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| **FULL BUSINESS CASE (FBC)** | | | | |
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| **A. GENERAL INFORMATION** | | | | |
| **A1. General** | | | | |
| **Project Title** *(as per Oracle)* | **40mph Speed Limit Review** | | | |
| **Oracle Code** | JA0012 | |  |  |
| **Portfolio / Committee** | Transport | | **Directorate** | Place, Prosperity and Sustainability |
| **Approved by Project Sponsor** | Phil Edwards  01/08/24 | | **Approved by Finance Business Partner** | Azhar Rafiq  01/08/24 |
| **A2. Outline Business Case approval *(Date and approving body)*** | | | | |
| The approved PEP (Birmingham 40mph Speed Limit Review) at THB on 4th August 2023 established that it was not necessary to produce an Outline Business Case (OBC) for this project. | | | | |
| **A3. Project Description** | | | | |
| **Summary**  This project is a Birmingham area wide-scheme and covers roads across multiple wards.  It involves introducing 30mph on almost all of Birmingham’s road network that has existing 40 mph speed limits. Further details are given below.  A parallel ‘smarter choices’ campaign will be undertaken by the Travel Demand Management team when the speed limits are being reduced, to make the public aware of the changes and the reasons for them.  The estimated cost is £0.656m funded from surplus income from the Clean Air Zone (CAZ) through the Transport and Environment CAZ Programme approved at Cabinet on 22nd March 2022. This includes £0.050m of development costs from a previous approval.  **Background**  The previous Cabinet Member for Transport agreed to review all existing 40mph speed limits across the city. This is with the intention that almost all 40mph speed limits will be revoked, with these becoming 30mph to deliver a consistent speed limit across Birmingham’s road network. The scheme aims to reduce speeds, improve road safety, and encourage greater use of active travel and public transport modes.  The need for the proposal has been driven by concerns about anti-social and dangerous driver behaviour, and due to the number of casualties amongst vulnerable road users.  West Midlands Police, Transport for the West Midlands, the City Council and the other Metropolitan Authorities are working together to take urgent and decisive action. This has included high-level discussions between the Leader of the City Council, the Assistant Chief Constable at West Midlands Police and involvement of the Police Gold Command team.  **Policy Background**  The Birmingham Transport Plan sets out a clearly defined vision, aim, principles and policies to guide the transformation of Birmingham’s transport infrastructure and services to meet the challenges posed by climate change and the need to accommodate growth sustainably.  The Council has recently consulted upon a new Road Harm Reduction Strategy for Birmingham, and will seek to adopt this policy later in 2024. This refreshed strategy reaffirms Birmingham City Council’s commitment to Vision Zero, which aims to eliminate all traffic fatalities and severe injuries, whilst increasing safe, healthy and equitable mobility for all. To achieve this, the Council intends to adopt the Healthy Streets Approach (www.healthystreets.com) when delivering all future highways and transport schemes. This comprehensive approach seeks to iteratively transform streets to reduce the speed, volume and dominance of vehicular traffic.  **PEP**  A Programme Entry Proposal (PEP) was approved by the Assistant Director Transport and Connectivity on 4th August 2023 which authorised £0.050m of development funding from CAZ surplus income to undertake the initial scheme review, carry out city-wide public engagement, and produce a Full Business Case (FBC).  **Scheme Details**  The roads proposed for a reduction in speed limit from the existing 40mph to 30mph are listed as below. Where roads share a boundary with Sandwell or Walsall we are only proposing to reduce the speed limit on the sections of road within Birmingham, but will work with the neighbouring authority to reduce the speed limit on its section where possible to maintain consistency, with the City Council contributing to their costs through this project. This includes areas where the City Council already undertakes highway maintenance functions under longstanding boundary agreements with the neighbouring authorities. It may not be possible to reduce the speed limit on the Birmingham sections of the boundary roads without cooperation from the neighbouring authority to also reduce their sections.  Based on an initial review, it has been recommended that the A38(M) Aston Expressway, A456 Quinton Expressway and A38 Sutton Coldfield Bypass were not included in the scheme as these roads are designed as urban motorways / trunk roads and intended for large volumes of traffic for arterial routing, and a reduction in speed would be difficult to achieve. The A456 Hagley Road West straddles the Sandwell boundary, and the proposed changes there will be progressed in conjunction with Sandwell Council. The A4041 Queslett Road / Queslett Road East also straddles the Sandwell and Walsall boundaries, and agreement has not been reached with them as yet to change the speed limit on the full length of that road – this road will only be progressed if that agreement can be made.  