
Transport Infrastructure Assessment 2020 to 2036

Addendum Updating of evidence for Regulation 19 (submission plan) 2022



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Contents

1	PURPOSE OF THIS DOCUMENT	3
2	DUTY TO COOPERATE	3
6	TRANSPORT MODELLING: WHAT INSIGHT HAS BEEN GAINED?	4
7	THE TRANSPORT CHALLENGES IN 2022.....	9
8	THE 2022 POLICY DIRECTION	11
9	KEY HORIZON YEARS	12
10	CAN THE GROWTH OF THE CITY BE SUPPORTED?	12
11	THE LEICESTER CITY VISION	13
12	WHAT INFRASTRUCTURE IS PROPOSED	14
13	WHAT ARE THE FUNDING MECHANISMS?	35
14	CONCLUSIONS	36

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1 Purpose of this Document

- 1.1.1 In 2009 the transport chapter of the Growth Infrastructure Assessment, undertaken by Roger Tym & Partners and URS, collated transport evidence from a number of existing transport studies and data sources in order to produce a list of the infrastructure required to support the previous local plan.
- 1.1.2 In December 2020 a Transport Infrastructure Assessment¹ (TIA) was produced that updated the evidence and set-out the infrastructure requirements to support the emerging Leicester City Council's Local Plan between 2020 and 2036.
- 1.1.3 This document forms an addendum to that report by taking forward the evidence base to 2022 and providing an updated transport infrastructure list to support the Regulation 19 submission of the local plan. The growth assumptions themselves remain the same as in the previous 2020 document.
- 1.1.4 This addendum should be read in conjunction with the 2020 document and brings forward the evidence to 2022. The following chapters and appendix are updated:
- Chapter 4: The Duty to Cooperate
 - Chapter 6: Transport Modelling: What insight has been gained?
 - Chapter 7: The Transport Challenges in 2020
 - Chapter 8: The 2020 Policy Direction
 - Chapter 9: Key Horizon Years
 - Chapter 10: Can the Growth of the City be supported?
 - Chapter 11: The Leicester City Vision
 - Chapter 12: What Infrastructure is Proposed
 - Chapter 13: What are the Funding Mechanisms?

4 Duty to Cooperate

- 4.1.1 Since 2020 the following agreements have been made.
- A Statement of Common Grounds was agreed in June 2022 between partners in the Leicestershire & Leicester Housing Market Area (HMA) related to the housing and employment need.
 - A Statement of Common Ground was agreed between Charnwood Borough Council, Leicester City Council, Leicestershire County Council and National Highways with respect to the cross-border transport issues identified in the Charnwood Local Plan modelling evidence.

¹ Transport Infrastructure Assessment 2020 to 2036, v1.10, Edwards & Edwards Consultancy Ltd, 31 Jan 2020. https://consultations.leicester.gov.uk/sec/draft-local-plan/user_uploads/how-can-the-infrastructure-to-support-the-growth-in-the-local-plan-be-delivered.pdf

6 Transport Modelling: What insight has been gained?

6.1.1 The development of a transport evidence base is a continuous process, and since 2020 the evidence from transport studies has continued to accrue. This section updates the status of the various studies that have been completed, currently underway or newly commissioned.

6.1.2 This section provides a summary of:

- a strategic assessment of three development sites in the North of Leicester.
- studies, undertaken by Charnwood Borough Council and National Highways, to the immediate North of Leicester.
- an update of the South East of Leicester Transport Study.
- a transport modelling assessment undertaken by Leicester City Council into the impact of its local plan.
- Midlands Connect assessment of a proposed A46 expressway to the East of Leicester.
- the work of the Strategic Planning Group (SPG) who are undertaking an assessment of spatial growth options for the HMA beyond 2036 to 2051.

6.1.3 **Strategic Development Sites Assessment** This was undertaken during 2021 to investigate the transport impact of three strategic development sites in the North and West of Leicester: Ashton Green- East, Beaumont Park, and the former Western Park Golf Club site. This study used the Leicester & Leicestershire Pan Regional Transport Model (PRTM) to assess the impact and the following mitigation was recommended to support the developments and their allocation in the Leicester City Local Plan

- the signalisation of the A47 /Golf Course Lane and A47/Meadwell Road junctions.
- minor alterations to the A6 Loughborough Road/Sibson Road signal-controlled junction.
- the signalisation of the A563 Krefeld Way/Red Hill Way/Beaumont Leys Lane roundabout to help introduce a signal-controlled access into the Beaumont Park site, which will be required once half of the development has been built out (a ghost island priority-controlled junction access into the site will suffice up until that point);
- there is plenty of development and highway land available to increase the size of the Ratby Lane roundabout which provides the main access to the Western Park site, and hence its capacity, should this ultimately be considered preferable. This would help limit the impact of the development at this junction, together with others nearby which could be affected by re-routing traffic.

6.1.4 **Charnwood Borough Council Modelling in support of their Local Plan**²: This study was used to assess spatial options for around 10,000 additional dwellings by 2037 within the district including on locations on the border of Leicester. Of particular note to Leicester was that the study highlighted the impact of congestion on the A46 resulting in traffic being displaced from the A46 onto the local road network adjacent to the A46. A report on the role of the Strategic Road network³ was prepared which noted the need for a mitigation strategy to be developed by the local district (including Leicester City Council, Leicestershire County Council (Highways) and Highways England (now National Highways)). A Statement of Common Ground and a Supplementary Statement of Common Ground has been signed

² https://www.charnwood.gov.uk/pages/transport_assessment

³ The role of the Strategic Road Network in the context of planned growth (AECOM, Jan 2021)
https://www.charnwood.gov.uk/files/documents/srn_issues_jan_2021/SRN%20Issues%20%28Jan%202021%29.pdf

between National Highways, Leicestershire County Council, Charnwood Borough Council and Leicester City Council that identifies the highway and transport matters that will be subject to continued further work.

6.1.5 Leicester City noted that:

...‘going forward there may be limited value in additional detailed modelling work (to support the Charnwood Local Plan) and we consider that efforts should be focused on the following two elements:

- It is considered that with the evidence presented to date, to further develop cross boundary public transport measures this should now start to include the role of the Enhanced Bus Partnerships (EBPs) that both the City and County Highway Authorities are establishing to determine the possible schemes coming forward. Therefore it is proposed to work together in these EBPs to ensure proposals are developed in a joined up way that aligns with the relevant plans. This also includes working together for walking and cycling plans to ensure that the schemes are deliverable.*
- We also consider that issues around the SRN network and displacement of traffic (scenarios 2 and 3), a strategy-based solution would be the best approach. This should identify the funding and delivery mechanisms to deal with the cross-boundary impacts. We are in support of an updated Statement of Common Ground to show an agreed position that all partners have signed up to, if appropriate.’*

6.1.6 **Highways England (now National Highways) study on the A46:** . National Highways have commissioned a study to look at capacity issues on the A46. This work is ongoing.

6.1.7 **South East of Leicester Transport Study (SELTS)** Work is progressing to investigate measures to support connectivity and appropriate routing between the A47 (to the east of Leicester) and the A6 (to the south of Leicester). The principal objective of the study is to reduce the use of less appropriate routes within the study area by orbital traffic. The study includes development growth from the City and neighbouring authorities. The study is being led by Leicestershire County Council.

6.1.8 **South Leicestershire Local Plans – Joint Transport Evidence Base.** This work will inform the emerging strategies associated strategic development allocations and accompanying transport mitigation proposed through the emerging Local Plans for the districts of Blaby, Harborough and Oadby and Wigston. This work is being led by Leicestershire County Council as the local Highways Authority working with the district councils.

