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# **Transforming Cities Schemes – Connected Leicester**

## **EDTT Scrutiny**

Date of meeting: 14<sup>th</sup> January 2021

Lead director/officer: Andrew L Smith/Barry Pritchard

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### **Useful information**

- Ward(s) affected: ALL
- Report author: Satbir Kaur
- Author contact details: Satbir.kaur@leicester.gov.uk
- Report version number: v2.7

#### **1.1. Summary**

- 1.2. The Transforming Cities Fund (TCF) programme aim is to deliver a transformational programme of public, sustainable and active transport schemes to support city economic growth and climate emergency actions. The programme aims to provide improved choices for commuters to travel by bus, cycle and walking as attractive alternatives to car use.
- 1.3. The first three corridor schemes programmed to be delivered are:
  - Anstey Lane corridor
  - A6 (Sanvey Gate to Red Hill Circle)
  - Melton Road

#### **2. Recommended actions/decision**

- 2.1 Scrutiny commission members are requested to note the officer comments made in response to issues raised by them at the recent informal commission briefing. Further comments can be made at the Scrutiny meeting and these can be considered as the schemes are developed in detail prior to scheme delivery.

#### **3. Scrutiny / stakeholder engagement**

- 3.1 An update on Transforming Cities Fund (TCF) – Connected Leicester was presented at EDTT Scrutiny on 19<sup>th</sup> November 2020. Scrutiny members requested the details of the new schemes be discussed in a separate informal session to enable clear understanding by scrutiny members and discussion on each of the scheme proposals. This session was held on 10<sup>th</sup> December 2020. Councillors were asked if they required hard copies of the scheme plans before the meeting and these were sent out to those who requested them. Copies of the plans are attached to this report as Appendix 1 for information.
- 3.2 Public engagement is expected to be carried out on the schemes during January/February 2021 prior to commencement of scheme delivery which is currently planned for March 2021.

#### **4. Background and options with supporting evidence**

See section 5

## 5. Detailed report

Scrutiny members requested the details of the new schemes be discussed in a separate session to enable clear understanding by scrutiny members and discussion on each of the scheme proposals. This session was held on 10<sup>th</sup> December 2020 where plans were shared and discussed. These plans are copied in Appendix 1 for information.

A summary of the questions and officer responses are shown in table 5.1 below:

**Table 5.1**

	<b>Councillor question/comments</b>	<b>Officer response</b>
1.	Cllr Fonseca asked what benefits/schemes were proposed for the East of the city	<p>TCF funding was required by DfT to be targeted at supporting existing major urban growth areas which for Leicester largely focussed on the North/West/South sides of the city. The TCF schemes include improvements to Melton Road/Belgrave Road/Belgrave Gate North building on the previous improvements at Belgrave Circle. TCF corridor schemes will also support people commuting from the East, particularly from Belgrave, Rushey Mead, Hamilton and North Evington to the industrial areas at Beaumont Leys and other parts of the city.</p> <p>Potential future opportunities to the East of the city will be considered as part of new programmes such as the Active Travel Fund for cycling and walking and also as part of the emerging Local Transport Plan.</p>
2.	<p>Cllr Porter requested information on:</p> <ul style="list-style-type: none"> <li>• Current usage patterns for buses/cycling/walking</li> <li>• predicted growth in bus passenger numbers following introduction of bus infrastructure</li> <li>• predicted reduction in car use as a result of schemes</li> <li>• predicted increase in walking and cycling</li> <li>• Bus passenger growth after Aylestone Road bus lanes were introduced.</li> </ul>	<p>Officers explained the strategic outline business case (SOBC) submitted to DfT looks at costs and benefits of each scheme to provide a Benefit Cost Ratio (BCR). All schemes produced a BCR of over 2, which is a 'good' outcome.</p> <p>Officers highlighted the following benefits:</p> <ul style="list-style-type: none"> <li>• Service 84/85 that uses the Aylestone Road bus lanes had seen a 13% increase in passenger growth since 2013. This is higher than any other</li> </ul>

		<p>area in Leicester</p> <ul style="list-style-type: none"> <li>• A47 bus priority measures had achieved bus journey time savings of 22% (5 mins) morning peaks and 23% pm peak. Minimal effect on car journey time (-5% am inbound and +2% PM outbound)</li> <li>• In annual surveys, 12 hour daily cycling numbers (0700-1900) passing citywide cordon count sites has tripled from less than 5,000 to more than 17,000 between 2005 &amp; 2019. Individual cycling schemes have also demonstrated significant growth: <ul style="list-style-type: none"> <li>• <i>London Road Corridor Scheme:</i> Daily cycle counts more than tripled from under 300 (2016) to a peak of over 1,000 in Spring 2020, just before the first national lockdown</li> <li>• <i>Belgrave Circle Improvements:</i> Daily average cyclists in 2018 between 200 – 280, daily average in 2020 between 300 – 350.</li> <li>• <i>Belgrave Gate North</i> new cycleway: Peak of 536 cyclists per day – Sept 2020.</li> <li>• <i>Welford Road new cycleway:</i> 37% growth to approx. 500 cyclists per day between Sept ‘17 and Sept ‘20.</li> <li>• <i>Newarke Street new cycleway:</i> 39% growth to 575 cyclists per day between 2015 and 2019</li> </ul> </li> </ul>
3.	Cllr Bhatia asked if current parking provision on Anstey Lane would be removed.	Officers stated the only loss of parking will be on a section of bus lane from Buckminster Road to Blackbird Road
4.	Cllr Bhatia asked if mini roundabouts on the Calver Hey Road approach will be removed	Officers confirmed the mini roundabouts will remain as part of the new design.