It is not proposed to have physical speed reduction measures or new enforcement cameras as part of the project, as these would require more time and funding to deliver. A parallel ‘smarter choices’ campaign will be undertaken by the Travel Demand Management team when the changes are being made, to make the public aware of the changes and the reasons for them to promote driver behaviour change.  A list of the roads proposed for a 30 mph speed limit are listed below. For details of the extents to where the speed limits are proposed, these are shown within Appendix B.   * A34 Walsall Road * A4041 Queslett Road / Queslett Road East * A452 Chester Road (two sections) * A5127 Lichfield Road * Webster Way * Ox Leys Road * A38 / B4148 Tyburn Road * B4148 Eachelhurst Road * A38 Kingsbury Road * A4097 Kingsbury Road * B4147 Newport Road * A47 Heartlands / Fort Parkway * A47 Nechells Parkway * A4540 Ring Road * A45 Small Heath Highway * A45 Coventry Road * Monmouth Drive * Weeford Road * A441 Redditch Road * A38 Bristol Road South * B4121 Wolverhampton Road South, West Boulevard, Barnes Hill, Shenley Lane * A456 Hagley Road West * A41 Hockley Flyover | | | | |
| **A4. Scope** | | | | |
| * The scope of this project is to reduce almost all of the existing 40mph speed limits within Birmingham to 30mph, including the required changes to lining and signing, and a parallel ‘smarter choices’ campaign. * Removal of 40 mph speed limit signage (inc any associated speed limit road markings) on roads where there is street light present. * Removal of 40 mph speed limit signage and installation of 30 mph signage on roads that do not have street lighting present. * Removal of 40 mph speed camera signage and replace with new 30 mph speed camera signage (including average speed limit camera signage). * Calibration of existing average speed cameras to conform to the new 30 mph speed limit. * The project does not include any other physical changes to the highway network or changes to speed limit enforcement. | | | | |
| **A5. Scope Exclusions** | | | | |
| Any complementary changes to speed limits over the boundaries with neighbouring authorities would be led by those authorities, although the associated costs for TROs, and civil works such as removal of existing 40 mph signage and associated reinstatements, will be met by the City Council through the budget allocated to this project.  A38(M) Aston Expressway, A456 Quinton Expressway and A38 Sutton Coldfield Bypass are excluded from the project as these roads are designed as urban motorways and intended for large volumes of traffic for arterial routing, and a reduction in speed would be difficult to achieve. | | | | |
| **B. STRATEGIC CASE** | | | | |
| **B1. Project Objectives and Outcomes** | | | | |
| **Existing Situation and Issues**  All the existing roads as listed in section A3 of this report have an existing 40 mph speed limit. All of these roads have existing signing that provides a visual warning to motorists of the existing speed limit. Subject to the speed limit being lowered on roads that have existing street lighting there will be no proposed 30mph signage other than at changes in speed limit, as these roads would be classified as a restricted road by virtue of having street lighting present. Roads that have street lighting present (to the required standards) are deemed to be 30mph speed limit unless otherwise signed. For any of the roads as listed in section A3 that do not have street lighting present these will require all of the existing 30 mph signage to be replaced with new 40 mph signage.  The issue and need for the proposals have been driven by an increase in concerns about anti-social and dangerous driver behaviour, and due to the number of casualties amongst vulnerable road users.  **Scheme-Specific Objectives**  The following scheme specific objectives:   * The project will also deliver a consistent speed limit across Birmingham’s road network. * Support the core principles of the Birmingham Transport Plan mean reducing the speed, volume and dominance of vehicular traffic. * Deliver positive impacts on road safety and our joint aims to create conditions to encourage more journeys by sustainable modes like walking and cycling. * Directly support delivery of both the refreshed Regional Road Safety 2023-2030 and the emerging Road Harm Reduction Strategy.   **City Council Objectives**  The scheme supports the policy objectives outlined in the City Council’s Corporate Plan 2022-2026. This creates a vision to build *‘a Bolder Brighter Birmingham’* with outcomes of *‘increased levels of walking and cycling’* and *‘improved transport infrastructure’,* including priorities to:   * *support inclusive economic growth* * *make the city safer* * *encourage and enable physical activity and healthy living* * *improve air quality* * *continue on the Route to Net Zero.*   The proposals also support the objectives of Birmingham Development Plan (BDP) 2031 including:   * ‘*to provide high quality connections throughout the city and with other places including encouraging the increased use of public transport, walking and cycling’* * *‘to create a more sustainable city that minimises its carbon footprint’’* * *‘to encourage better health and wellbeing.*   The measures will also support the principles of the Birmingham Transport Plan 2031, published in October 2021: One of the four principles of the Birmingham Transport Plan is ‘Prioritising active travel in local neighbourhoods’ whereby walking, cycling and active travel will become the first choice for most people making short journeys in their local neighbourhoods. Cars will no longer dominate street life around homes and schools.  