6.1.9 **Leicester City Local Plan transport modelling⁴ (Forecasting Report).** This assessment looked at the impact of planned growth to 2036 of 16,727 dwellings (including 7,742 unmet need which were located outside Leicester) and 44ha of employment land. The model run was undertaken to understand the potential impact to the highways network of local plan growth including transport measures that are committed to be delivered by the £71 million Transforming Cities Fund programme.

6.1.10 Analysis of the modelling report showed that the level of travel would increase as would be expected. Volumes of car travel increased by 3%, Public Transport use increased by 12% and active travel was 6% higher . The impacts of the growth were largely focussed on the north and west of the City and could be divided into five broad categories as seen in Figure 1. Each of these categories is addressed below.

⁴ Leicester City Council Local Plan: Interim Forecasting Report, AECOM v2.1 9/3/22

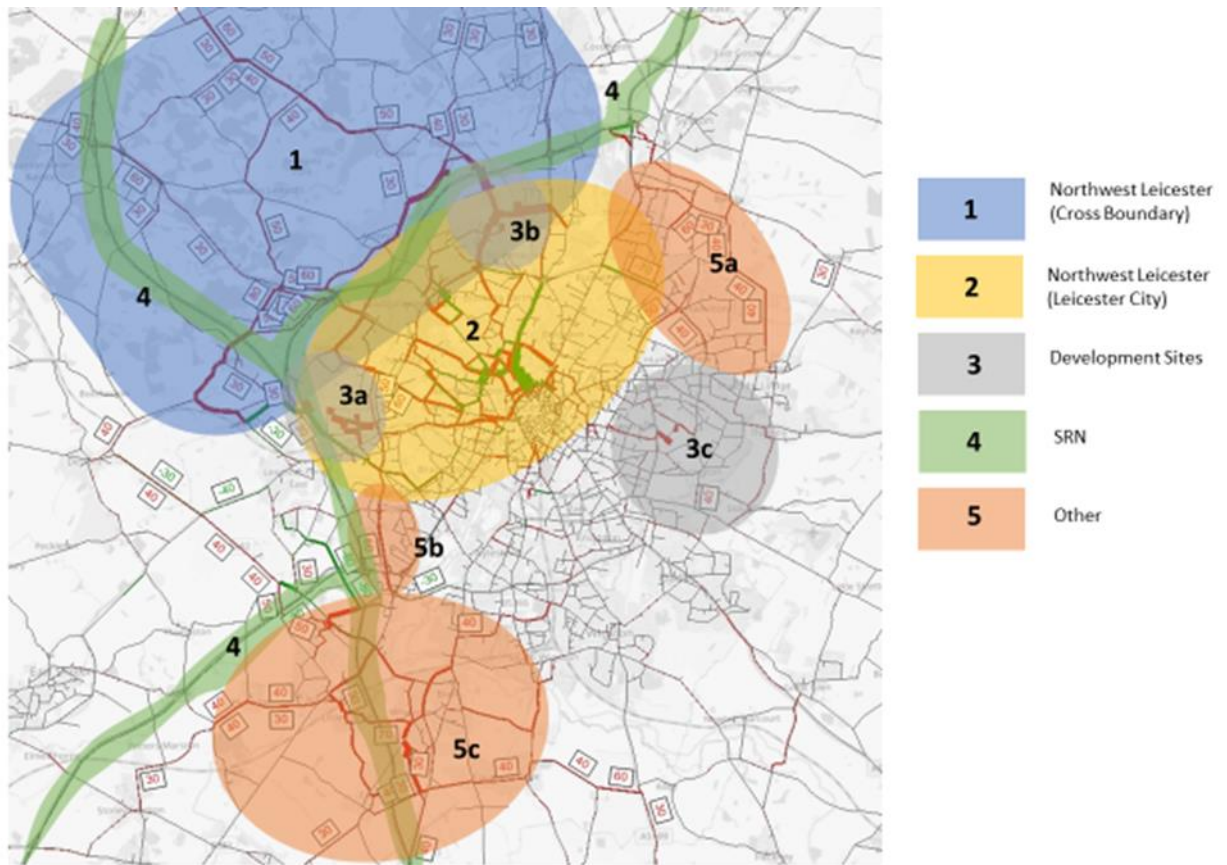


Figure 1: Areas of interest

The overlaid map shows the modelled difference in flow volume in 2036 between the local plan and reference scenario in the AM Peak hour. Links in red have an increase in traffic volume whilst links in green show a decrease.

Area 1: Northwest Leicester (Cross Boundary)

This area has been identified as a concern in the Charnwood Borough Council transport modelling and the National Highways transport modelling due to traffic being displaced from the A46 onto adjacent roads. The modelling does not demonstrate that this results in a capacity issue, but the alternative routing may not be appropriate.

A statement of common ground has been signed by Leicester City Council, Leicestershire County Council and National Highways to investigate and develop measures on the A46 and locally to determine the most appropriate measures to deal with the impact of congestion on the A46 which is leading to traffic being displaced onto the adjacent roads.

Area 2: Northwest Leicester (Leicester City) and Area 3 (development sites within the City)

In the current plan period the north, west and centre of Leicester are the focus of planned development and the delivery of transport infrastructure to support sustainable travel. At peak times and during the day the city is already congested and it is recognised that it is not possible, or desirable, to build capacity in this urban environment to support greater volumes of traffic.

Therefore, to support the City Council's sustainable travel policies and the emerging Climate Emergency Action Plan, the Council's strategy is to seek to limit traffic growth and increase the amount of travel using sustainable modes recognising that this will complement national government plans for the decarbonisation of vehicles through the banning of the sale of new fossil-fuel powered cars and vans by 2030. Consequently, the City Council is not actively looking at major strategic interventions to increase the capacity of the highways network, but to ensure that there are attractive alternatives that do not involve the use of a car.

The strategic sites were assessed independently (as reported above in paragraph 6.1.3) which identified the need for some minor improvements and junction signalisations, but no strategic interventions. As part of the planning application process the highways authority will continue to ensure that these developments and all other proposed developments deliver interventions that seek to limit traffic growth and encourage travel by sustainable modes. However, the City Council will ensure that where highways interventions are needed, to mitigate local issues with capacity and safety, they are addressed through the planning system with appropriate conditions and obligations applied.

Area 4: The Strategic Road Network

Leicester City Council will continue to work with National Highways and neighbouring authorities to understand the issues related to local traffic, through traffic and displaced traffic in order to develop solutions that meet the needs of all parties.

Area 5: Other

Leicester City Council will continue to work with neighbouring authorities to understand the impact of localised development to develop appropriate mitigation as greater clarity on the locations of development is provided.

6.1.11 A46 Expressway (Midlands Connect) phase 2 study⁵:

6.1.12 Midlands Connect have been developing evidence regarding the potential route upgrade of the A46 between the west of Birmingham and North of Lincoln. The phase 1 study reinforced the case for improving the corridor as a whole and recommended splitting the route into five areas to undertake a more detailed analysis. Around Leicester the phase 2 study has been investigating the option for delivering an Eastern bypass that would link the M69 to the M1 south of Leicester and then route around the east of Leicester to join the existing A46 in the north. The report concluded that the link had little strategic value for through traffic, but that it would help relieve the impact of growth to the East of Leicester. The recommendations in the Leicester and Syston areas were:

- *There should be an approach of incremental upgrades of the existing A46 route as referenced elsewhere in the report (including the M1 and M69 junctions) to support existing and emerging local plan commitments to the north and west of Leicester.*
- *It is recognised that the exact locations and scale of future growth, along with the infrastructure needed to support it requires further development work considering local and sub-regional demands as well as longer distance SRN resilience as the potential of short and medium term interventions is confirmed. Should these assumptions change (in particular any changes to post 2031-2050 spatial*

⁵ A46 Leicestershire – Phase 2 Study. (midlands Connect)
<https://www.midlandsconnect.uk/publications/a46-stage-two-study-documents/>

distribution of development) then the longer term strategic transport needs will need to be reviewed.

