

# **Connected Leicester Hub and Spoke Plan**

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



### **Melton Road**

**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 £33M 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 Cor1 Melton Road 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

Signed:

Position:

Director of Planning, Development and Transportation



### 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:

Amy Oliver

## Executive Summary

### **Scheme Name Melton Road**

Estimated Total Cost: £519,000

TCF Contribution: £519,000

### **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 support this ambition by reducing bus delays on the Melton Road Corridor in the vicinity of the Troon Way junction and will provide drivers with advanced warning of traffic conditions to allow them to make informed routing choices as they approach the Outer Ring Road junction.

The Melton Road scheme will deliver.

- A total of 780m of 3.2m wide bus lane on inbound and outbound direction on the southern side of the Troon Way junction, making use of one of the existing carriageway lanes to provide a continuous length of bus lane in both directions between Sandringham Avenue and Troon Way.
- Installation of a Variable Message Sign (VMS) on the inbound direction north of the Troon Way junction to provide information to drivers that will help them plan or progress their journey.
- Reduction in speed limit to 30mph on Melton Road between Lanesborough Road and Troon Way to make the area more attractive for walking and cycling and safer for all road users.
- Installation of a bus lane enforcement camera mount. This will allow the bus lane to be added to the schedule for the bus lane enforcement regime.

Existing bus users are the primary beneficiary from the scheme helping to increase the attractiveness of travelling by bus from the North East of Leicester including Syston and Thurmaston.

The Benefit Cost Ratio is estimated at 4.79. This is classified as Very High value for money and is expected to produce a benefit of £4.79 for every £1 invested.

The benefits of the scheme are:

- Reduced levels of delays to bus passengers
- Reduced levels of delay and congestion due to the mode shift from car to sustainable modes.

## Value for Money Statement

This scheme will extend the length of inbound and outbound bus lanes in the vicinity of the Melton Road/Troon Way junction and provide a variable message sign for inbound drivers approaching the outer ring road. In the vicinity of the scheme the speed limit will be reduced to 30mph.

**The Central Benefit Cost Ratio (BCR) is estimated at 4.79 with PVB at £1.852M, PVC at £0.386M and NPV at £1.465M in 2010 prices. This is classified as a Very High Value for Money.**

The BCR is determined from monetised benefits only and has not been adjusted to account for non-monetised benefits. The benefits of the variable message sign have not been assessed in this document; however the scheme has been assessed using a transport model to ensure that the bus lanes will have no impact on the operation of the Troon Way/Melton Road junction.

The monetised benefits primarily relate to Journey Time savings as buses will be able to bypass traffic queues on this important strategic corridor.

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.

- No passenger Growth: In this scenario it is assumed that the scheme does not result in an increase in bus passengers. Benefits still arise from journey time savings for existing passenger.
- Covid Impact: This assumes that bus passenger levels only return to 80% of the pre-covid levels.
- Reduced Journey time savings: This assumes that the buses only achieve 50% of the journey time savings estimated in the core scenario.