The scheme supports the Additional Climate Change Commitments including the aspiration for the City Council to be net zero carbon by 2030, as agreed by Cabinet on 30th July 2019, following the declaration of a Climate Change Emergency passed by full City Council on 11th June 2019.  **Combined Authority Objectives**  The measures will support the six ‘Big Moves’ in the emerging West Midlands Local Transport Plan (LTP5), which was approved by the WMCA Board in February 2023 and is expected to be published in 2024. The Big Moves are:   * Behaviour Change, including *‘tackle the high level of car dependency in the region (and) become a place where no matter where you live you do not need to own a car’’* * Accessible and Inclusive Places, including *‘creating more accessible places where people do not require a car to live good lives’* * Walk, Wheel, Cycle and Scoot, including *‘support people to walk, wheel, cycle or scoot when and where they want, safely and conveniently … at least half of all trips in our area to be made by active modes by 2030’* * Public Transport and Shared Mobility, including *‘create a high quality and affordable public transport system of integrated networks … linked by accessible and secure interchanges and promoted and branded as a single network’* * Safe, Efficient and Reliable Network, including *‘develop and manage the highway network in a way that improves its reliability and resilience and better supports travel by sustainable modes’* * Green Transport Revolution, including *‘make sure the whole transport system … has a significantly reduced impact on the environment’.* | | | | |
| **B2. Project Deliverables** | | | | |
| The Birmingham 40mph Speed Limit Review scheme’s cover approximately 65.0 KM in total, within the City Council’s highway boundary (although noting that Queslett Road and Hagley Road West have a shared highway boundary with Sandwell MBC). An overall scheme plan is shown in Appendix B and detailed sign quantities are shown in Appendix C. This scheme involves:   * 30 mph speed limit introduced on 65.0 KM approx. of the highway network. * Removal of Traffic signs (non-illuminated) – 466 approx. * Removal of Traffic signs (Illuminated) – 233 approx. * Removal of Road markings – 11 no.roads. * Installation of Traffic signs (Illuminated) – 9 approx. * Installation of Traffic signs (non-illuminated) – 146 approx. | | | | |
| **B3. Project Benefits** | | | | |
| **Measure** | | **Impact** | | |
| 30mph speed limit | | This measure will assist in speed reduction and improve road safety.  This measure will provide consistent speed limits across Birmingham’s road network. | | |
| Traffic signs and road markings | | This measure will ensure that the speed limit is signed in accordance with National regulations. | | |
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| **B4. Benefits Realisation Plan** | | | | |
| The project is managed by BCC Officers as listed in Section F4.  The Programme Board members meet monthly and are responsible for project control. They make decisions within the scope of scheme approvals and make appropriate decision on any minor scope alterations. Any exceptional decisions, including decisions outside of the approved scope, will be escalated to the appropriate level the City Council for consideration.  Decisions regarding the scheme’s success will be informed by monitoring of ‘before and after’ speed and road traffic collision data, as well as public response.  This corrective approach will deliver a consistent speed limit across Birmingham’s road network, providing much-needed clarity to support enhanced speed enforcement, reduce overall vehicular speeds and the risk of harm, whilst encouraging greater use of active travel and public transport modes. | | | | |
| **B5. Stakeholders** | | | | |
| Key stakeholders were identified and provided with details on the scheme proposals. Formal consultation will be undertaken at the Traffic Regulation Order (TRO) stage.  All of Birmingham’s Local Ward Councillors and MPs were consulted on the proposals and positive responses of support for the schemes were received together with highlighting specific locations where speeding issues had been reported from their constituents.  An informal consultation to the proposed speed limits reduction was held from 5th October to 19th November 2023, this was hosted on the Council’s Be Heard website and promoted through BCC social media. At Library of Birmingham, there were hard copies of the consultation information was made available. The consultation provided details on the reasons behind the proposals, relevant technical information and a list of the proposed roads that are being considered for a reduced speed limit. The informal consultation provided members of the public with an opportunity to give feedback on their views to the project and a further opportunity to raise any general or specific location issues.  There was a total of 1,674 people that responded to the Be Heard consultation of which 1,323 provided further comments. In terms of the headline question to ‘What do you think of the proposed changes?’ this was represented on a sliding scale from 0 being ‘I really dislike them’ to 5 being ‘I really like them’. The percentage and numbers to the ‘What do you think of the proposed changes?’ question is captured below:   |  |  |  | | --- | --- | --- | | **Rating** | **Number of people** | **Percentage** | | 5 - I really like them | 531 | 31.72% | | 4 | 96 | 5.73% | | 3 | 56 | 3.35% | | 2 | 52 | 3.11% | | 1 | 103 | 6.15% | | 0 - I really dislike them | 814 | 48.63% | | Don't know/no opinion | 5 | 0.30% | | Not Answered | 17 | 1.02% |   Considering the 0, 1 and 2 ratings over 50% of the people that provided their views to the proposed speed limit changes do not support the project. The two most common comments that were made were: the need for/lack of enforcement and disregard of the existing speed limits.  The results of the consultation were shared with the Cabinet Member for Transport together with a technical review assessment on all the listed roads. Although noting that over 50% of the responses did not support the scheme, a significant percentage of those (approximately 25%) were not necessarily against the scheme proposals but were concerned with there being inadequate levels of enforcement, and as a result, the scheme would not deliver its objectives.  Following the technical review and public consultation, it has been decided to progress with the proposals for all the listed roads and move to formal consultation on the required changes to the Traffic Regulation Orders. See Appendix D for detailed summary of the Be Heard consultation responses.  A key stakeholder analysis is set out at G4 below.   |  |  |  |  | | --- | --- | --- | --- | | **DATE** | **FROM** | **SUMMARY OF ENQUIRY** | **SUMMARY OF RESPONSE** | | 9/11/2023 | Councillor | Cllr from Edgbaston Ward - Enforcement cameras will be required for the scheme to be effective, esp. to tackle speed racers.  - Considering BCC's current financial situation, is this scheme essential or non-essential spend? | The Council has a statutory duty under Section 39 of the Road Traffic Act (1998) to ‘take steps both to reduce and prevent accidents’. This scheme will address current inconsistencies in the application of speed limits across the city, resulting in a standardised approach which will contribute towards greater levels of compliance with the rules of the road. | | 9/11/2023 | Councillor | Cllr from Quinton Ward: - Why was West Boulevard in Quinton not included in the scheme? We have spoken about this road on multiple occasions - numerous accidents have taken place on this road. | In response to the point that you make regarding the inclusion of West Boulevard as a proposed 30 mph speed limit, please note the below.  I can confirm that West Boulevard is one of the proposed roads for a reduced 30 mph speed limit. It was captured in the list with the adjoining road, Wolverhampton Road South under the abbreviation West Bvd. For any public consultation, the inclusion of West Boulevard will be made clearer. | | 9/11/2023 | Councillor | Cllr from Quinton Ward:  - Why has West Boulevard been omitted from the list? This is part of 'The Fast & Furious Racetrack' in Quinton - speeds of up to 100mph are reached.  - Dangerous pedestrian crossing near Woodgate Valley Park. - Enforcement will be required & other traffic calming measures. | In response to the point that you make regarding the inclusion of West Boulevard as a proposed 30 mph speed limit, please note the below.  I can confirm that West Boulevard is one of the proposed roads for a reduced 30 mph speed limit. It was captured in the list with the adjoining road, Wolverhampton Road South under the abbreviation West Bvd. For any public consultation, the inclusion of West Boulevard will be made clearer. | | 9/13/2023 | Councillor | Business Support Officer:  - surprised that West Boulevard in Quinton was not included given we have spoken about this road on multiple occasions.  - Could you please let me know the rationale of not including West Boulevard? | I can confirm that West Boulevard is one of the proposed roads for a reduced 30 mph speed limit. It was captured in the list with the adjoining road, Wolverhampton Road South under the abbreviation West Bvd. For any public consultation, the inclusion of West Boulevard will be made clearer. | | 9/13/2023 | Councillor | Cllr from Sutton Walmley & Minworth:  - My main area of concern around this proposal is the lack of consultation with residents directly.  - Not in support of the use of Birmingham Be Heard.  - We would request that proper and full consultation is carried out in order to obtain meaningful input and feed back by residents. | Regarding the public consultation, in addition to the Be Heard website, which is the BCC standard consultation approach, there will be awareness of the proposals promoted through the various social media outlets that the Council use... to notify residents and motorists.  For any change to the speed limit of a road, there is a statutory process in the form of a Traffic Regulation Order (TRO), this is the legal process to introduce a new speed limit. The TRO stage will be the formal public consultation with the speed limit advertised in the local press and with public notices, place on site. In addition, at the TRO stage it is proposed to have signage on key points of the respective roads to advise motorist of the proposals and where they can view the information.  There will also be a ‘smarter choices’ campaign, undertaken by the Travel Demand Management team when the changes are being made, to make the public aware of the changes and the reasons for them. | | 10/3/2023 | Councillor | Cllr from Bartley Green Ward:  - Can we post on social media about the scheme? | Yes, we will be scheduling social media posts from the @BhamConnected social media accounts once the consultation is live and running. | | 10/10/2023 | Councillor | Cllr from Sutton Roughly Ward:  - There was confusion from residents I surveyed who suggested a profile of each individual road in question with an explanation would have been helpful.  -Were confused why the map showed a rural area of road that is open countryside, has no houses on it and is currently national speed limit is being reduced down to 30 mph and they were unsure why this was required. | Thank you for your email. Hopefully, the location plans that are now provided on the website will assist in residents reviewing the extents of the roads in question. For clarification it is only roads that have an existing 40mph speed limit that are being considered for a reduced speed limit of 30mph. As part of the formal consultation through the Traffic Regulation Order process we will ensure that all information on the road and the extents of road that are proposed to have a reduced speed limit of 30mph are presented clearly to all. | | 10/20/2023 | MP | Erdington MP:  - I support for reducing the proposed speed limit to 30mph on various roads across my Erdington constituency.  - I believe this scheme will improve road safety, public health, and environmental quality for people in Erdington, Kingstanding, and Castle Vale.  -I recently attended a Safer Streets protest organised by local residents who are concerned about dangerous driving on our roads. They have witnessed many incidents of speeding, racing, and reckless driving that has put the lives of pedestrians, cyclists, and other road users, at risk.  -While fully supporting the proposal, I ask that enforcement of these speed limits also be a key factor in ensuring the scheme is effective. | Thank you for your support. We’ll keep you informed of progress. | | 10/27/2023 | MP | Edgbaston MP:  Supports the proposal to reduce 40mph to 30mph  In the last twelve months (23 October 2022 – 23 October 2023) I have worked on over fifty cases on behalf of constituents who have raised concerns for speeding, illegal car racing, and cruising on roads in and around Edgbaston.  Barnes Hill and Shenley Lane are also welcome inclusions within these plans.  However, I am disappointed that the speed limit reduction for Hagley Road West stops at the Hagley Road West/Quinton Lane roundabout. Instead, I would like to see the 30mph limit reduction extend beyond this point and all the way up to the Quinton Island/Quinton Expressway roundabout. I do so because this section of Hagley Road West continues to bypass several residential areas which have slip roads off Hagley Road West.  Finally, enforcement also matters. Therefore, I hope to see alongside this speed limit reduction, a renewed focus on enforcement measures being introduced on our roads such as an expansion of the Council’s average speed camera network. | Thank you for your email and support for the proposals.  In respect to the extents of the proposed 30 mph speed limit on Hagley Road West, when we undertook a recent driving review of all the locations, it was agreed as per your comments to extend the proposed 30 mph on Hagley Road West to the Quinton Island/Quinton Expressway roundabout. At the time of the formal consultation, we will ensure that this is captured and illustrated at the Traffic Regulation Order consultation stage.  It is not proposed to have physical speed reduction measures or new enforcement cameras as part of the project, as these would require more time and funding to deliver. However, the City Council is currently working with West Midlands Police, Transport for the West Midlands and partner Metropolitan Local Authorities to expand speed enforcement capacity across the region. | | 11/19/2023 | TfWM | TfWM supports Birmingham City Council’s proposals for speed limit reduction because of its positive impacts on road safety and our joint aims to create conditions to encourage more journeys by sustainable modes like walking and cycling. However, we do raise some concerns around consistency in speed limits across the region where routes meet other local authority boundaries, the potential impact on bus journey times and on-street parking regulations on these routes. | This response was acknowledged, and the details shared with the Cabinet Member for Environment and Transport. | | 11/28/2023 | National Express | National Express, whilst in principle supporting the proposals have raised concerns about reduction in road speeds on bus routes is likely to result in an increased requirement for drivers and vehicles across the whole day. This will be more impactful during early mornings and in the evening as an increase in the cost of operation here could result in services not being financially sustainable and a subsequent reduction in service being made at the times that services are least frequent.  There will also be an adverse impact on bus users perception of services as they will be travelling at lower speeds even when roads appear quiet. This would result in customers being deterred from using the bus as their journey times have increased.  Whilst most of the roads identified wouldn’t have a significant impact on journey times for buses  the following roads we feel will be detrimental for our express type services and the passengers that use them:  1 A34 Walsall Road  8 A38B4148 Tyburn Road  14 A47 Heartlands/Fort Parkway  15 A47 Nechells Parkway  17 A45 Small Heath Highway  Some of these roads (A34/A45) have received significant investment in infrastructure to speed up bus journey times through the Sprint project which has resulted in increased bus patronage.  