

Transforming Cities Fund

Call for Proposals



Department
for Transport

Application Form

Applicant Information

Bidding City Region: Leicester

(Leicester City Council supported by Leicestershire County Council)

Bid Manager Name and position: Stuart Maxwell, Leicester City Transport Director

Name and position of officer with day to day responsibility for delivering the proposed interventions.

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Additional evidence, such as letters of support, maps or plans should be included in an annex.

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

SUMMARY OF PLANS INCLUDED IN ANNEX:

Annex 1 – Plans

- Plan 1 – Area Context Plan
- Plan 2 – Main Employment Centres
- Plan 3 – Major Road Network
- Plan 4 – Walking and Cycling
- Plan 5 – Strategic Transport and Growth Context Plan
- Plan 6 – ‘Hub & Spoke’ Proposals to 2023

Annex 2 – Glossary

Annex 3 – Letters of Support

Annex 4 – Alignment & Level of Funding

Annex 5 – Long Term Plans & Spatial Strategies

Annex 6 – Information Sources & References

SECTION A – Definition and challenges

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

A1. Constituent Local Authorities:

Leicester City Council (lead body)

Leicestershire County Council

Adjacent District Councils (O&WBC, BDC, HDC, H&BBC and CBC)

A2. Geographical area (See Annex – Plans 1, 2 & 3):

Central Leicestershire is an established LTP 3 area comprising Leicester City and adjoining urban areas/adjacent settlements within Leicestershire. (**Plan1**)

- > Compact urban area with main employment focus in city centre. Other major employment centres located around outer ring road, largest to North and West (**Plan 2**)
- > Road network characterised by inner and outer ring and radial routes which support main bus routes (**Plan 3**)
- > M1 and A46 lie immediately to West and North (**Plan 1**)
- > Midland Mainline and River Soar pass North-South through city (**Plan 1**)
- > Nearest cities, Nottingham and Coventry lie 25 miles to North and Southwest (**Plan 1**)

Please append a map(s) showing the location of the city region and its boundaries:

See Annex – Plan 1, 2 & 3

A3. Population

Central Leicestershire:

1. Estimated **Resident Population** of 600,000 people based on 2011 Census projected to 2018 using ONS Sub-national Population Projections. It is the 13th largest conurbation in England (ONS – 2011 Census).
2. Estimated **Workday Population** of 256,000 based on 2011 Census projected to 2018 using ONS Sub-national Population Projections.

A4. Discussion of key transport challenges:

LLEP Business Survey: (Jan 2015)

- > 58% of Leicester city businesses indicated that reducing traffic congestion would be of benefit to their business
- > 50% of businesses thought that improving access for customers travelling by sustainable modes is important

Road:

- > Heavily trafficked ring/orbital roads exceed Rees Jeffrey's MRN benchmark of 20,000 AADT (**Plan 3**)
- > Poor journey time reliability affecting commuters and business productivity/investment
- > TomTom's Traffic Index (2016) estimated Leicester's congestion to cost business £16.5m pa - 6th worst congestion in England (excluding CAs) & 3rd worst for increase from previous year
- > On average, TomTom estimate Leicester's peak period journeys to be 29% longer than free-flow conditions
- > INRIX's Global Traffic Scorecard (2017) ranked Leicester 4th worst "major city" in England (excluding CA's) for the percentage of congested peak period travel in the city

Rail:

- > Major growth in Leicester Rail Station patronage – 4.8m (2012) to 5.4m (2017)
- > Predicted 25% increase in patronage linked to Midlands Connect rail enhancement projects – Midland Mainline and Leicester to Coventry/Birmingham
- > Inadequate station interchange with bus/cycle/taxi/pedestrian modes and poor gateway to city centre

Bus:

- > 29% of visitors to city centre use bus (only 4% of vehicles entering centre)
- > Falling city patronage 28% (2008-17); 7% (2013-17)
- > Bus patronage of 76 trips/head of population (2015/16) is approximately 50% of best performing comparable cities (Nottingham (149); Brighton (160))
- > St Margaret's Bus Station provides poor transport hub experience/modal interchange
- > St Margaret's BS is underutilised (30,150 boarding) compared to Haymarket BS (229,131 boarding) in 2017/18
- > Inefficient/unattractive interchange between bus/rail hubs despite proximity (15mins walk)
- > Three underutilised Park&Ride sites