- As we move forward, we will also have a better understanding of how climate change strategies affect future travel patterns across the wider network which will require multi modal considerations to be fully assessed.*
- Local and sub-regional transport requirements in terms of infrastructure to support growth and avoid compromising the resilience of the short and medium term interventions planned for the existing SRN will need to be brought forward in the next stages of analysis for the Strategic Growth Plan by the planning authorities.*
- Midlands Connect will continue to work with Leicester City and County Councils, MCHLG and Highways England over the coming years to ensure spatial development distribution and additional traffic generated by future developments coming forward between 2031 and 2050 will be consistent with short and medium term plans for the A46 corridor and how this may relate to local, sub-regional and strategic infrastructure needs.*
- The medium and long term plan for the A46 will be reviewed and updated as we achieve greater certainty on the longer term conditions post 2031 and the actual extent of deliverable capacity enhancement on the existing SRN as detailed designs progress.*
- Consider the approach for making the case for both the Hobby Horse interchange (to resolve shorter-term issues) and longer-term infrastructure needed to support growth in the Leicester and Leicestershire area.*
- Growth is focused to the north of Leicester in the short-term including the completion of 3,000 homes at Ashton Green SUE by 2025. The interaction with the growth forecast in the Strategic Growth Plan and the impact of potential growth sites to the south and east of Leicester will influence long term design requirements for Hobby Horse but should not detract from the need for intervention in the short term which will support the strategic northeast to southwest connectivity role of the A46*

6.1.13 Leicester and Leicestershire Strategic Transport Assessment: The Strategic Planning Group (SPG) of Leicestershire district authorities and the Leicester and Leicestershire highways authorities are looking at potential HMA-wide growth strategies through to the year 2050. This will consider different spatial options for growth beyond 2036/37 and identify any large scale transport infrastructure required to support each of the spatial growth options.

6.1.14 In summary, the additional modelling work since 2020 has reinforced our previous conclusions that one of the biggest challenges facing the city is to ensure that the city remains an attractive place to live and work. It is thus essential that the City Centre and the key employment, retail, service, and cultural destinations throughout the city remain accessible to residents of the City and residents who will live on existing and new developments just outside the city. The modelling has not identified any showstoppers but has highlighted the need to pursue increased levels of sustainable travel (walk, cycle and bus) to ensure that congestion, pollution and carbon emissions are minimised and that people can travel to, from and around the city. In the period up to 2031 this would likely be focused on the North, West and South West of the City and the PUA, whilst beyond 2031 the focus would likely change to align with areas of growth in the East and South of the Principal Urban Area (PUA) in line with the direction proposed in the SGP.

6.1.15 It is not planned to deliver specific infrastructure to increase the network capacity,

7 The Transport Challenges in 2022

7.1 Introduction

7.1.1 The challenges identified to 2020 still apply. However, in the two years since, there have been two significant events that will challenge the transport system in both the short term, with significant changes extending into the medium and long term.

- **The covid pandemic** has led to significant behavioural changes that has had an impact on why, when, and how people and goods travel. Prior to the pandemic people's behaviour was already changing given the opportunities that new technology brings, however change was slow and, from a planning perspective, would have been addressed through changes in the assumptions in future years as the impacts on travel changes became clear. The Covid pandemic led to an overnight step change in behaviour that has changed how people live, shop and work. This sudden shock to how people have traditionally lived, worked and shopped has likely accelerated the change that was already occurring; however, it is far too early to say what the longer-term effect will be.
- **Declaring a Climate Emergency.** The short-term strategy and plan and the emerging Road Map will likely in the short to medium term support the City Councils strategy of increasing sustainable travel and not supporting increases in car travel. The longer-term impact is less clear, once the vehicle fleet has been de-carbonised and vehicles run on clear electric, hydrogen or other fuel.

7.2 COVID

7.2.1 There have been tremendous challenges since 2020, with the COVID pandemic impacting the lives of the whole population.

7.2.2 Following the first wave of the virus at the end of July 2020 the City Centre footfall was around 40-60% of the average pre-lockdown (February 2020) levels. For the remainder of 2020 and 2021 Leicester remained under the more restrictive rules due to high infection rates and offices and shops remained shut.

7.2.3 Whilst cycling increased by 170% and walking doubled in some outer areas, both modes fell in the central areas prior to non-essential shops opening. The City Council published its Transport Recovery Plan 'Creating Space to Travel Safe' in May 2020 and pledged to deliver 10 miles of pop-up cycle lanes in 10 weeks. This was more than achieved with 11 miles of pop-up being delivered in 9 weeks. On Beaumont Leys Lane the Key Worker corridor and other COVID initiatives have reallocated road space to cyclists through segregation on the highway.

7.2.4 Bus patronage at its minimum was 20% of pre-covid levels, with bus operators planning for a return to around 80% post pandemic.

7.2.5 During November 2021, Ipsos MORI conducted a UK-wide online survey of the public on behalf of the DfT as part of the "All change? research programme"⁶. The survey was the sixth and final in a series, designed in response to the pandemic to measure and explore the reasons for current and intended changes in travel patterns and behaviour.

7.2.6 On the 28th June 2022, the final report ("Wave 6") was published. The report states that "in general, the evidence continues to suggest that people increased their travel across all

⁶ <https://www.gov.uk/government/publications/covid-19-travel-behaviour-during-the-lockdown>

modes as restrictions were eased in May/June 2021 and again as they were fully lifted before November 2021, but the frequency of travel remained lower than pre-pandemic levels”.

- 7.2.7 The levels of walking or cycling all the way to a destination increased to 65% in May/June 2021, and again in to 68% in November 2021, but remained significantly lower than they had been in June/July 2020 (72%). The proportion cycling (17%) was in line with May/June 2021 (18%) but, again, significantly lower than June/July 2020 (27%)
- 7.2.8 In general, the evidence continues to suggest that people increased their travel across all modes as restrictions were eased in May/June 2021 and again as they were fully lifted before November 2021, but the frequency of travel remained lower than pre-pandemic levels.
- 7.2.9 In February 2022, legal restrictions regarding social distancing and meeting-up were relaxed/abolished and the Government no longer insists people should work-from-home. It is still too early to know how society will change following the pandemic and how this will impact the desire and need to travel. Remote-working and home-shopping will likely impact the desire and need to travel.
- 7.2.10 Now, in the summer of 2022, the immediate fear of the lethal impacts of the virus has subsided and the expectation is that further waves of the virus will be controlled by the vaccine and the appropriate behaviour of individuals.
- 7.2.11 However, the pandemic has resulted in significant behaviour changes that impacted how people travel. Understanding what the ‘new normal’ will be will take several years, and it is not clear how working from home, home shopping and a continued aversion to use public transport will continue.
- 7.2.12 At this stage it is not possible to predict a likely future scenario, however we will continue to monitor behaviour and traffic levels and incorporate the findings into our transport plans.

7.3 Climate Emergency

- 7.3.1 The City Council declared a climate emergency⁷ in February 2019. This was in response to the Intergovernmental Panel on Climate Change (IPCC) which produced a special report in October 2018 which estimated that there are only 12 years left to act decisively on climate change, to be able to keep global warming within 1.5°C.
- 7.3.2 Since then both a Strategy and an Action Plan have been adopted by the Leicester City Council for the period 2020-2023. The Sustainability team have subsequently undertaken studies to investigate the source of Carbon emissions in Leicester and to proposed measures to reach a net zero emission by the 2030. It is proposed that a rolling action-plan will be developed that will set targets and objectives for the reductions in emissions due to transport. The City Council’s strategy of seeking to limit traffic growth and to increase travel using sustainable modes will complement national government plans for the decarbonisation of vehicles through the banning of the sale of new fossil-fuel powered cars and vans by 2030. The needs of the Carbon Emergency will be addressed through the emerging Leicester Transport Plan (LTP 4).

