

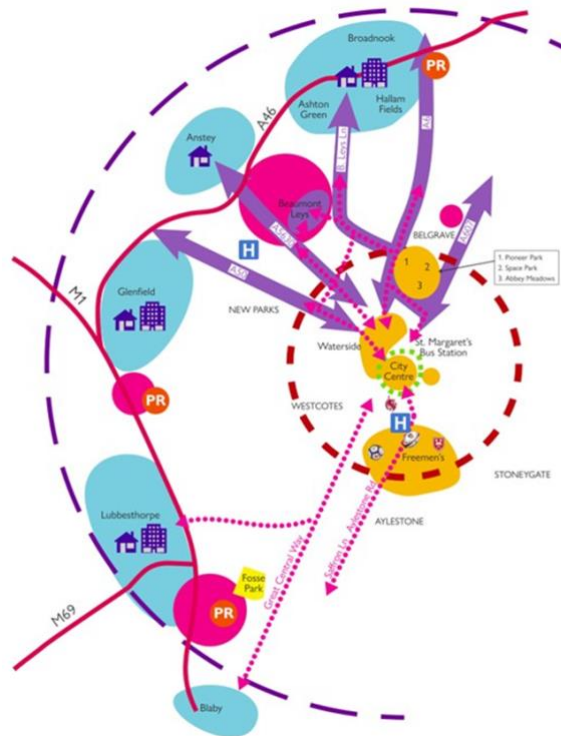
## **TN 10a Transforming Cities Programme**

### ***Introduction***

Leicester's first Local Transport Plan (LTP 1) and subsequent Plans have delivered an integrated transport strategy. The current Local Transport Plan (LTP3) and the emerging Plan LTP4 continue the focus of improving sustainable transport to support growth and improve air quality.

The vision of the Transforming Cities Fund (TCF) Programme is to expand the city centre's Connecting Leicester Programme, enhancing sustainable travel options along key radial corridors to support development and economic growth in the city. The programme primarily focuses on the north and west of the city and includes new and improved walking and cycling routes, electric buses, new bus lanes and a new bus service (the Hop! City Centre bus service). A comprehensive behavioural change programme is being implemented alongside the infrastructure and improved bus service facilities to encourage more sustainable travel choices and use of the new and improved infrastructure.

Figure 1 shows the broad location of this transformational programme of public and sustainable transport schemes that will support city region and national economic growth. It shows the growth areas in blue and the main radial transport corridors of the A50, A5630, Beaumont Leys Lane, A6 and A607. The growth areas of Lubbethorpe and Blaby are outside of the City.



**Figure 1 Connected Leicester Hub and Spoke Plan**

In 2019 DfT awarded £7.8M of TCF tranche 1 funding to deliver three walking and cycling schemes and a scheme to deliver electric buses on the Birstall Park and Ride service.

In 2020 a further award of £33M of TCF tranche 2 funding was made.

When added to local contributions the TCF programme provides £57M of capital investment in infrastructure, with a further £3.5M of behavioural change initiatives and £11M of bus company funding for electric buses. This totals £71.5M for Leicester’s TCF Programme up to 2024.

***The TCF Programme***

The programme consists of schemes under four themes:

**Theme 1 City Centre Hubs and Links**

- New city centre electric bus service linking all transport, retail, employment, educational and hospital hubs to provide quick and easy access.

**Theme 2: Park and Ride Hubs and Links**

- Improved frequency and electrification of two park and ride bus services to provide car drivers a real alternative choice to driving into the city.
- Bus Priority Measures delivering improved frequency for the Enderby Park and Ride service reducing the current journey time for users.
- A new park and ride service/interchange at Beaumont Leys District Shopping Centre, supporting existing commercial routes into the city centre.
- A new electric park and ride bus service from Beaumont Leys to Glenfield Hospital providing easy access to the hospital.

