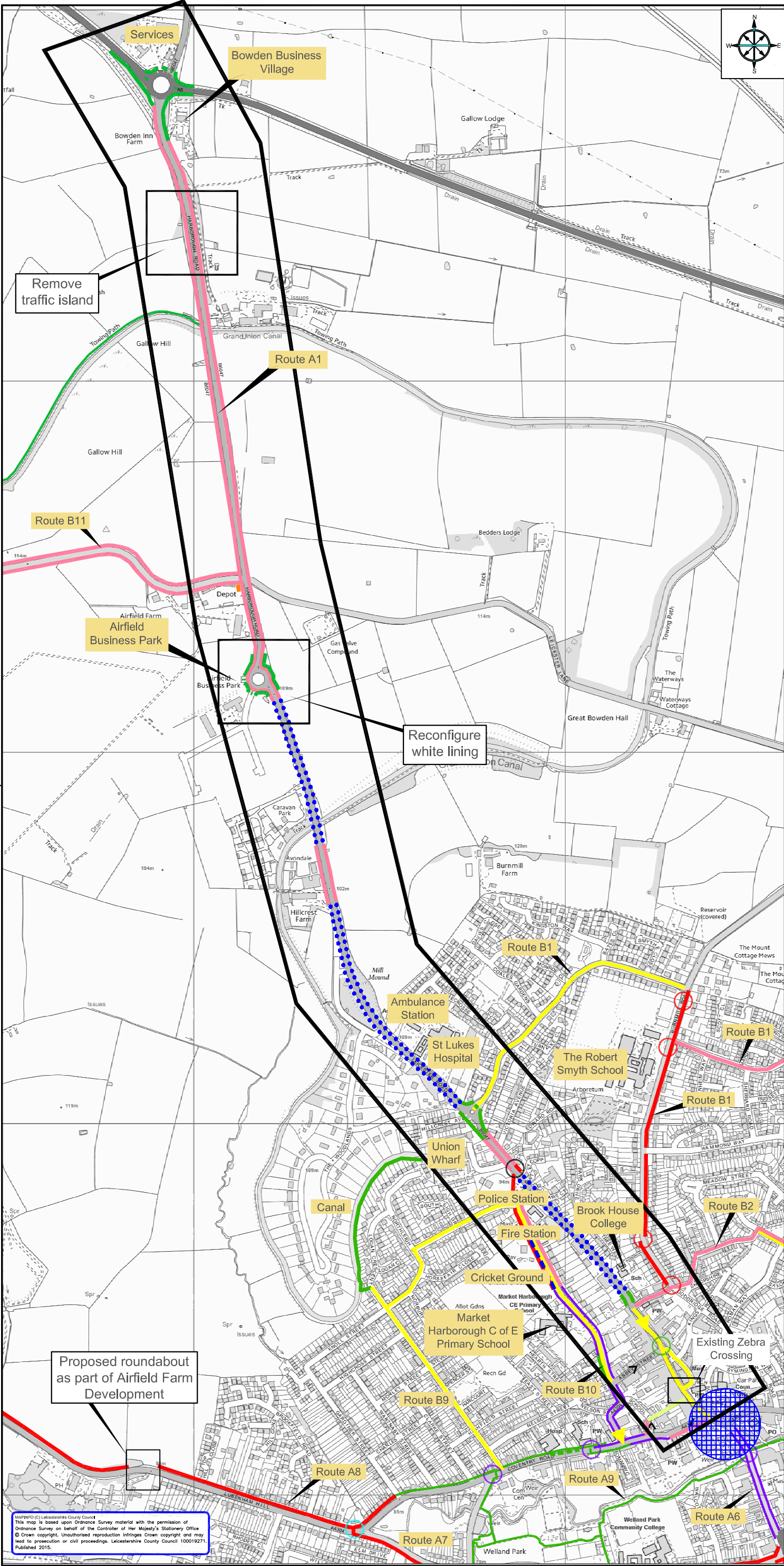
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KEY:-

- Market Harborough Town Centre
- Proposed shared use footway/ cycleway - existing footway or cycleway to be widened where necessary to 3m max width.
- Proposed on-carriageway cycle route - defined by appropriate carriageway markings.
- Proposed traffic calming feature.
- Proposed conversion of Pelican Crossing to Toucan Crossing.
- Proposed refuge or widening of existing refuge.
- Existing shared use footway/ cycleway to remain.
- Existing on-carriageway cycle route to remain, as defined by carriageway markings (not including advance stop lines).
- Existing Toucan Crossing to remain.
- Existing traffic calmed route and/ or 20mph speed limit to remain.
- Proposed Zebra Crossing.
- Proposed sheltered parking.
- Existing on carriageway cycle facility with minor modifications.
- Proposed Traffic Regulation Order (TRO)

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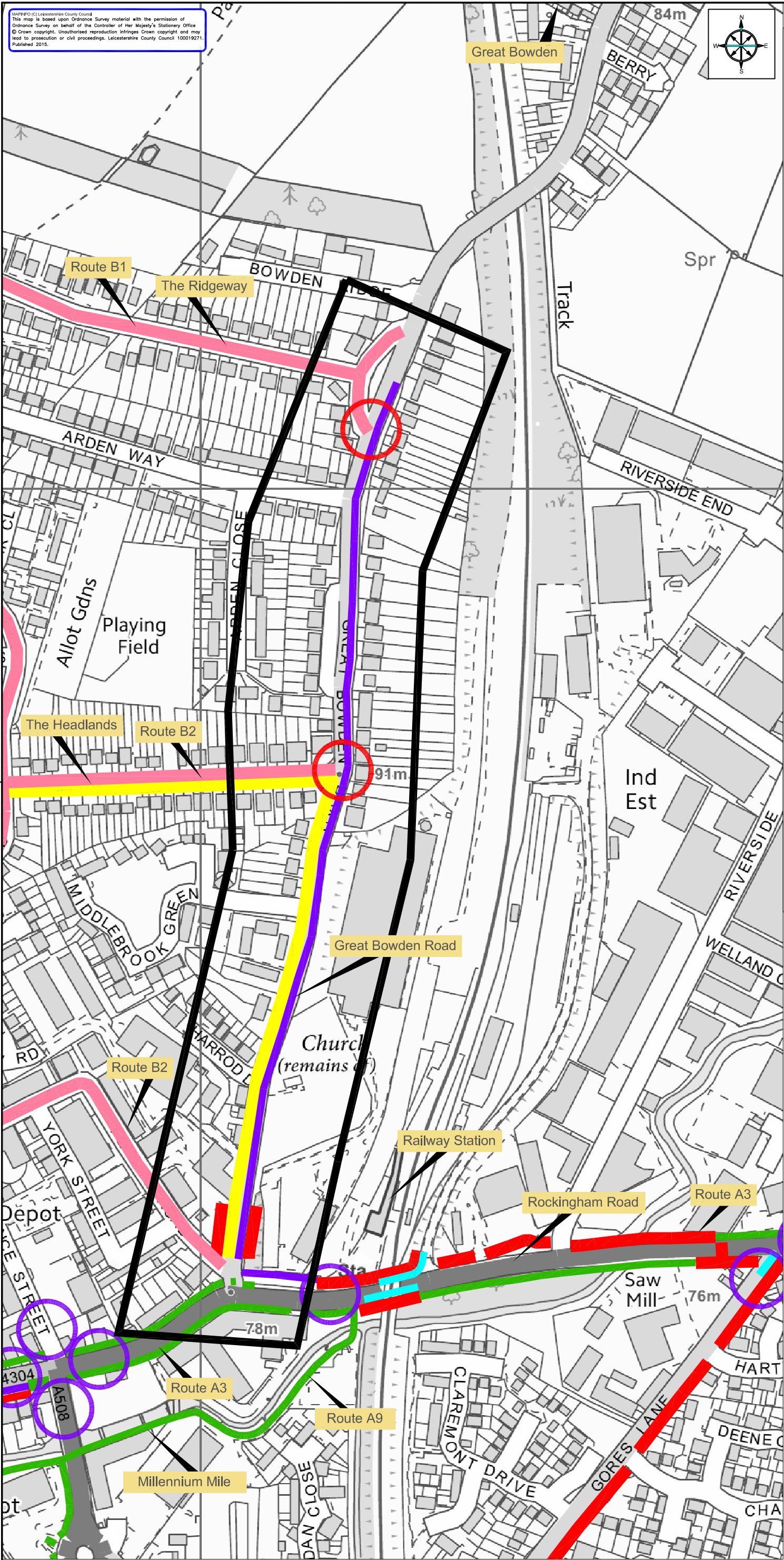
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LEICESTER ROAD & HIGH STREET
STRATEGIC NORTH/SOUTH CORRIDOR

