

ANNUAL PROGRAMME UPDATE REPORT

1. General Information

Directorate	Inclusive Growth	Portfolio/Committee	Transport and Environment; Finance and Resources
Project Title	Transport & Highways Capital Programme – Annual Programme Update - 2020/21 – 2025/26	Project Code	Not applicable
Project Description	<p><u>Background</u></p> <p>The Transport and Highways Capital Programme (THCP) performs an essential role in supporting a range of projects and programmes that contribute towards achieving the City Council's key policies and priorities, as set out in the West Midlands Strategic Transport Plan, Birmingham Development Plan (BDP), Birmingham Connected transport strategy, Emergency Birmingham Transport Plan, emerging draft Birmingham Transport Plan, and Local Walking & Cycling Strategy & Infrastructure Plan. The THCP is also vital to the requirement to develop measures to comply with the provisions of the Ambient Air Quality and Cleaner Air for Europe Directive 2008, which sets limiting values for a range of pollutants to protect public health: tackling the Climate Emergency, and in delivering the 2022 Commonwealth Games (CWG) as per the Host City contract.</p> <p>In the context of inclusive economic growth, the THCP supports the City Council's key priorities as defined in the Birmingham City Council Plan and Budget 2021 to 2025, namely:</p> <ul style="list-style-type: none"> • Birmingham is an entrepreneurial city to learn, work and invest in • Birmingham is an aspirational city to grow up in • Birmingham is a fulfilling city to age well in • Birmingham is a great city to live in • Birmingham residents gain the maximum benefit from hosting the Commonwealth Games • Birmingham is a city that takes a leading role in tackling climate change <p>The programme is focused on reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality, supporting delivery of the City Council's 2030 carbon neutral target, encouraging active and sustainable modes of travel and delivering a successful transport strategy for the CWG.</p> <p>The THCP was previously updated and approved by Cabinet on 11th February 2020 for a rolling six year period up to 2025/26 at a total estimated capital cost of £256.211m. This Annual Programme Update Report (APU) reflects new resources, programmes, priorities, opportunities, revised project costings and expenditure profiles and policy changes that have occurred since this approval. The revised programme totals £237.601m over the next six year rolling programme, including an unfunded element of £16.850m in relation to the Dudley Road scheme. Such changes include:</p> <ul style="list-style-type: none"> • Increase in development and delivery of active travel schemes to aid the city's recovery from COVID-19 pandemic; • Further certainty over the delivery of the Birmingham Clean Air Zone (CAZ) IN June 2021, and associated works including CAZ grant and likely levels of CAZ net revenue surplus; • Continuing support for the delivery of the Birmingham 2022 Commonwealth Games Transport Strategy, with new and accelerated infrastructure schemes being a key part of the post games legacy; • Programme alignment opportunities with WMCA, Network Rail and Highways England; • A revised Dudley Road Improvement scheme, which is currently part funded and has an estimated funding gap of £16.850m which will need to be resolved in order for the scheme to be progress to delivery; 		

- Consultation on the draft Birmingham Transport Plan (BTP) and Adoption of the Emergency Birmingham Transport Plan (BTP) – with subsequent review of the THCP programmes, and the Places for People (Local Neighbourhoods) sub programmes, including Safety Schemes and Safer Routes to Schools.

ITB Allocation

A summary of ITB programme allocations is shown in the capital funding section below, with allocations determined on the basis of previously agreed commitments, particularly in relation to the Major Schemes; Brum Breathes and Route to Zero, Infrastructure Development, Active Travel and Places for People. Other allocations reflect rolling sub programmes in respect of Safety Schemes and School Streets.

The TCHP 2021/22 introduces the revision of the sub-programmes, as listed above. These recognise key policy themes and allow similar projects to be grouped in a more coherent manner. The also seek to make a significant contribution towards the key priorities of the Council such as delivering the Commonwealth Games, supporting a green recovery of COVID-19, and help to deliver key council and inclusive growth schemes including Route to Zero, Our Future City Plan and the East Birmingham Strategy.

As part of the above allocation of ITB it is proposed that Cabinet approves the release of development funding of £1.802m, subject to formal confirmation of the 2021/22 allocation. A breakdown by project is provided as Annex D.

Funding Strategy

The process of updating the THCP provides an opportunity to reflect new resources, programmes, priorities, opportunities, revised project costings and expenditure profiles and policy changes.

The City Council continues to be highly successful in securing external grant resources to support and expand the THCP. In the competitive context of external bidding rounds the City Council has committed to a significant level of 'local funding contribution', particularly relating to the LGF and Birmingham Cycle Revolution (BCR) programmes approved by Cabinet in March 2015. Given the short timescales and limited scheme detail available at the time of bid submissions (and Outline Business Case stage), detailed work is undertaken to refine scheme details and costs. This is a lengthy and complex process, which also has to consider possible general cost increase within the construction and engineering industries following Brexit and the impacts of HS2 on the market in respect of resources. In addition, the COVID-19 pandemic may impact upon the delivery of projects and their costs.

The 2021/22 programme continues the use of CAZ revenue surplus for the City Centre Retail Core Public Realm Scheme. Other uses of CAZ revenue will include controlled parking zones to mitigate localised impacts of the CAZ, gap funding for the Hydrogen Bus Pilot, and an enhanced programme of bus priority, and active travel schemes.

The West Midlands Combined Authority (Functions and Amendment) Order 2017 allows the WMCA to undertake works on the Key Route Network with the agreement of the City Council. The WMCA will take the lead role on projects such as SPRINT, along with a number of smaller projects that provide transport benefits for which it is the main funder. These will be developed and introduced to the programme throughout the year. All projects on the public highway undertaken by WMCA will be subject to a Section 8/Section 278 (Highways Act 1980) Agreement and the appropriate approvals being secured through the City Council's GRAF. The City Council's relevant fees will be recovered from WMCA and administered through Voyager.

In the development of the 2019/20 THCP a number of funding pressures were identified, and a strategy formulated to resource these projects over a number of years using a mixture of prudential borrowing and direct allocation of net Bus Lane Enforcement (BLE) surplus. The 2021/22 to 2026/27 THCP continues to support this strategy and work is ongoing to minimise the amount of prudential borrowing which is eventually required through the wider ongoing management of the existing THCP resources and new

resources as they become available. Further information on prudential borrowing and BLE is provided below.

Following the November 2020 Government Spending Review, whilst a one year funding settlement was announced, WMCA and the constituent local authorities are waiting for further details regarding the 2021/22 allocations, and the post 2021/22 funding strategy for transport within Mayoral Authorities. The 2020 Spending Review announced £2.5bn to fund intra-city funding settlements to the 8 Mayoral Combined Authorities to start in 2022/23. In addition, the £4bn Levelling Up Fund was announced, for which bids will need to be submitted in 2021 once the bidding criteria is published.

