

Appendix D - Prioritisation Spreadsheet

Route number	Location	Effectiveness				Policy			Deliverability			WRAT Scoring	Prioritisation		Cost			Prioritisation															
		13%		13%		2%		28%		13%		13%		26%		10%		10%		20%		10%		Score without cost		8%		8%		16%			
		Potential increase in walking and cycling trips	Population who directly benefit from the improvement	Improvement in road safety	Total effectiveness score	Supports connectivity to key destinations (e.g. schools, hospitals, railway stations, SUEs)	Impact on particular user groups (MD, Car/Van availability)	Total policy score	Physical constraints (land ownership, buildings, trees)	Engagement Response and Key Stakeholder Acceptability	Total deliverability score	WRAT Scoring	Total score weighted	Weighted Ranking	Indicative cost	Funding potential	Total cost score	Total score weighted	Weighted Ranking	Priority timescale	Cost timescale	Amended based on manual check											
WTC.1	Wellingborough Town Centre	19	0.13	2101	0.13	0	0	0.26	0.13	0.26	0.39	0.1	0	0.1	68%	0.1	0.85	15	£ 1,710,000.00	0.16	0.08	0.24	1.09	12	Long	Medium	Long						
WTC.2	Wellingborough Town Centre – Broad Green	21	0.26	1220	0.13	3	0.04	0.43	0.13	0.26	0.39	0.1	0.1	0.2	71%	0	1.02	6	£ 1,410,000.00	0.16	0.08	0.24	1.26	6	Short	Medium	Medium						
W.1	Sywell Road and Hardwick Road (Park Farm Industrial Estate – Broad Green)	9	0	3694	0.26	6	0.04	0.3	0.26	0	0.26	0.1	0.1	0.2	71%	0	0.76	21	£ 5,520,000.00	0	0.08	0.08	0.84	25	Long	Long	Long						
W.2	Brickhill Road (Queensway – Westfield Road)	23	0.26	3347	0.26	1	0.02	0.54	0.26	0.13	0.39	0.2	0	0.2	63%	0.1	1.23	1	£ 2,920,000.00	0.08	0.08	0.16	1.39	2	Short	Medium	Medium						
W.4	Northampton Road and Croylard Road	23	0.26	3952	0.26	1	0.02	0.54	0.26	0.13	0.39	0.1	0.1	0.2	69%	0.1	1.23	1	£ 3,910,000.00	0.08	0.16	0.24	1.47	1	Short	Medium	Medium						
W.5	Croyland Cycleway (Northampton Road – Doddington Road)	3	0	3496	0.26	0	0	0.26	0.13	0.26	0.39	0.2	0.1	0.3	69%	0.1	1.05	4	£ 460,000.00	0.16	0.16	0.32	1.37	3	Short	Short	Short						
W.6	Doddington Road (Kingsway – Wellingborough Town Centre)	26	0.26	2159	0.13	1	0.02	0.41	0.26	0.13	0.39	0	0	0	63%	0.1	0.90	12	£ 6,140,000.00	0	0.08	0.08	0.98	18	Medium	Long	Long						
W.7	London Road (Wellingborough Town Centre – A509)	21	0.26	1710	0.13	0	0	0.39	0.26	0.26	0.52	0.2	0.1	0.3	76%	0	1.21	3	£ 2,680,000.00	0.08	0.08	0.16	1.37	3	Short	Medium	Medium						
W.8	Embankment – Serwick Road	30	0.26	869	0	0	0	0.26	0	0.13	0.13	0.1	0.1	0.2	61%	0.1	0.69	23	£ 3,470,000.00	0.08	0.08	0.16	0.85	23	Long	Medium	Long						
W.10	Irthlingborough Road	14	0.13	904	0	0	0	0.13	0.26	0.26	0.52	0.2	0.1	0.3	58%	0.1	1.05	4	£ 430,000.00	0.16	0.08	0.24	1.29	5	Short	Short	Short						
W.11	Wellingborough Town Centre – Wellingborough Railway Station	19	0.13	1748	0.13	0	0	0.26	0.26	0.13	0.39	0.1	0.2	0.3	75%	0	0.95	8	£ 3,860,000.00	0.08	0.16	0.24	1.19	7	Medium	Medium	Medium						
W.13	Gold Street – Nest Lane – Rixon Road	22	0.26	3767	0.26	3	0.04	0.56	0.13	0.13	0.26	0	0	0	63%	0.1	0.92	11	£ 8,210,000.00	0	0.08	0.08	1	17	Medium	Long	Long						
W.14	Nest Farm Road (Northern Way – Nest Lane)	14	0.13	3810	0.26	0	0	0.39	0.13	0.26	0.39	0	0	0	77%	0	0.78	20	£ 2,520,000.00	0.08	0.08	0.16	0.94	19	Long	Medium	Long						