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CHECKED BY: D. EAST	SIZE: A3
APPROVED BY: A. M.SMITH	CORR. FILE:
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KEY



- Proposed shared use footway/ cycleway - existing footway or cycleway to be widened where necessary to 3m max width.
- Proposed on-carriageway cycle route - defined by appropriate carriageway markings.
- Proposed carriageway narrowing.
- Proposed refuge or widening of existing refuge.
- Existing shared use footway/ cycleway to remain.
- Existing on-carriageway cycle route to remain, as defined by carriageway markings (not including advance stop lines).
- Existing Toucan Crossing to remain.
- Existing traffic calmed route and/ or 20mph speed limit to remain.
- Proposed traffic calming feature.

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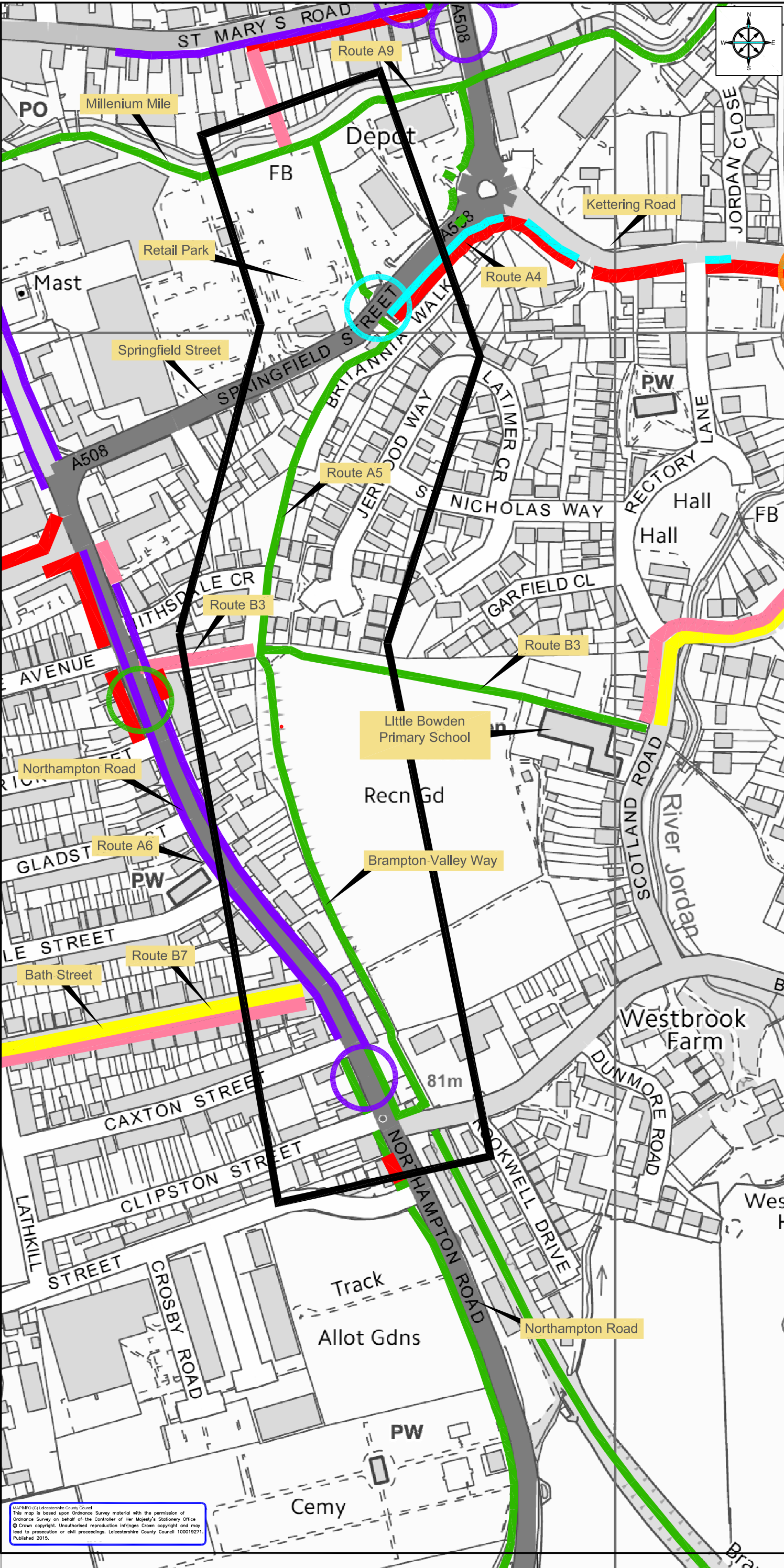
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CHECKED BY:	C Hodges	SIZE:	A3
APPROVED BY:	A M Smith	CORR. FILE:	

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- Proposed traffic calming feature.