Capital Funding

The total forecast capital cost of the six-year THCP 2021/22 to 2026/27 is £237.601m. This programme profile is summarised in the table below:

Programme	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	£m	£m	£m	£m	£m	£m	£m
Major Schemes	23.886	37.266	75.950	1.000	1.000	1.000	140.102
Public Transport	9.640	0.300	0.300	0.300	0.250	0.200	10.990
Brum Breathes & Route to Zero	18.590	11.517	5.150	0.200	0.200	0.200	35.857
Infrastructure Development	1.602	1.183	1.162	1.620	1.620	1.620	8.807
Active Travel	15.830	0.810	1.958	1.000	1.000	1.000	21.598
Places for People	5.243	2.366	3.726	2.405	5.182	1.325	20.247
TOTAL	74.791	53.442	88.246	6.525	9.252	5.345	237.601

The six year programme is split by funding source as follows:

Funding Source	£m
ITB Funding	30.870
Grants from Central Government	106.026
Contribution 3 rd Party	6.944
S278	3.911
Local Growth Fund	1.657
Bus Lane Enforcement/Highways Resources/CAZ	18.120
S106	1.377
Prudential Borrowing	7.450
Prior years ITB	2.286
Capital Grants Reserves	35.016
Enterprise Zone	7.094
Transport Unfunded	16.850
Total Forecast Programme	237.601

Integrated Transport Block (ITB) funding

ITB Capital funding of £17.618m is estimated to be allocated to the WMCA for 2021/22. The WMCA is responsible for reallocating ITB funding to Metropolitan District Councils and Transport for West Midlands. A total of £5.145m of new ITB capital funding is estimated to be allocated to Birmingham for integrated transport projects in 2021/22.

Total ITB funding split across key themes within the programme structure is shown in the table below. The estimated values for 2021/22 include both the new 2021/22 allocation and prior years' allocations. The allocations shown from 2022/23 onwards are forecasts.

	Estimated	Forecast					
ITB Programme Allocations	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total
	£m	£m	£m	£m	£m	£m	£m
Major Schemes	1.127	2,119	1,000	1,000	1,000	1,000	7,246
Public Transport	1.000	0	0	0	0	0	1,000
Brum Breathes & Route to Zero	200	200	200	200	200	200	1,000
Infrastructure Development	1.382	1,183	1,162	1,620	1,620	1,620	8,787
Active Travel	0.466	300	1,458	1,000	1,000	1,000	5,224
Places for People	3.256	1,343	1,325	1,325	1,325	1,325	9,899
TOTAL	7.431	5,145	5,145	5,145	5,145	5,145	33,156

Other Funding Sources

ITB funding is significantly supplemented by bidding to Government, WMCA and GBSLEP for other grant funding including Local Growth Fund (LGF), Cycle City Ambition Grant (CCAG), Air Quality Grant (AQG), National Productivity Investment Fund (NPIF), Enterprise Zone (EZ), Transforming Cities Fund (TCF), HS2 Road Safety Fund and Active Travel Fund. In addition, there is also funding from Corporate Resources including Prudential Borrowing (PB). These additional funding sources over the six-year programme are shown in the Funding Source table above alongside ITB.

CAZ revenue surplus continues to be included in the THCP. It will be included where its use has been approved through an FBC or other process. Further schemes will be added to the THCP at the appropriate time if the City Council has a role in their delivery.

Net Bus Lane Enforcement Surplus Direct Allocation - In the development of previous iterations of the THCP a number of funding pressures were identified, and a strategy formulated to resource these projects over a number of years using direct allocation of net Bus Lane Enforcement (BLE) surplus. The 2021/22 to 2026/27 THCP continues to support this strategy.

Corporate Resources including Prudential Borrowing (PB) – The existing programme is part funded through corporate resources including PB, as detailed in the funding source table above. PB costs are funded from in year net BLE surplus as shown in Appendix B. The need to use corporate resources, including PB, will be minimised wherever possible through the wider ongoing management of the existing THCP resources and the identification of alternative funding streams/new resources. Further information on PB is provided in Appendix B.

In light of the unexpected outbreak of COVID-19, the delivery of the original scheme A457 Dudley Road was delayed. Following the approval of the Emergency Transport Plan (ETP), along with guidance from central government, a decision was made to undertake a review of the original scheme against the Council's emerging priorities. Following discussions with the DfT a revised scheme was agreed, however key milestones for the submission of the Major Scheme Business Case cannot now be achieved.

There has been ongoing dialogue with the DfT who remain supportive of a revised scheme and they agreed to transfer of £5.043m of funding ("the LEP funding") to the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) to facilitate development of the revised scheme to a "shelf ready" state including submission of a GBSLEP FBC in March 2021, subject to an initial revised OBC submission. The OBC was submitted to the GBSLEP on 7th October 2020 and approved by the GBSLEP Project Board. The Council is now awaiting the formal funding offer and Funding Agreement. The revised OBC for the scheme was approved by Cabinet in November 2020. The approved OBC included unidentified funding of £16.850m to deliver the main scheme works and the total estimated cost of the scheme including this funding gap is included within the overall estimated cost of this THCP. Funding to cover the shortfall will need to be identified, including submission of any external funding bid/business case and approved via submission of a further FBC as part of the Council's Gateway and Related Financial Approval Framework (GRFAF) before the scheme can proceed. As detailed above, the DfT remain supportive of the scheme. As the scheme will be developed to a "shelf ready" stage, the Council will be in a position to explore new funding opportunities as they arise in the future, including that which may be available through the levelling up fund.

The Birmingham Cycle Revolution (BCR) programme included a grant from central government which is now fully spent. As part of the programme the Council's made a local contribution of which a balance remains outstanding, and for 2021/22 it is proposed that a virement of £1.200m of this balance is used to support the provision of new and improved cycle facilities on Bristol Road in Selly Oak as part of the Bristol Road Downgrading scheme, which is deemed to be in line with the original local contribution conditions. The scheme will include making permanent some of the temporary measures introduced in 2020 under the Emergency Active Travel Fund Tranche 1 in support of COVID-19 recovery. Detail of the BCR programme is given in Annex G. Note that Annex F reflects the virement of funds from BCR to Bristol Road Downgrading scheme.

The complete capital programme is provided in Appendix A – Annex F, detailing projects and associated funding sources on an annual and all years' summary basis.

Revenue

Revenue Maintenance Costs

It is recognised that new capital transport schemes can by their nature attract additional ongoing maintenance costs in respect of improved or new assets and provide opportunities to remove existing assets during works to mitigate cost increases. For all schemes (excluding those deemed to be major schemes), an ongoing corporate policy contingency annual allocation is available to bid for to accommodate basic inventory growth and expenditure incurred as a result of new capital works and this is monitored to ensure the budget allocation is not exceeded. Alternative funding sources are investigated for the maintenance of enhanced assets but where these cannot be identified, the cost of maintaining enhanced assets may have to be funded from the corporate policy contingency allocation. In this event, options to reduce costs are considered including scheme revisions and scheme deferrals. Each scheme will need to identify revenue maintenance implications and funding, as part of the scheme-specific approval process, including where relevant the use of the corporate policy contingency allocation.

Prudential Borrowing Costs

As detailed above, the existing programme is part funded through corporate resources including PB. The revenue cost of PB is funded from in year Net BLE surplus. Further information on PB is provided in Appendix B. Revenue consequences of PB will continue to be managed within Inclusive Growth.

