

Leicester  
City Council

**WARDS AFFECTED: ALL**

**H&T Scrutiny Committee  
Cabinet**

**26<sup>th</sup> February 2004  
1<sup>st</sup> March 2004**

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## **Leicester West Transport Scheme**

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### **Report of the Corporate Director of Regeneration and Culture**

#### **1 Purpose of Report**

- 1.1 To seek approval to submit the Leicester West Transport Scheme (LWTS) bid to the Department for Transport for funding.

#### **2 Summary**

- 2.1 This report informs Members of the details of the scheme and the results of the public consultation. This report summarises the work of the key areas of the scheme, these being:

- Scheme description
- Objectives
- Park & Ride evaluation and proposals
- Bus priority evaluation and proposals
- Scheme appraisal
- Financial assessment
- Public consultation
- Environmental assessment

- 2.2 Following a meeting with the DfT, the promoters of the scheme have been offered the opportunity for the bid to be assessed outside the normal assessment timetable, this being a 31<sup>st</sup> July deadline. In order to accept this offer the bid must be submitted no later than 2<sup>nd</sup> March 2004 for the Councils' to benefit from this opportunity.

#### **3 Recommendations**

Members are recommended to:

1. Authorise the submission of a bid for funding for the Scheme jointly with Leicestershire County Council and to delegate authority to the Corporate Director of Regeneration & Culture in conjunction with the Head of Legal Services to settle the form and nature of the said application.

2. To delegate authority to the Corporate Director of Regeneration & Culture in conjunction with the Head of Legal Services to settle the form and content of any necessary joint management or implementation agreements and related planning applications and construction contracts.
3. To note that the Corporate Director of R&C will return to cabinet when full cost and time information is available for Members.
4. Agree that the above decisions are urgent because the “bid” has to go to the Department for Transport on 2<sup>nd</sup> March 2004; and that Cabinet procedure rule 12.d (that no call in may be made if the Cabinet decides when making a decision that the matter is urgent for specified reasons) shall apply.

#### **4 Financial & Legal Implications**

##### 4.1 Financial Implications

4.1.1 Financial Implications for this proposal are as set out in the Supporting Information.

##### 4.2 Legal Implications

4.2.1 Legal Implications for this proposal are as set out in the Supporting Information.

#### **5 Report Author**

Eddie Tyrer

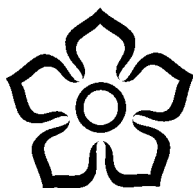
Job Title: Team Leader – Special projects

Extension number:7272

e-mail address: tyree001@leicester.gov.uk

#### **DECISION STATUS**

<b>Key Decision</b>	<b>Yes</b>
<b>Reason</b>	<b>Capital expenditure of over £1 million</b>
<b>Appeared in Forward Plan</b>	<b>Yes</b>
<b>Executive or Council Decision</b>	<b>Executive (Cabinet)</b>



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**Report of the Corporate Director of Regeneration and Culture**

## **SUPPORTING INFORMATION**

### **FINANCIAL, LEGAL AND OTHER IMPLICATIONS**

#### **1 Financial Implications**

- 1.1 The proposal is for the City and County Councils to make a joint bid to the Department for Transport by 2<sup>nd</sup> March 2004 for the Leicester West Transport Scheme. The estimated gross cost of the scheme at Q4 2003 prices is approximately £36 million, and the net cost after deducting private sector contributions and the value of the City and County Council owned land at Aylestone is estimated at £25 million at Q4 2003 prices. Details of this are shown in Appendix B. These figures may be subject to minor adjustments before any bid is made, and will also need to be increased by estimated inflation to fit in with the planned timing of the programme of works. With inflation the net bid is estimated to be in the region of £29.7m.
- 1.2 The proposal is for the County and City Councils to share the costs and the eventual profits or losses of the scheme on a 50/50 basis. This would require a legal agreement between the City and County Councils and would only apply if the whole scheme went ahead.
- 1.3 If the bid was successful, it would be classified as a major scheme and funding from central government would be on the basis of half TSG and half supported borrowing.
- 1.4 A Quantified Risk Assessment has been carried out for the project, and a sum of £2.665 million (before inflation) has been incorporated within the estimated

cost to account for such risks. In addition to this, if scheme costs are greater than anticipated there is scope to value engineer the scheme to keep within the capital budget.

- 1.5 In addition to the Quantified Risk Assessment, an optimistic bias calculation has been undertaken in accordance with DfT bidding requirements. This has been calculated at 15%, and if accepted would allow the City and County Councils to make a supplementary bid for additional funding if costs increased above the total funding allocation up to this amount. However, this would be subject to approval to DfT and would not be guaranteed.
- 1.6 The revenue consequences of the scheme are dependent upon the eventual demand and are consequently uncertain at this stage. However, based on an analysis of likely patronage, there are estimated total losses of £42,700 in 2007/8 and £34,500 in 2008/09 before the scheme starts to make a profit from 2009/10 onwards. However it must be stressed that any revenue projections are based on assumptions which cannot be verified until the sites are open. The City Council's share of these profits and losses would be 50% and would be incorporated within the current ER&D departmental budget. If the scheme reduces congestion, there is likely to be a reduction in the Council's car parking income from 2007/08 onwards. If this occurs, this would have to be incorporated within the current ER&D budget.
- 1.8 Nick Booth, Principal Accountant, ext 7460

## **2 Legal Implications**

- 2.1 Legal Services have been involved in meetings last summer and more recently and have obtained a good understanding of what will be required to bring the scheme forward but also to protect Leicester City Council's interests. Any joint proposal such as this, whoever it is run with, involves the possibility of others making decisions which have financial or other consequences for us; and of deadlock in discussions; and arrangements that can be hard to unscramble.
- 2.2 Cabinet will be asked, Legal Services are informed, at the meeting 1<sup>st</sup> March for authority to settle the form and nature of the Funding Application, and in a later meeting, for authority to implement. These are the two processes required by the Constitution.
- 2.3 Given a clear position adopted by Leicestershire and clear terms of reference from Cabinet, Government as Funder and our own Constitution and Financial Procedure Rules, there is no reason why Legal Services cannot provide support for the Project and help create a family of interlocking Agreements that enable property, Procedural and construction issues to be satisfactorily managed and controlled and a framework established for the successful, flexible operation of this scheme into the future.
- 2.4 Cabinet authority to negotiate and agree the form of the necessary joint management and implementation documents is also being requested. This will enable Legal Services to support the Corporate Director of R&C in detailing the minutiae of the scheme in readiness for the decision to implement.

