

Connected Leicester Hub and Spoke Plan

**Transforming Cities Fund
Full Business Case**

Bus Stop Waiting Infrastructure

October 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 has been underway since 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 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 CC4 Bus Stop Waiting Infrastructure 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, the scheme outputs meet the strategic objectives of TCF and Local Transport Plan and costs are within the TCF programme budget.

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 are 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 and Date:

Position:

Director of Planning, Development & Transportation



19/11/21

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

Signature and Date:



18/11/21

Executive Summary

Scheme Name **CC4 Bus Stop Waiting Infrastructure**

Costs and Funding:

£	2020/21	2021/22	2022/23	TOTAL
Total scheme cost:			1,100,000	1,100,000
DfT (TCF) funding contribution:			935,000	935,000
Local public sector contribution:			165,000	165,000
private contribution:				

Project Description

The project aims to provide a step change in the quality of information available at bus stops across the City. This will be achieved through the replacement of old style totems and the installation of new adaptable totem poles across the network that will be future proofed by allowing for later installation of Real Time Information displays and the housing space for the batteries required to operate them.

An important element of the project is the branding of the bus services and how the information is provided to the passengers. Through provision of the new bus stop totem poles across the network there will be a greater visibility of the bus network and the surrounding hubs making bus travel more obvious and simpler to use for the general public.

The installation at 827 bus stops is a crucial step in the process to making Leicester City public transport more user friendly to help for the long-term needs, aims and goals of public transport. Another important factor to consider is the high BCR value calculated that shows this scheme will provide a high return to Leicester's investment in the bus network.

Outputs

- Delivery of the totem poles and the timetable carousel

Outcomes

- Improved visibility and simplicity of information displayed at bus stops
- Improved branding and awareness of the services available to the general public
- Increased attractiveness of bus services to existing and new passengers

The project is estimated to produce a **BCR of 2.74**. This is classified as a **High** Value for Money and is expected to produce a benefit of £2.74 for every £1 invested.

A series of sensitivity tests including an 'impact of COVID' which assumed that bus patronage only returned to 80% of pre-covid levels all returned a BCR>2.

Value For Money Statement

This scheme will deliver 827 bus totem poles across the Leicester City Bus Network focussing on the 25 'Mainline' routes proposed in the emerging Bus Services Improvement Plan 2021-2030. These totems will help improve the awareness of services and provide easy-to-understand information regarding bus routes and links using the stop where the pole is located. The totems will be future-proofed and will allow the installation of Real Time Information (RTI) units in the future.

The Central BCR is estimated at 2.74 with PVB at £4.5M, PVC at £1.6M and NPV at £2.8M 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. The Monetised benefits are obtained from:

- Existing bus users experience enhanced through higher quality branding and identification at the bus stop
- Increased bus patronage leading to reductions in car travel which results from the branding, messaging and information provided by the poles and carousel related to the increased quality of service and network integration

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

The analysis shows that in all cases the BCR remains above 2 and provides a high BCR in the central case and these sensitivity tests:

- **central case**, based upon pre-covid assumptions on passenger volumes and a 0.35% increase in boarding at stops with passenger RTI.
- **Central case and demand +20% and -20%** : Central case, demand 20% higher or lower.
- **Central case and capital maintenance +20% and -20%** Assumes the costs associated with replacing batteries and operating the system are double the expected amount.
- **Central case with leftime of the poles +20% and -20%**. This assumes that the lifetime of the poles (and thus the appraisal period) ranges from 16 years to 24 years.