Impact of Transport Schemes on Parking Income

It should be noted that the Birmingham Transport Plan will provide the step change in Council policy that is required to meet our objectives, including the Route to Zero targets. To achieve these aims previous ways of working and revenue streams will be impacted, in particular by moving away from a car dominated transport system, and reallocating transport space away from the private car, traditional revenue income from car parking may reduce impacting Council finances unless they can be replaced from other sources. Changing objectives and associated impacts will need to be considered through the Council's future budget processes.

Structure of THCP

The structure of the THCP comprises the following programmes.

Major Schemes

This programme contains larger projects targeting inclusive economic growth across the city, specifically those to be funded from external grants including LGF and NPIF. It also contains residual major schemes from previous Government funding rounds.

Public Transport Programme

The Public Transport Programme comprises projects that focus on the provision of public transport infrastructure. Measures include support of rail and metro schemes, junction improvements, public transport enhancements, bus lane enforcement, and other traffic management schemes to aid road based public transport.

Active Travel Programme

It is recognised that the use of sustainable modes of transport can significantly contribute towards reducing congestion, improving air quality, improving accessibility and also improving health and physical fitness. The Active Travel programme will take forward key projects as detailed in the City Council's Walking and Cycling Strategy including new pedestrian and cycling routes, new cycle stands, new cycle hubs and bikes, and smaller measures identified by stakeholders.

Brum Breathes and Route to Zero

This new programme contains projects related to delivering the CAZ, and others related directly to reducing air pollution through zero emission technology. In 2019 Birmingham City Council declared a Climate Emergency and set up a route to Zero Task Force. Transport schemes coming out of these workstreams will sit in this programme.

Infrastructure Development

The Infrastructure Development programme focuses upon activities to develop future year programmes to enable an overall rolling THCP, including the development of new schemes and programmes to be funded from Government via, LGF or other resources from 2020/21 onwards. Should projects developed in this and other programmes be abortive, then expenditure will represent a revenue cost to the promoting Directorate.

Local Neighbourhoods Programme

The Local Neighbourhood Programme contains smaller transport projects to be delivered at a local level, with work focussed on four sub-programmes as described below:

Safety Scheme Programme

The Safety Scheme Programme targets the continued reduction of recorded killed, seriously injured and slight road traffic collisions across the city to maintain the positive downward trend achieved by both Birmingham and the West Midlands Metropolitan area.

Following the publication of the draft Birmingham Transport Plan (BTP), adoption of the Emergency Birmingham Transport Plan in response to the COVID-19 pandemic, and emerging studies which provide a proactive rather than reactive methodology for determining the locations and mitigations for safety improvements, it has been identified that traditional individual junction highway engineering solutions do not always provide the most efficient solution to improve safety on the transport network. Therefore, the Birmingham Road Safety Strategy will be reviewed during 2021/22 to update it to meet current policy objectives.

For the 2021/22 programme, whilst priority locations will continue to be identified using the criteria set out in Annex A, the schemes considered will include both area wide as well as location specific solutions. Funding will also be able to be used for enhancements to pedestrian and cycling safety where it can be evidenced that this is the most effective solution to the issue.

Given lower traffic levels, and consequently collisions, over the past 12 months due to COVID-19 related restrictions, and the implementation of a number of Emergency Active Travel Fund schemes at sites originally identified for Safety Schemes, there is a significant amount of funding which will be carried forward into the 2021/22 Safety Schemes budget. To ensure that the funding delivers safety improvements as soon as possible in Birmingham, this programme allocates £450,000 of this prior year ITB funding to the Ward Minor Transport Measures fund. This will allow local members to identify schemes which best improve the safety of residents in their ward, and will also, during a time of significant pressure on ITB funding within the THCP, maintain an allocation £10,000 per single member ward and £20,000 per double member ward during 2021/22. Further information can be found in Annex C of this Appendix.

School Streets Programme

It is proposed to continue the successful School Streets Programme over the next six financial years. Schools proposed for named highway engineering schemes are required to have an up-to-date School Travel Plan in place and then are prioritised in accordance with the safety and sustainability criteria provided as Annex B to this Options Analysis. In summary, schools will be prioritised on safety grounds by reviewing the road traffic collisions, speed data and annual average daily traffic flow. Schools prioritised on sustainability grounds are determined by the following:

- School population;
- Participation in the Modeshift STARS initiative
- Particular requirements for highway measures identified by the school in their travel plan;
- Completion of a school travel survey

Flood Risk Management Programme

The Flood Risk Management Programme is to be included into the THCP from 2021/22 onwards. The programme comprises projects that focus on previously flooded properties and areas affected by the 2016, 2018 and 2020 flood events. The Flood Risk Management team undertake a partnership approach with other teams and directorates in Birmingham City Council, the Environment Agency, Severn Trent Water, Kier, environmental charities / organisation and community-led groups. As Lead Local Flood Authority, Birmingham City Council can apply for grant for capital investment from the Environment Agency to create new or improved flood risk and coastal erosion management infrastructure and tackle groundwater and surface water issues. Funding levels are based on the numbers of households protected, the damages being prevented, the deprivation index and other benefits a project would deliver. Further information on the programme is detailed in Annex H including the indicative list of schemes to be delivered over the next six years.

Ward Minor Transport Measures and Prevention of Damage to Grass Verges Pilot

This programme supports the localism agenda through the provision of a £0.500m budget to address minor transport issues identified at ward level, and a £0.250m budget to address damage to grass verges. Following the changes to ward boundaries and number of ward members since May 2018 a review of how this funding is apportioned took place, with the funding being combined into one allocation per member of £6,500 per ward member. In 2020/21 this funding was increased to provide £10,000 per ward member on a one year basis using ITB prior year reserves.

For 2021/22 this level of funding has been maintained at £10,000 per ward member following a reallocation of unallocated prior year Safety Scheme funding. This portion (£3,500) of the ward allocation should be spent solely on schemes which support road safety measures.

The apportionment strategy for this programme was agreed with the Cabinet Member for Transport and Environment, which is set out in Annex C.

Local Schemes

This programme includes ongoing schemes being delivered at a local level, but which sit outside of the main programmes.

Governance and Delegations

In order to maximise delivery, enhance the City Council's reputation, minimise costs and offset reduced officer resources in relevant departments. In addition, there is a need to respond more expediently to

external funding opportunities that become available, often at short notice, and enable more effective budget and resource management within the confines of an agreed six year investment programme. As such, the following delegations are proposed:

Bidding and Grant Acceptance:

Delegates authority to the Cabinet Member to approve revisions to the programme, should the final confirmed ITB allocation for 2021/22 fall significantly short such that the impact cannot be contained within the overall THCP resources.

Delegates approval of all OBCs, FBCs and related reports including revised financial appraisals for named projects and programmes detailed in Appendix A (Annex F) of this report to the Interim Director, Inclusive Growth in conjunction with the Interim Chief Finance Officer and in consultation with the relevant portfolio holder, up to a maximum value of £2m.

Delegates approval of all OBCs, FBCs and related reports including revised financial appraisals for named projects and programmes detailed in Appendix A (Annex F) to a report of Interim Director, Inclusive Growth and Interim Chief Finance officer to the relevant portfolio holder, up to a maximum value of £10m.