⁷ <https://www.leicester.gov.uk/your-council/policies-plans-and-strategies/environment-and-sustainability/climate-emergency/>

8 The 2022 Policy Direction

8.1.1 Since 2020, the policies of the council have developed and matured. These have generally continued along the path of increasing sustainable travel, but with the added impetus of reducing Carbon emissions. The most significant updates are the following:

- Climate Emergency
- Emerging Local Transport Plan (LTP4)
- Enhanced Bus Partnership
- Strategic Growth Plan

8.2 Climate Emergency

8.2.1 This was discussed in section 7.3

8.3 Emerging Local Transport Plan (LTP4)

8.3.1 A consultation⁸ was undertaken in June 2021 to obtain feedback on the draft Leicester Transport Plan 2021-2036 LTP.

8.3.2 The plan is needed to respond to the many issues facing the city - including enabling city economic and population growth, tackling climate emergency and air quality challenges, improving health and physical activity levels and recovery from the Covid-19 pandemic.

8.3.3 The Leicester Transport Plan recognises that many journeys begin or end outside the city boundaries and considers transport matters that impact on the wider Leicester urban area.

8.3.4 The draft plan proposes a big step forward for public transport, cycling and walking in the city. It focuses on three main areas:

- Developing connected main transport corridors and stations
- Improving transport within local neighbourhoods
- Managing demand for car use

8.3.5 The plan sets out ambitions up to 2036:

- 100% zero emission vehicles
- More people regularly working from home and more responsible use of cars for necessary trips only
- Public transport, Park & Ride, cycling or personal e-mobility as first transport choice for most people (longer journeys)
- Active transport, cycling and walking as first transport choice for most people (shorter journeys)
- A thriving, accessible city centre that is easy to move around in and which supports economic growth in the whole city
- Healthier neighbourhoods, aiming for all local services to be available by walking or cycling within 15 minutes, with cleaner air and a safer local environment
- A rush-hour free city, gradually managing traffic to reduce peak hour demands

8.3.6 Initial thinking on the potential role of a future workplace parking levy to help deliver key transport projects in Leicester was also outlined⁹ in this consultation.

⁸ <https://consultations.leicester.gov.uk/communications/ltp4/>

⁹ https://consultations.leicester.gov.uk/communications/ltp4/supporting_documents/Workplace%20Parking%20Levy.pdf

8.4 **Enhanced Bus Partnership**

- 8.4.1 The City Council has entered a legal Enhanced Bus Partnership Scheme¹⁰ with all the local bus operators. This sets out a range of commitments by all partners to be delivered from 1 May 2022 to 31 March 2025, utilising funds that are currently available.
- 8.4.2 The strategic rationale for these changes is set out in the broader Enhanced Bus Partnership Plan¹¹ 2022-2030. All partners are actively seeking further funds to expand this Scheme to deliver more aspects of the Plan over future years.
- 8.4.3 The objective is to build upon the bus measures that have already been delivered such as smart ticketing, real time information totems, bus lanes and electric buses.

8.5 **Strategic Growth Plan (2051)**

- 8.5.1 In 2020 it was anticipated that the Strategic Growth Plan to 2051 for the Leicester and Leicestershire HMA would propose a significant quantum of growth around the South and East of Leicester. The Midlands Connect proposal to upgrade the A46 with an expressway to the South and East of Leicester would have facilitated this development with transport infrastructure to support the growth in this area. However, the Midlands Connect study¹² has indicated that the route to the east of Leicester provides little strategic benefits and in the short term they are looking at options to increase the capacity of the M1 and A46 to the west and north of Leicester including improvements at Hobby Horse. Work is now progressing to determine whether there is an alternative spatial strategy for delivering growth within the HMA

9 **Key Horizon Years**

- 9.1.1 The transport assessment has assumed that the growth this will be delivered by 2036
- 9.1.2 In assessing the infrastructure needs the following key years and periods have been used
- **To 2026:** Transport schemes generally take a long time to develop and deliver. The majority of the schemes in this period are already committed and fully funded. These are expected to be delivered prior to 2026.
 - **2027 to 2031:** In this period there is less certainty about what will be delivered. Scheme options are in development and funding is generally not committed.
 - **2032 to 2036:** In this period there is much less certainty about what specific schemes will be delivered with no funding committed.

10 **Can the Growth of the City be supported?**

- 10.1.1 In the current plan period the north, west and centre of Leicester are the focus of planned development and the delivery of transport infrastructure to support sustainable travel. At peak times and during the day the city is already congested and it is recognised that it is not possible, or desirable, to build capacity in this urban environment to support greater volumes of traffic.

¹⁰ <https://www.leicester.gov.uk/media/s02pch1v/enhanced-bus-partnership-scheme-2022-2025.pdf>

¹¹ <https://www.leicester.gov.uk/media/apkngrqe/enhanced-bus-partnership-plan-2022-2030.pdf>

¹² <https://www.midlandsconnect.uk/media/1756/mc-a46-corridor-study-phase-2-final-report-march-2021-with-appendix.pdf>

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- 10.1.2 Therefore, to support the City Council's sustainable travel policies and the emerging Climate Emergency Action Plan, the Council is progressing with its established policy of delivering schemes that increase the desirability and reduce the costs associated with sustainable travel and reduce the relative attractiveness of car travel. Consequently, the City Council is not actively looking at strategic interventions to increase the capacity of the highways network, but to ensure that there are attractive alternatives to the use of a car.
- 10.1.3 As part of the planning application process the Leicester City Council as the local highway authority will continue to ensure that the large regeneration sites and all other proposed developments deliver interventions that seek to limit further traffic growth and encourage travel by sustainable modes. Where highways interventions are needed, to mitigate local issues with capacity and safety, they will be addressed through the planning system with appropriate conditions and obligations applied.
- 10.1.4 Up to 2031 the evidence is very strong, and the City has a demonstratable track record of delivering the infrastructure that has been identified. Beyond 2031 there is greater uncertainty about the location of growth and the impact of the potential move towards greater growth in the South and East of the City as proposed in the Strategic Growth Plan.

11 The Leicester City Vision

- 11.1.1 This has not materially changed since 2020.

12 What Infrastructure is Proposed

- 12.1.1 A number of interventions have been identified for potential implementation through the plan period and others are under active consideration. The draft Leicester Transport Plan, published for consultation in Summer 2021, provides more details of the approach and strategy of the City Council in facilitating travel within the city. In addition, the Bus Services Improvement Plan sets out a joint City Council and bus company strategy of future bus provision within Leicester.
- 12.1.2 The infrastructure list includes the purchase of electric buses as these are a capital expenditure. The committed ZEBRA¹³ and TCF¹⁴ funding will ensure that 25% of the fleet used in Leicester are zero tailpipe emitting. Leicester City Council, and the bus companies, will be looking at replacing the remaining 75% to help reduce the cities carbon emissions and pollution.
- 12.1.3 As noted in section 9 the schemes
- Table 1 outlines schemes that would be expected to be delivered over the period to 2026. Most of these schemes are committed and fully funded. It includes schemes that have been developed as part of the Transforming Cities programme and Levelling-up fund wins.
 - Table 2 highlights schemes that are planned to be delivered to support growth and regeneration within the City to 2031. Work is starting to sift and prioritise design options. Funding of these schemes is not yet committed.
 - Table 3 indicates where we might expect the design concepts that have been proposed prior to 2031 to be extended to 2036.
 - Table 4 provides a summary of funding likely to be required.
- 12.1.4 Several other transport programmes and initiatives are subject to active consideration beyond those listed. The City Council has consulted on a Workplace Parking Levy (WPL) aimed at tackling congestion alongside improving air quality and addressing climate change challenges. The council is considering the consultation responses and intends to determine next steps in the Autumn 2022 . If introduced this would bring significant funding sources to implement a range of sustainable transport schemes, likely to be focussed on buses and sustainable transport more generally. The potential for mass transit solutions for the city are likely to be considered in this context. At this stage a flexible bus-based approach is favoured over a fixed tram based solution based on the physical layout and street constraints in Leicester and also the cost of developing and running such a system when compared with buses. The expansion of the bus network and smart ticketing measures, developed in close cooperation with the bus operators, is expected to form part of the consideration of options for WPL.
- 12.1.5 In 2020 Leicester became fully compliant with all EU air quality standards, partially due to the COVID-19 lockdown conditions. The aim is to maintain this compliance, especially with the EU target of 40µg/m³ for nitrogen dioxide (NO₂), and then progress towards new more stringent targets set by the World Health Organisation (WHO) in autumn 2021. In spring 2022 a new intermediate UK target for particulate matter of 2.5 microns and below (PM_{2.5})

