



WARDS AFFECTED: All

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

OSMB
Cabinet

13 May 2010
17 May 2010

**LEICESTER NORTH-WEST PARK AND RIDE AND A50 BUS CORRIDOR
IMPROVEMENTS**

Report of the Strategic Director Regeneration and Culture

1. PURPOSE OF REPORT

- 1.1 This report provides a progress update on Park and Ride and seeks approval to jointly (with the County Council) prepare the Leicester North-West Park and Ride project Full Business Case, to Department for Transport Major Scheme Bid requirements.

2. SUMMARY
General

- 2.1 There is one Park and Ride service operating from Meynell's Gorse to Leicester city Centre, Monday to Saturday. A new Park and Ride service operating from Enderby to the city centre, including a small loop around part of the city centre, began on 16th November 2009. A Park and Ride service is programmed to be introduced from Birstall in early 2011. It is intended that the Enderby and Birstall services will be linked, with buses running from Enderby, through the City centre utilising the bus stops at St Nicholas Place and other bus stops, to Birstall and vice versa.

Enderby and Birstall Park and Ride

- 2.2 The current budget for constructing the 1000 space Birstall car park site on the A6 north of Birstall is £5.48m and is programmed to commence operation in early 2011. The project is being funded from Community Infrastructure Funding and New Growth Point allocations. A separate report, seeking approval of the proposed bus routing and business operating model for the linked service, will be presented to Cabinet in this summer. This report will include details of how

increased usage of the park and ride would be encouraged. It will also include details on measuring the anticipated increased usage and congestion reduction targets.

Leicester North-West Park and Ride

- 2.3 Provision of park and ride services and new sites will continue as part of Local Transport Plan 3, post 2011, subject to adoption of the third Local Transport Plan that includes Park and Ride, and funding availability. Leicester North-West Park and Ride has been included in the East Midlands Regional Funding Allocation programme 2011 to 2020 at an estimated cost of £24m. The scheme will be a major scheme funded 10% locally and 90% by the Department for Transport (DfT) subject to the DfT approving the Full Business Case. The scheme is being led by the county council and directed by a joint city/county project board.
- 2.4 The proposed location of the car park site is adjacent to the A50/A46 Junction (Appendix 1 - better map will be provided for the Cabinet meeting). The site has been chosen following site selection of part of then (2004) proposed Leicester West Transport Scheme. The proposed bus route is likely to be along the A50 to the city centre. Bus route option analysis work is currently in progress. The Project Initiation Document has been prepared and is to be approved by the city/county joint project board in March 2010.
- 2.5 The 10% local contribution to the capital cost of the scheme is proposed to be funded 50:50 city:county. The city council's share will be funded from the Integrated Transport Capital Programme and/or other sources, such as European Regeneration Development Funding, that can be secured over the next couple of years.
- 2.6 The business model for operation of the park and ride bus service and the car park site will be developed during preparation of the scheme Full Business Case. A further report will be presented to cabinet following confirmation of the business model and prior to submission of the Full Business Case. The Full Business Case is to be submitted to the DfT in May/June 2010. The current programme for the scheme is to start the site works in 2014 and open the site and commence the bus service in late 2015.
- 2.7 The Management Partnering Agreement covering the principal roles and responsibilities of the City and County Councils relating to the provision and operation of the park and ride sites and bus service will be in the next report to Cabinet.

3. RECOMMENDATIONS

Cabinet are requested to:

- 3.1 Approve the city council working with the county council in preparing the Leicester North-West Park and Ride Full Business Case to be submitted to the Department for Transport (paragraph 4.11).
- 3.2 Receive a further report seeking approval of the business operating model, heads of terms of the Management Partnering Agreement and Full Business Case prior to submission to the Department for Transport (paragraphs 4.11 & 4.12).
- 3.3 Receive a further report including details of how greater usage of the park and ride would be encouraged and how anticipated increased usage and congestion reduction targets would be measured (paragraph 4.4).