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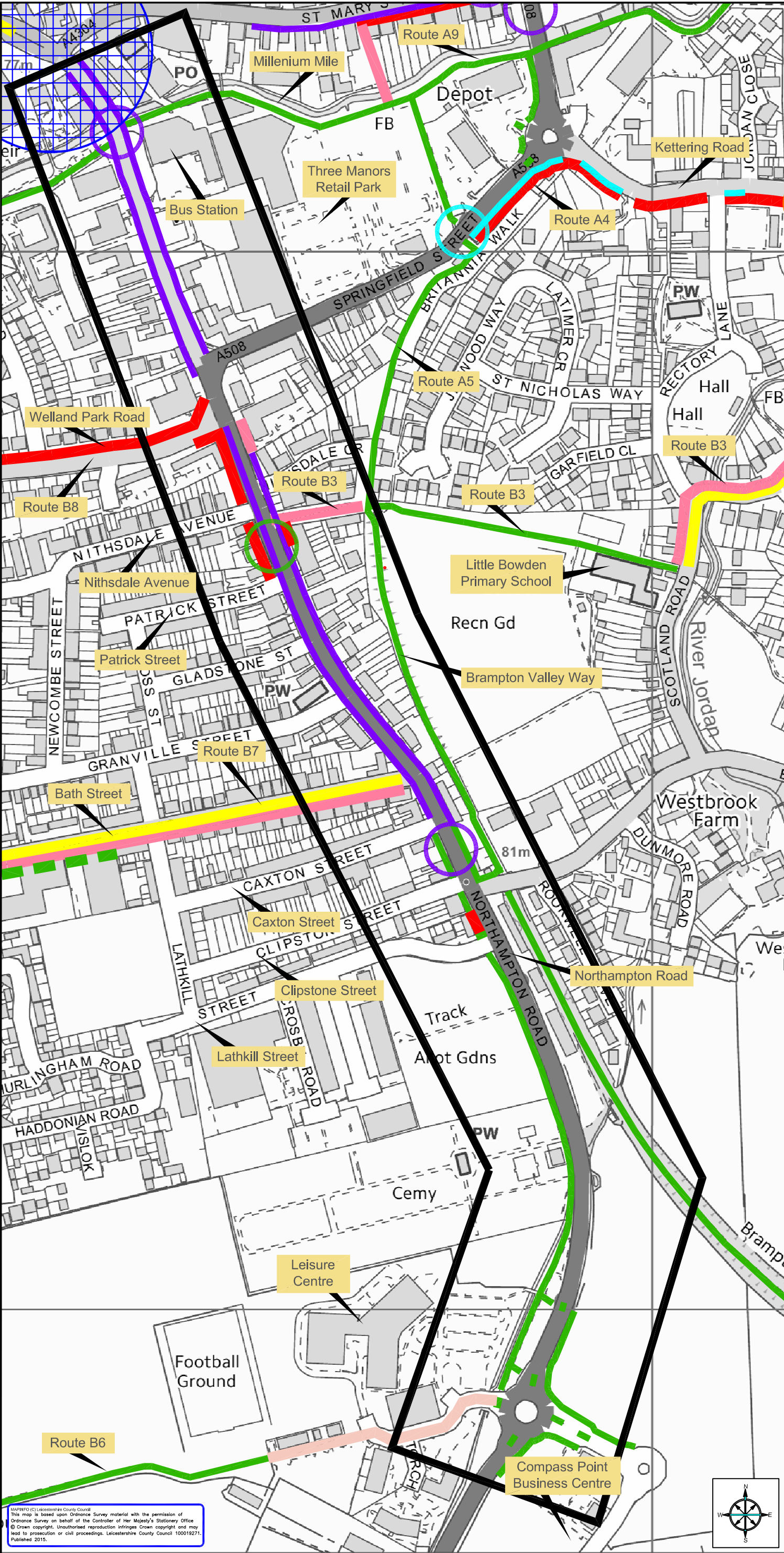
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CHECKED BY: C. Hodges	SIZE: A3
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- Existing Toucan Crossing to remain.
- Existing traffic calmed route and/or 20mph speed limit to remain.
- Proposed traffic calming feature.

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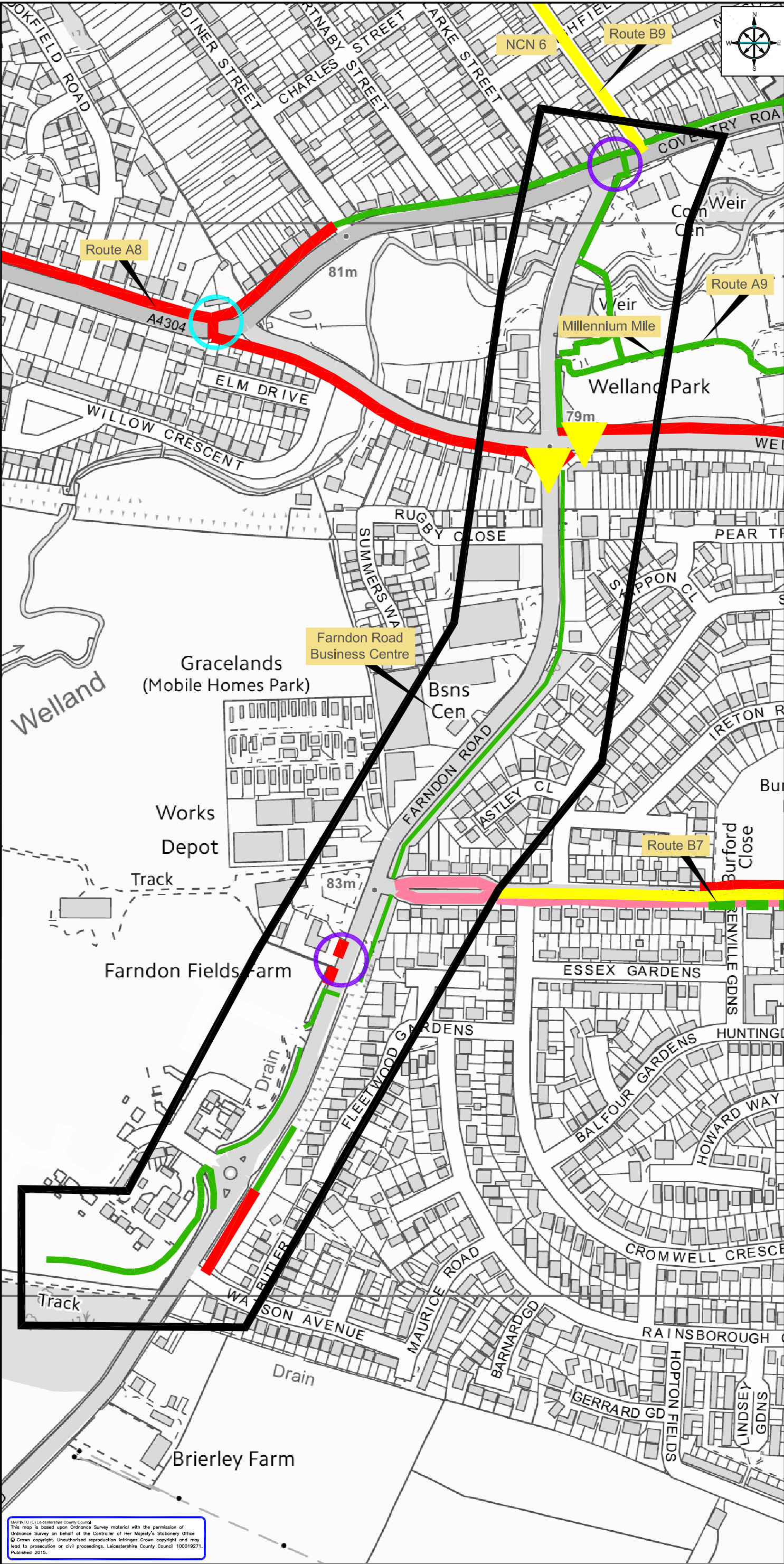
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APPROVED BY:	A. M. Smith	CORR. FILE:	

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KEY:-

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- Proposed on-carriageway cycle route - defined by appropriate carriageway markings.
- Proposed carriageway narrowing.
- Proposed traffic calming feature.
- Proposed Toucan Crossing.
- Proposed conversion of Pelican Crossing to Toucan Crossing.
- Proposed refuge or widening of existing refuge.
- Existing shared use footway/ cycleway to remain.
- Existing on-carriageway cycle route to remain, as defined by carriageway markings (not including advance stop lines).
- Existing Toucan Crossing to remain.
- Existing traffic calmed route and/ or 20mph speed limit to remain.
- Proposed Zebra Crossing.
- Proposed Traffic Regulation Order (TRO)