W.15	Harrowden Road – The Pyghtle (Redhill Grange – Gold Street)	18	0.13	2824	0.13	1	0.02	0.28	0.13	0.13	0.26	0	0	0	50%	0.1	0.64	25	£ 1,130,000.00	0.16	0.08	0.24	0.88	21	Long	Medium	Long						
W.17	Queensway – Kingsway	16	0.13	7352	0.26	2	0.04	0.43	0.26	0	0.26	0	0	0	70%	0.1	0.79	19	£ 9,820,000.00	0	0.08	0.08	0.87	22	Long	Long	Long						
RTC.1	Rushden Town Centre	13	0.13	2962	0.13	3	0.04	0.3	0.26	0.26	0.52	0.1	0.1	0.2	84%	0	1.02	6	£ 5,670,000.00	0	0.08	0.08	1.1	10	Short	Long	Medium						
R.1	A5 – The existing Greenway via Wellingborough Road	14	0.13	1023	0.13	1	0.02	0.28	0.26	0	0.26	0.1	0.1	0.2	32%	0.2	0.94	10	£ 3,590,000.00	0.08	0.08	0.16	1.1	10	Medium	Medium	Medium						
R.4	Bedford Road (A6 – Rushden Town Centre)	15	0.13	3005	0.26	1	0.02	0.41	0	0	0	0	0.1	0.1	69%	0.1	0.61	26	£ 4,150,000.00	0.08	0.08	0.16	0.77	27	Long	Medium	Long						
R.5	Newton Road (A6 – Newton Road Primary School)	4	0	2404	0.13	3	0.04	0.17	0.26	0	0.26	0.1	0.1	0.2	61%	0.1	0.73	22	£ 1,740,000.00	0.16	0.16	0.32	1.05	14	Long	Medium	Long						
R.6	A6 Bridge – Rushden Town Centre via Albert Road	9	0	2650	0.13	0	0	0.13	0.26	0.13	0.39	0.2	0.1	0.3	79%	0	0.82	17	£ 240,000.00	0.16	0.16	0.32	1.14	9	Long	Short	Short						
R.7	John Clark Way (A6 – Rushden Town Centre)	14	0.13	1969	0.13	1	0.02	0.28	0.26	0	0.26	0.2	0.2	0.4	79%	0	0.94	9	£ 3,070,000.00	0.08	0.16	0.24	1.18	8	Medium	Medium	Medium						
A.3 & A.4	Wilby – Earls Barton - Ecton	12	0.13	1061	0.13	1	0.02	0.28	0	0	0	0	0.1	0.1	n/A	0.1	0.48	28	£ 7,550,000.00	0	0.08	0.08	0.56	30	Long	Long	Long						
A.5	Wollaston – Irchester	20	0.26	1315	0.13	0	0	0.39	0.26	0	0.26	0	0.1	0.1	n/A	0.1	0.85	15	£ 5,380,000.00	0	0.08	0.08	0.93	20	Long	Long	Long						
A.10	Wellingborough Railway Station - Irthlingborough	21	0.26	997	0	0	0	0.26	0.26	0	0.26	0	0.2	0.2	n/A	0.1	0.82	17	£ 3,190,000.00	0.08	0.16	0.24	1.06	13	Long	Medium	Long						
A.11	A6 Finedon – A6 Rushden	9	0	5341	0.26	2	0.04	0.3	0.26	0.13	0.39	0	0.1	0.1	n/A	0.1	0.89	13	£ 15,040,000.00	0	0.16	0.16	1.05	14	Medium	Long	Long						
A.12	Wellingborough Railway Station - Finedon	27	0.26	1591	0.13	1	0.02	0.41	0.26	0	0.26	0	0.1	0.1	n/A	0.1	0.87	14	£ 2,280,000.00	0.08	0.08	0.16	1.03	16	Medium	Medium	Medium						
A.27	Stanwick – Higham Ferrers	17	0.13	332	0	0	0	0.13	0.26	0	0.26	0.2	0	0.2	n/A	0.1	0.69	23	£ 3,000,000.00	0.08	0.08	0.16	0.85	23	Long	Medium	Long						
Raunds CWZ	Raunds	9	0	925	0	0	0	0	0.13	0.13	0.26	0	0	0	53%	0.1	0.36	30	£ 800,000.00	0.16	0.08	0.24	0.6	29	Long	Short	Short						
Irthlingborough CWZ	Irthlingborough	9	0	780	0	0	0	0	0.13	0.26	0.39	0.1	0	0.1	67%	0.1	0.59	27	£ 280,000.00	0.16	0.08	0.24	0.83	26	Long	Short	Short						
Finedon CWZ	Finedon	9	0	148	0	0	0	0	0.13	0	0.13	0.2	0	0.2	63%	0.1	0.43	29	£ 490,000.00	0.16	0.08	0.24	0.67	28	Long	Short	Short						

Timescales

Priority timescale	Cost timescale	Amended based on manual check
Long	Medium	Long
Short	Medium	Medium
Long	Long	Long
Short	Medium	Medium
Short	Medium	Medium
Short	Short	Short
Medium	Long	Long
Long	Medium	Long
Short	Short	Short
Medium	Medium	Medium
Long	Long	Long
Short	Long	Medium
Medium	Medium	Medium
Long	Medium	Long
Long	Medium	Long
Long	Short	Short
Medium	Medium	Medium
Long	Long	Long
Long	Medium	Long
Long	Medium	Long
Long	Short	Short
Long	Short	Short
Long	Short	Short