Project Approvals:

Delegates authority to bid for and accept external capital and revenue resources in line with City Council priorities and consistent with the policies and objectives of the West Midlands Strategic Transport Plan, Birmingham Development Plan, Emergency Birmingham Travel Plan and emerging draft Birmingham Transport Plan to the Acting Director, Inclusive Growth, in conjunction with the Interim Chief Finance Officer, and in consultation with the relevant portfolio holder, up to a maximum value of £2.000m.

Delegates authority to bid for and accept external capital and revenue resources in line with City Council priorities and consistent with the policies and objectives of the West Midlands Strategic Transport Plan, Birmingham Development Plan, Emergency Birmingham Travel Plan, and emerging draft Birmingham Transport Plan to a report of Acting Director, Inclusive Growth and Interim Chief Finance officer to the relevant portfolio holder, up to a maximum value of £10.000m.

Programme Management:

Delegates authority to approve virement of funding between named projects within Annex F of the Transport and Highways Capital Programme, to Assistant Director Transport and Connectivity, for values below £0.500m, in line with City Council policies and objectives, and the City Council GRFAF.

Delegates authority to approve virement of funding between named projects within Annex F of the Transport and Highways Capital Programme, to Assistant Director Transport and Connectivity, in conjunction with the Interim Chief Finance Officer, and in consultation with the relevant portfolio holder, for values from £0.500m up to a maximum value of £1.000m, in line with City Council policies and objectives, and the City Council Gateway Approval Framework.

Consultation

Full external consultation will be undertaken as part of individual OBCs and FBCs in accordance with normal practise including Ward Councillors, residents, emergency services, businesses, WMCA/TfWM, special interest groups and the Cycling Forum. Consultation will also be undertaken with Sutton Town Council and New Frankley in Birmingham Parish Council where appropriate.

Consultation has been undertaken with the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) in respect of Local Growth Fund (LGF) resources who support this approach.

Equalities Analysis

An initial screening for an Equality Analysis (EA) has been undertaken for the THCP and has concluded that a full EA is not required at this time, with no adverse impacts on the protected groups and characteristics under the Equality Act 2010. This position will be reviewed for each composite project

	and/or programme at OBC and FBC stage as necessary. The initial EA screening is provided as Appendix C to this report.														
	<p>Risks</p> <p>Key risks are outlined in Appendix A (Annex E). It should be noted that a significant shortage of consultant and contractor resources in the marketplace could impact upon programme delivery and increase project costs. In addition, the COVID-19 pandemic may impact upon the delivery of projects and their costs. Such risks will be managed by senior Transportation and Highways officers in conjunction with the relevant portfolio holders.</p>														
Links to Corporate and Service Outcomes	The Transport and Highways Capital Programme performs an essential role in supporting a range of projects and programmes that contribute towards achieving the City Council's key policies and priorities, as set out in the West Midlands Strategic Transport Plan, Birmingham Development Plan, Birmingham Connected transport strategy, and the emerging draft Birmingham Transport Plan (BTP), Emergency Birmingham Transport Plan, Route to Zero Strategy, and Walking & Cycling Strategy & Investment Plan.														
Project Benefits	<p>In the context of inclusive economic growth, the THCP supports the Council's key priorities as defined in the Birmingham City Council Plan: 2018 to 2022 (updated in 2019) and Financial Plan: 2019 to 2023, namely:</p> <ul style="list-style-type: none"> • Birmingham is an entrepreneurial city to learn, work and invest in • Birmingham is an aspirational city to grow up in • Birmingham is a fulfilling city to age well in • Birmingham is a great city to live in • Birmingham residents gain the maximum benefit from hosting the Commonwealth Games • Birmingham is a city that takes a leading role in tackling climate change <p>The programme is focused on reducing congestion, enabling growth, improving road safety, improving accessibility, improving air quality, encouraging active and sustainable modes of travel and delivering a successful transport strategy for the CWG.</p>														
Project Deliverables	The THCP will deliver significant transport infrastructure over a six year period comprising: junction improvements; measures to reduce congestion; bespoke asset life extending works to structures; cycling and walking schemes; road safety improvements; local accessibility projects; safer routes to schools schemes; and a pipeline of future projects including the City Council's next programme of major transport schemes.														
Procurement Implications	There are no direct procurement implications contained within this report. However, it should be noted that schemes will be delivered by the Council and the procurement strategy will be reported in individual OBC and FBC reports as per normal practise, with value for money and compliance with the Birmingham Business Charter for Social Responsibility clearly set out.														
Taxation Implications	There are no direct taxation implications in this report. Taxation implications are assessed as part of individual funding bids, OBCs and FBCs.														
Accountable Body	There are no direct Accountable Body implications for this report.														
<table border="1"> <thead> <tr> <th>Key Project Milestones</th><th>Planned Delivery Dates</th></tr> </thead> <tbody> <tr> <td>Approval of Programme Definition Document (OA)</td><td>February 2021</td></tr> <tr> <td>Approval of Full Business Cases (FBC)</td><td>Rolling programme</td></tr> <tr> <td>Seek Tenders & Evaluation</td><td>Rolling programme</td></tr> <tr> <td>Start on site</td><td>Rolling programme</td></tr> <tr> <td>Completion on site</td><td>April 2021 to March 2027</td></tr> <tr> <td>Post Implementation Reviews</td><td>April 2022 to March 2028</td></tr> </tbody> </table>		Key Project Milestones	Planned Delivery Dates	Approval of Programme Definition Document (OA)	February 2021	Approval of Full Business Cases (FBC)	Rolling programme	Seek Tenders & Evaluation	Rolling programme	Start on site	Rolling programme	Completion on site	April 2021 to March 2027	Post Implementation Reviews	April 2022 to March 2028
Key Project Milestones	Planned Delivery Dates														
Approval of Programme Definition Document (OA)	February 2021														
Approval of Full Business Cases (FBC)	Rolling programme														
Seek Tenders & Evaluation	Rolling programme														
Start on site	Rolling programme														
Completion on site	April 2021 to March 2027														
Post Implementation Reviews	April 2022 to March 2028														

Dependencies on Other Projects or Activities	<p>There are no direct implications for this report. Specific project implications such as the examples shown below will be addressed as part of individual funding bids, OBCs and FBCs.</p> <ul style="list-style-type: none"> • Approval of GBSLEP business cases; • Approval of business cases by DfT; • Approval of Housing Infrastructure Fund Bid • Securing match funding contributions; • Securing private contributions; • Acquiring necessary third-party land; • Securing funding for revenue implications; • Completing procurement and tendering processes; • Securing access to the public highway; • Phasing works in accordance with other works on the highway; • Securing necessary legal agreements and completing grant agreements; and • Contractors and Statutory Undertakers availability. 		
Achievability	<p>Similar programmes have been completed previously by the City Council using its project officer and project management resources supplemented by experienced contractors with a track record of delivering similar projects will be appointed as part of necessary procurement processes.</p>		
Project Manager	To be confirmed as part of individual OBC and FBC reports.		
Project Accountant	Andy Price		
Project Sponsor	Philip Edwards		
Proposed Project Board Members	N/A		
Finance Business Partner (FBP)	Simon Ansell	Date of FBP Approval	
<i>Other Mandatory Information</i>			
• Has project budget been set up on Voyager?			Ongoing
• Issues and Risks updated <i>(Please attach a copy to the PDD and on Voyager)</i>			Annex E

2. Options Appraisal Records

The following sections are evidence of the different options that have been considered in arriving at the proposed solution. All options should be documented individually.

