

# **Connected Leicester Hub and Spoke Plan**

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

**Cor3 Anstey Lane (North)**

**March 2023**

## 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 Anstey Lane (North) 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: 1/3/2023

Position:  
Director of Planning, Development and Transport



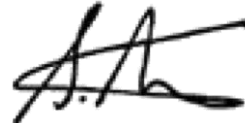
### D2. Declaration of a Senior Finance Officer

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: 2/3/2023



## Executive Summary

### Costs and Funding:

£000	2021/22	2022/23	2023/24	TOTAL
<b>Cost</b>	<b>378</b>	<b>1,119</b>	<b>2,523</b>	<b>4,021</b>
DfT (TCF) funding contribution:	378	1,119	2,523	4,021
<b>Total Funding</b>	<b>378</b>	<b>1,119</b>	<b>2,523</b>	<b>4,021</b>

### Project Description

Anstey Lane is one of the key corridors that provides access to the city centre from the north, and provides the primary access to the expanding commercial, industrial and residential areas in Beaumont Leys and Ashton Green.

The scheme will provide infrastructure that will support the City Council's ambition of increasing the levels of walking and cycling along Anstey Lane and in the Beaumont Leys area of Leicester and to encourage sustainable travel and support growth. It builds on the Anstey Lane (South) scheme to continue the cycling improvements on the Anstey Lane Corridor beyond the outer ring road.

The scheme includes upgrading of a crossing to allow at-grade cycle crossing of the Outer Ring Road and then extends the segregated cycle path from the Bennion Road / A5630 junction in the south, to the Bennion Road / Boston Road junction in the north.

A new surface crossing will be provided on Bennion Road near the bus interchange which will provide a safer and more convenient alternative to the subway for accessing the retail area from the surrounding industrial and residential areas.

On Bennion Road, on the approach to the Anstey Lane junction, the central hatchings road markings will be removed to allow 180m of two-lane carriageway between the southern Boston Road junction and Anstey Lane to be provided. This will increase the queueing capacity for traffic approaching the junction, and thus the number of vehicles that can exit Bennion Road on each cycle of the traffic signals. In the future, following the delivery of planned development in Beaumont Leys, it will be possible to create a bus lane using one of these lanes should the increased traffic levels cause buses to be adversely impacted.

The scheme also supports Leicester's emerging Climate Emergency Action Plan, Leicester's Cycle Action Plan (2015-2024), Green Infrastructure Strategy (2015-2025).

The scheme forms an important link between other schemes in the TCF programme and provides a key link to provide sustainable travel to communities and growth sites (including Ashton Green) in the north and west of Leicester.

The primary outputs of the scheme are:

### **Bennion Road**

- 650 metres of segregated unidirectional cycle lanes along both sides of Bennion Road between the junction with Anstey Lane and the junction with Beaumont Way. Along much of the length segregation to be provided by a stepped kerb between cycleway and footway
- Ramps to allow cyclists to safely join and exit the cycle lanes at the bus interchange in order to safely take them on a short section behind the bus shelters.
- Toucan crossing on Bennion Road on the approach to the Beaumont Way junction.
- A parallel zebra crossing on Beaumont Way on the approach to the Bennion Road junction.
- Replace the life-expired toucan crossing on Bennion Road just north of Orwell Drive.
- 180m of 2 lane carriageway on Bennion Road approaching the Anstey Lane junction through the removal of the central hatchings road markings, with the option to convert one of these lanes into a bus lane.
- Rationalisation of existing footpaths west of Bennion Road. Should funds allow (through risks not materialising) the delivery of a crossing on Bennion Road, north of the Beaumont Way junction, to facilitate movement to Gorse Hill that uses surface crossings rather than the underpass.
- Relocation and re-engineering of existing bus shelters at the interchange.

### **Anstey Lane / Glenfrith Way / Krefeld Way junction**

- Provision of a shared-use pedestrian/cycle signalised crossing of Glenfrith Way.
- Improvements of the shared footpath/cycleway linking the crossing points at the junction. This includes resurfacing with vegetation cut-back.
- Improvements to the shared footway/cycleway linking the Glenfrith Way crossing with the Anstey Lane (South) TCF scheme which includes resurfacing, widening with vegetation cut-back.
- New signage for shared use.

### **Anstey Lane**

- The footway/cycleway linking Bennion Road to the New Parks Way junction to be resurfaced and vegetation cut back to provide a minimum 3m shared use footway/cycleway.

The scheme is anticipated to result in:

- An increase of 614 new daily cycle trips
- A reduction of 76,752 veh-km of traffic
- A reduction of 233 days absenteeism per year
- A reduction in 0.25 Deaths avoided per year

## Value for Money Statement

Anstey Lane is one of the key corridors that provides access to the city centre from the north, and provides the primary access to the expanding commercial, industrial and residential areas in Beaumont Leys and Ashton Green.

This scheme builds on the Anstey Lane (South) scheme to continue the walking and cycling improvements on the Anstey Lane Corridor and then extend them from the Bennion Road / A5630 junction in the south, to the Bennion Road / Boston Road junction in the north.

The appraisal for this scheme has used 'Established Monetised Impacts' that are determined through the Marginalised External Costs of Congestion (TAG A5.2) approach to appraisal used in the Active Mode Appraisal Toolkit and the Bus appraisal tools. Non-monetised benefits are not considered in this appraisal.

**The Central Benefit Cost Ratio (BCR) is estimated at 2.45 with PVB at £7.68M, PVC at £3.14M and NPV at £4.54M in 2010 prices. This is classified as High Value for Money.**

The primary benefits of increased levels of active travel relate to the improved health within the population leading to reduced mortality rates, reduced absenteeism and increased productivity. These benefits are captured within the DfT's Active Mode Appraisal Toolkit.

A number of sensitivity tests were undertaken to assess the robustness of the assessment.

### In Summary

- The scheme would be expected to provide a return on investment within 16 years.
- For the scheme to drop from the high Value for money category, one of the following changes in assumption would be required. Each of these is deemed to be a low risk;
  - Scheme costs increase by 52%.
  - The number of new trips would be outside the range set as a benchmark for flagship routes in the CWIS (2019) reports.
  - The proportion of new pedestrians making up the increase in active trips would increase to 19%.
  - The scheme lifetime would reduce to 32 years.