

# **Connected Leicester Hub and Spoke Plan**

## **Transforming Cities Fund Full Business Case**



### **A50 Green Growth Corridor**

**December 2022**

## Background

During the period 2018 to 2019 Leicester City Council, supported by Leicestershire County Council, took part in a competitive process to bid for Transforming Cities Funds to improve transport in Central Leicestershire.

In 2019 DfT awarded £7.8M of Tranche 1 funding to deliver three walking and cycling schemes and a scheme to deliver electric buses on the Birstall Park and Ride service. Oversight and assurance of these schemes was undertaken by the DfT, and delivery began in 2020/21.

In 2020 an award of Tranche 2 funding of £32.5M was made to our local TCF board who are responsible for Governance including providing the oversight and assessing the final scheme packages through a Local Assurance Framework.

This award was made based on a programme Strategic Outline Business Case (SOBC)<sup>1</sup> which was submitted to Department for Transport (DfT) in November 2019. This set-out how the delivery of our proposed schemes across four cross-cutting themes would improve sustainable transport in Central Leicestershire and meet both the TCF and Local objectives of strengthening the economy, supporting growth, reducing harmful emissions and carbon.

Since being awarded the funds the City Council has been developing and delivering a design and delivery programme that will meet the ambitious TCF delivery targets as well as ensuring that traffic is effectively managed during the construction phases with diversionary and alternative arrangements in place. Due to the COVID pandemic, this programme has had to include the additional pressures of delivering Emergency Active Travel schemes that support social distancing as well as accelerating some elements on the TCF schemes to provide improved infrastructure for walkers and cyclists.

Given the importance placed by Government in delivering infrastructure within the originally agreed funding window, it has been necessary to adjust the phasing of scheme delivery in order to minimise traffic management issues and bring forward schemes that were originally scheduled for later in the programme. This has resulted in certain elements being moved between schemes to make delivery more efficient. In addition, it has been necessary to split a number of the schemes into smaller work packages which are to be designed and delivered in phases. This allows us to complete the detailed final design and undertake the necessary consultations whilst following appropriate procurement processes. The programme is being effectively managed and tracked by the programme manager to ensure the programme is delivered to time and budget.

This Business Case presents the case for delivering the A50 Green Growth Corridor Scheme.

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<sup>1</sup> *Connected Leicester – Hub and Spoke Plan, Submitted to DfT November 2019*

## Declarations

### Senior Responsible Owner Declaration

As Senior Responsible Owner for this scheme I hereby submit this request for approval to TCF Board on behalf of Leicester City Council and confirm that I have the necessary authority to do so.

The scheme has been developed in accordance with the TCF Local Assurance Framework.

I confirm that Leicester City Council will have all the necessary resources in place to manage the delivery of the programme and that statutory powers in place to ensure the planned timescales in the scheme can be realised.

That a Monitoring and Evaluation Programme has been approved in line with the requirements of the Local Assurance Framework and the TCF National Evaluation Programme.

Name: Andrew L Smith

Signature & Date: 9/12/2022

Position:  
Director of Planning, Development and Transport



### D2. Declaration of a Senior Finance Officer

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Leicester City Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution.
- acknowledges that DfT will not provide funding over and above the figures outlined in this business case, and that as a result any overspends will fall to the Council to manage.

Name: Stuart McAvoy

Signature and Date: 24/11/2022



## Executive Summary

### Costs and Funding:

£	2020/21	2021/22	2022/23	2023/24	TOTAL
Total scheme cost:	193,065	428,491	2,358,110	7,742,088	10,721,754
DfT (TCF) funding contribution:	193,065	428,491	2,358,110	2,542,089	5,521,754
LLEP				5,200,000	5,200,000
Total scheme funding	193,065	428,491	2,358,110	7,742,088	10,721,754

### Project Description

The ambition of the TCF programme is to double the number of cyclists in Leicester and to increase bus use by between 5% City Wide and 10% on demonstration bus (Green Growth) Corridors

This is a flagship scheme, in the Waterside Regeneration area, that will remodel the Fiveways junction on the A50 and deliver a segregated cycling corridor along the Woodgate and Frog Island arterial corridor which currently makes no provision for cycling. The work at Fiveways will in addition enable the scheme to deliver significant improvements to Buckminster Road and Fosse Road North.