4. REPORT

Enderby and Birstall Linked Park and Ride

Background

- 4.1 At its meeting on 16th March 2006 the Council approved the proposed Leicester Park and Ride Scheme (now known as Enderby Park and Ride) as part of the Tackling Congestion Strategy of the Central Leicestershire Local Transport Plan 2006 to 2011. The scheme includes a 1000 space car park adjacent to Narborough Road, between Enderby and Fosse Park, and a ten minute bus service running into and out of Leicester via the outer ring road and Hinckley Road to St Nicholas Place and around a small city centre loop. The service commenced on 16th November 2009.
- 4.2 The Birstall Park and Ride Service park and ride site and bus priority measures along part of the A6 to the north of Red Hill Circle were secured through the planning process by the County Council. The provision of a 535 car parking space site and bus priority measures is a planning condition on the Hallam Fields housing development on the A6 north of Birstall. The bus priority measures are already in place. The County Council have modelled a park and ride service from Birstall and concluded that a 1000 space site and service is sustainable. However, the developer is not obliged to build the car park site until their 400th house is occupied. This could be as far away as 2016.
- 4.3 Negotiations between the County Council and the developer with the aim of securing a financial contribution from the developer were unsuccessful. Subsequently the county council, supported by the city council, have secured Community Infrastructure Funding and New Growth Points funding to bring the park and ride project forward.

Business model

- 4.4 Having assessed the viability of the two park and ride services separately the linking of the services has been considered. Linking the services provides a more commercially, in the medium term, option than operating the two services separately. The proposed bus route for the services and the detailed business

operating model are currently being developed and will be reported to Cabinet in the summer. This report will include details of how greater usage of the park and ride would be encouraged and how anticipated increased usage and congestion reduction targets would be measured.

Management Partnering Agreement

- 4.5 A Management Partnership Agreement has been agreed for the Enderby Park and Ride scheme. This agreement will be expanded to cover the addition of the Birstall car park site and bus operations. The agreement will set out the principal roles and responsibilities of the City and County Councils relating to the provision and operation of the park and ride sites and bus service.

Leicester North-West Park and Ride

- 4.6 Provision of park and ride services and new sites will continue as part of Local Transport Plan 3, post 2011, subject to adoption of the third Local Transport Plan that includes Park and Ride, and funding availability. Leicester North-West Park and Ride has been included in the East Midlands Regional Funding Allocation programme 2011 to 2020 at an estimated cost of £24m. The scheme will be a major scheme funded 10% locally and 90% by the Department for Transport subject to the DfT approving the Full Business Case. The scheme is being led by the county council and directed by a joint city/county project board. £200,000 has been included in the Integrated Transport Capital Programme 2010/11 to fund the city council's share of the project costs in 2010/11.
- 4.7 An outline bid titled 'Glenfield Park and Ride and A50 Bus Corridor Improvements' seeking funding prioritisation was submitted to East Midlands Regional Assembly (EMRA) in November 2008. On 6 February 2009, EMRA announced the inclusion of this scheme within their prioritised programme of transport measures for the East Midlands region. Subsequently, in their letter dated 22 July 2009, the Department for Transport announced that they are willing to accept Major Scheme Business Cases from the promoters of schemes included in EMRA's advice in accordance with the programme.
- 4.8 The proposed location of the car park site is adjacent to the A50/A46 Junction (Appendix 1 - better map will be provided for the Cabinet meeting). The site has been chosen following site selection of part of then (2004) proposed Leicester West Transport Scheme. The proposed bus route is likely to be along the A50 to the city centre. Bus route option analysis work is currently in progress. The Project Initiation Document has been prepared and is to be approved by the joint city/county project board in March 2010.
- 4.9 A number of the key junctions along the possible bus corridor routes from Glenfield experience congestion during peak times and consequently bus journey times are increased. This will affect the frequency and reliability of a park and ride service into the city centre. Consequently and under the 'Reducing Congestion' heading of their 2006-2011 Local Transport Plans, the County and

City Councils are committed to improving the selected bus corridor from the A50/A46 Glenfield interchange into Leicester (Appendix 1 - better map will be provided for the Cabinet meeting), thereby increasing journey time reliability.

- 4.10 The 10% local contribution to the capital cost of the scheme is proposed to be funded 50:50 city:county. The city council's share will be funded from the Integrated Transport Capital Programme and/or other sources, such as European Regeneration Development Funding, that can be secured over the next couple of years.
- 4.11 The business model for operation of the park and ride bus service and the car park site will be developed during preparation of the scheme Full Business Case. A further report will be presented to cabinet following confirmation of the business model and prior to submission of the Full Business Case. The Full Business Case is to be submitted to the DfT in May/June 2010. The current programme for the scheme is to start the site works in 2014 and open the site and commence the bus service in late 2015.
- 4.12 The Management Partnering Agreement covering the principal roles and responsibilities of the City and County Councils relating to the provision and operation of the park and ride sites and bus service will be included as an appendix to the next report to Cabinet.