2.5 Stephen Stewart, Legal Officer, ext 6745

### 3 Other Implications

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities Policy	No	
Sustainable and Environmental	No	
Crime and Disorder	No	
Human Rights Act	No	
Older People / People on Low Income	No	

### 3.2 Risk Assessment Matrix

Risk	Likelihood L/M/H	Severity Impact L/M/H	Control Actions (if necessary/or appropriate)
1 – Inaccurate capital estimates	L	M	All estimates have been produced by Officers who have had experience of implementing previous schemes.
2 – Cost overrun	M	M	The estimates have allowed for contingencies. Elements of the scheme can be deleted or revised in order to control spending.
3 – Inaccurate revenue estimates	L	M	Patronage estimates have been calculated from outputs of the appraisal and based on the experiences of the Meynell's Gorse operations. The cost of the fare is based on existing figure, which has not increased since the opening of Meynell's Gorse. There is scope for fare increases to accommodate inaccurate estimate. Operations will be on a 50-50 split between City and County, reducing any impact of a shortfall. Any expenditure will come from existing resources.

L - Low  
M - Medium  
H - High

L - Low  
M - Medium  
H - High

3.3 A detailed Quantified Risk Register and Analysis has been undertaken, including an Optimism Bias calculation.

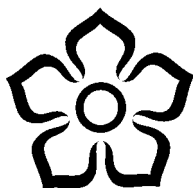
### 4 Background Papers – Local Government Act 1972

1. DfT Appraisal of Major Local Transport Schemes: Detailed Guidance May 2002
2. Leicester Park & Ride Site Evaluation: MVA May 2002
3. Cabinet, 7<sup>th</sup> November 2002
4. H&T Scrutiny Committee, 11<sup>th</sup> November 2002
5. Leicester West Park & Ride Consultation: MVA March 2003
6. H&T Scrutiny Committee, 17<sup>th</sup> March 2003
7. DfT Appraisal of Major Local Transport Schemes: Detailed Guidance, April 2003
8. Cabinet, 22<sup>nd</sup> April 2003
9. Cabinet, 16<sup>th</sup> June 2003
10. H&T Scrutiny Committee, 14<sup>th</sup> July 2003
11. Cabinet, 21<sup>st</sup> July 2003
12. Enviro Glenfield EIA, July 2003
13. LWTS Aylestone Site 29 Draft Transport Assessment: MVA September 2003
14. LWTS Glenfield Site Draft Transport Assessment: MVA September 2003
15. Enviro Aylestone (29) EIA, September 2003
16. Enviro Site 33 EIA, September 2003
17. Highways & Transportation Scrutiny Committee, 29<sup>th</sup> October 2003
18. Cabinet, 24<sup>th</sup> November 2003
19. Leicester West Park & Ride Consultation – Phase 2: MVA January 2004
20. H&T Scrutiny Committee, 26<sup>th</sup> February 2004

## **5 Consultations**

1. Meeting of City and County Members, 27<sup>th</sup> November 2001.
2. Meeting of City and County Leaders and Chief Executives, 17<sup>th</sup> January 2002.
3. Leaders Briefing, 4<sup>th</sup> March 2002
4. Directors' Board, 9<sup>th</sup> April 2002.
5. Meeting of City and County Leaders and Chief Executives, 30<sup>th</sup> May 2002.
6. DfT meeting, 20<sup>th</sup> June 2002
7. Directors Board, 24<sup>th</sup> September 2002
8. H&T Members Working Group, 1<sup>st</sup> October 2002
9. Leaders' Briefing, 7<sup>th</sup> October 2002
10. Public Consultation December 2002 – January 2003
11. DfT meeting, 19<sup>th</sup> February 2003
12. H&T Members Working Group, 25<sup>th</sup> February 2003
13. Directors' Board, 18<sup>th</sup> March 2003
14. Leader's Briefing, 31<sup>st</sup> March 2003
15. Directors' Board, 8<sup>th</sup> April 2003
16. DfT Meeting, 5<sup>th</sup> November 2003
17. Public Consultation December 2003-January 2004
18. DfT Meeting, 6<sup>th</sup> February 2004
19. R&C Directorate, 11<sup>th</sup> February 2004
20. Chief Finance Officer, 12<sup>th</sup> February 2004
21. Directors' Board, 17<sup>th</sup> February 2004





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**Leicester West Transport Scheme**

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**Report of the Corporate Director of Regeneration and Culture**

**Report**

**1. Background**

- 1.1 The Leicester West transport Scheme (LWTS) proposal, as set out in this report, was submitted to the City Council Cabinet in April 2003 requesting approval of the proposal and to submit the scheme to the Department for Transport (DfT) for funding.
- 1.2 Following elections in May 2003 the new administration resolved that the bid should be delayed to allow for a review of potential Park & Ride sites in the Aylestone area and for further consultation to be undertaken.
- 1.3 That review was completed in October 2003 and reported to Cabinet in November 2003. At that meeting it was recommended that a further consultation exercise be undertaken on the options identified and report back to Cabinet in March 2004 in order, subject to Cabinet approval, to submit the proposal to the DfT in March 2004.

**2. Report**

- 2.1 This report summarises the conclusions of work undertaken in the key areas of the LWTS proposal, these being:
  - Scheme Description
  - Objectives
  - Park & Ride evaluation and proposals
  - Bus priority evaluation and proposals
  - Scheme appraisal
  - Financial assessment
  - Public consultation
  - Environmental assessment
  - Submission timetable



### 3 Scheme Description

- 3.1 The Leicester West Transport Scheme (LWTS) is a joint proposal of the Leicester City Council and Leicestershire County Council to the Department for Transport (DfT) for funding of new public transport infrastructure and services to serve the area of the north, west and south of Central Leicestershire.
- 3.2 The LWTS proposal is a key element to the delivery of the City and County Council's adopted 'Central Leicestershire Local Transport Plan 2001-2006' (CL LTP). It aims to provide a step change in the provision and quality of alternative transport measures to the private motorcar for people travelling into the City of Leicester. It achieves this by providing a package of measures comprising of six elements:
- **Three new Park and Ride (P&R) sites** at Aylestone, Glenfield and Birstall with a total capacity of approximately 2,500 car parking spaces.
  - **Bus priority measures** on A426 (Aylestone), A50 (Glenfield) and A6 (Birstall) corridors from the sites to the City Centre.
  - **Level bus access and improved stops and shelters** on each of the corridors for local bus services operating on the corridors.
  - **Real time passenger information** for the P&R services and all local bus services operating on the corridors.
  - **Intelligent bus priority** for the P&R services and all local services operating on the corridors.
  - **Variable message signing** to provide up to date information to car drivers on location and parking availability at the P&R sites together with other travel information, such as degree of city centre congestion and pollution information.