¹³ Zero Emission Bus Regional Area

¹⁴ Transforming Cities Fund

was consulted upon. A further Air Quality Strategy review will be held later in 2022 with the intention of publishing a new Government Clean Air Strategy in 2023. More stringent air quality standards are expected through this Government strategy, possibly to bring the UK into line with the 2021 WHO target levels. The council's emerging transport strategy will seek to progressively improve air quality below EU targets and towards the 2021 WHO targets.

12.1.6 The City Council will continue to support the introduction of low emission/electric vehicles into the city as part of its air quality plans. It is expected that this will continue to be in the form of rolling out charging infrastructure, support for fleet replacement and incentivisation for conversion of taxis and buses. The council is already taking forward electrification of its park and ride services as part of the TCF programme.

12.1.7 The development of emerging technologies is also being considered by the council including enhanced smart signalling to favour public transport. Demand responsive transport is already introduced in the west city as part of the NovusFlex¹⁵ service. Its viability and effectiveness will be kept under review. More progressive technologies, for instance including autonomous vehicles, will also be kept under review for their potential application in the city.

12.1.8 In each time period the infrastructure requirement has been split into the following spatial categories in order to denote the support to growth that area:

- Regeneration Areas.
- Central Leicester.
- Leicester Corridors.
- Leicester Neighbourhoods.
- Leicester City-wide.

¹⁵ <https://localbus.vectareportal.co.uk/maps/>

Table 1: Infrastructure required to support growth to 2026

Infrastructure required to support growth to 2026	Funds Committed £M	Funds Required £M
<p>Major Development Sites and Regeneration Areas</p> <p>Infrastructure to support Regeneration areas outside the City Centre</p> <p>The improvements are presented based on their location within the City with the primary source of funding:</p> <ul style="list-style-type: none"> • [LGF] Local Growth Fund • [TCF Tr2] Transforming Cities Fund Tranche 2 <p>Waterside/Abbey Meadows)</p> <ul style="list-style-type: none"> • [LGF] Leicester North West Phase 2a: Improvements to Anstey Lane/Blackbird Road, Ravensbridge Drive, and Ravensbridge Drive/A6 Junction (£4.3M - complete) • [TCF Tr2] Walking, Cycling, highways and bus schemes on the following corridors <ul style="list-style-type: none"> ○ A50 Wood Gate to Sanvey Gate (including 5-ways junction and Fosse Road North) (£10.5M – in progress) ○ A6 Redhill Circle to Sanvey Gate (£6.3M in progress) 	£21.1M	£0M
<p>Central Leicester</p> <p>Infrastructure on and within (and including) the Central Ring Road to support growth and regeneration within the City Centre</p> <p>The improvements are presented based on their location within the City with the primary source of funding:</p> <ul style="list-style-type: none"> • [NPIF] National Productivity Infrastructure Fund • [GBF] Getting Building Fund • [LUF] Levelling Up Fund • [TCF Tr1] Transforming Cities Fund Tranche 1 • [TCF Tr2] Transforming Cities Fund Tranche 2 • [CL] Connecting Leicester. Leicester City Council Capital funded programme 		

Infrastructure required to support growth to 2026	Funds Committed £M	Funds Required £M
<p>Bus:</p> <ul style="list-style-type: none"> • [NPIF] St Margaret's Bus Station Access onto A594 (Central Ring Road) (£1.5M- complete) • [GBF] St Margaret's Bus Station Refurbishment including improvements on adjoining streets (£13.5M - complete) • [TCF Tr2] Electric Buses and bus stop infrastructure for a City Centre Shuttle (£1.1M - in progress) 	£16.1M	
<p>Railway Station Improvements (22.6M - in progress)</p> <ul style="list-style-type: none"> • [LUF] Rail Station Improvements phase 1 <ul style="list-style-type: none"> ○ Increase passenger capacity through wider gateline ○ Reconfigure the port-cochere ○ Larger concourse and new bus loop 	£22.6M	
<p>Walking and Cycling Infrastructure Walking, Cycling and public realm improvements supporting commercial vitality and growth in the City Centre</p> <p>TCF Tranche 1 (£8M - complete)</p> <ul style="list-style-type: none"> • [TCF Tr1] York Road, Bonner Road, Grange Road and Magazine crossing • [TCF Tr1] Lancaster Road (including Victoria Park/Queens Road junction) • [TCF Tr1] Belgrave Road, Abbey Park Road, Central Ring • [TCF Tr1] Secure Cycle Storage at central transport hub <p>Connecting Leicester (complete)</p> <ul style="list-style-type: none"> • [CL] Pocklington's Walk, (£0.9M - complete) • [CL] Horsefair Street, (£2M - complete) • [CL] Market Place South (£1.1m- complete) • [CL] Mansfield Street (£5.1M - complete) 	£32.35M	

Infrastructure required to support growth to 2026	Funds Committed £M	Funds Required £M
<ul style="list-style-type: none"> • [CL] Churchgate/Haymarket Pedestrianisation (£4M - complete) • [CL] Clock Tower (£2.8m complete) • [CL] North city centre (Belgrave Gate) area (£1.75M - complete) • [CL] St Martin's area pedestrianisation (£1.5M – in progress) • [CL] Wharf Street (£0.4M - complete) • [CL] Gravel Street/Church Gate Phase 1 (£0.85M - complete) • [CL] Granby Street pedestrianisation (£1.1M – in progress) • [CL] St George Street and neighbouring streets (Midland Street phase 2- road configuration to support regeneration) (£1.5M – in progress] • [CL] City Centre Security (£0.85m in progress) • [CL] Other 'small' City Centre schemes (£0.5M – in progress) <p>All Modes</p> <ul style="list-style-type: none"> • [LUF] Connecting St Margaret's A6/Central Ring: improvements to facilitate improved cycle and pedestrian crossings and movements and the filling-in of the subways and inbound bus lanes. Cycle Lanes between Highcross Street and Abbey Street on the Central Ring Road, and upto to South Church Gate on St Margaret's Way (Bid submitted Summer 2022, not yet committed) (£15M - proposed) 		£15M
<p>Leicester Corridors</p> <p>Orbital and Radial corridors joining the City Centre and Regeneration sites to the neighbourhoods within the City, and settlements outside Leicester.</p> <p>The improvements are presented based on their location within the City with the primary source of funding:</p> <ul style="list-style-type: none"> • [NPIF] National Productivity Infrastructure Fund • [TCF Tr1] Transforming Cities Fund Tranche 1 • [TCF Tr2] Transforming Cities Fund Tranche 2 • [ATF] Active Travel Fund 		