Option 1	Discontinue Transport and Highways Capital Programme
Information Considered	Birmingham City Council Priorities; West Midlands Strategic Transport Plan; Birmingham Connected Transport Strategy; draft Birmingham Transport Plan; Emergency Birmingham Transport Plan; Birmingham Development Plan; Greater Birmingham and Solihull Strategy for Growth and Strategic Economic Plan; Birmingham Road Safety Strategy; Relevant approved PDDs and FBCs; member and senior officer consultation; Correspondence from elected members, MPs and members of the public; congestion data; road safety data; census data; WMCA/TfWM Reports; West Midlands Devolution Deal, Birmingham 2022 Host City Contract.
Pros and Cons of Option	<p><u>Limitations</u></p> <ul style="list-style-type: none"> • Significant funding from the DfT, WMCA and GBSLEP will not be provided or would be at risk of clawback; • The City Council will not be able to demonstrate the ability to manage and deliver government transport funding, potentially affecting the further devolution of resources; • New funding would be difficult to access; • Transport and Highways works to enable growth may not be delivered and restrict the creation of new employment opportunities; • Transport and Highways works to enable growth may not be delivered within necessary timescales, reducing competitiveness and failing to build confidence in key growth zones; • The City Council's economic growth zones will not be progressed in a timely fashion; • Transport benefits relating to reduced congestion and improved safety may not be achieved; • Would dissolve existing strategy to fund large projects such as Tame Valley Viaduct; • Existing commitments and pressures would still need to be funded; • Net surplus BLE income may not be used in accordance with the Bus Lanes Contraventions Regulations 2005; • Abortive 'sunk' development costs that may represent a revenue pressure; • Existing Government and GBSLEP funding could be at risk of clawback i.e. Cycle City Ambition Grant and LGF development funding; • Failure to deliver the Birmingham Connected Transport Strategy, West Midlands Strategic Transport Plan and draft and Emergency Birmingham Transport Plan's • Broader reputational risks for the Council and members; • Likely to be politically and publicly unacceptable; • Severe staff implications due to loss of capital funding and fee recovery; • Failure to adhere to the Birmingham 2022 CWG host city contract; • The full benefits of HS2 will not be realised; • The City Council will not deliver its obligations regarding air quality including a Clean Air Zone. • The City Council will not meet its zero carbon Birmingham by 2030 target • Increased revenue costs as assets deteriorate <p><u>Benefits</u></p> <ul style="list-style-type: none"> • Additional maintenance implications may not be incurred; • Potential disruption may be avoided by not delivering key improvements; • Some match funding could be used for alternative purposes. • No risk of cost over run impacting the City Council.
People Consulted	Consultation has been undertaken with the Cabinet Member for Finance and Resources, Assistant Director Highways and Infrastructure, Interim Assistant Director Development and Assistant Director Transport and Connectivity,
Recommendation	Do not proceed
Principal Reason for Decision	Failure to deliver the City Council's priorities, transport strategy, and associated linkages to other agendas around economic growth, employment, health and sustainability. Failure to adhere to Birmingham 2022 CWG host city contract and CAZ regulations and realise benefits of HS2.

Option 2	Continue Transport and Highways Capital Programme and Implement Proposed Funding Strategy
Information Considered	Birmingham City Council Priorities; West Midlands Strategic Transport Plan; Birmingham Connected Transport Strategy; draft Birmingham Transport Plan, Emergency Birmingham Transport Plan, Birmingham Development Plan; Greater Birmingham and Solihull Strategy for Growth and Strategic Economic Plan; Birmingham Road Safety Strategy; Relevant approved PDDs and FBCs; member and senior officer consultation; Correspondence from elected members, MPs and members of the public; congestion data; road safety data; census data; WMCA/TfWM Reports; West Midlands Devolution Deal, Birmingham 2022 Host City Contract.
Pros and Cons of Option	<p><u>Limitations</u></p> <ul style="list-style-type: none"> • Additional maintenance implications will be incurred; • Disruption associated with delivering key improvements; • Match funding not available for alternative purposes; • Less focus on smaller transport improvements; • No staffing efficiencies; and • Long term commitments to repay prudential borrowing. <p><u>Benefits</u></p> <ul style="list-style-type: none"> • Significant funding from the DfT, WMCA and GBSLEP will be secured; • The City Council can demonstrate the ability to manage and deliver government transport funding, supporting the further devolution of resources; • New funding could be accessed; • Existing commitments and pressures would be funded; • Transport and Highways works to enable growth would be delivered and create new employment opportunities; • Transport and Highways works to enable growth would be delivered within necessary timescales, increasing competitiveness and building confidence in key growth zones; • The City Council's economic growth zones will be progressed in a timely fashion; • Transport benefits relating to reduced congestion and improved safety will be achieved; • Strategy to fund large projects such as Tame Valley Viaduct maintained; • Existing Government and GBSLEP funding would not be at risk of clawback i.e. Cycle City Ambition Grant and LGF development funding; • Usage of net surplus BLE income in accordance with the Bus Lanes Contraventions Regulations 2005; • Delivery of the Birmingham Connected Transport Strategy, West Midlands Strategic Transport Plan, and draft and Emergency Birmingham Transport Plan's; • No reputational risks for the City Council and members; • Politically and publicly acceptable; • No staff implications due to loss of capital funding and fee recovery; • Ability to meet the requirements of the Birmingham 2022 CWG host city contract; • The full benefits of HS2 be realised; • Will support the City Council in delivering its obligations regarding air quality including a Clean Air Zone. • The strategy can contribute to the City Council meeting its zero carbon Birmingham by 2030 target
People Consulted	Consultation has been undertaken with the Assistant Director Highways and Infrastructure, Interim Assistant Director Development and Assistant Director Transport and Connectivity,
Recommendation	Proceed
Principal Reason for Decision	Delivery of the City Council's priorities, transport strategy, and associated linkages to other agendas around economic growth, employment, health and sustainability. Significant improvements to transport infrastructure. Risk exposure reduced in respect of securing external funding and preventing funding clawback. Ability to meet the requirements of the Birmingham 2022 CWG host city contract, zero carbon Birmingham by 2030 target, CAZ regulations and realise benefits of HS2.