### 4 Objectives

- 4.1 The City and County Councils outlined their intention to submit a major public transport scheme based on the development of a network of Park and Ride sites to the north, west and south of the City in the 'Central Leicestershire Local Transport Plan 2001-2006' (CL LTP). This was undertaken with the full backing of the Quality Bus Partnership and after extensive consultation on the development of the CL LTP.
- 4.2 The Councils recognise the importance of providing good alternatives to travel by private car in order to address the problems of congestion. In the built-up area in and around Leicester good bus services, safe cycling facilities and an improved environment for pedestrians will be the main alternatives developed in the adopted CL LTP period.
- 4.3 However, for people travelling into Leicester from further afield it is more difficult to make these alternatives sufficiently attractive to motorists. Train and express bus can cater for some journeys effectively, but a network of Park & Ride services will encourage modal shift in the urban area and, at the same time, improve the accessibility of the City Centre.

4.4 The objectives of the scheme are to:

- Provide a high quality, efficient transport mode for people travelling into the City Centre, in particular existing car users.
- Ensure efficient use of the restricted highway network.
- Improve accessibility to the City Centre.

4.5 It is also designed to assist in achieving the targets set out in the CL LTP, these being:

- T9 - To reduce the number of cars entering the City Centre by 4% in the A.M. peak by 2006 and 8% by 2011. A 2% reduction has been achieved to date.
- T3 – To increase the number of bus trips into the City Centre by 20% by 2006 and 40% by 2011. A 5% increase has been achieved.
- T2 – To ensure 55% of CL LTP residents reach the City Centre in 30 minutes by public transport. (49.8% existing)

4.6 Against a national background of increasing car ownership and usage, Central Leicestershire is experiencing pressure on its highway network. Statistics from the CL LTP show that traffic in the CL LTP area over the period 1988-98 has increased by 44% in the AM peak. In 2001-02 this increased by a further 5%.

4.7 However traffic entering the City Centre has remained relatively constant over a number of years, as has the volumes of traffic on some radial corridors. This can be attributed to a number of factors being,

- Changes in the physical fabric of the City Centre which have restricted car access,
- Relatively little economic development in the central area over recent years,
- The network in the City Centre operating at capacity,
- Re-allocation of road space to provide improved safety facilities for car users, pedestrians, cyclists and public transport.

4.8 There is also pressure for further development in the City Centre, in particular the Leicester Regeneration Company's (LRC) proposals and proposed retail expansion of The Shires and Haymarket, in addition to the development of the Cultural Quarter. All these activities will result in attracting more commuters, shoppers and visitors into the City Centre. Providing this access by car will prove difficult if the projected numbers of additional people working, living and visiting the City Centre are to be achieved. Alternative methods need to be considered and implemented and the LWTS is an important measure that will provide additional capacity to the network and improve accessibility to the City Centre.

4.9 The proposal has been actively discussed with both the LRC and the owners of The Shires a result of which the LRC have formally supported this proposal and The Shires are also likely to do so. This illustrates the recognition by the private

sector that increased economic development in the City Centre requires increased accessibility. This cannot be provided by increased car usage.

4.10 The concept of more P&R facilities is also supported by the general public, not only in the recent public consultation exercise, but also in the consultation undertaken in the CL LTP preparation, in which 45% of respondents favoured improved public transport and P&R developments. This resulted in the LWTS being identified as a key proposal in the adopted CL LTP.

4.11 The objectives of the scheme have also been assessed against central government objectives and those of the Local Transport Plan. The central government objectives are:

- **Environmental impact** – to protect the built and natural environment;
- **Safety** – to improve safety;
- **Economy** – to support sustainable economic activity and get good value for money
- **Accessibility** - to improve access to facilities for those without a car and to reduce severance; and
- **Integration** – to ensure that all decisions are taken in the context of the government' integrated transport policy and other relevant policies.

4.12 The LWTS fits in with the prime objectives of the CL LTP, these being:

- Improving **ACCESS** to employment, leisure, education, health care and shopping areas within the City centre through P&R services and comprehensive bus priority measures;
- Supporting and enhancing the **ECONOMY** of the City centre by providing alternatives to car travel and promoting improved bus accessibility;
- Assisting in the improvement of **SAFETY** through the provision of bus priority measures and changes to junctions;
- Promoting more **SUSTAINABLE** transport;
- Promoting **SOCIAL INCLUSION** through improvements to radial bus corridors, and access to improved public transport facilities and services, and
- Improving **QUALITY of LIFE** by actively encouraging car users to change modes to P&R bus at the rural – urban interface and through the transfer of road space to bus use.

4.13 The LWTS also contributes to the goals of the City Council's Community Plan.

## **5 Park & Ride Site Evaluation and Proposals**

### **5.1 Site Identification**

5.1.1 In order to identify the most suitable locations for the proposed sites, an independent evaluation study of sites was undertaken. Transport Consultants MVA were appointed by the City and County Councils in January 2002 to undertake this independent analysis of potential P&R.

5.1.2 A total of 48 sites were identified covering two areas, the A50 and the junction 21(M1) area. The overall objectives were to identify:

- Which sites in each corridor(s) are best suited to P&R use and which sites could be taken forward to public consultation.
- Whether more than one site in the Jct. 21 area is required, or can be justified.
- Whether the timescales at which sites could be made available has any implications for the overall phasing of further P&R sites in Central Leicestershire.

5.1.3 A four stage evaluation framework was agreed to assess the site, these being:

#### **Stage 1**

Identify all possible sites within an agreed study area.

#### **Stage 2**

To undertake an initial assessment, consider fundamental principles of sites. This assessment looked for a simple yes/no answer to the following questions:-

- Is the site large enough for >500, >1000 and >1500 spaces with some possibility of further expansion;
- Would there be a fundamental planning objection, such as Structure or Local Plan policy which means there is no chance of securing planning consent;
- Are there any fundamental problems with the land itself, such as flooding;
- Could there be any fundamental problems with acquiring the land, and if so, could there be a need for a CPO;
- Could there be any fundamental problems with connecting the site to the highway network?