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TITLE:
ROUTE A7
MARKET HARBOROUGH
FARNDON ROAD

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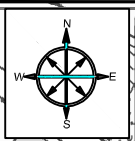
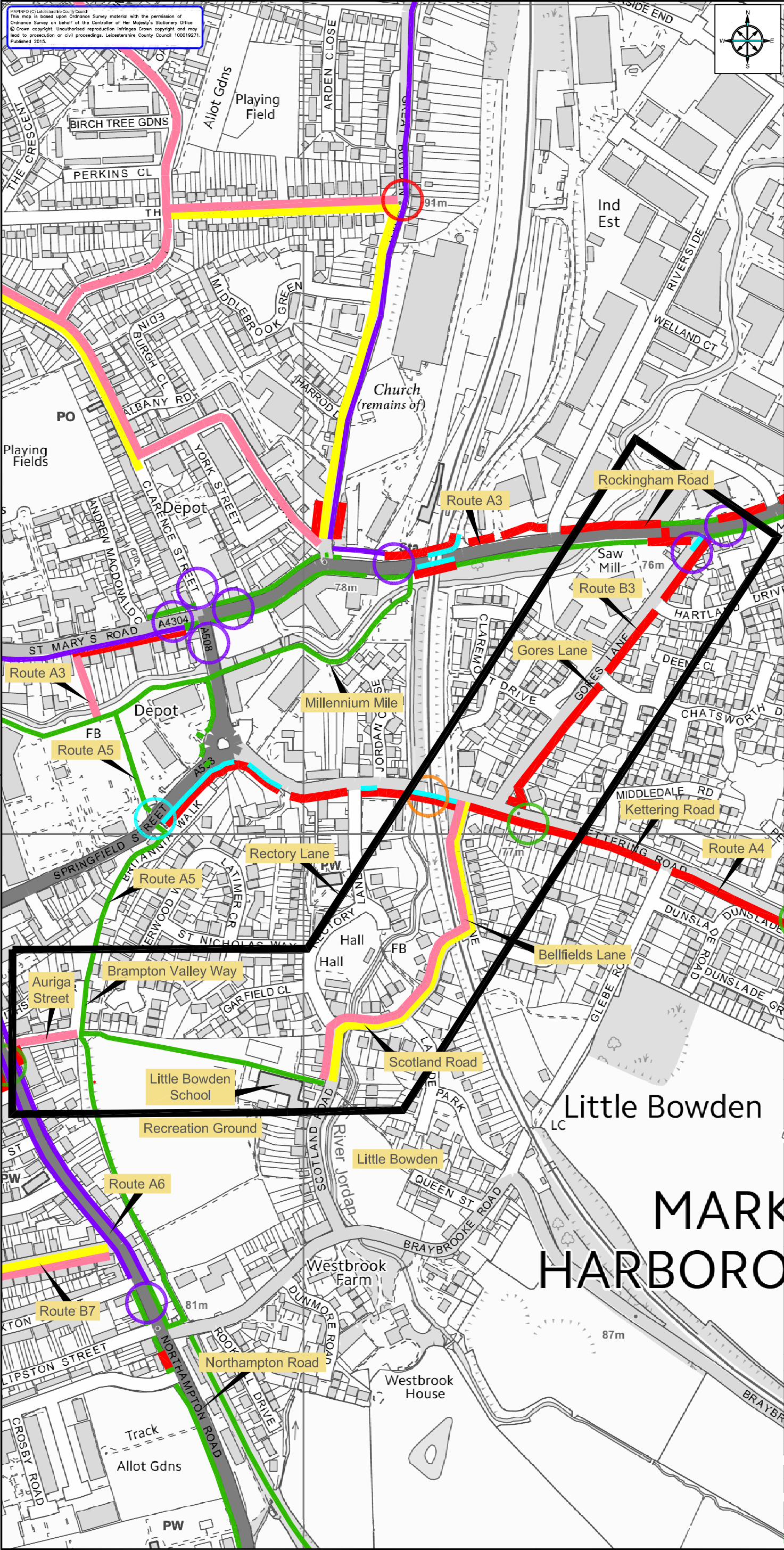
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- Proposed carriageway narrowing.
- Proposed traffic calming feature.
- Proposed Toucan Crossing.
- Existing shared use footway/ cycleway to remain.
- Existing on-carriageway cycle route to remain, as defined by carriageway markings (not including advance stop lines).
- Existing Toucan Crossing to remain.
- Existing traffic calmed route and/ or 20mph speed limit to remain.
- Proposed refuge or widening of existing refuge.

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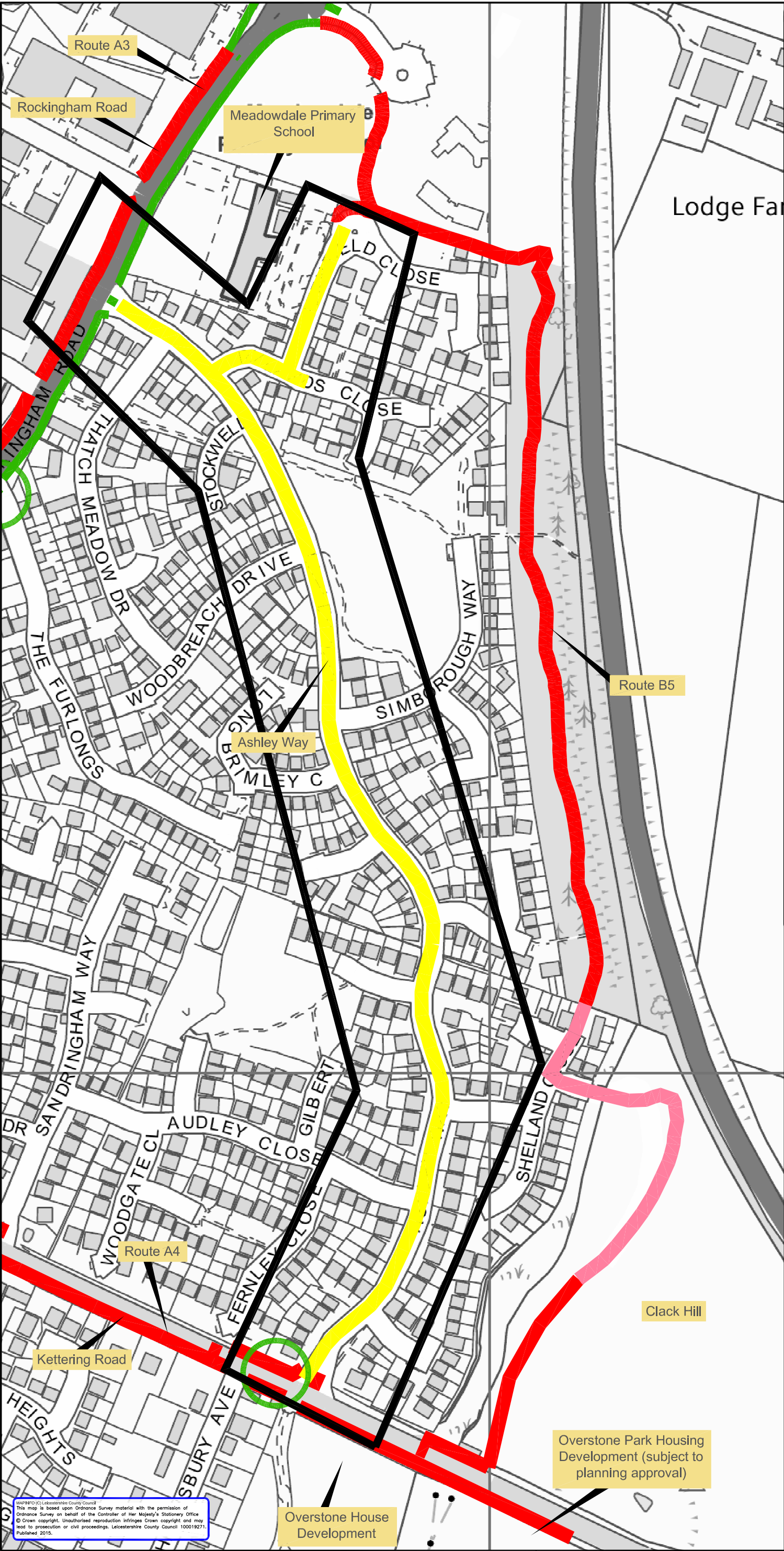
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MARKET HARBOUROUGH
LITTLE BOWDEN / GORES LANE