The scheme is made up the following elements:

- Major Improvements to the Fiveways junction which forms the junction between Groby Road, Woodgate, Fosse Road North, Blackbird Road and Buckminster Road. This will improve the experience for pedestrians and cyclists crossing at the junction through the reallocation of road space from vehicles and the simplification of movements across the junction. It will provide a dedicated cycle crossing that will allow the cycle lane to continue from Groby Road and Buckminster Road into Woodgate. It will also facilitate the Waterside development objective and the Legible Leicester programme for removing the A50 classification from Woodgate and Frog Island and diverting the A50 along Blackbird Road. This is achieved by reallocating lanes at the Fiveways junction and increasing capacity for the Groby Road – Blackbird Road movement.
- Providing a Green Cycling corridor along Woodgate and Frog Island to Sanvey Gate and then along Great Central Way with LTN 1/20 segregated cycle ways along its length. This will include one docking station on Woodgate, with provision for 24 bicycles and contributions towards the delivery of pedestrian and cycling improvements to the Soar Lane Canal Bridge that supports the regeneration of Soar Island
- Providing a gateway to the Buckminster Road Low Traffic Neighbourhood including Colwell Road and the neighbourhood shopping area
- Signalisation of the Stephenson Drive junction and improvements to Fosse Road North for sustainable modes including adding a 150m length bus lane on the approach to the 5-ways junction.
- Should the risk allowed for in the delivery of this scheme not materialise then it is also proposed to deliver a segregated cycle path along Abbey Gate linking Woodgate to Ravensbridge Drive and the A6.

The Benefit Cost Ratio is estimated as 5.62. This is classified as a Very High Value For Money and is anticipated to produce a benefit of £5.62 for every £1 invested.

The scheme is anticipated to result in:

- An increase 1316 new daily cycle trips
- An increase 579 new daily pedestrian trips
- A journey time saving of 150 seconds for around 1241 daily inbound bus passengers
- Net increase of 46 new bus passengers
- Travel time saving of 153 vehicle-hours for vehicles travelling through the Fiveways junction. This averages 1.1 minute per vehicle
- Travel time increase of 47 vehicle-hours for vehicles that are diverted from Fiveways due to the banned turns or re-routing due to the road reclassification. This averages 1.7 minutes per vehicle
- Distance travelled due to diverted traffic 1,510 vehicle-km

## Value for Money Statement

The scheme consists of several complementary elements that aim to provide infrastructure that will facilitate regeneration at Waterside and encourage sustainable travel on this busy radial corridor into the City. The scheme will:

- Improve the environment for pedestrians and cyclists through the remodelling of the Fiveways junction and providing a segregated cycle path along Woodgate and Frog Island to Sanvey Gate, and providing a gateway to the Low Traffic Neighbourhood on Buckminster Road
- Support the rerouting of the A50 by increasing the efficiency of the Fiveways junction
- Providing a bus lane on Fosse Road North approaching the Fiveways junction in order to allow buses to move to the front of the queue.

The Value for Money has been determined from monetised benefits only and has not been adjusted to account for non-monetised benefits.

The Central Benefit Cost Ratio (BCR) is estimated at 5.62 with a PVB at £47.3M, PVC at £8.4M and NPV at £38.8M in 2010 prices. This is classified as providing a Very High BCR

The benefits are primarily related to:

- Health benefits arising from increased levels of exercise, which in turn leads to reduced levels of absenteeism.
- Reduced levels of delay for motorist using the Fiveways junction
- The diverting of trips due to banned turns and the re-routing of the A50 could result in an increase in journey time and travel distance for some travellers. This has been accounted for in the appraisal