	Score		Weighting	Weighted Score		
Criteria	Option 1	Option 2		Option 1	Option 2	
Total Capital Cost	8	5	10%	0.8	0.5	Less capital expenditure if the programme is not progressed however this may result in additional future capital cost if infrastructure is not improved
External Funds Leveraged	1	10	10%	0.1	1	External funds will not be leveraged or there will be a significant reduction if the programme does not progress
Upfront Revenue Cost	10	10	10%	1	1	There are no material up-front revenue costs implications for either option
Full Year Revenue Consequences	8	10	10%	0.8	1	There are ongoing revenue cost implications of progressing the programme as detailed within the finance section however, there may also be ongoing future revenue cost implications if the programme is not progressed due to the deterioration of existing infrastructure
Quality Evaluation Criteria e.gs						
1)Meeting Service Requirements	2	10	20%	0.4	2	Service requirements will only be significantly met by progressing the programme
2)Contributing to Priorities	2	10	20%	0.4	2	Priorities will only be significantly met by progressing the programme
3)Compliance with Existing Obligations	2	10	20%	0.4	2	Existing obligations will only be met by progressing the programme
Total			100%	3.9	9.5	

4. Option Recommended

Option 2 is recommended as it will allow the delivery of the City Council's priorities, transport strategy, and associated linkages to other agendas around economic growth, employment, health and sustainability. It will also allow significant improvements to infrastructure. Risk exposure reduced in respect of securing external funding and preventing funding clawback. Ability to meet the requirements of the Birmingham 2022 CWG host city contract, zero carbon Birmingham by 2030, and Air Quality/CAZ regulations and realise benefits of HS2.

5. Budget information

Detailed budget information by project, programme and funding source is provided as Annex F to this Options Appraisal (OA).

Notes – Revenue Consequences

Asset Management/Maintenance Implications

As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPI) contract, Highways will be formally notified of the proposed changes to the highway inventory arising through individual project OBCs and FBCs.

Consultation with Highways will be carried out to enable coordination of the proposed works with other programmed activities on the highway network as a part of the development of individual project OBCs and FBCs.

Revenue Maintenance Costs

It is recognised that new capital transport schemes can by their nature attract additional ongoing maintenance costs in respect of improved or new assets and provide opportunities to remove existing assets during works to mitigate cost increases. For all schemes (excluding those deemed to be major schemes), an ongoing corporate policy contingency annual allocation is available to bid for to accommodate basic inventory growth and expenditure incurred as a result of new capital works and this is monitored to ensure the budget allocation is not exceeded. Alternative funding sources are investigated for the maintenance of enhanced assets but where these cannot be identified, the cost of maintaining enhanced assets may have to be funded from the corporate policy contingency allocation. In this event, options to reduce costs are considered including scheme revisions and scheme deferrals. Each scheme will need to identify revenue maintenance implications and funding, as part of the scheme-specific approval process, including where relevant the use of the corporate policy contingency allocation.

Prudential Borrowing Costs

As detailed above the existing programme is part funded through corporate resources including PB. The revenue cost of PB is funded from in year Net BLE surplus. Further information on PB is provided in Appendix B. Revenue consequences of PB will continue to be managed within Inclusive Growth Directorate budgets.

Network Integrity Assessment

Network integrity assessments will be carried out for the highway infrastructure to identify locations where potential maintenance savings could be made.

6. Project Development Requirements/Information	
Products required to produce Full Business Case	<p>Please note the information below relates to the production of individual FBCs for specific projects detailed within this OA:</p> <ul style="list-style-type: none"> • Consultation; • Detailed design including drawings and estimate; • Road Safety Audit 2; • Internal liaison with key council officers; • Highways Change Notification; • Traffic Management Protocol and Plans; • NRSWA Notification; • Approval Reports; • Delegated Form of Authority for Traffic Regulation Orders; • Approval of GBSLEP business cases/loan applications; • Approval of business cases by DfT; • Securing match funding contributions; • Securing private contributions; • Acquiring necessary third-party land; • Securing funding for revenue implications; • Completing procurement and tendering processes; • Securing access to the public highway; • Phasing works in accordance with other works on the highway; • Securing necessary legal agreements and completing grant agreements.
Estimated time to complete project development	Rolling development
Estimated cost to complete project development	Not applicable
Funding of development costs	Development costs funded through ITB are set out in Annex D of this report. Other development costs are funded by external funding as part of funding bids.

Planned FBC Date	Rolling	Planned Date for Technical Completion	Phased between April 2021 and March 2027
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List of Annexes accompanying this OA:

ANNEX A – LOCAL SAFETY SCHEMES PRIORITISATION AND GOVERNANCE

ANNEX B – SAFER ROUTES TO SCHOOLS – SCORING CRITERIA FOR SAFETY AND SUSTAINABILITY STRANDS/GOVERNANCE

ANNEX C – WARD MINOR TRANSPORT MEASURES AND PREVENTION OF DAMAGE TO GRASS VERGES

ANNEX D – BREAKDOWN OF DEVELOPMENT COSTS

ANNEX E – HIGH LEVEL PROGRAMME RISK ASSESSMENT

ANNEX F – FINANCIAL SUMMARY BY PROJECT AND PROGRAMME (SEPARATE ATTACHMENT)

ANNEX G - BIRMINGHAM CYCLE REVOLUTION: FINANCIAL UPDATE

ANNEX H – FLOOD RISK MANAGEMENT PROGRAMME

ANNEX A – SAFETY SCHEMES PRIORITISATION AND GOVERNANCE

The Safety Scheme Programme targets the continued reduction of recorded killed, seriously injured and slight road traffic collisions across the city to maintain the positive downward trend achieved by both Birmingham and the West Midlands Metropolitan area.

Following the publication of the draft Birmingham Transport Plan (BTP), adoption of the Emergency Birmingham Transport Plan in response to the COVID-19 pandemic, and emerging studies which provide a proactive rather than reactive methodology for determining the locations and mitigations for safety improvements, it has been identified that traditional individual junction highway engineering solutions do not always provide the most efficient solution to improve safety on the transport network. Therefore, the Birmingham Road Safety Strategy will be reviewed during 2021/22 to update it to meet current policy objectives.

BCC is looking at a proactive methodology which takes into account the physical characteristics of a location; road layout, visibility, traffic flows etc. in addition to road traffic collisions. This methodology predicts where RTCs are most likely to occur and suggests preventative action to make the locations with the highest risk safer.

For the 2021/22 programme, whilst Road Safety issues will continue to be identified using the criteria set out below, alternative methods are also being trialled and will be tested during 2021/22. The schemes considered will also now include both area wide as well as location specific solutions. Funding will also be able to be used for enhancements to pedestrian and cycling safety where it can be evidenced that this is the most effective solution to the issue.

Identification of Road Safety Issues:

The strategy to identify and mitigate road safety issues from previous programmes is set out below, this will continue to be used to identify priority locations for intervention, and to justify the business case for spend within the Safety Schemes budget:

Road traffic collision (RTC) studies are carried out at the following location types: priority junctions, signal junctions, roundabouts and route lengths. Collision data is collected by the Police and is compiled from the Transport for West Midlands Data Insight Service system for each location.

If a site has experienced at least nine RTCs per km in the last three years (based on the latest complete three years of data), then the site will be considered for further action. If there are a number of RTCs involving vulnerable road users (children, pedestrians, cyclists), then a smaller number of RTCs will be acceptable to warrant further consideration.

This methodology only takes into account collisions where the incident is reported to the Police, and at least one person is injured. Damage-only collisions are not recorded and are not taken into account when assessing and prioritising sites.