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CHECKED BY: C Hodges	SIZE: A3
APPROVED BY: A M Smith	CORR. FILE:

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 - Proposed on-carriageway cycle route - defined by appropriate carriageway markings.
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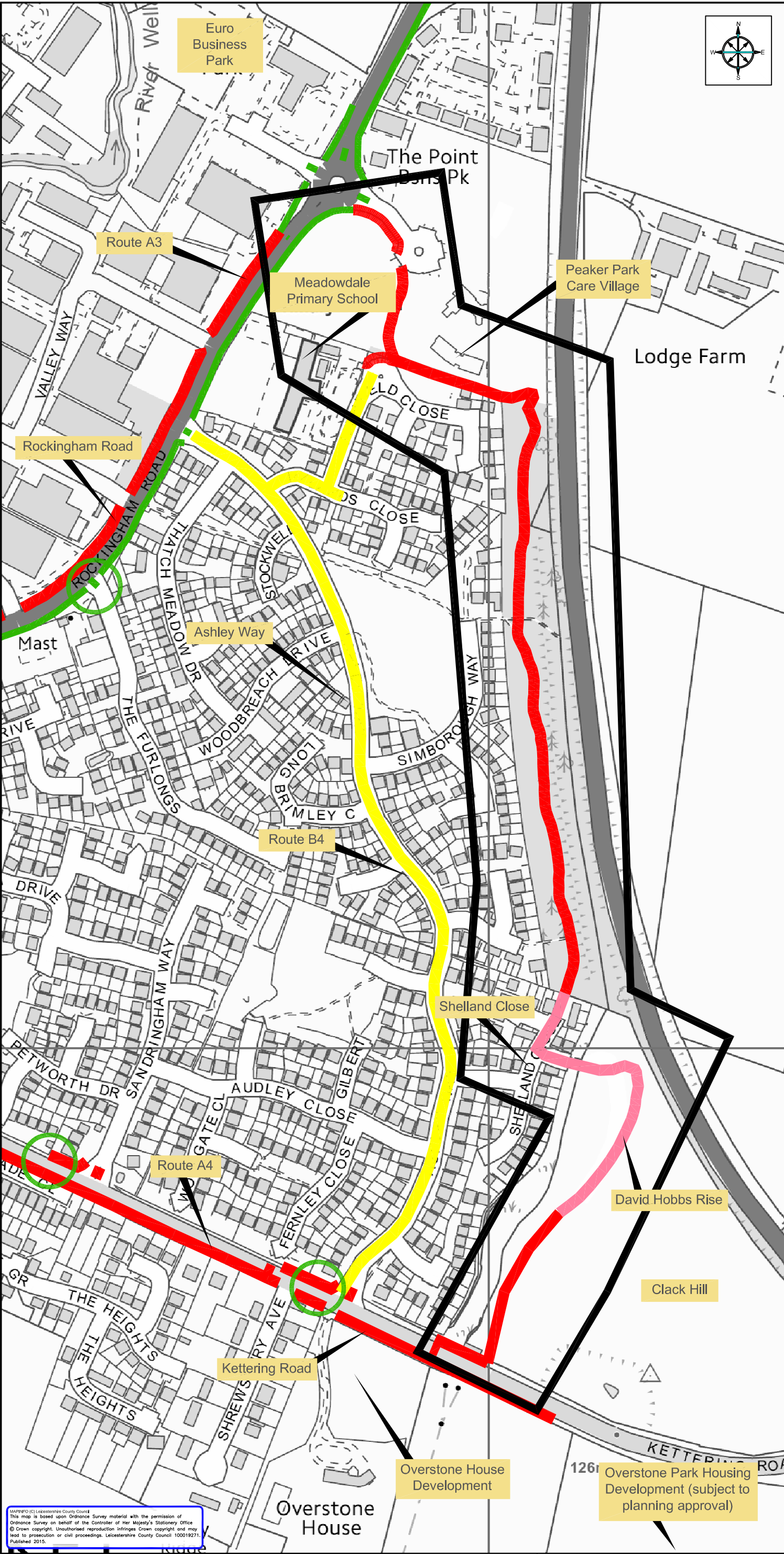
FS 33973

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TRANSPORT STRATEGY & POLICY

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CHECKED BY: C. Hodges	SIZE: A3
APPROVED BY: A. M. Smith	CORR. FILE:
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- Existing traffic calmed route and/ or 20mph speed limit to remain.