The remaining roads are used by our express type services where we know our customers value the speed at which they can travel to Birmingham City Centre.  Reducing bus journey speeds along these routes will potentially reverse the good work that has resulted in local residents choosing public transport over the private car for their journey.  29 million journeys a year are made on routes that use the roads highlighted above. For each minute that journey times are increased for buses on these routes we would expect to see up to 3% less passengers travelling whilst at the same time needing an increased number of vehicles and drivers to provide the same level of service. | This response was acknowledged, and the details shared with the Cabinet Member for Environment and Transport. | | | | | |
| **C. ECONOMIC CASE AND OPTIONS APPRAISAL** | | | | |
| **C1. Summary of options reviewed at Outline Business Case** | | | | |
| Noting that the Programme Entry Proposal (PEP) was approved to undertake the initial review, carry out city-wide public engagement, and produce a Full Business Case (FBC). There is no requirement for an Outline Business Case (OBC). However, as part of the scheme development a ‘RAG rating’ was undertaken on all the roads in terms of assessing their suitability for a reduced speed limit. Following a review by the former Cabinet Member for Transport it was decided to progress all roads for a reduced 30 mph speed limit other than those which had been specifically excluded.  An option would be not to proceed with the scheme, or to proceed in a piecemeal basis by considering speed limit changes as part of other schemes. However, this would not give the immediate change which is sought in order to help mitigate road safety concerns and would not give the same level of consistency in speed limits across the city. | | | | |
| **C2. Evaluation of key risks and issues** | | | | |
| The risk register is included in Appendix E which highlights the scheme’s project risks.   * Receiving TRO objections that the objector(s) will not withdraw will impact on the programme delivery. Possible risk of Public Inquiry being required to proceed with TRO proposals if bus operators or other statutory consultees object. To mitigate against this risk, the roads that have objections could be held back and the delivery of roads that have no objections taken forward. * Lack of support from neighbouring Local Authorities (LA) where roads have a shared boundary or where the road goes from Birmingham City Council’s control into another LA. To mitigate this early engagement has taken place with the respective LA’s and this will continue during the project. It should be noted that for the A4041 Queslett Road / Queslett Road East location which has a shared boundary between BCC, Sandwell Metropolitan Borough Council (SMBC) and Walsall Council has received concerns from both neighbouring councils. Walsall Council have raised concerns in respect to the evidence and justification of a lowered speed limit on the section of road that falls under their control. SMBC support the proposals in principle but have requested for additional traffic measures to be considered such as Variable Message Signage to assist in motorists’ compliance of the reduced speed limit. * Inflationary pressures caused by external market factors could have an impact on construction costs and activity. To mitigate against this risk, inflationary impacts will be absorbed through existing project contingencies where possible and further approvals would be sought if this proves insufficient. * Communication/engagement activities must meet requirements as agreed with the respective LA’s. * Not receiving tender returns due to market conditions could significantly delay project. To mitigate against this risk, pre-tender qualifications or Expression of Interest may be explored to gauge market feedback. | | | | |
| **C3. Other impacts of the preferred option** | | | | |
| * Equality Impact Assessment (EIA) – An EIA (EIA000419) has been undertaken for the proposed scheme and is attached as Appendix F to this report. The EIA shows there would be no adverse impact caused by the scheme on any protected characteristics group. * Air Quality Assessment (AQ) - Following the completion of the AQ Process – Flow chart, it has advised that an initial Air Quality Impact Assessment in line with DMRB guidance and BCC guidance was required. The assessment has been completed, which indicated that there will be no adverse effect on air quality and there could be small improvements. * Road Safety Audit (RSA) - Design Manual for Roads and Bridges (DMRB) section GG 119 is the recognised standard and application for RSA and whilst it does relate to trunk roads and motorways, in lieu of equivalent guidance for non-SRN roads, does represent an industry-accepted approach. As there is no physical change to the highway, it could be viewed that no RSA are required. However, to gain an independent overview of the scheme proposals in terms of road safety it has been determined will take a proportionate approach, identifying several corridors for high-level review based on typology. This work has now been completed and will be taken into account in the final scheme. | | | | |
| **D. COMMERCIAL CASE** | | | | |
| **D1. Partnership, joint venture and accountable body working** | | | | |