5. FINANCIAL and LEGAL IMPLICATIONS

Financial Implications

- 5.1 £200,000 has been included in the Integrated Transport Capital Programme 2010/11 to fund the city council's share of the project costs for the Leicester North-West Park and Ride scheme in 2010/11. The financial implications of the capital investment and the revenue impact of operating the scheme will be included in the report to the Cabinet on the full business case.

Martin Judson – Head of Finance, Ext 297390

Legal Implications

- 5.2 Traffic Regulation Orders may be required to both revoke existing Traffic Regulation Orders and introduce new ones on the proposed bus route in the city.
- 5.3 The above revocation and introduction of new Traffic Regulation Orders will comply with the 1984 Road Traffic Regulation Act and The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.
- 5.4 A Management Partnering Agreement covering the principal roles and responsibilities of the City and County Councils relating to the provision and operation of the park and ride sites and bus service will be required.

Jamie Guazzaroni – Legal Services, Ext 296350

6. OTHER IMPLICATIONS

OTHER IMPLICATIONS	YES/NO	Paragraph references within the report
Equal Opportunities	Yes	Yes All buses will be low floor buses to accommodate people in wheelchairs and parents with push chairs.
Policy	Yes	Various paragraphs Increasing the use of Public Transport, this can be achieved by providing more Park and Ride Services.
Sustainable and Environmental	Yes	Various paragraphs Promoting the use of Public Transport can lead to reduced car use, thus reduced congestion, reduced carbon emissions and improvements in air quality.
Crime and Disorder	No	
Human Rights Act	No	
Elderly/People on Low Income	No	

7. RISK ASSESSMENT MATRIX

Risk	Likelihood L/M/H	Severity Impact L/M/H	Control Actions (if necessary/appropriate)
Failure to secure funding for the complete scheme	Medium	High	<ul style="list-style-type: none"> ▪ Identify other funding sources ▪ Carry out value engineering exercise ▪ Redesign scheme to fit available budget
Failure to meet programme deadlines	Low	Medium	<ul style="list-style-type: none"> ▪ Allocate adequate resources to the project ▪ Identify any interim solutions if necessary.
Need/Desire to use bus stops for commercial bus services	Medium	Medium	<ul style="list-style-type: none"> ▪ Ensure adequate provision of other city centre bus stops. ▪ Impose a Traffic Regulation Condition ▪ Redesign scheme
Exposure to financial risks associated with operating the	Medium	High	<ul style="list-style-type: none"> ▪ Sign Operating Agreement with County Council ▪ Develop robust business operating model with County

park and ride service			Council
Project is no longer supported by the East Midlands Regional Assembly	Medium	High	<ul style="list-style-type: none"> ▪ Take active part in Regional transport studies and strategic meetings to support promotion of the project
Project is not approved by the DfT	Low	High	<ul style="list-style-type: none"> ▪ Take active part in Regional transport studies and strategic meetings to support promotion of the project ▪ Ensure the Full Business Case is prepared in accordance with DfT Major Scheme Bid Guidance ▪ Ensure project meets Regional Funding Allocation Programme Project timescales

L – Low
M – Medium
H – High

L – Low
M – Medium
H – High

8. BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972

- Report to Cabinet – Central Leicestershire Local Transport Plan 2006 to 2011 – Proposed Leicester Park and Ride Scheme November 2005
- Report to Cabinet – Central Leicestershire Local Transport Plan 2006 to 2011 Capital Programmes 2007/08 March 2007
- Leicester City Centre Public Realm Strategy. November 2005
- Report to Cabinet – Enderby and Birstall Park and Ride including St Nicholas Place Bus Stops July 2008
- Report to Cabinet – Central Leicestershire Local Transport Plan 2006 to 2011 Capital Programmes 2008/09/10/11 January 2009

9. CONSULTATIONS

- 9.1 Consultation will take place with key stakeholders during the preparation of the Full Business Case and subsequent design of the scheme.

10. REPORT AUTHORS

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Key Decision	Yes
Reason	Is significant in terms of its effect on communities living or working in an area comprising more than one ward
Appeared in Forward Plan	Yes
Executive or Council Decision	Executive (Cabinet)

Appendix 1

PROPOSED LOCATION - LEICESTER NORTH-WEST PARK AND RIDE

