

Connected Leicester Hub and Spoke Plan

Transforming Cities Fund

Full Business Case

**Cor 4cw: Ashton Green Growth Corridor
Cycling and Walking Improvements on
Beaumont Leys Lane, Parker Drive and Blackbird
Road**

April 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)¹ 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 Cor4cw Ashton Green Corridor Scheme.

¹ *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:

Position:

Director of Planning, Development and Transport



20/4/22

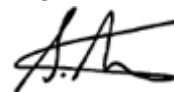
D2. Declaration of a Senior Finance Officer

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;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2022/23;

Name: Stuart McAvoy

Signature and Date:



14/04/2022

Executive Summary

Costs and Funding:

£000	2021/22	2022/23	2023/24	TOTAL
Cost	104	1,103	382	1,589
DfT (TCF) funding contribution:	104	635	0	739
Local public sector contribution:	0	468	382	850
private contribution:				
Total Scheme Funding	104	1,103	382	1,589

Project Description

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

This scheme will improve the infrastructure for walking and cycling on the Ashton Green Growth Corridor which links planned development in the north of the city at Ashton Green to Neighbourhoods to the south and the City Centre. It will deliver improvements on Beaumont Leys Lane, Parker Drive and Blackbird Road and includes the provision of a Bike Share docking station for 14 cycles on the junction with Somerset Avenue. The scheme includes the delivery of segregated and shared cycle paths, the provision of raised tables at side-road crossings and the addition of a cycle crossing parallel to the existing pedestrian crossing on Beaumont Leys Lane and across Somerset Avenue.

The scheme will deliver:

- 850m of segregated 2m footpath and 2.5m (minimum) cycle path,
- 1200m of shared 3m cycle/footpath,
- 7 Junctions with side road treatment to support cyclists,
- 1 remodelled junction to reduce carriageway width, increase pavement area and provide a segregated cycle path and parallel zebra crossing across the junction,
- 1 improved zebra crossing with a parallel cycle crossing,
- 1 redundant access improved by raising the pavement level,
- 8 trees removed (new trees planted on a 2-for-1 basis),
- 45m of pop-up cycle lane removed and replaced by shared off-road cycle path.

The outputs are primarily targeted at cyclists who will be provided with segregated and shared cycleways between the City Centre and Ashton Green. Pedestrians will also benefit from the higher quality infrastructure and the segregation from cyclists. The scheme will lead to an increased number of active trips being taken, especially during commuting hours.

The Benefit Cost Ratio is estimated at 3.16. This is classified as High Value for Money and is expected to produce a benefit of £3.16 for every £1 invested.

The impact of this scheme is expected to include:

- Daily increase of 299 cycle trips
- Daily increase of 31 walk trips
- Health benefits from increased levels of exercise leading to increased health and reduced mortality rate.

- Annual reduction in absenteeism due to poor health 139 days
- Annual reduction in car traffic of 44,161 veh-km

Value for Money Statement

This scheme will provide infrastructure improvements for cyclists and pedestrians along Beaumont Leys Lane, Parker Drive and Blackbird Road, one of the main corridors into Leicester.

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The Central Benefit Cost Ratio (BCR) is estimated at 3.16 with PVB at £3.9M, PVC at £1.2M and NPV at £2.6M in 2010 prices. This is classified as High Value for Money.

The BCR is determined from monetised benefits only and has not been adjusted to account for non-monetised benefits. These monetised benefits primarily relate to:

- Health benefits from increased levels of exercise leading to increased health and reduced mortality rate,
- Reduced levels of absenteeism due to increase health of the workforce,
- Reduced levels of delay and congestion due to mode shift from car to sustainable modes,

A series of sensitivity tests have been undertaken to determine the benefits of the scheme, including the following

- **Sensitivity test 1:** As core with higher (PCT) level of existing active trips
- **Sensitivity test 2:** As core with lifetime of the infrastructure assumed to be 20 years rather than 30 years.
- **Sensitivity test 3:** As core but assumes that the benchmarking determined from the CWIS study resulted in 80% the benefits being realised. This would correspond to a benefit of £25 per new active trip compares to the £20 used in the core scenario.
- **Sensitivity test 4:** As core but assumes that half the cycle hire trips occur

The analysis shows that in all cases the BCR remains at or above 2 and provides a high BCR.