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DIRECTOR

LEICESTERSHIRE HIGHWAYS

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TRANSPORT STRATEGY & POLICY

TITLE:
ROUTE B5
MARKET HARBOROUGH
CLACK HILL

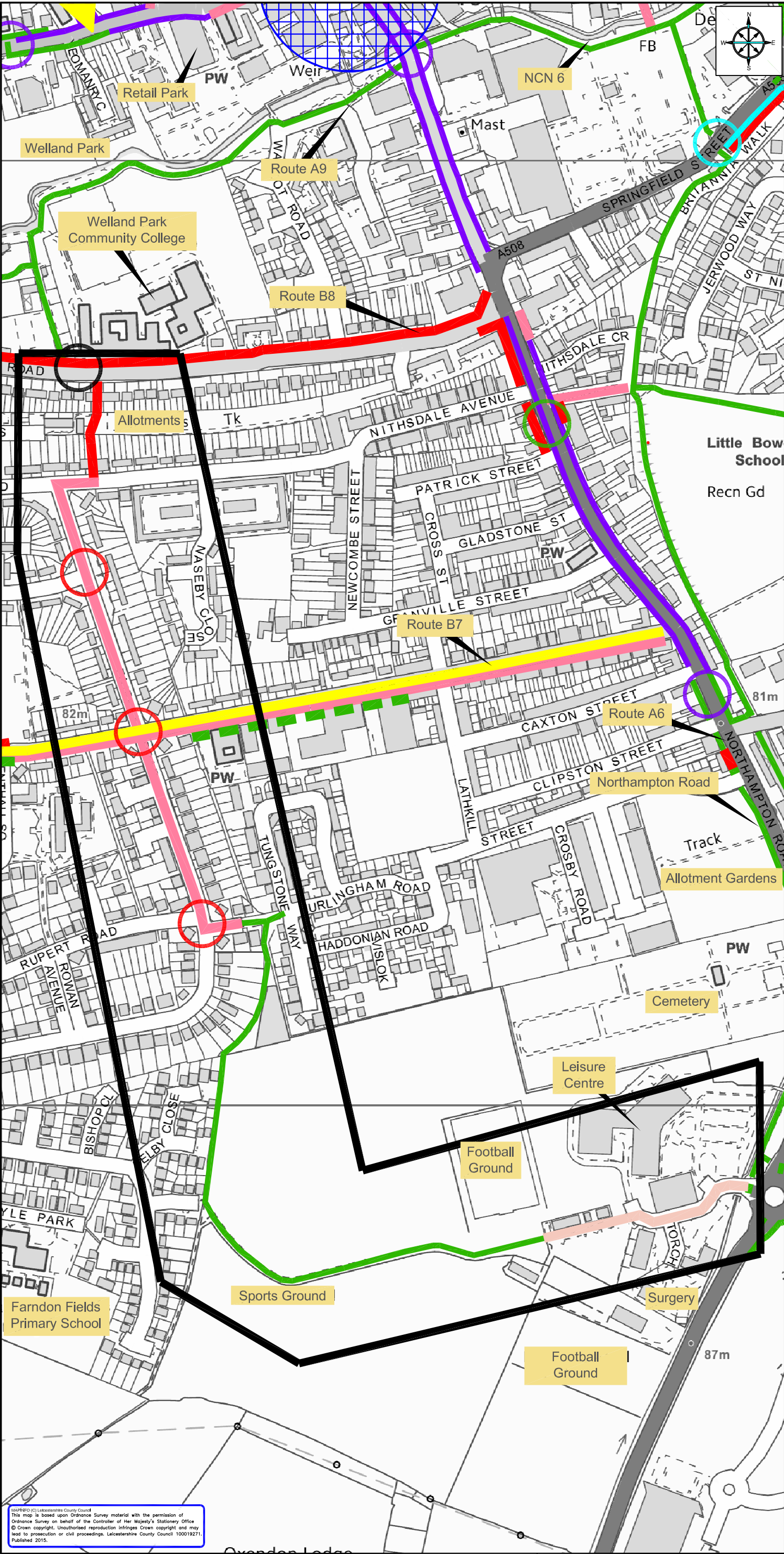
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CHECKED BY:	C Hodges	SIZE:	A3
APPROVED BY:	A. M. Smith	CORR. FILE:	

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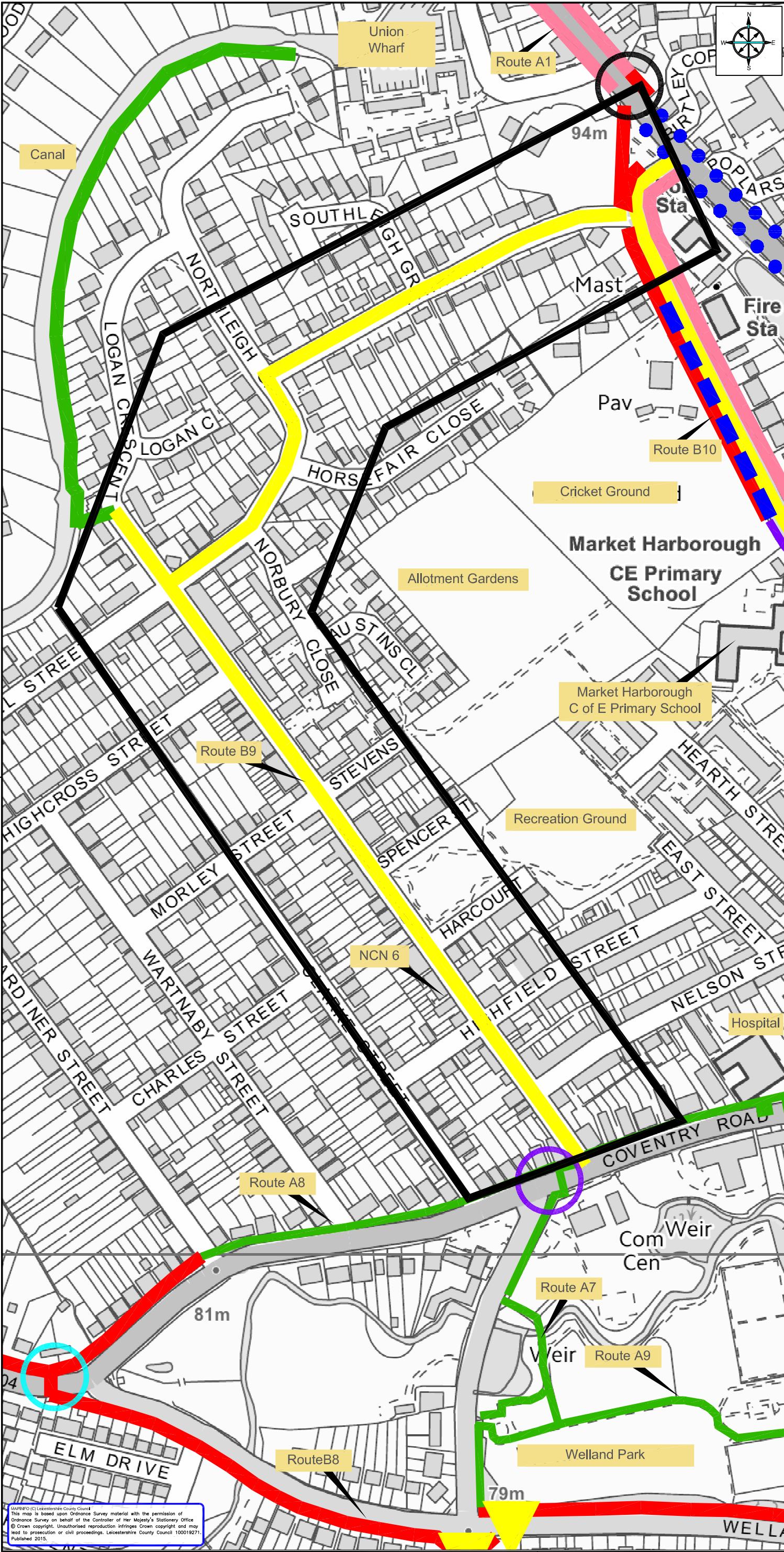
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KEY:-

- Market Harborough Town Centre
- Proposed shared use footway/ cycleway - existing footway or cycleway to be widened where necessary to 3m max width.
- Proposed on-carriageway cycle route - defined by appropriate carriageway markings.
- Proposed carriageway narrowing.
- Proposed traffic calming feature.
- Proposed Toucan Crossing.
- Proposed conversion of Pelican Crossing to Toucan Crossing.
- Proposed refuge or widening of existing refuge.
- Existing shared use footway/ cycleway to remain.
- Existing on-carriageway cycle route to remain, as defined by carriageway markings (not including advance stop lines).
- Existing Toucan Crossing to remain.
- Existing traffic calmed route and/ or 20mph speed limit to remain.
- Proposed Zebra Crossing.
- Proposed Traffic Regulation Order (TRO)

