

Connected Leicester Hub and Spoke Plan

Transforming Cities Fund Full Business Case



St Margaret's to Birstall (A6) Green Growth Corridor

November 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)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 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 St Margaret's to Birstall (A6) 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 inline with the requirements of the Local Assurance Framework and the TCF National Evaluation Programme

Name: Andrew L Smith

Signed and Date:

Position:

Director of Planning, Development and Transport



13/12/21

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: Amy Oliver

Signed and Date:



22/11/21

Executive Summary

Scheme Name Cor2 St Margaret's to Birstall (A6) Green Growth Corridor

Costs and Funding:

£000	2020/21	2021/22	2022/23	2023/24	TOTAL
Total scheme cost:	296	1,210	1,090	3,727	6,323
DfT (TCF) funding contribution:	296	210	1,024		1,530
Local Growth Fund		1,000			1,000
Employment Zone Rates			66	2,684	2,750
Local public sector contribution:				1,043	1,043

Project Description

It is the ambition of the TCF programme to double the number of cyclists in the City and to increase bus use by between 5% City wide and 10% on green growth corridors.

The A6 corridor is an important radial route into Leicester for cars as well as Park and Ride, express and local bus services. It is not currently an attractive route to cycle and it forms a barrier to east-west cycle movements.

To support the TCF ambition this scheme has three primary transport objectives:

- Reducing journey times for buses by introducing new bus lanes, both inbound and outbound along the A6.
- Improving the right turn at Abbey Park Road onto the A6 and increasing the length of the filter lane into ASDA for all traffic to reduce journey times.
- Improving the cycling environment on the north-south A6 corridor and for east-west movements crossing the A6.

The scheme will deliver:

- A red route along the A6 to prevent vehicles stopping and blocking the inside lane of the carriageway. Currently there is a particular problem of delivery vehicles parking in the carriageway, on some areas on the A6, to unload instead of taking the delivery vehicle onto the business premises.
- A large Variable Message Sign to provide traffic information to drivers approaching the City.
- Speed limit reduction along the A6 from 40mph to 30mph to improve safety for all highway users and particularly for cyclists and pedestrians.
- Inbound and outbound bus lanes along key sections of the A6 between Redhill Circle and Ravensbridge Drive, 1140m southbound, 1180m northbound.
- The enforcement of the bus lanes will be carried out with bus lane enforcement cameras.
- Greater right turn capacity outbound from Abbey Park Road onto the A6 at the A6/Abbey Park Road junction benefiting buses as well as general traffic.
- A longer right-turn filter lane on the A6 outbound to access Asda (via Exploration Drive entrance) and reduce queuing vehicles blocking the northbound A6.

- An improved cycling environment for north-south cycle movements. The more experienced cyclists will benefit from the new bus lanes. The less experienced cyclists will benefit from the upgrading of footways along the A6, between Beaumont Leys Lane to Abbey Park Road, to joint use walking and cycleways with toucan crossings at major intersections and redesigned access roads to business's that prioritise cyclists over car movements.
- Reduced severance caused by the A6 through improvements to east-west primary routes approaching and leaving the A6 (including adding lengths of segregated cycle paths) with toucans used to facilitate the crossing of the A6 by cyclists.

The Benefit Cost Ratio is estimated at 2.78. This is classified as High Value for Money and is expected to produce a benefit of £2.78 for every £1 invested.

The outcomes of this scheme are estimated to include:

- **Cycle Element**
 - Increase of 645 daily cycle trips.
 - Traffic reduction of 93,145 vehicle-km per year.
 - Health Benefits from increased exercise leading to reduced risk of poor health/death and to 330 days of reduced absenteeism (Annual increase in output from reduced absenteeism £47,741).
- **Bus Element: Reduction of 55 cyclists who transfer to bus**
 - Increase of 275 walk trips to/from bus stops
 - Annual saving of 71,423 passenger-hours of travel time to existing passengers.
 - Increase of 308,607 annual bus boardings.
 - Traffic reduction of 1,187,194 vehicle-km per year.
- **Highways Element**
 - Annual increase of 63,815 person-hours of travel time

Value for Money Statement

The scheme will deliver the following benefits:

- reduce journey times for buses by allowing buses to overtake stationary traffic and slow -moving traffic on the A6 and bring them closer to the head of queueing traffic at the traffic signals.
- improve the Abbey Park Road junction for buses turning right out of Abbey Park Road and to avoid the blocking from northbound vehicles on the A6 making a right turn into Asda.
- improve the facilities for cyclists travelling both north-south and east-west on the corridor.

The Value for Money is 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 2.78 with PVB at £14.9M, PVC at £5.4M and NPV at £9.6M in 2010 prices. This is classified as providing High Value for Money.

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.

The analysis shows that the BCR² remains above 2 and is classified as providing high Value for Money.

- **Sen1:** bus passengers only return to 80% of the pre-COVID levels,
- **Sen2:** bus passengers increase to 100% of pre covid levels, but there is no further increase due to the remainder of the TCF programme or the new St Margaret's bus station. In addition, the scheme only leads to an increase of 1% in passenger numbers for services on the corridor,
- **Sen3:** cycle scheme is anticipated to be half as effective as the core scenario with the scheme resulting in 1 new trip per £40 investment,
- **Sen4:** Optimism Bias is increased to 44% which is associated with the level of maturity in an SOBC,

² In Sen 2 the BCR is fractionally below 2 with a value of 1.97.