

# **Connected Leicester Hub and Spoke Plan**

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



### **Anstey Lane (South) Green Growth Corridor**

**April 2021**

## 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 is underway in 2020/21.

In 2020 an award 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 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 designed and delivered in phases. This allows us to complete the detailed final design and undertake the necessary consultations whilst following appropriate procurement processes. This is being effectively managed and tracked by the programme manager in order to ensure the programme is delivered to time and budget.

This Business Case presents the case for delivering the Cor2 Anstey Lane (South) 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 inline with the requirements of the Local Assurance Framework and the TCF National Evaluation Programme

Name: Andrew L Smith

Signed:

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;
- 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:

Colin Sharpe

Signed:



## Executive Summary

**Scheme Name** Cor3s Anstey Lane (South)

### Costs and Funding:

£	2020/21	2021/22	2022/23	TOTAL
Total scheme cost:	£250,000	£866,000	£5,500	£1,121,500
DfT (TCF) funding contribution:	£250,000	£866,000	£5,500	£1,121,500
Local public sector contribution:				
private contribution:				

### 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.

To support this goal, this scheme will deliver infrastructure that forms the southern part of the Anstey Lane Green Growth corridor linking Beaumont Leys and Ashton Green with the Waterside and the City Centre along one of the major arterial corridors into Leicester.

The Anstey Lane (South) scheme will deliver:

- 257m of bus lane on Anstey Lane approaching Blackbird Road.
- 1.8km of 3m wide shared walking/cycling path between the Outer Ring Road and Buckminster Road.
- A low traffic neighbourhood along Buckminster Road achieved through blocking access to vehicular traffic near its junction with Brading Road.
- Raised table crossings at selected side roads for improved comfort and convenience of cyclists and pedestrians, also to slow vehicular traffic at junctions.
- A zebra crossing on Anstey Lane to enable access to the cycle lane and footway on the western side of the carriageway.
- Narrowing of existing carriageway to a minimum of 6.4m to accommodate the bus lanes and the walking/cycling path.

Cyclists are the primary beneficiaries of the infrastructure on this southern section of the corridor. The benefits to bus users will not be fully realised until the northern part of the scheme providing a new bus link between Anstey and Beaumont Leys is delivered in 2022.

The Benefit Cost Ratio is estimated at 2.53. This is classified as High Value for Money and is expected to produce a benefit of £2.53 for every £1 invested.

The benefits of the scheme are:

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

## Value for Money Statement

The scheme will increase the width of the shared cycle/footpath to 3m along the 1.8km length of Anstey Lane between the Outer Ring Road and Buckminster Road. The cycleway will then continue through a low traffic neighbourhood created along Buckminster Road as part of the scheme before linking with the segregated cycleway along Wood Gate and Frog island into the City Centre, which will be delivered as part of the TCF A50 scheme. A bus lane will be provided on the congested inbound section approaching the Blackbird Road junction.

**The Central Benefit Cost Ratio (BCR) is estimated at 2.53 with PVB at £2.456M, PVC at £0.972M and NPV at £1.484M in 2010 prices. This is classified as a High Value for Money.**

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

Monetised benefits are primarily related 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 to bus passengers,
- Reduced levels of delay and congestion due to the mode shift from car to sustainable modes,

A series of sensitivity tests have been undertaken to determine the benefits of the scheme, including the situation in which the passenger numbers only return to 80% of their original level post-covid. This is the level to which bus operators are basing their business plans.

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

- **central case:** Assumes a 148% increase in cycle trips, 1% increase in bus passengers.
- **low increase in cyclists:** as central case except 120% increase in cycle trips
- **high increase in cyclists:** as central case except 194% increase in cycle trips
- **no increase in bus passengers:** as central case plus bus benefits only accrue for existing passengers
- **bus usage only returns to 80% of pre-covid levels.** As central case plus lower bus patronage