REVISION APPROVED	AMENDMENT	SIGNED/DATE	REV.																				
<div>Leicestershire County Council</div> <div>ENVIRONMENT AND TRANSPORT DEPARTMENT<div>INVESTOR IN PEOPLE</div></div> <div>PHIL CROSSLAND DIRECTOR</div> <div><div>LEICESTERSHIRE HIGHWAYS</div><div>FS 33973003</div></div> <div>CLIENT: TRANSPORT STRATEGY & POLICY</div> <div>TITLE: ROUTE B6 LEISURE CENTRE TO MILLENNIUM MILE (FAIRFAX ROAD AREA)</div> <div><table><tr><td>DRAWING NUMBER</td><td>SCALE</td></tr><tr><td>4592.000/Z1/1/16</td><td>Not to Scale</td></tr></table><table><tr><td>PREPARED BY: S. WOODWARD</td><td>DATE: 11.12.2015</td></tr><tr><td>CHECKED BY: D. EAST</td><td>SIZE: A3</td></tr><tr><td>APPROVED BY: A. M. SMITH</td><td>CORR. FILE:</td></tr></table><table><tr><td>AUTOCAD PROJECT DIR:</td><td>N:\MH Package Area\4529.000\Drawings</td></tr><tr><td>AUTOCAD FILENAME:</td><td>Detailed Plans.dwg</td></tr></table><table><tr><td colspan="2">COUNTY HALL * GLENFIELD * LEICESTER * LE3 8RJ</td></tr><tr><td>Tel No : 0116 3050001</td><td>Direct Dial : 0116 305****</td></tr><tr><td>E-Mail address: *****@leics.gov.uk</td><td>www.leics.gov.uk</td></tr></table></div>				DRAWING NUMBER	SCALE	4592.000/Z1/1/16	Not to Scale	PREPARED BY: S. WOODWARD	DATE: 11.12.2015	CHECKED BY: D. EAST	SIZE: A3	APPROVED BY: A. M. SMITH	CORR. FILE:	AUTOCAD PROJECT DIR:	N:\MH Package Area\4529.000\Drawings	AUTOCAD FILENAME:	Detailed Plans.dwg	COUNTY HALL * GLENFIELD * LEICESTER * LE3 8RJ		Tel No : 0116 3050001	Direct Dial : 0116 305****	E-Mail address: *****@leics.gov.uk	www.leics.gov.uk
DRAWING NUMBER	SCALE																						
4592.000/Z1/1/16	Not to Scale																						
PREPARED BY: S. WOODWARD	DATE: 11.12.2015																						
CHECKED BY: D. EAST	SIZE: A3																						
APPROVED BY: A. M. SMITH	CORR. FILE:																						
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E-Mail address: *****@leics.gov.uk	www.leics.gov.uk																						



KEY:-

- Proposed shared use footway/ cycleway - existing footway or cycleway to be widened where necessary to 3m max width.
- Proposed on-carriageway cycle route - defined by appropriate carriageway markings.
- Proposed carriageway narrowing.
- Proposed traffic calming feature.
- Proposed Toucan Crossing.
- Existing shared use footway/ cycleway to remain.
- Existing on-carriageway cycle route to remain, as defined by carriageway markings (not including advance stop lines).
- Existing traffic-calmed route and/ or 20mph speed limit to remain.
- Proposed sheltered parking.
- Existing on carriageway cycle facility with minor modifications.

REVISION APPROVED	AMENDMENT	SIGNED/DATE	REV.
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Leicestershire
County Council

ENVIRONMENT AND
TRANSPORT DEPARTMENT



INVESTOR IN PEOPLE

PHIL CROSSLAND
DIRECTOR

LEICESTERSHIRE
HIGHWAYS



FS 33973



003

CLIENT:
TRANSPORT STRATEGY & POLICY

TITLE:
ROUTE B9
MARKET HARBOROUGH
LOGAN STREET/NORTHEIGH GROVE
FAIRWAY / COVENTRY ROAD TO UPPER
FAIRFIELD ROAD - LOGAN STREET AREA

DRAWING NUMBER	SCALE
4592.000/Z1/1/19	Not to Scale

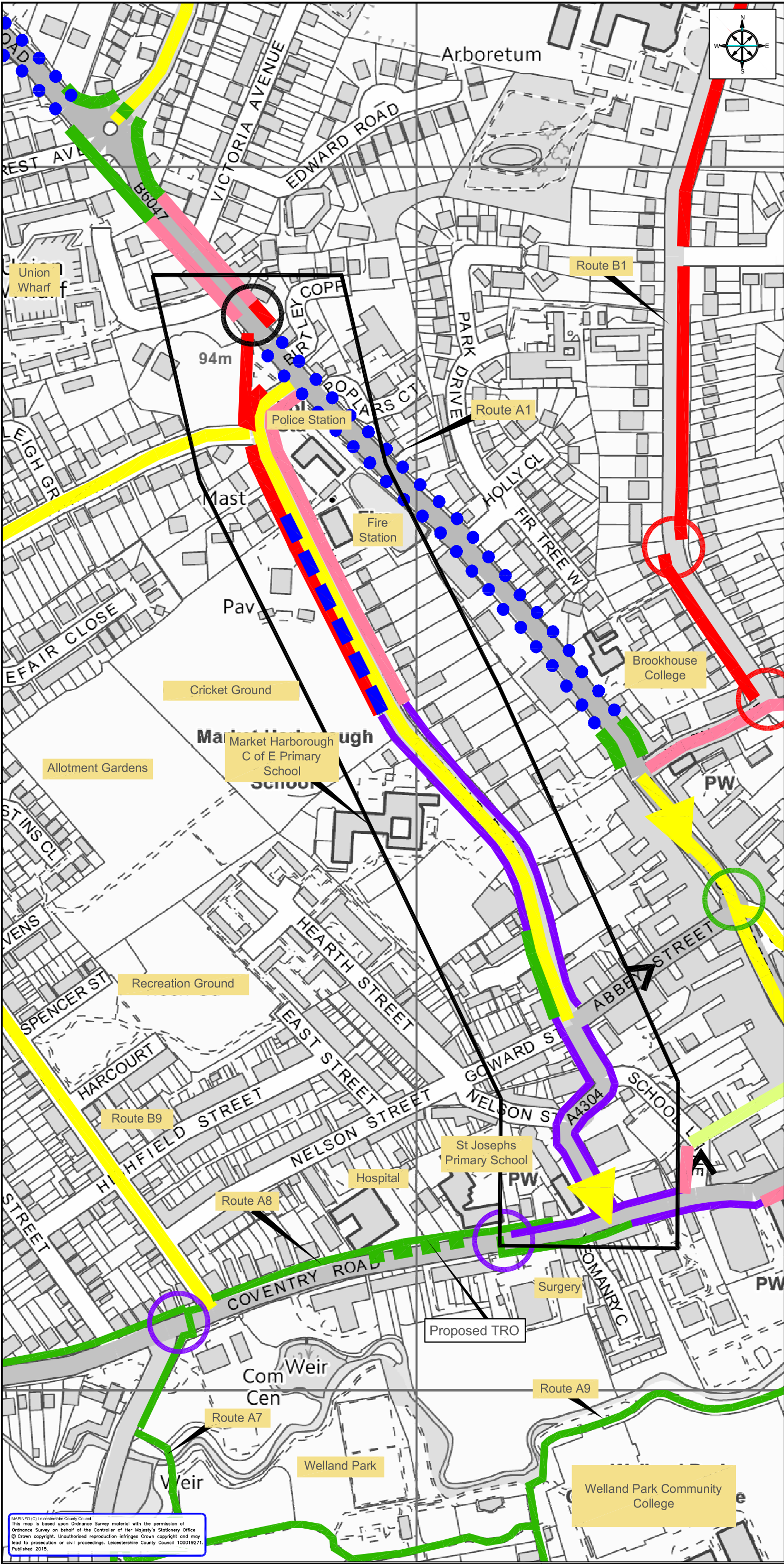
PREPARED BY:	S Woodward	DATE:	11.12.2015
CHECKED BY:	D East	SIZE:	A3
APPROVED BY:	A M Smith	CORR. FILE:	