#### **Stage 3**

Stage 2 sites were assessed against the following criteria:-

- How attractive to motorists will the site be in terms of its location to the outer limit of congestion, diversion off an obvious route, visible to motorists, easy to sign and easy to access;
- An estimated cost of acquiring the site;
- A breakdown of costs in developing the site, including highway connections;
- A 'high-level' view of traffic impact benefits of P&R and congestion problems caused by the potential development and any implications, e.g. necessity for off-site highway works;
- Local pollution problems caused by site, including the effects of pollution from cold starts;

- Other significant environmental impacts from developing the site;
- The likely speed and directness of a bus route from the P&R site to city centre;
- The likely ease of gaining planning consent
- The ease of overcoming any problems with the land and its access
- Ease of acquiring the land, with comment on the need for CPO's;
- A qualitative indication of the likely level of revenue from the site compared to alternatives on the same corridor.

#### **Stage 4**

Assessment of short-listed sites using a simple scoring and weighting system was developed for ranking the sites that received further assessment in Stage 3.

- 5.1.4 From this Stage 4 assessment it was recommended that the site at Aylestone (Site 29) and Glenfield (Site 3) be taken forward for further detailed analysis and consultation.
- 5.1.5 At each stage, Officers of both the City and County assessed the recommendations and provided detailed input on technical advice and site characteristics. This input by Officers was of particular importance as it allowed detailed knowledge of Planning, Environmental and Highway issues to be fed into the assessment process.
- 5.1.6 A third site, Birstall, was not assessed as part of this evaluation study. The site has been subject to an evaluation process as part of the Charnwood Borough Council Local Plan Public Inquiry in 2000. The site is now identified as a P&R site in the Local Plan.
- 5.1.7 It has also been consulted upon as part of an Outline Planning Application by private developers for residential/commercial development on adjacent land. A Section 106 has been negotiated as part of the planning approval, in which the developers will lease the P&R site to the County Council and provide funding for 535 car parking spaces. Bus priority measures from the site to the Redhill Circle junction will also be provided by the developer.
- 5.1.8 Details of this study can be found in the MVA report "Leicester Park and Ride Site Evaluation", May 2002.
- 5.1.9 Following the Cabinet decision of 16<sup>th</sup> June 2003, a further assessment of potential sites in the Aylestone area was undertaken to identify if there were any alternative sites to the one proposed (29).
- 5.1.10 The assessment reported that there was a potential alternative site to 29 in the area. This was identified as site 33 in the MVA report.
- 5.1.11 The findings and conclusions of that assessment were presented to the H&T Scrutiny Committee on 29<sup>th</sup> October 2003, and the Cabinet on 24<sup>th</sup> November 2003. The report recommended that that site 29 remains the most appropriate

site, however a consultation exercise be undertaken in December 2003 on both sites 29 and 33. In addition the link road was required for either option.

## **5.2 Aylestone P&R Site (A426)**

5.2.1 The site located within the City Council boundary, off the A426 Lutterworth Road and A593 Soar Valley Way. (OS Grid Reference SK5600: 456861, 300404). The proposed facility is bounded by the Great Central Way, Soar Valley Way and Lutterworth Road. Housing is located to the north and south east boundaries of the site. At present the site is not used.

5.2.2 The site, comprising approximately 15 acres, is owned by both the City Council and County Councils.

5.2.3 The present land allocation of the site in the adopted Local Plan is for:

- 4.3 hectares of residential development
- A highway reservation for the A426 Glen Parva Bypass which had planning consent and was programmed to start in 1996/97. After achieving Unitary status the City Council as Highway Authority agreed that the scheme would not be implemented.

5.2.4 The Deposit RCLLP allocated the land for park and Ride with a reduced area for housing. However the proposal in the second Deposit Replacement City of Leicester Local Plan (RCLLP), which is also being presented to Cabinet, proposes the site allocation as being:

- A P&R site
- Within a Biodiversity Enhancement Area (BES) on land to the west of the site. Policy GE03 of RCLLP states that development will be permitted in a BES if the nature conservation value is maintained or enhanced. Opportunities will be sought through the planning process to enhance the biodiversity of the site, of adjacent sites or of the green network to which it relates.
- Remaining within the Riverside Policy Area where provision of SPA 13 apply. This policy states that development will not be permitted which detracts from the quality of the Riverside environment. It includes a range of criteria to be taken into account in the consideration of any development proposal.

5.2.5 The policies in the RCLLP, relating to the P&R allocation, which have been agreed by full Council, are summarised as:

- AM06 sets out the criteria for identifying and assessing P&R sites as well as safeguarding the site in Aylestone.

- AM04 identifies the routes where bus priority measures will be implemented and safeguards them from development that would prejudice implementation. This includes the A426.
- AM23 safeguards transport schemes and highway improvement lines, including the Soar Valley Way/Lutterworth Road link. The schedule in Appendix 03 of the RCLLP states that this link may be required in connection with P&R and residential development.

5.2.6 Throughout the development process of the Aylestone site, the views of Planners and Environmental Planners of the City Council have been fully incorporated in the scheme design.

5.2.7 The present proposal for a Park and Ride scheme on this site leaves no area for housing development. The value of this land, if used for housing, would be in the order of £7 million. If the scheme proceeds the capital sum will be seen by the DfT as part of the two Councils' contribution to the scheme.

#### 5.2.8 Aylestone Park & Ride facility proposal

5.2.9 An original scheme accommodating 1,142 car parking spaces was developed and presented to the public via a series of meetings held prior to Christmas 2002. In the light of the meetings, comments were recorded and considered, with the following modifications being included.

- (i) Car parking capacity reduced to 1,000 spaces but includes 14 spaces for disabled users.
- (ii) The northern edge landscaped margin adjacent to the existing houses on Franklyn Road and Conaglen Road is to be increased in width to at least 15 metres.
- (iii) The footpath connection from Franklyn Road is to be extended onto the site beyond the new facility boundary fence to provide residents with access to the park and ride facility and the Great Central Way.
- (iv) The bunding to the edge of the new access road to the south east boundary of the site has been designed to deflect sound and provide a landscaped screen to minimise pollution from the new road. The bunding width and height will be further considered in the detail design stage to provide the most effective barrier.