| The scheme can be delivered using existing City Council funding and resources from surplus CAZ income, and no partnership working will be required. | | | | |
| **D2. Procurement implications and Contract Strategy** | | | | |
| Scheme development has been undertaken internally, with use of external consultants for specialist activities where required through the Professional Services Framework.  The civil engineering contractor required to undertake the construction of the proposed treatments will be appointed from the Black Country Minor works (BCMW) framework.  This was selected as it is a suitable and pre-existing framework already widely used by Birmingham City Council, when procuring contractors to undertake civil engineering works.  The framework allows for a prompt award of low value contracts, whilst ensuring the authority value for money both in terms of the price provided by the contractor, which comes from pre agreed standard rates and in officer time necessary to facilitate the appointment.  The contractors on the framework are familiar with working in the city and with undertaking works for Birmingham City Council.  This route also allows for a contract to be awarded to preapproved and vetted suppliers on the framework, this should also guarantee the quality of the works delivered will meet BCC standards and ensure assets created can be handed over to the City Council’s Highways team for ongoing maintenance.  Within the Black Country Framework, the civil engineering works for this project will be awarded to contractors from Lot 1 (Highway and related Civils works up to a value of £100,000) with the works being packaged into geographical areas.  Due to the volume of signage removal and that the civils work relate to standard details drawings, it is not proposed to produce a detailed design set of drawings. Appendix C contains all quantities and details required to price the works and is proposed to be used together with on-site bcc supervision to deliver the project. If any designs, drawings or plans are required to deliver the scheme that cannot be produced by the in-house Project Team or CAD resources will be undertaken via a Direct Award to a consultant from the Transportation and Development Professional Services Framework. | | | | |
| **D3. Staffing and TUPE implications** | | | | |
| The scheme will be resourced using City Council staff and existing frameworks for Contractors and Professional Services. There are no identified staffing or TUPE implications. | | | | |

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| **E. FINANCIAL CASE** |
| **E1. Financial implications and funding** |
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| **E2. Evaluation and comment on financial implications** | |
| **Delivery Costs**  The total cost of the scheme is estimated to be £0.656, which will be covered by net surplus revenues arising from the operation of the Clean Air Zone (CAZ). The request to allocate CAZ resources (CAZ ref: CAZ011) for this purpose was included in a report to Cabinet in March 2022. These costs is includes £0.050m for development approved for a Programme Entry Proposal (PEP) by the Assistant Director Transport and Connectivity on 4th August 2023. This report therefore seeks approval to a further £0.606m for delivery. As the funding for this scheme is from CAZ net surplus revenues there will be no call on the City Council’s General Fund for delivery of the scheme. Spend Control approval for the £0.606m was obtained from the S151 Board on 11th April 2024 (Ref 6356).  **Revenue Implications**  The proposed treatments will result in an estimated net saving of approximately £41,450 per annum, based on the decommissioning of existing highway assets and replacement with new where appropriate.  As part of the City Council’s obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPFI) contract, Highways has been formally notified of the proposed changes to the highway inventory arising from this scheme.  Maintainability assessments of the scheme, produced by the Project Manager, have identified the revenue implications for the modifications to the highway proposed by this scheme.  This has been allocated the reference number: **SSD 7251**. | |
| **E3. Approach to optimism bias and provision of contingency** | |
| Contractor(s) will be appointed following approval of this FBC. The total estimated works cost is £0.427m, but a further allowance has been made for contingency and risk deemed sufficient to address any unforeseen works/events. The nature of the projects and works limited the risk of significant variations to the contractor’s delivery of the projects. Any approved funding not required by this project will be fed back into the overall CAZ-funded programme. | |
| **E4. Taxation** | |
| There should be no adverse VAT implications for the City Council in this scheme as the maintenance of highways is a statutory function of the City Council such that any VAT paid to contractors or on the acquisition of land is reclaimable. | |
| **F. PROJECT MANAGEMENT CASE** | |
| **F1. Key Project Milestones** | **Planned Delivery Dates** |
| Cabinet Member Approval | **August 2024** |
| Tender Period | **August/September 2024** |
| Traffic Regulation Order (TRO) Process commences | **September/October 2024** |
| Appoint Contractor | **October 2024** |
| TRO process completed | **November 2024** |
| Works commence | **December 2024** |
| Works complete | **January/February 2025** |