For all locations, a treatable incident pattern is required (a site may satisfy the numerical criteria but if all the incidents have different causes, then it may be more difficult to find an engineering solution). Feasibility studies are carried out to determine a solution to the problem, identify cost savings and produce a First Year Rate of Return (FYRR). Schemes are prioritised based on the FYRR.

Individual schemes, which are all estimated to have a value below £200,000, will progress to OBC and FBC stage to be approved by the Chief Officer, without the requirement for an overarching programme OBC.

ANNEX B – SCHOOL STREETS PROGRAMME

A review of the School Streets Programme (formally Safer Routes to Schools Programme) is currently underway. The programme has traditionally sought to improve the safety of the highway and the quality of walking and cycling routes around schools through the implementation of physical measures. Going forward, this programme will offer a suite of capital measures under the banner of School Streets which could fund further phases of Car Free School Streets (CFSSs) and alternative physical minor measures (e.g. parking restrictions) at schools not suitable or eligible for CFSS. In light of the COVID-19 outbreak, this programme is also currently considering programmes to increase safe space for social distancing in the vicinity of the school gates.

In order to be taken for forward consideration of a scheme, schools are initially required to have signed up the online school travel planning system [Modeshift STARS](#) and be working towards the completion of a Travel Plan. A Travel Plan plays an essential role in identifying activities and opportunities which can help to ensure students can travel safely and sustainably to school.

Due to a change in data received, a review of criteria for inclusion is also being carried out; for example, postcode information is no longer recorded so this dataset cannot be analysed. Officers are currently piloting The Agilisys [Active Streets Assessment tool](#) which allows for rapid analysis of road features and characteristics to support new infrastructure and street design. The visual data and schools' layers help to create an appropriate school travel response on a school by school basis.

In summary, schools will be prioritised on safety grounds by reviewing the road traffic collisions, speed data and annual average daily traffic flow. Schools prioritised on sustainability grounds are determined by the following:

- School population;
- Participation in the Modeshift STARS initiative
- Particular requirements for highway measures identified by the school in their travel plan;
- Completion of a school travel survey

ANNEX B – SCHOOL STREETS PROGRAMME SCORING

Score systems

Speed	Score
Greater than 1.1	3
1.0 - 1.1	2
0.9 - 1.0	1
Less than 0.9	0

AADF Score	Score
>5000	3
2500-5000	2
1000-2499	1
<1000	0

Congestion	Score
Greater than 170	3
150-170	2
130-150	1
Less than 130	0

Collisions	Score
High number of collisions	3
Medium number of collisions	2
Low level of collisions	1
No collisions	0

Modeshift Registered	Score
Yes	3
No	0

Travel survey completed	Score
Yes	3
No	0

Travel plan completed	Score
Yes	3
No	0

School Population	Score
Greater Than 1000	3
Greater Than 500	2
Greater Than 250	1
Less than 250	0

ANNEX C – WARD MINOR TRANSPORT MEASURES (Local Ward Programme)

Ward Minor Transport Measures (WMTM)

This programme supports the localism agenda through the provision of an annual budget to develop and deliver schemes addressing minor transport issues identified at ward level. Works within this programme should demonstrate a contribution towards the '*Prioritising active travel in local neighbourhoods*' Big Move within the Draft Birmingham Transport Plan (2020) and adopted Emergency Birmingham Transport Plan (May 2020). This Big Move focuses on supporting people getting around their locality on foot or by bike for most of their journeys. It seeks to see cars no longer dominating street life around homes and schools. Residential neighbourhoods and local centres will be places where people are put first. Ward minor transport measures should seek to reduce congestion and improve safety and accessibility, with greater flexibility provided in terms of value for money to reflect local priorities.

The highest priority will be given to disabled bay markings and dropped crossings to facilitate mobility for the disabled as there is a statutory duty to fulfil these needs. The balance of the resources can be used for a range of improvements including prescribed and non-prescribed carriageway markings and traffic signs, traffic regulation orders, safety measures, minor highway realignments, parking measures, minor walking and cycling schemes and small public transport improvements. This programme also includes the protection of grass verges schemes identified at a ward level, with eligible use comprising:

Regulation: The Council has the powers to implement Traffic Regulation Orders (TRO). A citywide order was introduced in 2014 to tackle verge parking. However, consent is needed to introduce the required signage. Therefore, any potential sites that might be put forward for consideration of a TRO would need to address:

- Vehicle Displacement;
- Sign Clutter; and
- Enforcement.

Accommodation: With an increase in car ownership and parking problems across the city, it is inevitable that vehicles will need to be allowed to park on treated verge areas in certain instances. There are several methods that can be used to achieve this:

- Carriageway strip widening;
- Verge Strip Hardening;
- Whole Verge Replacement; and
- Verge Reinforcement.

Funding Apportionment

Following the changes to ward boundaries and number of ward members since May 2018 a review of how this funding is apportioned took place.

In 2020/21 the allocation was increased from £6,500 per single ward member or £13,000 per double ward member to £10,000 and £20,000 respectively. This increase in WMTM programme's budget was made possible through the reallocation of prior years' ITB reserves.

For 2021/22 this level of funding has been maintained through supplementing the £6,500/£13,000 per ward with funding from prior year's ITB budget in the Safety Schemes programme. Following further assessment of the 2020/21 Safety Scheme Programme (Local Safety Schemes) a number of locations initially identified are have been delayed for further assessment or removed from the programme due to other schemes including Emergency Active Travel Fund schemes being delivered in those locations, and/or the impact of COVID-19 on development of the schemes and the number of incidents at those locations. This has released funding which is to be reallocated to WMTM to ensure it benefits road safety in local areas across the city at the earliest opportunity. This portion of the ward allocation should be spent solely on schemes which support road safety measures.

The apportionment strategy for 2021/22 has been agreed with the Cabinet Member for Transport and Environment and is set out below. This includes a development fee on top of the £10,000 per Councillor.

Funding Allocation for

Ward Minor Transport Measures (WMTM – Local Ward Programme)

Capital Programmes 2021/22:

WMTM Allocation – 2021/22	
Development Fee	£190,000
Member Allocation	£1,010,000 (£10,000/£20,000 per single/double ward Member)
Total Allocation	£1,200,000

Funding Allocation per Ward

Allocation	WMTM - 2021/22 (works)
Per Single Ward Member*	£10,000
Per Double Ward Member**	£20,000

*37 Wards – 1 Member

**32 Wards – 2 Members

Allocation	WMTM – 2021/22 ITB Allocation	WMTM – 2021/22 Prior Years Safety Scheme Programme Allocation	Total Allocation
Per Single Ward Member	£6,500	£3,500	£10,000
Per Double Ward Member	£13,000	£7,000	£20,000

This is the total amount each ward (Member) will receive to implement locally prioritised WMTM schemes in all wards including any other miscellaneous works such as: the provision/removal of Disabled Bays, H- Bar markings, bollards, signs, road markings, guard railing, drop kerbs etc.

The 'Prior Years Safety Scheme Programme' portion of the allocation should be utilised towards road safety focused schemes or elements of schemes only, and this will need to be identified through the Council governance process.