5.2.10 A summary of the main elements of the facility and details is provided in Appendix A, Table 1.

### 5.3 **Glenfield Park & Ride Site (A50)**

- 5.3.1 This site is adjacent to the Leicester Western By-Pass (A46) and the A50. (OS Grid Reference SK5407: 454093, 307361). The site is located at the junction of the A50 and A46 major roads. It lies to the west of Rothley Brook and includes within the site area an existing flood relief basin built to accommodate the surface water run off from the A50/A46 interchange.
- 5.3.2 An area of residential property lies beyond the A50 adjacent to the south western edge of the site.
- 5.3.3 This site is not in City or County Council ownership and therefore a Compulsory Purchase Order may be required in order to gain possession if the site cannot be acquired by negotiation.
- 5.3.4 This site is presently allocated as Green Wedge although the deposit Leicester, Leicestershire and Rutland Structure Plan (Strategy Policy 6) allows for land uses in the Green Wedge to include park and ride facilities if no other site, outside the Green Wedge is available. The site area is approximately 16.22 acres.
- 5.3.5 Glenfield P&R facility proposal
- 5.3.6 The facility is designed to accommodate up to 1,000 car parking spaces including a number for disabled users and this proposal has been presented to the public via a series of meetings prior to Christmas.
- 5.3.7 Comments were received at the public meeting and from the Local Parish Council and these have been considered with the layout. The suggested modifications focus on;
- (i) The south western boundary of the site will be heavily landscaped in order to reduce the perceived fears of residents of high levels of light pollution.
- 5.3.8 A summary of the main elements of the facility and details is provided in Appendix A, Table 2.

#### **5.4 Birstall Park & Ride Site (A6)**

- 5.4.1 The proposed facility is located off of the A6 and to the south east of the A6/A46 junction. (OS Grid Reference SK5910: 459363, 310521). To the east and beyond the site boundary a nursery and a number of residential properties are located off of Wanlip Lane. The southern boundary is formed by the Longslade Upper School and Community College playing field. At present the site encloses agricultural land.
- 5.4.2 This site will be developed as a P&R facility as part of a S106 agreement for housing development on the west of the A6. It is recommended that this site should be built to the 535 spaces to be funded entirely by the developers. This is as a result of the latest demand forecasts, which suggest that a 535 space facility will accommodate predicted demand. However if demand exceeds



supply, expansion to a 1,000 space facility would have to be paid for from Local Transport Plan funding.

- 5.4.3 An improved layout has been produced providing a circular design with the bus stop and security facility based at the centre of the parking spaces. This was presented to a number of public meetings prior to Christmas.
- 5.4.4 The comments received have been considered and modifications have been included in the proposed facility. A summary of the main elements of the facility and details is provided in Appendix A, Table 3.
- 5.4.5 Final detailed designs for the sites, all of which will require planning permissions and subsequent detailed consultation, will be subject to high quality design criteria replicating the existing Meynell's Gorse site, which includes high security measures.
- 5.4.6 A preliminary assessment of associated junction designs and access arrangements to the sites has been completed. Further detailed analysis and design assessment will continue to provide detailed designs and costs by early 2003.

## **6 Highway Improvements Evaluation and Proposals**

- 6.1 Bus priority measures serving the three new P&R sites will be provided on the A426, A50 and A6 corridors leading into the City Centre.
- 6.2 The improvements have been designed to provide physical bus priority through the implementation of bus lanes taking into account practical and operational considerations. The following criteria have been used;
  - Bus lanes are only provided on road sections where there will be benefits to bus travel through reduced journey times in relation to other traffic; and
  - Bus lanes have been designed to minimise any adverse impacts on other road users.
- 6.3 Bus lanes have therefore been designed for road sections which have sufficient road space and spare highway capacity to accommodate them. In a few areas, minor road widening is planned as are changes to some junctions.
- 6.4 A key objective of the designs is that the impact on the road network is 'capacity neutral'. This is to ensure that the road capacity available for all users, be they public transport, car, cycling or walking are not adversely affected by the implementation of these measures.
- 6.5 This objective was applied successfully in the implementation of the Meynell's Gorse P&R scheme and bus priority measures on the A47. It achieved reliable, quick journey times for the P&R service, and assisting local bus services operating on the corridor, whilst not affecting the journey times of car users.

- 6.6 All corridors will have Intelligent Transport Systems, such as signal prioritisation, real time passenger information, that will not only serve the P&R services but also existing local bus services that operate on the corridors.
- 6.7 The LWTS is designed to not only provide a quality transport alternative to enter the City centre but also ensure that the road network and infrastructure is operating efficiently and safely for all users.
- 6.8 In order to achieve this it is proposed that improvements be undertaken at two important junctions, Lutterworth Road/Soar Valley Way on the A426 and the A50/A46, to reduce congestion at these points and improve traffic flow. In particular the A50/A46 junction suffers from a high accident incidence and the changes to the junction will improve safety for all users at this location.
- 6.9 Details and plans of the proposed works for each corridor are in Appendix A.

## **7 Scheme Appraisal**

- 7.1 In May 2002 the DfT issued Guidance on procedures to be followed in the appraisal of major public transport and highway schemes. The DfT requires a full appraisal in accordance with this guidance. It should accord with the New Approach to Appraisal (NATA) as developed for multi-modal applications in the Guidance on the Methodology for Multi-Modal Studies (GOMMMS).
- 7.2 Consultants MVA have undertaken the appraisal of the LWTS in accordance with this guidance. In order to do this the LWTS has been assessed against both Government and local objectives (Section 3 of this Report).
- 7.3 The appraisal of the scheme provides data on;
- Predicted patronage of the P&R
  - Impacts on the highway network
  - Economic appraisal
- 7.4 The patronage predictions and impacts on the highway are obtained from the Greater Leicester Transport Model which provides data for A.M. trips. Factors are used to provide daily and annual figures. In addition assumptions on traffic growth and economic growth are used.
- 7.5 Results from this model provides an estimation of the total number of passengers using each of the P&R sites. These assumptions are used to assess the forecasts of revenue income.

### **AM Peak Inbound Passengers at the proposed P&R Sites**

	2006 Patronage	2011 Patronage
A6 – Birstall	231	231
A50 – Glenfield	267	268
A426 - Aylestone	557	560

	2006	2011
	Patronage	Patronage
Total	1055	1059

- 7.6 Using these patronage figures, and the average single fare calculated from the 20<sup>th</sup> to 24<sup>th</sup> January 2003, one can estimate passenger revenue for each of the three Park and Ride sites. These are included below

**Summary of Annual Estimated Patronage and Revenue**

		Annual Patronage		Annual Revenue*	
		2006	2011	2006	2011
A6	–	545,5900	545,900	425,800	425,800
Birstall					
A50	–	631,000	633,300	492,100	494,000
Glenfield					
A426	–	1,316,300	1,323,400	1,026,700	1,032,200
Aylestone					
<b>Total</b>		<b>2,493,200</b>	<b>2,502,600</b>	<b>1,944,600</b>	<b>1,952,000</b>

- 7.7 As well as the patronage at the new Park & Ride sites, consideration has been given to the change in vehicle flows on the A6, A50 and A426 between the proposed park and ride sites and the City Centre. The flow changes for 2006 are shown in the table below.