| Date of Post Implementation Review | **March 2025** |
|  | |
| **F2. Achievability** | |
| Support for specialist activities (including traffic surveys and monitoring, Air Quality Assessments and Road Safety Audits) has been obtained from external consultants through the Professional Services Framework contract or obtaining individual quotes.  Achievability may be affected by any opposition to the proposals, see risk assessment section. | |
| **F3. Dependencies on other projects or activities** | |
| For this project to be successfully delivered it is dependent on the following activities, to be delivered which are currently being progressed, or are to be progressed. These include:   * Approval of this FBC. * TROs will be required to introduce the new speed limits restrictions, the resolution of objections will be necessary and if resolutions cannot be achieved in time, then the project becomes dependent on an Executive decision to proceed. The volume of objections received during the TRO advertisement period could impact on the delivery programme. * Tendering and successful award of contracts. | |
| **F4. Officer support** | |
| **Project Manager:** Tim Gibbons – Job Title: Transport Planning – City Centre  Tel: N/A Email: timothy.gibbons@birmingham.gov.uk | |
| **Programme Manager:** Andy Chidgey – Job Title: Transport Planning Manager  Tel: 07517 538774 Email: andy.chidgey@birmingham.gov.uk | |
| **Project Accountant:** Andy Price – Job Title: Finance Manager  Tel: 0121 303 7107 Email: andy.r.price@birmingham.gov.uk | |
| **Project Sponsor:** Philip Edwards – Assistant Director Transport and Connectivity  Tel: 07557 203167 Email: philip.edwards@birmingham.gov.uk | |
| **F5. Project Management** | |
| The project has been managed by BCC officers. The working group will meet with predefined regularity and together will be responsible for the project control.  The Project Manager will manage the project, tracking progress against scope, time and budget. They will give direction to the wider project team with a specific role in delivering the project, meeting regularly to ensure any risks or issues are identified and providing challenge where needed. The Project Manager will also supervise the works on site with the contractor.  The Project Manager will engage with key stakeholders as well as the statutory consultation. This will be used to inform decision making across the project.  Project Sponsor – Philip Edward. Assistant Director Transport and Connectivity  Senior Responsible Officer – Stuart Rawlins, Head of Major Transport Projects  Programme Manager – Andy Chidgey Transport Planning Manager (Scheme Development)  Project Manager – Tim Gibbons, Transport Planning – City Centre (Scheme Development)  Project Accountant – Azhar Rafiq, Interim Business Partner | |

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| **G. SUPPORTING INFORMATION** | | | |
| **G1. Project Plan** | | | |
| See key dates in Section F1 | | | |
| **G2. Summary of Risks and Issues Register** | | |
| See risks in Section C2 and Appendix E | | | |
| **G3. External funding and other financial details** | | | |
| See Section E2. | | | |
| **G4. Stakeholder Analysis** | | |
| **Stakeholder** | **Role and Significance** | **How stakeholder relationships will be managed** |
| Local authority members | Due to the scheme covering multiple roads across numerous constituency all Ward Councillors will be kept updated on the project. | Ongoing email communication regarding scheme timelines.  Notification of the TRO advertisements. |
| Local member of parliament | Due to the scheme covering multiple roads across numerous constituency all Birmingham MPs will be kept updated on the project. | Ongoing email communication regarding scheme timelines.  Notification of the TRO advertisements. |
| Adjoining Local Authorities | BCC will work closely to ensure that the scheme consultation, TRO advertisement and implementation is done in a joined-up approach. | Meetings/emails |
| Bus operators (National Express) | National Express operate the bus services on several of the roads. | Ongoing email communication regarding scheme timelines.  Notification of the TRO advertisements. |
| Road users not local to the area | Highway users of Birmingham | Updates on the Council’s Be Heard website.  Through Smarter choices campaign/TDM Team.  Notification of the TRO advertisements. |
| Emergency services | Highway users of Birmingham | Ongoing email communication regarding scheme timelines.  Notification of the TRO advertisements. |
| General Public | Highway users of Birmingham | Updates on the Council’s Be Heard website.  Through Smarter choices campaign/TDM Team.  Notification of the TRO advertisements. |
| **G5. Benefits Register**  ***For major projects and programmes over £20m, this sets out in more detail the planned benefits. Benefits should be monetised where it is proportionate and possible to do so, to support the calculation of a BCR and NPSV (please adapt this template as appropriate)*** | | |
| Not required for projects below £20.0m. | | |

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| **Other Attachments**  *provide as appropriate* |  |
| * Appendix B – Overall map - 40 mph Speed limit review * Appendix C – Signage Bill of Quantities * Appendix D – 40mph Consultation Response Analysis * Appendix E – Risk Assessment - 40 mph * Appendix F – Equality Impact Assessment (EIA) |  |

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