Walking & Cycling:

- > Cycling currently only 2% modal share despite 14% pa increases (2008-17)
- > 'Connecting Leicester' programme investment from 2011 within city centre has delivered 31% increase in cycling 2012-2017
- > Unattractive/weak cycling links for 155,000 people within 10 minute ride of city centre employment/retail/leisure/sports/university (**Plan 4&6**)
- > Insufficient cycling links targeting major employment zones outside city centre
- > Inadequate secure cycle parking provision around transport hubs & strategic locations (approx. 700 thefts pa at bus/rail hubs)
- > Opportunity to deliver high quality, "Go Dutch" infrastructure and programmes & realise DfT's "Propensity to Cycle" tool prediction of approximately 26% modal share in Leicester (**Plan 4**)
- > Opportunity to deliver infrastructure/programmes to realise LCWIP "Walkability Tool" targets (Leicester trialling tool)

Air Quality & Health:

- > 80% of nitrogen dioxide in Leicester City is produced by road transport
- > Three Government mandated CAZ intervention areas in Leicester (**Plan 3**)
- > High inactivity levels in Leicester- 33% (UK average 26%)

Strategic Housing and Employment Growth (Plan 2, 5 & 6):

- > Planned 25% housing growth by 2036 through proposed major urban extensions mainly to North and West of city (30,000 homes) and central Leicester regeneration area growth (10,000 Homes)
- > Planned future housing growth to 2050 to South and East of 40,000 homes through Strategic Growth Plan proposals
- > Midlands Connect strategic road and rail transport proposals to support long term growth

Please limit responses in section A4 to 500 words.

SECTION B: Who & Where

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Please limit responses to 500 words.

A. – Areas for Investment (See Annex – Plan 2, 5 & 6)

Investment in the following areas will deliver a step change in public transport, cycling and walking activity in the city - reducing congestion, improving air quality and health outcomes. This will improve business productivity and unlock substantial private sector investment in key employment sectors, regeneration areas and major housing developments.

Investment within the Transforming Cities timeframe will prioritise:

1. – Key Radial Bus Corridors (Plan 6)

- > Primarily, connecting the city centre with existing employment centres and future growth zones to the North and West of the city (**Priority corridors on Plan 6**)
- > Linked orbital improvements connecting those employment zones with residential areas and underutilised P&R sites

2. – Central Cycling/Walking Zone (Plan 6)

- > Using the “Propensity to Cycle” tool, target neighbourhood/employment areas to deliver substantial increases in everyday cycling:
 - 1/3rd of the city population within a 10 minute ride of the centre
 - Waterside/Pioneer Park/Space Park regeneration and sports stadia/hospitals/universities lie within this zone
- > With targeted links on radial/orbital corridors to major employment zones and extensions on the urban edge

3. – Transport Hubs (Plan 6)

The railway station and bus hubs (St Margaret's/Haymarket/ Humberstone Gate) are the main public transport interchanges in the city. These offer limited options to move easily between modes and each other. Transforming these sites to high quality, multi-modal interchanges with excellent inter-hub connectivity is essential to accommodate the substantial increases in demand predicted through city expansion and proposed regional rail investment.

4. – Smart Cities

Investment in data collection/analysis and appropriate smart systems to enhance efficiency, connectivity and productivity across all areas.