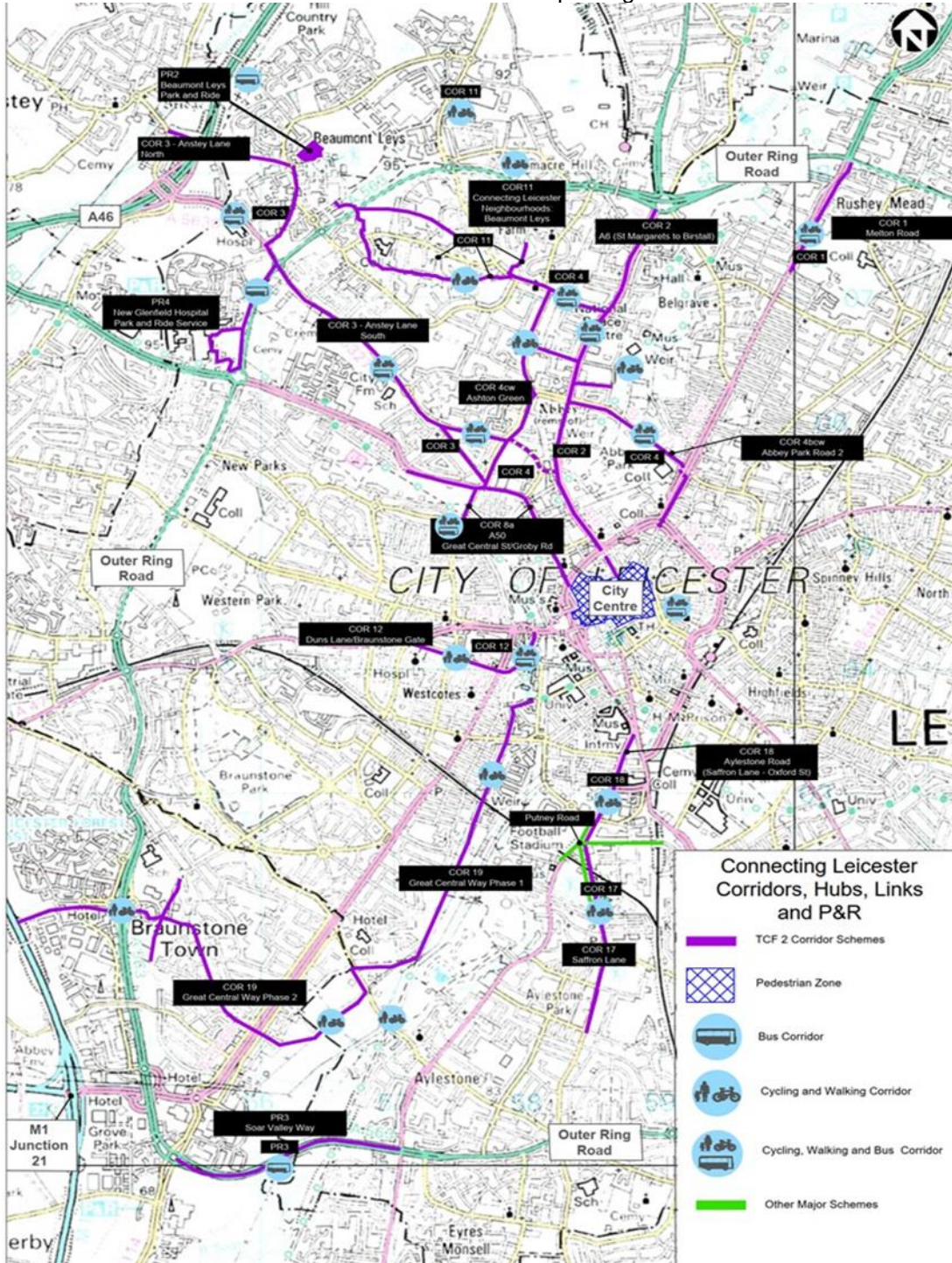
### **Theme 3: Green Growth Corridors**

- Bus demonstration corridors and priority measures in North West/South West sectors of city delivering 8 KM of bus lanes, boosting speed and reliability.
- High quality cycling and walking infrastructure in North West/South West sectors of city. 26km of segregated cycle and improved paths will be delivered with associated public realm improvements.
- A neighbourhood cycling and walking plan within a deprived community at Beaumont Leys to deliver neighbourhood level enhanced connectivity and transport integration.

### **Theme 4: City Connectivity**

- Smart ticketing via contactless bank cards and mobile phones integrating all bus operator systems.
- Real time information at all main bus stops and improved waiting facilities on priority bus corridors.
- Traffic signal priority at key junctions to keep services on time.
- Improved waiting facilities at bus stops.

The location of the schemes can be seen from the map in Figure 2.



**Figure 2: Location of the proposed TCF schemes**

Most of the schemes are now complete, the final schemes anticipated to be complete by the end of 2024.

Table 1 highlights schemes which support active travel whilst Table 2 show those that support bus travel.