AUTOCAD PROJECT DIR:	N:\MH Package Area\4529.000\Drawings
AUTOCAD FILENAME:	Detailed Plans.dwg

COUNTY HALL * GLENFIELD * LEICESTER * LE3 8RJ
Tel No : 0116 3050001 Direct Dial : 0116 305****

E-Mail address: *****@leics.gov.uk www.leics.gov.uk

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KEY:-

- Proposed shared use footway/ cycleway - existing footway or cycleway to be widened where necessary to 3m max width.
- Proposed on-carriageway cycle route - defined by appropriate carriageway markings.
- Proposed traffic calming feature.
- Proposed conversion of Pelican Crossing to Toucan Crossing.
- Existing shared use footway/ cycleway to remain.
- Existing on-carriageway cycle route to remain, as defined by carriageway markings (not including advance stop lines).
- Existing Toucan Crossing to remain.
- Existing traffic calmed route and/ or 20mph speed limit to remain.
- Proposed Zebra Crossing.
- Proposed sheltered parking.
- Existing on carriageway cycle facility with minor modifications.
- Proposed Traffic Regulation Order (TRO)

REVISION APPROVED	AMENDMENT	SIGNED/DATE	REV.



**Leicestershire
County Council**

ENVIRONMENT AND
TRANSPORT DEPARTMENT

INVESTOR IN PEOPLE

PHIL CROSSLAND
DIRECTOR

LEICESTERSHIRE
HIGHWAYS


FS 33973

CLIENT:
TRANSPORT STRATEGY & POLICY

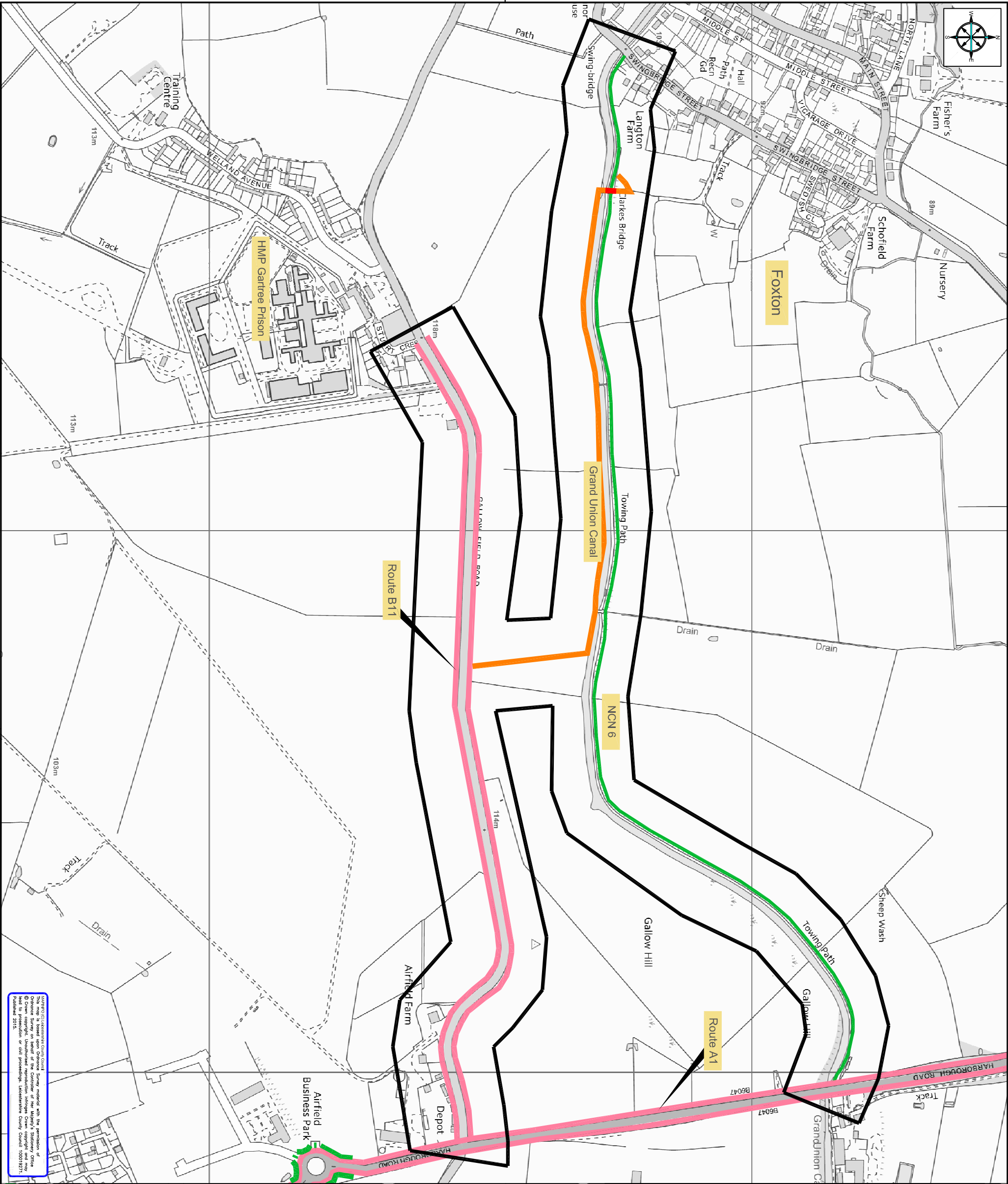
TITLE:
ROUTE B10
MARKET HARBOROUGH
FAIRFIELD ROAD
COVENTRY ROAD TO LEICESTER ROAD

DRAWING NUMBER	SCALE
4592.000/Z1/1/20	Not to Scale
PREPARED BY: S. WOODWARD	DATE: 14.12.2015
CHECKED BY: D. EAST	SIZE: A3
APPROVED BY: A. M. SMITH	CORR. FILE:

AUTOCAD PROJECT DIR:	N:\MH Package Area\4529.000\Drawings
AUTOCAD FILENAME:	Detailed Plans.dwg

COUNTY HALL * GLENFIELD * LEICESTER * LE3 8RJ
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E.Mail address: *****@leics.gov.uk www.leics.gov.uk

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KEY:-

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- Proposed on-carriageway cycle route - defined by appropriate carriageway markings.
- Existing shared use footway/ cycleway to remain.
- Existing traffic calmed route and/ or 20mph speed limit to remain.

REVISION	APPROVED	AMENDMENT	SIGNED	DATE	REV.



ENVIRONMENT AND
TRANSPORT DEPARTMENT



PHIL CROSSLAND
DIRECTOR

ENGINEERING
DESIGN



CLIENT:
TRANSPORT STRATEGY & POLICY

TITLE:
ROUTE B11
MARKET HARBOROUGH
GALLOW FIELD ROAD
HARBOROUGH ROAD TO FOXTON incl.
HMP GARTREE

DRAWING NUMBER	SCALE
4592.000/Z1/1/21	NOT TO SCALE

PREPARED BY: S. WOODWARD	DATE: 14.12.2015
CHECKED BY: D. EAST	SIZE: A3
APPROVED BY: A. OTHER	CORR. FILE:

AUTOCAD PROJECT DIR: N:\MH Package Area\4529.000\Drawings
AUTOCAD FILENAME: Detailed Plans.dwg

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