Infrastructure required to support growth to 2026	Funds Committed £M	Funds Required £M
<p>Central and E and SE of the City</p> <ul style="list-style-type: none"> • [NPIF] Uppingham Road (bus lanes) (£0.3M - complete) • [ERDF] A6 London Road (walking and cycling) (£2.6M - complete) 	£2.9M	
<p>Leicester Neighbourhoods</p> <p>Walking/Cycling and public realm improvements to facilitate and encourage the takeup of sustainable travel and support growth and regeneration primarily outside of the city centre. This will include cycle streets on strategic neighbourhood routes.</p> <p>The following two schemes are fully funded through TCF</p> <ul style="list-style-type: none"> • [Central/W] Braunstone Gate (£1.6M – in progress) • [N] Connected Neighbourhood: Beaumont Walk (£1M - complete) <p>A pipeline list of 28 schemes has been produced. The list provides an indicative indication of the schemes that are currently being investigated for delivery over the next 10 years. Regular reviews of scheme progress will be undertaken and priorities for delivery will be updated.</p> <p>The following table shows the schemes planned to be delivered in the period upto 2026</p> <p>The average cost is £1.4M per scheme. The schemes upto 2022 were funded by the City Council. The schemes from 2022 to 2026 are not yet funded</p>	£12.4M	£11.2M

Infrastructure required to support growth to 2026				Funds Committed £M	Funds Required £M
	Delivery Window				
	Completed	In progress	2022-2026		
Barkby Road			✓		
Catherine Street			✓		
Chapel Lane		✓			
Ethel Road	✓				
Evington Lane		✓			
Glenfield Road	✓				
Groby Road	✓				
Gwendolen Road			✓		
Hinckley Road			✓		
Knighton Lane East	✓				
London Road			✓		
ORR A47 to Glenfield Road	✓				
Queens Road			✓		
Spencefield Lane			✓		
Uppingham Road			✓		
Leicester City Wide					
<p>The following interventions operate across the city, or cannot be precisely located at this time. They aim to facilitate sustainable travel to, from and within the city</p> <p>The improvements are presented based on the type of intervention with the primary source of funding:</p> <ul style="list-style-type: none"> • [LL] Legible Leicester. Leicester City programme that is funded and delivered as part of individual schemes • [LC] Leicester City Capital Programme • [TCT Tr2] Transforming Cities Fund Tranche 2 					

Infrastructure required to support growth to 2026	Funds Committed £M	Funds Required £M
<ul style="list-style-type: none"> • [ATF] Active Travel Fund • [ZEBRA] Zero Emission Bus Regional Area • [ERDF} European Regional Development Fund • [OZEB] Office for Zero Emission Vehicles and Char.gy <p>Highways</p> <ul style="list-style-type: none"> • [LL] Signage and road reclassification (£0M – funded as part of individual schemes): <p>Bus Improvements</p> <ul style="list-style-type: none"> • [TCF Tr2] Real Time Information Displays on all inbound bus stops (£4M – in progress) • [TCF Tr2] Smart Tap-in//Tap-out Ticketing with Multioperator fare capping (£1.2M – in progress) • [TCF Tr2] Totem replacement on remaining bus stops (£1.1M – in progress) • [ZEBRA] 96 Electric buses for use in Leicester City (£47M – in progress) • [unfunded] Bus Priority Enforcement system cameras City wide provision based upon the following priority locations <ul style="list-style-type: none"> • Groby Rd at Blackbird Rd • Uppingham Rd near Oak Street • Uppingham Road at Mornington Street • Narborough Road at Fullhurst Avenue • Duns Lane in both directions • Aylestone Road at Rawdykes Rd • Specific locations along demonstration bus corridors • Red Route TRO application to Main Bus Network: 2020–1 • City Centre inner ring road • Bus Demonstration corridors • Other Main Bus routes 	<p>£0M</p> <p>£53.3M</p>	<p>£0.75M</p>

Infrastructure required to support growth to 2026	Funds Committed £M	Funds Required £M
<p>Cycle Schemes</p> <ul style="list-style-type: none"> [TCF Tr1 & 2] Bike Share Scheme (500 bikes plus 50 dock stations) (£1M – in progress) <p>Electric Vehicle Charging Infrastructure [£0.7m - complete)</p> <ul style="list-style-type: none"> [ERDF] Electric Vehicle Infrastructure: [OZEV] Dedicated taxi charge [OZEV] On-street residential trail of 22 charge points) <p>Demand Management Infrastructure [£2M – planned but unfunded]</p> <ul style="list-style-type: none"> [unfunded] Car Parking including Contactless Payment infrastructure [unfunded] Car Club / Car Club infrastructure <p>Behaviour Change Programme (£6M – half as yet unfunded)</p> <p>[50% LC] Programmes to promote and encourage the takeup of sustainable travel:</p> <ul style="list-style-type: none"> Equipment for training Premises for Training Purchase of Travel Packs Household Personal Travel Planning Employee Travel Planning and employee challenges <p>School Travel Planning, challenges and activities</p>	<p>£1M</p> <p>£0.7M</p> <p></p> <p>£3M</p>	<p></p> <p></p> <p>£2M</p> <p>£3M</p>
Total	£197.25M	£31.95M

Infrastructure to support growth to 2027 to 2031	Funds Committed	Funds Required
<p>The lists provide an indicative indication of the schemes that are currently being investigated for delivery and may involve a further phase from scheme already committed and planned to be delivered prior to 2026.</p> <p>Regular reviews of scheme progress will be undertaken and priorities for delivery will be updated.</p> <p>Areas within the Central Ring Road supporting regeneration within the city centre (£14M)</p> <ul style="list-style-type: none"> • Lee Circle area • St George's area • Granby Street area • South city centre (Regent Street) area • Leicester Royal Infirmary /Oxford Street • St Martin's area pedestrianisation • Charles Street <p>Railway Station Improvements Phase 2 (£20M – planned and unfunded)</p> <p>Further enhancements to the railway station to support increase in rail passenger capacity and accessibility to the rail station:</p> <ul style="list-style-type: none"> • Multi-story car park. Releases land for redevelopment as offices • Overbridge replacement (increase capacity) and provides access to new car park and enables electrification • Fox Street improvements • Taxi Rank (station street) 		
<p>Leicester Corridors</p> <p>Orbital and Radial corridors joining the City Centre and Regeneration sites to the neighbourhoods within the City, and settlements outside Leicester.</p>		

Infrastructure to support growth to 2027 to 2031	Funds Committed	Funds Required
<p>The schemes are designated [A], [B] or [AB]</p> <p>[A] To support Active trips (walking and cycling). These schemes include Walking/Cycling interventions and public realm improvements to facilitate and encourage the takeup of sustainable travel. Providing connectivity between the centre and outlying neighbourhoods</p> <p>The list provides an indicative indication of the schemes that are currently being investigated for delivery. Regular reviews of scheme progress will be undertaken and priorities for delivery will be updated. It is anticipated that 6-8 schemes would be delivered to support growth at an average cost of £3M. In addition there are four corridor schemes that are located close to, and will directly support growth in the City Centre.</p> <p>[B] To support Bus services: These remove Bus pinchpoints and to improve Bus corridors to facilitate and encourage the takeup of sustainable travel. Providing connectivity between the centre and outlying neighbourhoods</p> <p>[AB] To support bus and Active trips</p> <p>North of the City</p> <ul style="list-style-type: none"> • [A] Rally Bank - Beaumont Leys Lane to Redhill along old railway • [A] A6 - Thurcaston Road to Redhill • [AB] Belgrave Road/Melton Road • [A] Loughborough Road • [A] Bennion Road • [AB] Beaumont Leys Lane • [AB] Melton Road (Golden Mile) • [AB] Gorse Hill bus link (including cycle path) <p>East of the City</p> <ul style="list-style-type: none"> • [AB]Humberstone Rd/Uppingham Rd 		£84M