B – Priority Identification & Motivations

Priority areas for investment are based on:

- > Substantial population growth to 2031/36 (Section A and **Plans 2, 5 & 6**)
- > Pressure on the transport network from:
 - central regeneration areas to the north of the city centre

at Waterside/Pioneer Park (including EZ)

- 'Leicester National Space Park' – Council/UoL development supporting the space sector, a key LLEP focus for improving productivity (SEP and emerging LIS)

- > SUEs to the North and West of the city (Lubbesthorpe/Glenfield/Ashton Green/Broadnook/Hallam Fields/North East of Leicester/Scraptoft)
- > Fosse Retail Park to West
- > City centre provides the main business/employment centre for the CL area.
- > Other main business/employment centres lie within the target area
- > Proposed SUEs will include new business parks
- > 82% of residents in Leicester work within the city.
- > Three underutilised P&R sites serve the target area
- > Three mandated CAZs lie within the target area
- > During AM/PM peaks, 75th %ile journey times on our target radials are up to 2.4 and 2 times longer than free-flow conditions respectively (Source:Inrix) – delays and journey time variability are a major issue for business productivity and economic growth
- > Propensity to Cycle tool forecasts that 'Go Dutch' standard infrastructure could deliver:
 - cycling increases of 725% within 10mins of the centre and 706% across north & west Areas (**Plan 4**);
 - 3715 tonnes/pa CO2 savings; £12million in premature deaths

SECTION C: Ambition for change

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise new approaches and powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

A. – OVERALL VISION – Connected Leicester ‘Hub and Spoke Plan’

We aim to transform Central Leicestershire into Britain's most sustainable and prosperous place to live and work.

We can achieve a significant step change in travel by bus, cycling and walking by targeting investment in places and corridors identified in Section B (**Plan 6**). We will provide targeted high quality infrastructure to encourage existing residents to travel by more sustainable modes of travel where there is a higher propensity for people to make these choices. We will also encourage early adoption of sustainable travel modes from new residents and employees.

The ‘Hub and Spoke’ Plan includes three inter-connected themes (**Plan 6**) and outlined below:

1. Connected Transport Hubs

- > Quick and easy transport links between the two main bus stations and the railway station – provision of a ULEV shuttle and high quality cycle/walking link.
- > New bus interchange at the railway station and reconfigured access/gateway to city centre.
- > Major upgrade of St Margaret’s bus station to standard of new Haymarket Bus Station.
- > High quality, secure cycle parking at interchanges & strategic locations
- > Improved utilisation and connectivity from P&R sites

2. Green Growth Transport Corridors

- > Comprehensive bus corridor improvements on targeted radial routes that improve access to jobs and connect the city centre/regeneration areas/EZ to existing outlying employment centres and North and West growth zones.
- > New, targeted bus priority infrastructure to facilitate high quality orbital connectivity linking key and radials, employment zones with residential areas and underutilised P&R sites
- > These schemes will deliver a package of measures, similar to the highly successful A426 Aylestone Quality Bus Corridor Scheme which achieved a BCR of over 7.
- > Electric P&R service

3. Connecting Leicester Cycle/Walk Zones

- > High quality ‘Go Dutch’ standard segregated cycle routes connecting city centre streets to neighbourhoods and regeneration areas/EZ beyond the inner ring road, within 10 minute ride.
- > New, targeted “orbital” cycle links from City/County residential areas to major employment zones

around the periphery of the urban area
> Safe walking routes on key direct radial routes connecting with neighbourhoods.

4. Smart Cities

Investment in data collection/analysis and appropriate smart systems to enhance efficiency, connectivity and productivity across all areas.

B. – Support from stakeholders:

Key stakeholders, representing business, transport and health interests, have confirmed their support for our vision through letters of support in **Annex 1**.

C. – Alignment of funding streams:

The proposed interventions align with existing and planned investment shown in **Annex 4**. Proposed TCF interventions are able to be scaled depending on resources available.

D. – New approaches and powers:

We are working with the busCos on development of a partnership plan under the Bus Services Act 2017. Securing TC funding will help the councils secure investment and support from the bus companies in their fleet and in service quality, accessibility and reliability.

E. – Linking with our long term plans and spatial strategies:

Links with our long term plans and spatial strategies are detailed in **Annex 5**.

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published: <https://www.leicester.gov.uk/your-council/policies-plans-and-strategies/transport-and-streets/transport-bids/>

Submission of proposals:

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:
TCFproposals@dft.gsi.gov.uk

Enquiries about the Fund may be directed to TCFenquiries@dft.gsi.gov.uk