5.	Cllr Bhatia highlighted there is an issue with vehicle congestion at the Anstey Lane/Buckminster Road junction when vehicles are waiting to turn right into Buckminster Rd. Also will vehicles use this as a short cut when bus lane is put in on Anstey Lane.	Officers will look at right turn issue in the detailed design. No gain for drivers to use Buckminster Rd as within the proposed changes at the Fiveways junctions they would only be able to turn left at Blackbird Road back towards the Anstey Lane junction.
6.	Cllr Bhatia raised concern about width of Calver Hey Road if cycle lanes are introduced, as currently residents park on the road.	Officers confirmed that only a very limited section of parking affected would be over the subway.
7.	Cllrs agree proposal for a new link road from Leicester Rd to Bennion Road was good idea. Some concern about motorbikes using the road unlawfully.	Officers confirmed the bus only road will be camera enforced.
8.	Cllr Porter asked for cycle usage predictions for Anstey Lane. Also will the works be put out to competitive tender.	As noted above, the SOBC sets out predicted levels of usage. Anstey Lane South will be delivered directly by City Highways. The Anstey Lane North scheme is planned to be tendered.
9.	Cllr Waddington asked that engagement with ward councillors take place as part of the public engagement process	Agreed
10.	Cllr Valand asked if Melton Road bus lanes would increase traffic congestion at peak times.	Officers stated that the scheme was designed to be capacity neutral i.e. that it would not have an adverse impact on other traffic. Although queues might be longer because they were in a single lane, vehicles would travel through junctions as they do now, meaning that journey times should not be significantly affected. The scheme was also intended to make bus travel more reliable and attractive, providing a good alternative to the car and helping reduce private car use.
11.	Cllr Bhatia asked if planning application for the proposed hotel development on the Indigo Restaurant site and introduction of bus lanes in the vicinity would impact on traffic	Capacity impact of any developments would be considered as part of the planning application process. Introduction of the bus lane was intended to be capacity neutral as noted above.
12.	Cllrs asked about effects of current pandemic on bus use as currently bus travel is discouraged	The Dft continue to support investment of TCF funds to support bus travel and funds are being provided to support bus services through the pandemic. It is difficult

		to predict what the ultimate impact on bus services will be but it is clear from discussions with DfT and bus operators that investment in supporting bus infrastructure will have a key role to play in improving future bus services in the city from an environmental, economic and social perspective.
13.	Councillor Waddington thanked officers for the presentation and all those who attended. Councillors felt better informed as a result of the meeting.	

## 6. Financial, legal, equalities, climate emergency and other implications

### 6.1 Financial implications

The authority has been awarded £32.5m DfT funding towards a £71m TCF Programme. The costings for the three schemes are as follows:

- Anstey Lane corridor - £6.9m
- A6 (Sanvey Gate to Red Hill Circle) - £8.2m
- Melton Road - £0.7m

David Hall, Accountant, Ext 37 4086

### 6.2 Legal implications

n/a

### 6.3 Equalities implications

An Equality Impact Assessment is being produced for each scheme as part of the design process.

### 6.4 Climate Emergency implications

UK government figures show that transport was responsible for around 25% of all carbon emissions in Leicester. Following the council's declaration of a climate emergency in 2019 tackling these emissions is a vital part of our ambition for Leicester to reach carbon neutrality.

The TCF programme is a key part of the council's work to tackle emissions from transport through enabling sustainable transport options including walking, cycling and public

transport. Sustainability comments have been provided on the road layouts of some of the TCF schemes, including on the need to consider sustainable construction materials and processes and the need for wider work to improve sustainable transport opportunities in the city to ensure delivery of the intended benefits.

Aidan Davis, Sustainability Officer, Ext 37 2284

6.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None.

**7. Background information and other papers:**

None

**8. Summary of appendices:**

Appendix 1 – Drawing pack contains:

A6 x 5 drawings

Anstey Lane x 5 (including Blackbird Rd drawings)

Melton Rd x 4

**9. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?**

No

**10. Is this a “key decision”? If so, why?**

No