**85<sup>th</sup> Percentile Flow Changes on Main Corridors**

Major Links	Percentage Change in inbound flows (85 <sup>th</sup> Percentile)
A6 – Birstall	-5.1%
A50 – Glenfield	-7.9%
A426 – Aylestone	-1.2%

- 7.8 The economic appraisal is undertaken using Transport User Benefit Appraisal (TUBA) software to assess the scheme Cost Benefit Ratio (CBR). Results from the model shows a positive net present value of some £57m (1998 prices and values) resulting in a CBR of 3.10.

## **8 Financial Assessment**

- 8.1 The estimated total capital cost of the scheme is approximately £25m. A detailed breakdown of these costs is contained in Appendix B.
- 8.2 These costs have been established by City and County Highway Engineers, who have experience in undertaking such highway works, and by the City Council's Architects who developed the Meynell's Gorse P&R site. However, more needs to be done in particular to ensure we have understood all the non-site specific costs, such as likely compensation claims.

- 8.3 Appendix B also shows the predicted net revenue expenditure on the scheme during the development phase. This analysis is based on current estimates that Aylestone could open in 2007, Glenfield 2008 and Birstall 2010. It assumes that buses to run the services over the first five years are purchased as part of the capital cost of the scheme and made available to the contractors running the service.
- 8.4 The table excludes the periodic renewal of traffic signals, CCTV and other equipment, which would be an extra charge as and when renewals were required. This will be a call on future Integrated Capital Block Sums, or on revenue generated by the scheme.
- 8.5 The table shows how the purchase of buses from capital reduces the operating cost during the growth period for the scheme and so avoids any large deficits occurring.
- 8.6 It is important to note, however, that predicting demand for a new park and ride facility is inevitably an imprecise science. To give some feel as to the level of risk, the consultants have produced further demand forecasts based on optimistic and pessimistic assumptions. A optimistic/pessimistic case projections is given below.

**Optimistic Case - AM Peak Inbound Passengers at the Proposed Park and Ride Sites**

<b>Site</b>	<b>2006</b>	<b>2011</b>
A6 – Birstall	270	296
A50 – Glenfield	372	404
A426 – Aylestone	532	581
<b>Total</b>	<b>1174</b>	<b>1281</b>

**Optimistic Case – Annual Patronage and Revenue**

	<b>Annual Patronage</b>		<b>Annual Revenue*</b>	
	<b>2006</b>	<b>2011</b>	<b>2006</b>	<b>2011</b>
A6 – Birstall	638,000	699,500	497,700	545,600
A50 – Glenfield	879,100	954,700	685,700	744,700
A426 – Aylestone	1,257,200	1,373,000	980,600	1,070,900
<b>Total</b>	<b>2,774,300</b>	<b>3,027,200</b>	<b>2,164,000</b>	<b>2,361,200</b>

\*Based on 2002 Average Single Fare

**Pessimistic Case - AM Peak Inbound Passengers at the Proposed Park and Ride Sites**

<b>Site</b>	<b>2006</b>	<b>2011</b>
A6 – Birstall	194	197
A50 – Glenfield	278	282
A426 – Aylestone	383	387
<b>Total</b>	<b>855</b>	<b>866</b>

**Pessimistic Case – Annual Patronage and Revenue**

	Annual Patronage		Annual Revenue*	
	2006	2011	2006	2011
A6 – Birstall	458,400	465,600	357,600	363,100
A50 Glenfield	– 657,000	666,400	512,400	519,800
A426 Aylestone	– 905,100	914,500	706,000	713,400
<b>Total</b>	<b>2,020,500</b>	<b>2,046,500</b>	<b>1,576,000</b>	<b>1,596,300</b>

\*Based on 2002 Average Single Fare

8.7 Negotiations are being undertaken with the County Council on agreeing a methodology for attributing elements of cost and income attributable to each party, and for sharing any residual surplus or deficit. It is proposed that such negotiation takes place on the basis that the benefit of the scheme is of equal value to the City and County residents. The key reasons for this are:

I. There is no simple way to quantify the benefits accruing separately to the city and county areas but it is clear that they are of similar magnitude. Almost all users of the scheme will be county residents who will benefit from a more convenient way of reaching central Leicester. On the other hand, most of the benefit from reduced traffic on radial roads will accrue to city residents living nearby, and the benefits to the central Leicester economy will likewise benefit the city.

II. The scheme is a full partnership between the two councils.

8.8 The splitting of revenue and capital funding, as well as other aspects of managing the development and running of the scheme, will need to be specified in a formal agreement between the two Councils in due course.

8.9 A Quantified Risk Analysis (QRA) has been undertaken to identify unresolved costs and ensure that all aspects of the scheme are suitably managed and financially assessed.

## **9 Public Consultation**

9.1 A comprehensive consultation programme has been undertaken on the proposed scheme. This involved two exercises, one in December 2002 on the proposed scheme, and a second in December 2003 focusing on the proposed Aylestone site location. This section sets out the main findings of those exercises.

9.2 The results of the December 2002 consultation were fully reported to Cabinet in April 2003, and the details of the results can be seen in the MVA report "Leicester West Park & Ride Consultation" March 2003. Below are the key results from that consultation.

9.3 This exercise took the form of;

- A postal survey of 3,279 local residents around Aylestone, Glenfield and Birstall;
- A postal survey of 2,100 potential users in key target areas of the P&R sites;
- A city centre on-street survey of 506 people;
- Six public exhibitions over 10 consecutive days;
- Written consultation to District and Parish Councils and also Statutory Bodies;
- Public meetings;
- Leicester Mercury questionnaire;
- Leicester City Council Web page.