**Table 1 Schemes supporting active travel (Red text identify schemes to support growth in the north/west)**

Theme	Scheme	Comments
Green Growth Corridors	Cor2 St Margaret's to Birstall (A6)	Speed limit reduction along A6, 40mph to 30mph, to improve safety for all highway users, upgrading of footways along A6, between Beaumont Leys Lane to Abbey Park Road, to joint use walking and cycleways with toucan crossings at major intersections and redesigned access roads to business's that prioritise cyclists over car movements. Reduced severance caused by the A6 through improvements to east-west primary routes approaching and leaving the A6 (including adding lengths of segregated cycle paths) with toucans used to facilitate the crossing of the A6 by cyclists.
	Cor3 Anstey Lane North	At-grade cycle crossing of the Outer Ring Road, segregated cycle path from Bennion Road / A5630 to Bennion Road / Boston Road. On Bennion Road, approach to Anstey Lane junction, the central hatchings road markings will be removed to allow 180m of two-lane carriageway between the southern Boston Road junction and Anstey Lane to be provided. This will increase the queueing capacity for traffic approaching the junction,
	Cor3 Anstey Lane South	Installation of 3m wide shared walking/cycling path along Anstey Lane between the outer ring road and Buckminster Road. Creation of an experimental low traffic neighbourhood on and around Buckminster Road. Delivery of a 3.2m wide, 300m long inbound bus lane
	Cor4bcw Abbey Park Road, Beaumont Leys Lane	New Pedestrian/Cycle bridge 3.5m wide x 50m span (capacity 200 crossings per hour). New Pedestrian path on desire line to the City Centre at the junction with Belgrave Circle. 616m Shared Pedestrian/Cycleway southern side APR 90m Shared Pedestrian/Cycleway northern side APR
	Cor8a A50	Major Improvements to Fiveways junction - reallocation of road space from vehicles to peds and cyclists, cycling corridor along Woodgate and Frog Island to Sanvey Gate, then along Great Central Way with segregated cycle ways, segregated cycle path along Abbey Gate linking Woodgate to Ravensbridge Drive and the A6
	Cor4cw Ashton Green walk/cycle, Blackbird Rd	Shared and segregated cycleways, raised tables at side-road crossings and a cycle crossing, parallel to the existing pedestrian crossing on Beaumont Leys Lane, off carriageway cycle improvements between Beaumont Walk (where the scheme joins to the TCF Connect Neighbourhood scheme) and the Wolsey House Primary school where the scheme joins to the improvements to be delivered through the TCF A6 scheme have been made on Beaumont Leys Lane, a segregated cycleway, raised crossing and improvements at the Somerset Avenue junction have been constructed on Parker Drive. A designated shared cycle and footpath, between Parker Drive and the Fiveways junction, where the scheme joins with the TCF Anstey Lane and A50 schemes has been constructed on Blackbird Road.
	Cor11 Connecting Neighbourhoods Beaumont Leys	Widening and Resurfacing Beaumont Walk and Lismore Walk between Beaumont Leys Lane and Krefeld Way making it suitable as a shared cycle and footpath, in-filling the subway across Strasbourg Drive and raising the ground level to create a surface crossing at the same location
	Cor12 Braunstone Gate	Width of carriageway reductions to widen footways. 250m of traffic calmed and shared space along Braunstone Gate.
	Cor17 Saffron Lane	Segregated bi-directional cycle path on western side of Saffron Lane, 3m wide cycle path through the Aylestone Recreational Ground, widening of entrances and installation of bollards at Aylestone Recreational Ground.

Theme	Scheme	Comments
	Cor18 Aylestone Road	Installation 830m of Segregated cycleway
	Cor19 Great Central Way	Some sections complete, remainder due early 2025 Including in County
Match funded schemes	<b>Behaviour Change</b>	Behavioural change programmes are an important complementary element that seek to raise awareness, promote sustainable modes and realise the full potential of new infrastructure and transport investment, with funds successfully invested from LSTF, Access Fund, British Cycling Partnership, the Joint Air Quality Unit, developer contributions and the Parking Improvement Action Plan. The programme commits to a further £3M of match funding up to 2023.

