

HARROGATE LCWIP PRIORITISATION FRAMEWORK

	Ref	Criteria	Description	Source	Low (1-2)	Intermediate (3-4)	High (5-6)
EFFECTIVENESS	1	Forecast increase in number of cycling trips	Segment PCT value in line with Government Target (near market)	Propensity to cycle tool	10-30 trips	30-150 trips	150+
	2	Importance to network	Segment contributes to the goal of a network of active travel connections	Plan; knowledge of schemes	No	Somewhat	Delivers a key connector
	3	Population served	Connects to a residential population	Plan - housing density	No/fewer	Middle	Dense population
	4	Key destinations served	Workplaces, bus and rail connections, park and ride, universities, civic offices; high street	Plan elements and notes	No key destinations; does not connect to nearby key destinations	Key destination within segment or nearby	Has or connects near cluster of key destinations
POLICY ALIGNMENT	5	Improvement in road safety	Number of collisions within the segment over the last 3 years.	Last 3 years collision data	1 or under 'slight' collisions (no serious or fatal)	2 'slight' collisions (no serious or fatal)	3+ collisions or any serious or fatal
	6	Air quality impact	Segment proximity to declared Air Quality Management Area	Plan - LAQM Annual Status Report 2022	No AQMA's near to segment	Segment is close to an AQMA	Passes through one or more AQMA's
	7	Schools	Number of schools served - primary, secondary, colleges	Plan elements	No schools or small school only	1 schools / larger school	1+ schools or larger schools
	8	Supports other schemes	Does the route connect with any parallel schemes or other planned transport improvement?	NYCC; plan of adjacent schemes	No	Connects to or overlaps with one or more other planned schemes / projects	Provides an important interface with one or more other schemes
	9	Visitor attractions	Does the segment pass key visitor attractions?	NYCC; plan elements	0 visitor attractions	1 visitor attractions	1+ visitor attractions
	10	Development sites	Scale & proximity of sites with planning permission and/or allocated development sites	NYCC	No site with planning permission or allocated sites	Includes a housing site with 50-100 units that is < 500m from the network Or Includes an employment site that is between 250m & 500m from the network	Includes a housing site with 100+ units that is <500m from the network Or Includes an employment site that is <250m from the network
	11	Alignment with Harrogate Walking Infrastructure Plan priorities	Segment interaction and overlap with walking priorities indicated within the HTIP report.	HTIP Walking Network Map	Segment is on a secondary walking route	Segment is on a Primary walking route	Segment is on a Prestige walking route
DELIVERABILITY	12	Complexity of construction	Segment includes elements that are likely to be costly, have difficult-to-assess risk, or require prolonged construction	Assessment of elements	Elements that are costly, risk-heavy	Contains elements that may be prolonged but are less costly or more predictable	Straightforward construction expected
	13	Dependent on other projects / Feasibility issues	Requires another project or dependency in order to be useful or buildable; Known land ownership issues.	NYCC	Land ownership, environmental or other issue unlikely to be overcome; Requires another project or dependency	Dependent on another scheme or third party land, or environmental constraints, likely to be overcome	No issues, scheme feasible to be undertaken with no prerequisite projects.
	14	Politically acceptable	Likelihood of support or opposition for the scheme - political support for change in this area	NYCC	Limited support for change in this area	Neutral / unknown	Likely to be supported
	15	Publicly acceptability	Likelihood of support or opposition for the scheme - previous consultation shows support or elements that have been supported/controversial or problematic elsewhere: affects parking, tree removal, adds amenities	NYCC/previous consultation; Observation	Likely to be opposition	Neutral / unknown	Likely to be supported
	16	Funding and support	Meets Active Travel England strategic aims; possible private funding	NYCC	Less likely to meet strategic aims; no private options	Meets aims; may have some opportunities	Strongly demonstrates aims; development suggests additional funding options