- 9.2 The consultation aimed to provide as much information as possible about the proposed sites and bus priority routes in order to enable residents to give an informed response to the proposed scheme. Public exhibitions were held in the city centre and near each of the proposed sites where members of the project team were available to answer questions and provide more information where possible.
- 9.3 The large majority of local residents surveyed did not take the opportunity to give their comments on the proposed scheme. Overall there was a return rate of 13.5 % (444 responses). The return rate is considered acceptable with what would be expected for a major highway scheme consultation exercise.
- 9.4 In the Aylestone area, a total of 1,994 questionnaires were distributed by Royal Mail (1<sup>st</sup> Class post). Of these 237 were returned (11.8%), of which 200 were from residents close to the site, and 37 along the corridor. A further 15 were received from the exhibitions.
- 9.5 The majority of all respondents agreed that park and ride should be a high priority transport solution in Leicester.
- 9.6 Residents living adjacent to the proposed park and ride sites/corridors were less likely to have a positive view of the development of park and ride in Leicester than other City and County residents or visitors.
- 9.7 Local residents adjacent to the sites/corridors were much less likely to support the proposed scheme than other respondents. Forty two per cent of residents agreed it was the right scheme compared with approximately three quarters of other residents and visitors. The majority (57.6%) of residents adjacent to the Aylestone site disagreed this is the right scheme for Leicester.
- 9.8 The A426 Aylestone site was the most unpopular of the three sites with 49.2% of respondents disagreeing that it is an appropriate site for park and ride.
- 9.9 In terms of residents adjacent to the Aylestone site only, 72.1 %, (150 residents) disagreed that that this site was appropriate for Park & Ride.
- 9.10 Residents living close to the park and ride sites are more likely to disagree that the sites are appropriate for park and ride than those living along the bus priority corridors.

- 9.11 The City Centre on-street survey and the postal survey with potential users indicate considerable enthusiasm for the proposed scheme. Eight out of ten respondents to the postal survey and 63% of respondents to the on-street survey indicated they are likely to use the scheme. The proposed site on the A426 at Aylestone was, however, least popular in terms of potential use. It should be noted that this is not borne out by the model outputs commissioned from MVA.
- 9.12 The large majority (95%) of those likely to use the park and ride scheme in the on-street survey indicated it would encourage them to travel into Leicester city centre more often. This compared with 56% of potential users in the postal survey.
- 9.13 In addition to the public consultation, District and Parish Councils were also consulted, as were Statutory Bodies, such as English Nature, Environment Agency, Countryside Agency and English Heritage. All the Emergency Services were also consulted.
- 9.14 Of the District Councils consulted Blaby District Council have objected to the scheme, as have Glenfield Parish Council. The main objection of both Councils is that of the location, with a preference for the site being located to the north-west of the A46. This would still be located in the Green Wedge Area. None of the Statutory Bodies have objected.
- 9.15 Following the review of potential sites in the Aylestone area in 2003, a further consultation exercise was undertaken in December 2003. This focused on two sites, the original site (29) and an alternative site (33). Results of that can be found in the MVA report "Leicester West Park & Ride Consultation – Phase 2 (Draft) Report" January 2004. A summary of those results show:

- Households within 500m of sites sent information leaflet and questionnaire
- Two exhibitions held at Aylestone and Eyres Monsell
- 1,740 questionnaires distributed
- 375 returned (13 January 2004) – 21.6% response.
- Response rate in January 2003 11.8%

#### Site A (Site 29, original site)

- Strongly Agree/Agree - 78 (21.5%)
- Disagree/Strongly Disagree – 274 (75.5%)

#### Site B (Site 33)

- Strongly Agree/Agree – 34 (9.8%)
- Disagree/Strongly Disagree – 296 (85.3%)

#### Conclusions

- Site A – 74 (20.2%)
- Site B – 35 (9.5%)
- Neither – 258 (70.3%)

- 9.16 In addition to the results of the questionnaire, the Council have also received 13 letters objecting to the proposed sites. The objections concerned:
- inappropriate site location
  - loss of open space
  - Increased congestion and traffic
  - Impact of the proposed link road
- 9.17 Three public exhibitions were organised in Aylestone, Eyres Monsell and Glen Parva Parish. From those exhibitions and comments received from the public there was still some opposition to the sites, but of those who gave a preference on sites, site 29 was the favoured option.
- 9.18 The main concern of those that object to site 29 is the need and impact of the link road.

### **9.19 City of Leicester Local Plan Consultation**

- 9.20 Consultation on the Deposit Replacement City of Leicester Local Plan was undertaken between October and December 2001. The proposal was for the majority the site being allocated for a Park and Ride facility and resulted in 315 individual objections to the allocation of the site for Park and Ride (Policy AM06), plus 2 petitions signed by 510 people, making 825 objectors in total. Many people objected also to other Local Plan policies relating to the proposal i.e. the bus priority measures (AM04), the Soar Valley Way/Lutterworth Road link (AM23) and the housing allocation. This made a total of over 2,500 objections.
- 9.21 The second Deposit RCLLP Public Inquiry will be held in March 2004. The case for the Aylestone proposal and link road will be heard at that Inquiry.

## **10 Environmental Assessment**

- 10.1 Throughout the development of the scheme, and in particular with the Aylestone site, there has been close liaison with both planners, environmental experts and pollution control officers of the City Council, to ensure that not only is the site acceptable for the proposals, but also what designs and features would be required to mitigate any adverse impacts to local residents.
- 10.2 During the site evaluation study, consultants undertook an initial appraisal of the sites. These were undertaken at a high level, but in discussion with relevant officers, it is recommended that there are no strong adverse impacts.
- 10.3 In this appraisal of the sites, MVA assessed:
- Noise
  - Local air quality
  - Greenhouse gases
  - Landscape
  - Townscape



- Heritage of Historic resources
- Biodiversity
- Water Environment
- Journey Ambience
- Physical Fitness

10.4 Nevertheless, a detailed Environmental Impact Assessment (EIA) and Traffic Impact Assessment (TIA) has been commissioned in order to assess in detail these issues. This work will be undertaken in close consultation with officers of the Council in order to ensure that the proposed development is design and developed in a sustainable manner and minimise any impact on the local residents and environment. Any recommendations will be fed into the design submitted for planning approval.

10.5 A major area of concern for local residents is the effects of air pollution. This will be assessed as part of the EIA in conjunction with the continuing work of the City Council's Pollution Control Team, who have been monitoring air quality in the Aylestone site area which will assist in the AQMA. An assessment of air quality is given below.

## 11 Air Quality Monitoring

11.1 Precision air quality monitoring and modelling have been used within Leicester since 1994 to build up a picture of air quality across the city. As part of a detailed Review & Assessment of air quality carried out during 2000, areas of the City were identified that were unlikely to meet statutory air quality objectives by 2005. The air quality objectives are health-based standards.

11.2 Based on these findings, the Air Quality Management Area (AQMA) was declared in December 2000. The key pollutants of concern are nitrogen dioxide (NO<sub>2</sub>) and particles (PM<sub>10</sub>), the major source for both is road traffic.