Infrastructure to support growth to 2027 to 2031	Funds Committed	Funds Required
<ul style="list-style-type: none"> • [A] Hamilton Way Link • [A] Highfields • [A] Catherine Street • [A] Evington Lane • [B] East Road/Green Lane Corridor <p>South of the City</p> <ul style="list-style-type: none"> • [A] Aylestone Road (Richmond Road to Banks Road) • [A] London Road (outer section) • [A] Welford Road (near cemetery) • [A] A6 (Victoria Park Road to Oadby) • [A] Saffron Lane phase 3 (to city boundary) • [A] Stoughton Drive • [B] Park and Ride Site at Leicester Racecourse • [B] Soar Valley Way bus lane <p>West of the City</p> <ul style="list-style-type: none"> • [A] Glenfield Road • [A] Great Central Way – (Bede Park to Braunstone Gate) • [A] Narborough Road • [A] Hinckley Road <ul style="list-style-type: none"> ○ A47 St Augustine’s to Glenfield Road – Hinckley Rd & Wyngate Junctions – Ivanhoe Line Bridge ○ King Richard III cycle heritage route Leicester to Bosworth <p>Central Ring Road [AB] Areas outside the Central Ring Road but supporting regeneration within the city centre and on the corridors</p>		

Infrastructure to support growth to 2027 to 2031	Funds Committed	Funds Required
<ul style="list-style-type: none"> • [Central/W] West End N • [Central/NW] NCN6 Bede to Abbey Park • [Central/SW] University of Leicester/University Road • [Central/N] Corah's redevelopment site <p>Inner Ring Road [AB] Improvements to walking and cycling facilities and removal of bus pinchpints on the Inner Ring Road</p> <ul style="list-style-type: none"> • Removal of bus pinchpoints city wide and walk/cycle Improvements in North of the City: Wingate Drive- Fosse Road North - Blackbird Road- Abbey Park Road - Dysart Way) <p>Outer Ring Road [AB] Improvements to walking and cycling facilities and removal of bus pinchpints on the Inner Ring Road</p> <ul style="list-style-type: none"> • Removal of bus pinchpoints city wide and walk/cycle Improvements in North of the City between the A47(W) and A47(E) 		
<p>Leicester Neighbourhoods Walking/Cycling and public realm improvements to facilitate and encourage the takeup of sustainable travel and support growth and regeneration primarily outside of the city centre. This will include cycle streets on strategic neighbourhood routes.</p> <p>A pipeline list of 28 schemes has been produced. The list provides an indicative indication of the schemes that are currently being investigated for delivery over the next 10 years. Regular reviews of scheme progress will be undertaken and priorities for delivery will be updated.</p> <p>The following table shows the schemes planned to be delivered in the period 2026-2031</p>		£28M

Infrastructure to support growth to 2027 to 2031		Funds Committed	Funds Required
	Delivery Window		
	2027-2031		
Buckminster Road	✓		
Colchester Road	✓		
Coleman Road	✓		
Downing Drive	✓		
Gleneagles Av	✓		
Hallam Crescent	✓		
Humberstone Drive	✓		
Humberstone Lane - Troon Way to boundary	✓		
Hungerton Blvd	✓		
Imperial Ave	✓		
Keyham Lane	✓		
Lower Keyham Lane	✓		
Narborough Road north	✓		
ORR - Abbey Lane to BLL	✓		
ORR - Troon Way - Gleneagles to Barkby	✓		
Ravensbridge Drive	✓		
Redhill Circle	✓		
Uppingham Road - Hgtn blvd to Spencefield Lane	✓		
Welford Road	✓		
Whitehall Road	✓		
Average cost £1.4M per scheme = £28M			
MicroMobility Hubs (£0.5M)			
<ul style="list-style-type: none"> • Technology development / Research / Recycling / Mechanic & Engineering Training • Last Mile Delivery Hub(s) 			£0.5M
Cycle Parking (£0.5M)			£0.5M

Infrastructure to support growth to 2027 to 2031	Funds Committed	Funds Required
<ul style="list-style-type: none"> • Neighbourhood Cycle Parking Project (We have a policy & guidance) Retail Streets & Residential • Business / School / Community Parking Project 		
<p>Leicester City Wide</p> <p>The following interventions operate across the city, or cannot be precisely located at this time. They aim to facilitate sustainable travel to, from and within the city.</p> <p>Highways Pinchpoint Schemes</p> <ul style="list-style-type: none"> • Related to pinch-points, safety, air quality, 20mph zones, advanced cycle stop lines that are identified thorough the planning and regulatory processes • <p>City Wide Cycle Programme</p> <ul style="list-style-type: none"> • Cycle Pinch Points and severance: eg Swain Street, A47 (£4M) • NCN Realignment (£0.2M) • Park paths project (Improvement & adoption of paths across all major parks) (£2M) • Railway crossings projects (underpasses & bridges of in-use & redundant lines) (£1M) • Bike Share Scheme extension (500 electric bikes plus 50 dock stations) (£1M) • <p>Electric Buses</p> <p>Charging infrastructure to support the objective of having 100% electric fleet by 2030</p> <ul style="list-style-type: none"> ○ 72 Electric buses by 2025 to have 50% of the fleet electric ○ 208 electric buses by 2030 to have 100% of the fleet electric <p>Electric Vehicle Charging Infrastructure</p> <p>Subject to the requirements of Air Quality and decarbonisation of transport</p> <p>Consultants appointed to produce a infrastructure strategy for the city to be delivered by 2030</p>		<p>£5M</p> <p>£8.2M</p> <p>£167M</p> <p>£2M</p>

Infrastructure to support growth to 2027 to 2031	Funds Committed	Funds Required
<p>Behaviour Change Programmes</p> <p>Capital funded programmes to promote and encourage the takeup of sustainable travel:</p> <ul style="list-style-type: none"> • Travel Packs • Equipment for training • Premises for Training • Purchase of Travel Packs • Household Personal Travel Planning • Employee Travel Planning and employee challenges • School Travel Planning, challenges, and activities <p>Corporate Training Facility and skill development design project (£0.25M)</p>		£5M
		£0.2M
Total (including purchase of electric buses)	£0M	£358.5M
Total (excluding purchase of electric buses)		£191.5M

Table 3: Infrastructure under investigation to support growth for delivery 2032 -2036

Infrastructure to support growth to 2032 - 2036	Funds Committed £M	Funds Required £
<p>Major Development Sites and Regeneration Areas</p> <p>Infrastructure to support Regeneration areas outside the City Centre</p> <p>A study in conjunction with County Highways, National Highways and Charnwood is being undertaken. This will look at the impact of capacity constraints on the A46 and whether additional mitigation is required in the area to the north of Leicester.</p>		TBD

Infrastructure to support growth to 2032 - 2036	Funds Committed £M	Funds Required £
<p>Central Leicester</p> <p>Infrastructure on and within (and including) the Central Ring Road to support growth and regeneration within the City Centre</p> <p>It is anticipated that the Connecting Leicester programme will continue at the same level of funding, with the pipeline and roadmap for schemes updated to reflect the needs of the City Centre.</p>		TBD
<p>Leicester Corridors</p> <p>Orbital and Radial corridors joining the City Centre and Regeneration sites to the neighbourhoods within the City, and settlements outside Leicester.</p> <p>In order to maintain a vibrant centre and healthy and attractive neighbourhoods it will be essential to ensure the links to the centre and our neighbours meet the future needs. Consequently, the transport infrastructure in the corridors in this period will be informed not only by the location of growth of the City, but that of our neighbouring districts. The Strategic Planning Group (SGP) are undertaking studies into growth in Leicester and Leicestershire to 2050 which will inform scheme concepts that will help reduce carbon emissions and support growth. Leicester City Council are continuing to work closely with Leicestershire County Council highways together with neighbouring districts the impact of growth in the north west of Leicester.</p> <p>These concepts will be brought forward in the next 5 years</p> <ul style="list-style-type: none"> • [N] Corridor bus and cycle schemes: subject to further studies • [E] Corridor bus and cycle schemes: subject to further studies • [S] Corridor bus and cycle schemes: subject to further studies • [W] Corridor bus and cycle schemes: subject to further studies • [S/E] New Park and Ride sites for the South and East of the City. Subject to further studies 		TBD
<p>Leicester Neighbourhoods</p> <p>Walking/Cycling and public realm improvements to facilitate and encourage the takeup of sustainable travel and support growth and regeneration primarily outside of the city centre. This will include cycle streets on strategic neighbourhood routes.</p>		TBD