**Table 2: schemes supporting bus travel (Red text identify schemes to support growth in the north/west)**

Theme	Scheme	Comments
City Centre Hubs and Links	<b>CHL11 City Centre Electric Bus</b>	The Hop! city centre loop bus service launched 3/04/2023
Park and Ride Hubs and Links	PR1 P&R Electrification	Electric buses for Enderby & Meynells Gorse.
	<b>PR2 Beaumont Leys P&amp;R</b>	Put on hold - cost
	<b>PR3 Soar Valley Way</b>	Put on hold - bus lane on SVW (P&R buses use)
	<b>PR4 Glenfield Hospital P&amp;R</b>	Electric buses for the Hospital Hopper service
Green Growth Corridors	<b>Cor1 Melton Road</b>	780m of bus lanes Installation of bus lane enforcement cameras
	<b>Cor2 St Margaret's to Birstall (A6)</b>	Scheme in progress, Inbound and outbound bus lanes along key sections of the A6 between Redhill Circle and Ravensbridge Drive, 1140m southbound, 1180m northbound, bus lane enforcement cameras Greater right turn capacity outbound from Abbey Park Road onto the A6 at the A6/Abbey Park Road junction benefiting buses as well as general traffic. Longer right-turn filter lane on A6 outbound to access Asda and reduce queuing vehicles blocking the northbound A6.
	<b>Cor3 Anstey Lane North</b>	On Bennion Road, approach to the Anstey Lane junction, central hatchings have been removed to allow 180m of two-lane carriageway, this will increase queueing capacity for traffic, and thus the number of vehicles that can exit Bennion Road on each cycle of the traffic signals. In the future, following the delivery of planned development in Beaumont Leys, it will be possible to create a bus lane using one of these lanes should the increased traffic levels cause buses to be adversely impacted.
	<b>Cor3 Anstey Lane South</b>	300m inbound bus lane on Anstey Lane approaching Blackbird Road was delivered in July 2023
	<b>Cor4bcw Abbey Park Road, Beaumont Leys Lane</b>	250m Inbound/eastbound bus lane on APR 330m Outbound/westbound bus lane on APR 2 Bus Lane enforcement cameras.
	<b>Cor8a A50</b>	Signalisation of Stephenson Drive junction, improvements to Fosse Road North adding a 150m length bus lane on the approach to the 5-ways junction
City Connectivity	<b>CC1 Real Time Information</b> <b>CC4 Bus Stop Infrastructure</b>	Installation of 792 Real Time Information Totems Installation of 774 Standard Totems Disruption Message Web Facility Virtual bus stop application complete Journey planner with park and ride functionality software complete

Theme	Scheme	Comments
	CC3 Smart Ticketing	Delivered an integrated digital contactless payment system across both commercial and contracted bus services. The use of digital payments allows the fare paid each day, for a single or multiple bus journeys, to be capped at a best fare price irrespective of whether the passenger uses services from a single bus operator or multiple bus operators. The Multi-operator capping assists in integrating the services from the various operators into a cohesive network in which passengers can board and exit buses. This will facilitate the use of the bus for cross-city movements using multiple services which would also include the Park and Ride services. This project lays the foundations for wider area future integration across/beyond the conurbation with rail and longer distance bus services.
Match funded schemes	Behaviour Change	Behavioural change programmes are an important complementary element that seek to raise awareness, promote sustainable modes and realise the full potential of new infrastructure and transport investment, with funds successfully invested from LSTF, Access Fund, British Cycling Partnership, the Joint Air Quality Unit, developer contributions and the Parking Improvement Action Plan. The programme commits to a further £3M of match funding up to 2023.

## What has been delivered.

A high-level summary of the outputs that have been delivered by the programme is shown below:

For cyclists and pedestrians there have been:

- 8.2km of shared cycle and footpath
- 5.4km of segregated cycle paths (bidirectional)
- 0.8km of unidirectional cycle paths
- 35 improved crossings

For bus passengers:

- 1.7km of bus lanes
- 18 new electric buses
- 1 new service (the free City Centre Hop! Service)
- 1,260 improved bus stops with Real Time Information or Leicester Buses branded totems and information boards

In addition, the TCF programme has delivered tap-on and tap-off smart card capabilities to Leicester's bus operators which allows them to offer multi-operator fare capping providing passengers with greater travel flexibility and lower fares.

## What are the anticipated outcomes?

The programme is anticipated to lead to:

- 31% increase in cycling in the TCF area,
- 0.3% increase in walking in the TCF area,

- 5% increase in bus patronage across the whole City,
- 10% increase in bus patronage on specific growth corridors.

These assumptions were calculated through benchmarking, modelling and past experience and agreed with Leicestershire County Council and National Highways.

### Monitoring the Impact of the programme

We have established a TCF programme monitoring framework which will help assess the success of the programme over the coming year. The DfT have commissioned a National Evaluation Team to undertake a study on the effectiveness of the TCF programme. We are providing the team with local data from transport and travel surveys undertaken in the city.

Our success in delivering successful sustainable transport projects is recognised in the September 2024 Active Travel England Active Travel Capability Ratings. This publication rated Leicester City Council as one of only 6 local authorities in the country to be judged to be at capability Level 3 meaning that we have Strong local leadership and support, a substantial network in place with increasing modal share.

