



Leicester
City Council

WARDS AFFECTED
ALL

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

Cabinet

16th June 2003

LEICESTER WEST TRANSPORT SCHEME PROPOSAL – Addendum Report

Report of the Corporate Director of Environment, Regeneration and Development

1. Purpose of Report

At its meeting on the 5th June the City Council passed a resolution as follows:

“That the decision of the Cabinet in relation to the Leicester West Transportation Scheme be referred back to Cabinet with a recommendation that Cabinet review the location of the Southern Park & Ride site.”

This addendum report outlines the implications of the Council resolution and options available to the Cabinet in the light of it.

2. Recommendations

2.1 It is recommended that:

- I. The City Council, in partnership with the County Council, submit a bid for Major Scheme funding to the Department for Transport to fund the Leicester West Transport Scheme, based on a the attached report, but without reference to the site at Aylestone, as per Option two in this report. This to be done subject to recommendation 3 below;
- II. The Highways & Transportation Scrutiny Committee be invited to comment on the report prior to its further consideration by Cabinet.
- III. A further report is brought before Cabinet no later than July 2003, confirming the final details of the bid, including resource implications and detailing the share of risk and benefits between the City and County Councils (on the basis that no call-in may then be made due to the imminence of the bid deadline). This is because of technical reasons and timescales required which are outlined in Section 11 of the main report.

- IV. The Corporate Directors seeks to identify a further site for the location of a Park & Ride site in the South West of the City, and begins the preparation of a further bid submission to the DfT.

3. Report

At its Cabinet meeting in April the City Council had agreed, in partnership with the County Council, submit a bid for Major Scheme funding to the Department for Transport to fund the Leicester West Transport Scheme, as described in the attached report. This was to be done subject to a further report being brought before Cabinet no later than July 2003, confirming the final details of the bid, including resource implications and detailing the share of risk and benefits between the City and County Councils.

Since then the City Council has agreed to refer back the decision to Cabinet.

The basis of the referral back is that the proposal includes the siting of a Park & Ride site at Aylestone. In view of the large numbers of objections that the proposal has received, elected members have taken the view that it would not be appropriate for a Park & Ride site to be located there.

The Leicester West Transport Scheme has been developed as a partnership bid with the County Council. Any proposals that come forward require the explicit support of the County Council. At its meeting on 13th May the County Council approved a motion supporting the submission of a bid. It did so on the condition that it received "satisfactory assurances from the City Council that it continues to accept that the County Council should not be required to find from within its boundaries more than two sites to be included in the scheme."

Officers have been asked to look again at the area and seek to identify an alternative site. It is clear that, even if an alternative site were to be identified as a matter of urgency, it could not form part of a submission to the Department for Transport in time for the July 2003 deadline. This is because of the amount of technical work required before submission, and, critically, there is no time to conduct a consultation exercise on an alternative site. In addition to this, officers are bringing forward proposals for members' consideration on the development of a City Centre Access Strategy. The opportunity exists for any further Park & Ride sites to be considered in the context of such a strategy.

In order to make a bid for Park & Ride to the West of Leicester, three options have been identified. These are as follows:

- **Option one:** Submit the Leicester West Proposal as per the attached Cabinet report.
- **Option two:** Reach agreement with the County Council to submit a bid based on two Park & Ride sites (Glenfield and Birstall, noting that the Birstall site will be funded from a Planning agreement), and returning to the question of a site in the Aylestone/Narborough Road area as a matter

of urgency. The identification and development of a further site will be considered as part of the emerging City Centre Access Strategy, and with a view to a second submission in one or two years time.

- **Option three:** To postpone submission of any bid until the issue of a site in the Aylestone/Narborough Road is resolved.

The implications of each of these is as follows:

Option one: As per the attached report.

Option two: In terms of the modelling of the original proposal, the Aylestone site was identified as the one most likely to be the most popular in terms of use. Further work is being done to ascertain whether or not a submission on the other two sites would require ongoing revenue subsidy. This will impact on the likelihood of the bid meeting the DfT's assessment criteria. It should also be recognised that it will be difficult to identify a further site for a Park & Ride within the City boundary in this area of the City. However, initial enquiries have established that submission of a staged bid will be seen as a more positive step than no bid by the DfT. Submission of this bid will ideally see the first Park & Ride open in 2008. Further proposals to be brought forward in the context of a City Centre Access Strategy.

Option three: Postponing the submission of a bid may have an adverse effect on the DfT's attitude towards funding schemes in what is becoming a more competitive environment. It will also delay the opportunity for the City to look at alternatives, Park & Ride being regarded as first stage in the provision of alternatives. It may be possible to link submission in with the development of the City Centre Access Strategy.

This report recommends Option 2 as the most favourable.

4. Headline Financial and Legal Implications

Headline financial and legal implications are set out in the main report. Final costings on a revised bid without reference to the Aylestone site are being finalised but are likely to be in the region of £10 –15million.

5. Report Author/Officer to contact:

5.1 Alistair Reid, Service Director, Highways & Transportation