11.3 The geographical area of the AQMA comprises the inner ring road and all major arterial routes into the City, including the A426 Aylestone Road. The boundary of the AQMA lies 10m from the carriageway of the roads, since pollution levels fall off dramatically with distance from the source.

11.4 The proposed P&R site at Aylestone is greater than 10m from the existing road, and therefore lies adjacent to the Air Quality Management Area (AQMA). Similarly residential properties on Buckingham Drive, Highgrove Crescent, Conaglen Rd and Franklyn Road are also located outside the AQMA.

11.5 A precision roadside monitoring station has been in place at the junction of Glenhills Way and Aylestone Road since 1999, measuring NO<sub>2</sub>. The site is located at approximately 3.8m from the roadside.

Glenhills Way NO <sub>2</sub>	Year	Annual Mean µg/m <sup>3</sup>	Maximum Hour µg/m <sup>3</sup>	Number of Exceedances
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	1999 (part year)	<b>44</b>	181	0
	2000	<b>63</b>	159	0
	2001	<b>63</b>	170	0
	2002	<b>61</b>	159	0

(exceedences of the annual mean objective are shown in bold)

- 11.6 The site has measured levels in excess of the air quality objective for the annual mean each year, however the peak one-hour objective has never been exceeded. The trend at the site has been steady, minor differences occur between years due to varying weather conditions.
- 11.7 A temporary monitoring site has also been used at Aylestone Road near Granby Road. This site was approximately 4m from the roadside.

<b>Aylestone Rd mobile monitoring NO<sub>2</sub></b>	<b>Date</b>	<b>Mean <math>\mu\text{g}/\text{m}^3</math></b>	<b>Maximum Hour <math>\mu\text{g}/\text{m}^3</math></b>	<b>Number of Exceedances</b>
	July- October 2001	30	95	0
	December –April 2002	<b>42</b>	118	0

- 11.8 Elsewhere across the monitoring network the trends are similar, six other roadside monitoring stations consistently show exceedences of the annual mean objective for nitrogen dioxide. The only station showing a long-term reduction in levels is the AURN urban background site.

## 12 Air Quality Modelling

- 12.1 Modelling of the air quality impacts of the Leicester West Transport Scheme has been carried out using the ADMS-URBAN air quality model, together with modelled traffic scenarios from the traffic model TRIPS provided by Leicestershire County Council.
- 12.2 The baseline scenario is the existing modelled annual mean values for nitrogen dioxide in 2001. The red areas on the model plot show areas of exceedence with statutory air quality objectives. Air quality monitoring data correlates with this picture.
- 12.3 The 'do nothing' scenario for 2005/6 shows a significant improvement in air quality across the whole city. This is predicted due to improvements in vehicle technology and a newer vehicle fleet on the road, resulting in a reduction of road traffic emissions. The forecasts for this have come from figures supplied by government.

12.4 The LWTS scenario for 2005/6 shows an additional small improvement in annual mean pollutant levels along each of the corridors that will have a P&R site. Although this is not always evident at the monitoring receptor points we have selected, it can be seen more clearly in the map output. There is also a reduction in the extent of the AQMA within the city centre. The benefit derived directly from the LWTS scheme is approximately a 1-2  $\mu\text{g}/\text{m}^3$  improvement in annual mean  $\text{NO}_2$ . At specific receptor points such as the Glenhills Way monitoring location a total improvement of  $5\mu\text{g}/\text{m}^3$  is achieved with the Park & Ride scheme.

Receptor Point	2001 baseline Modelled $\text{NO}_2$ $\mu\text{g}/\text{m}^3$	2005 do nothing scenario Modelled $\text{NO}_2$ $\mu\text{g}/\text{m}^3$	2005 LWTS scenario Modelled $\text{NO}_2$ $\mu\text{g}/\text{m}^3$
Glenhills Way	53	50	48
Aylestone Road	46	44	43
Basset Street (off A50)	48	45	44
Abbey Lane	49	45	45

Table 1: Modelling predictions for  $\text{NO}_2$  annual mean at various receptor point locations

- 12.5 The results in table 1 represent modelled values at roadside locations. Levels of pollution drop off with distance from the road: it is estimated that for every 3-5 metres from the road, levels drop off by about half, and by 10 metres the levels will have dropped to an overall background urban level.
- 12.6 At a local level close to the proposed Park & Ride site, there will be an increase in traffic flow on the new link road providing access to the site, and on site parking activities. Traffic flows on the new link road at Aylestone should not have a detrimental effect on air quality at the closest residential properties, as their distance from the road will be greater than 10m. The design of the road and grading of the adjacent land to reduce noise impact will also assist in protecting residential properties to the east of the site.
- 12.7 The impact of on-site traffic movements will be most significant during the evening peak due to cold starts of vehicles. The impact of this will vary according to the weather conditions such as ambient temperature and wind. Nearest residential properties are located at least 15m from the site boundary to the north, and 20m to the east. Dispersion will readily occur within these distances, resulting in a reduction of levels at the residential properties. The impact of emissions is therefore likely to be neutral.
- 12.8 The impact of cold start emissions and on-site movements will be assessed in greater detail as part of the EIA/TIA to ensure that all impacts are fully addressed.

### **13 Air Quality Action Plan**

- 13.1 Having identified an AQMA, the Council has a duty to formulate an action plan to address air quality exceedances, and to implement a timescale for actions to be taken. The key priority of the action plan is to achieve improvements in air quality within the AQMA, so that the statutory air quality objectives may be met by the compliance dates, and ultimately the AQMA can be revoked.
- 13.2 The main source of pollution affecting ambient air quality is road traffic, and therefore actions need to be targeted at reducing traffic flows, reducing congestion and encouraging the use of public transport. These objectives correspond with priorities within the Local Transport Plan.
- 13.4 The LWTS scheme would form a central part of the Action Plan that is currently being formulated. The predicted reductions in traffic flows into the city centre, and additional benefits for air quality as a result of reduced congestion, will achieve an improvement in air quality along radial routes, resulting in a reduction in the size of the AQMA in the city centre.

### **14 Conclusion and Recommendations**

- 14.1 Considerable work and technical analysis has been undertaken in developing this proposal. All recommendations have been on the basis of technical analysis and assessment.
- 14.2 The LWTS proposal is critical to the delivery of the Local Transport Plan. The LTP addresses key elements of the Council's Community Plan and strategic objectives, namely increasing and improving accessibility for all and enabling though improved transport infrastructure and systems further regeneration of the City.