Infrastructure to support growth to 2032 - 2036	Funds Committed £M	Funds Required £
The further pipeline of projects will be developed and prioritised for delivery		
<p>Leicester City Wide</p> <p>The following interventions operate across the city, or cannot be precisely located at this time. They aim to facilitate sustainable travel to, from and within the city.</p> <p>City Wide Cycle Programme</p> <ul style="list-style-type: none"> • Subject to further study <p>Electric Vehicle Infrastructure</p> <ul style="list-style-type: none"> • Subject to the requirements of Air Quality and decarbonisation of transport <p>Behaviour Change Programmes</p> <p>Capital funded programmes to promote and encourage the takeup of sustainable travel:</p> <ul style="list-style-type: none"> • Travel Packs • Equipment for training • Premises for Training • Purchase of Travel Packs • Household Personal Travel Planning • Employee Travel Planning and employee challenges • School Travel Planning, challenges and activities 		TBD
Sub Total	£0M	TBD

Table 4: Summary of funding required

Schemes	Fully Funded	Funding Required	Total
Schemes: for delivery by 2026	£197.25M	£31.95M	£229.2M
Schemes: for delivery 2027 - 2031 <i>Including the purchase of electric buses</i>		£358.5M	£358.5M
Schemes: for delivery 2027 – 2031 <i>excluding purchase of electric buses</i>		£191.5M	£191.5M
Schemes: for delivery 2032 - 2036 <i>schemes under development)</i>		TBD	TBD
TOTAL to 2031 <i>excluding the purchase of electric buses</i>	£197.25M	£223.45M	£420.7M

13 What are the Funding Mechanisms?

- 13.1.1 The development of transport schemes is a long-term process that will often take many years to move from initial concept to final delivery. In the period upto 2026 most schemes required to support growth are already fully funded and in an advance stage of design or are already in the process of being delivered.
- 13.1.2 Funding for those unfunded schemes will come from developer contributions, the city council's capital programme and from external sources. Mitigating the impact of individual developments remains the responsibility of each of the individual developments.
- 13.1.3 Government funds are linked to National, Regional and Local Objectives and Leicester City Council is fully aligned with the requirements to support growth and inclusivity whilst reducing the impact on Climate change and health. These funds are generally allocated on a competitive basis with bidders providing the most compelling Business Cases awarded funding.
- 13.1.4 The City Council has been very successful in securing external resources to help fund priority transport projects. Funding has been secured from various Department for Transport opportunities such as the Better Bus Area Fund, National Productivity Investment Fund, Major Transport Scheme funding and Transforming Cities Funding. The Council has also secured European funding and match funding from the private sector. Between 2011 and 2020 the total external funding secured has exceeded £105 million.
- 13.1.5 Since 2020 we have also secured funding of:
- £22.6M for the Phase 1 improvements at the Rail Station (Levelling Up Fund)
 - £10.5M for the Leicester St Margaret's Regeneration Gateway which includes the bus station (Getting Building Fund)
 - £1.7M for the Grandby Street/St Georges Street Gateway Regeneration (Getting Building Fund)
 - £405K for Key Worker corridors and temporary schemes (Emergency Active Travel Fund Tranche 1)
 - £1.4M for Low Traffic Neighbourhood and making permanent the original schemes (Emergency Active Travel Fund Tranche 2)
 - £96M for the purchase of Zero Emission Bus (ZEBRA)
- 13.1.6 Transport Funding from Central Government to support growth and to tackle climate change, health issues, congestion or emissions is generally allocated through a competitive bidding process.
- 13.1.7 Whilst the ability to secure funding in the past is no guarantee the funding will be available in the future, the City Council has an excellent track record of submitting quality bids and being awarded funds to support our infrastructure requirements.
- 13.1.8 We anticipate that the following funding sources are likely to be available for transport project delivery:
National:

-
- Department for Transport - National Productivity Funds, Major Schemes Funding, Transforming Cities Fund, Clean Bus Technology Fund, Bus retrofit engine grant to deliver Ultra Low Emission Buses and future funding opportunities
 - Rail Investment Strategy
 - DEFRA – Air Quality grants
 - Homes England - Housing Investment Fund

Regional

- Midlands Connect Funds

Local

- City Council Capital Programme (including prudential borrowing)
- Local Growth Funds, Growing Places Fund, business rates
- Section 106 developer funds
- Parking including enforcement fees and fines
- Income from a Workplace Parking Levy (should a scheme be introduced)
- Revenue from schemes such as Bus Lane Enforcement penalties is reinvested into highways improvements including provision for public transport

14 Conclusions

14.1.1 In 2009 the transport chapter of the Growth Infrastructure Assessment undertaken by Roger Tym & Partners and URS collated transport evidence from a number of existing transport studies and data sources in order to produce a list of the infrastructure required to support the local plan. Most the schemes identified in this assessment have now been delivered along with a number of additional schemes. The 2009 assessment also highlighted three areas to be taken forward when developing evidence to support the next Local Plan:

- Issues related to transport planning,
- Issues related to each corridor and
- Issues related to delivery.

14.1.2 In 2020 the assessment was updated to include a review of the progress made since 2009 in delivering infrastructure to support the adopted Local Plan and a review of new evidence, studies and other technical. This addendum takes this evidence based forward to 2022 in support of the Regulation 19 Local Plan submission.

14.1.3 The infrastructure identified in this addendum divides the delivery of key infrastructure into three phases: Infrastructure that is required by 2026, Infrastructure that is required between 2027 and 2031, and infrastructure required between 2032 and 2036.

14.1.4 The evidence shows that up to 2031, even though traffic levels and congestion will increase, transport is not expected to form a barrier to the delivery of the Local Plan. The biggest challenge will be to ensure that the City remains an attractive place to live and work and that the City Centre and key destinations remain accessible to residents of the City, as well as those who will increasingly live outside the City borders. The measures in the infrastructure plan aim to minimise the increase in car traffic and to deliver measures that maximise the potential for travel by all sustainable modes for travel to, from and within the City. Local

transport impacts of development will be identified through the planning process and site specific mitigation proposed.

- 14.1.5 Beyond 2031 there will be less land within the City available for delivering new houses, and the Strategic Growth Plan, to the year 2050, is still in the process of reviewing options for the spatial distribution of growth post 2036. This could result in the housing, to support the City growth (unmet need), being allocated to land controlled by Neighbouring Districts in the east and south of the City. The period beyond 2031 will therefore likely possibly further interventions in the East and South of the City. The City Highways Authority will continue working with the neighbouring highways authorities and planning authorities to ensure that these new areas of growth are accessible and connected to the City.
- 14.1.6 Cross boundary working with neighbouring authorities will continue to be an important part of the development of the transport evidence base.
- 14.1.7 Funding to deliver schemes will continue to largely rely on National, Regional and Local funds which are now largely awarded based upon competitive bids. The City Council has been very successful, to date, in securing funds and would expect to continue to do so in the future. This success can be seen in the level of schemes that have already been delivered, and those that are fully committed and funded that will support growth, improve air quality and decarbonise transport.