### General monitoring of mode share in Leicester

The following shows the 2015 (pre covid) and 2023 (latest full year figures) counts of the number of person-trips entering the City Centre on selected links by mode and the mode share (the location of the surveys sites is shown in Figure 3).

Overall, it can be seen that the number of person-trips entering has fallen. The largest fall has been by those travelling by car. The number of cycling trips has increased significantly.

**Table 1: Persons entering the City Centre on an average day by mode**

Number of Trips	Car	Bus	Walk	Cycle	All
2015	41547	33936	40806	2496	119473
2023	33817	30669	37165	3724	106195
Change	-18%	-9.6%	-9%	+50%	-9%

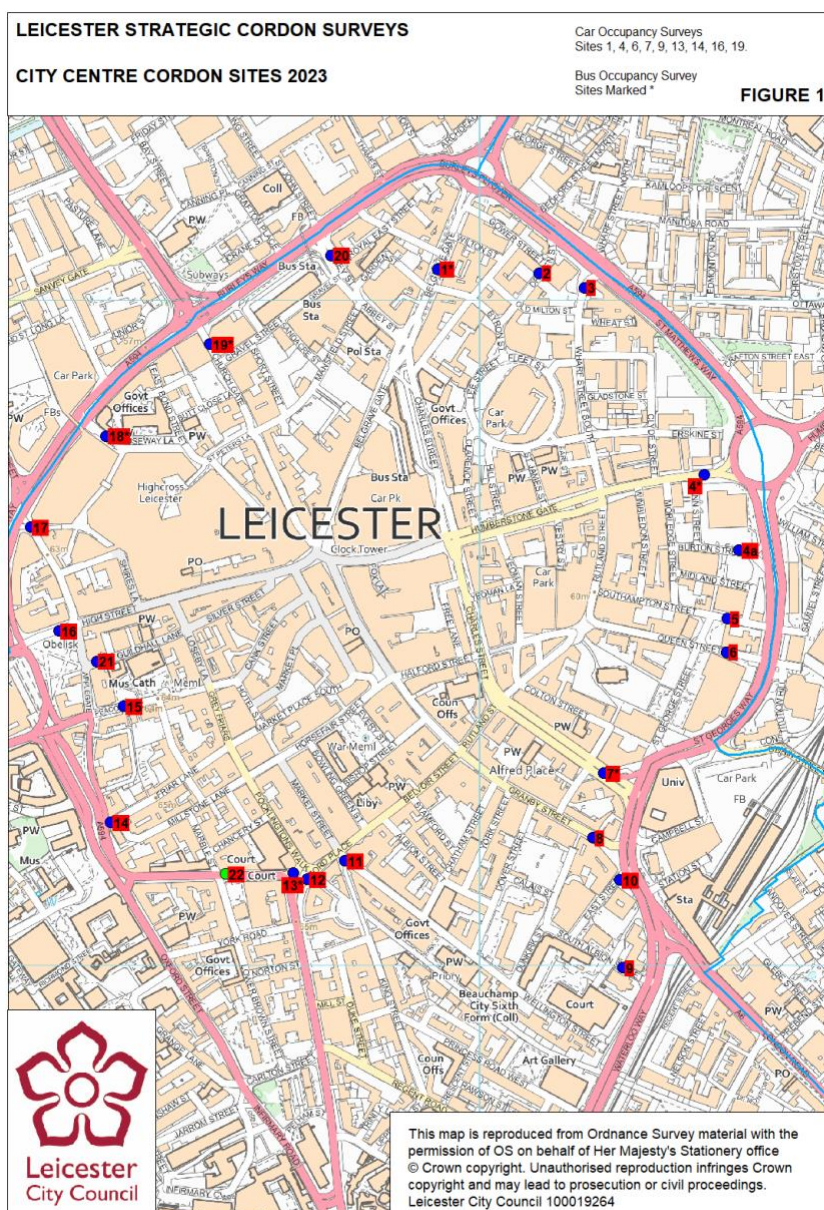


When this is converted to mode share it can be seen that car mode share has fallen by 3% whilst all the sustainable modes have seen an increase.

**Table 2: proportions of people using each mode**

Mode Share	Car	Bus	Walk	Cycle
Cycle 2015	34.8%	28.4%	34.2%	2.1%
Cycle 2023	31.8%	28.9%	35%	3.5%
Change	-3%	+0.5%	+0.8%	+1.4%

**Figure 3: Location of city centre survey sites**



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