It should also be noted, as highlighted elsewhere in this programme, that the Council has only been allocated a one-year ITB settlement, therefore the continuation of WMTM budgets at this level is not guaranteed past 2021/22. Once the future local transport funding strategy post 2021/22 is agreed, including the allocation of funds identified in the Government Spending Review of December 2020, the future funding strategy for WMTM can be determined..

ANNEX D – BREAKDOWN OF DEVELOPMENT COSTS 2021/22

Scheme	Cost £m	Fund
Active Travel Scheme Development	0.150	ITB
Birmingham Transport Plan Infrastructure	0.272	ITB
CWG 2022	0.440	ITB
HS2 Infrastructure Development	0.100	ITB
Future Major & Public Transport Projects	0.200	ITB
Network & Accessibility Development	0.150	ITB
Route to Zero Transport Programme	0.200	ITB
Planning Led Transport Development	0.050	ITB
Traffic Modelling & Surveys (incl. JDT Costs)	0.240	ITB
Total	1.802	

APPENDIX

ANNEX E - HIGH LEVEL PROGRAMME RISK ASSESSMENT

No	Risk Description	Owner / Manager	Inherent Risk			Measures in place to manage	Residual Risk			Status	Further Action
			Impact	Likelihood	Exposure		Impact	Likelihood	Exposure		
1	Insufficient funding to fully deliver programme	Assistant Director Transport and Connectivity	High	Medium	High	Detailed programme and cost management. New sources of funding obtained	High	Medium	High	Same	
2	Objections from key consultees	Head of Infrastructure Projects	High	Medium	Medium	The scheme package has been discussed with senior members. Some schemes have already been consulted upon.	High	Low	Medium	Better	
3	Skills, capacity and capability insufficient to fully deliver programme	Head of Infrastructure Projects	High	Medium	High	Recruitment, training and use of consultant's framework put in place.	Medium	Medium	Medium	Better	
4	Contractors experience financial difficulties.	Contractor	High	Low	Medium	It is proposed to procure the works through current frameworks, in house resources or partner frameworks. Financial checks will be carried out during tender evaluation processes.	High	Low	Medium	Same	
5	Insufficient revenue resources to fully cover inventory growth	Assistant Director Transport and Connectivity	High	Medium	High	Revenue provision subject to Corporate/Directorate review.	High	Medium	High	Same	
6	Land Ownership.	Head of Infrastructure Projects	Medium	Medium	Medium	Land ownership has been reviewed. Some projects may require third party land or a CPO	Medium	Medium	Medium	Same	
7	Failure to meet grant conditions with funding being withheld.	Head of Infrastructure Projects	High	Low	Medium	Projects will be effectively managed to address issues affecting delivery and consequentially grant funding.	Medium	Low	Low	Better	
8	External funding bids unsuccessful	Assistant Director Transport and Connectivity	High	High	Medium	Close liaison being undertaken with external funders.	High	High	Medium	Same	Reprogramming to revised resources
9	Legal Agreements/Funding agreements with partners	Head of Infrastructure Projects	High	Low	Low	Most agreements in place. Ongoing dialogue with GBSLEP	Medium	Low	Low	Better	

APPENDIX

No	Risk Description	Owner / Manager	Inherent Risk			Measures in place to manage	Residual Risk			Status	Further Action
			Impact	Likelihood	Exposure		Impact	Likelihood	Exposure		
10	Further cost pressures identified	Assistant Director Transport and Connectivity	High	Medium	High	Continual management and review of projects and risks being undertaken.	High	Medium	High	Same	
11	Forecast net surplus bus lane enforcement income does not arise	Assistant Director Transport and Connectivity	High	Medium	High	Ongoing wider management of THCP and identification of new and windfall resources	Medium	Medium	Medium	Better	
12	Expected s106 contributions do not materialise	Assistant Director Transport and Connectivity	Medium	Medium	Medium	Regular engagement with Planning Management Service.	Medium	Medium	Medium	Same	
13	Sunk development costs become abortive and a revenue pressure	Assistant Director Transport and Connectivity	Medium	Medium	Medium	Close engagement with funder partners and provision made within revenue budgets.	Medium	Medium	Medium	Same	
14	New WMCA Mayor revises ITB budget allocations	Assistant Director Transport and Connectivity	High	Low	High	Close working with WMCA established	High	Low	High	Same	
15	ITB allocations reduced beyond 2022/23	Assistant Director Transport and Connectivity	Medium	Medium	Medium	Ongoing liaison with WMCA and overall management of THCP	Medium	Medium	Medium	Same	
16	Funding clawed back by funders	Assistant Director Transport and Connectivity	High	Low	High	Monitoring being undertaken to ensure compliance with grant conditions.	High	Low	High	Same	
17	A local contribution strategy cannot be identified for Tame Valley Viaduct and Dudley Road	Assistant Director Finance & Highways and Infrastructure/Transport and Connectivity	High	Medium	High	Strategy being developed and scope and delivery strategies for the projects being reviewed.	High	Medium	High	Same	

ANNEX F – ATTACHED SEPARATELY

ANNEX G - BIRMINGHAM CYCLE REVOLUTION: FINANCIAL UPDATE

Birmingham Cycle Revolution (BCR) consists of three phases within the Walking and Cycling programme. The direct funding allocation for the three phases was £57.9m, comprising £39.1m of Cycle City Ambition Grant (CCAG) from Department for Transport (CCAG), £6.0m of Local Growth Fund (LGF) from Birmingham and Solihull Local Enterprise Partnership (GBSLEP), and the remainder as match-funding mostly from the City Council's Integrated Transport Block (ITB) capital allocation.

It is proposed that the majority of this funding will be allocated to schemes within the Green Travel Districts (particularly Perry Barr and Selly Oak) and other local measures. The cycling facilities will be delivered as part of other, larger schemes, and so funding will be reallocated from BCR to those other schemes. £0.500m has already been reallocated as match-funding to the Emergency Active Travel Fund Tranche 1 programme (CA-03216) approved at Cabinet in June 2020, and £1.100m to the Perry Barr Highway Improvement scheme approved at Cabinet on 15th October 2019

At the end of 2020/21 all the CCAG and LGF grants will have been spent or committed, but some of the match-funding (ITB) is still to be allocated to schemes, including some unspent 'risk pot' money from the A34 and A38 main corridor schemes. It is estimated that the following money will remain to be spent in 2021/22 and beyond:

BCR Phase 1 (CA-02526)	£0.000m
BCR Phase 2 (CA-02714)	£0.046m
BCR Phase 3 (CA-02752)	£3.138m
TOTAL	£3.184m

Of the available funding of £3.184m, a provisional reallocation of £2.850m is proposed as shown in the table below, which will be subject to approval of FBCs for the new schemes to confirm the reallocation of funding. As part of this report, Cabinet is asked to authorise the virement of the £1.200m from BCR Phase 3 to the Bristol Road downgrading scheme (CA-03076). Note that Annex F reflects the virement of funds from BCR to Bristol Road downgrading scheme but the remainder of the provisional reallocation totalling £1.650m is included as part of the BCR Phase 3 programme in Annex F.

The £0.046m and £0.288m which is currently unallocated and will remain within the BCR Phase 2 & 3 programmes respectively, will cover the completion of other minor works, release of retentions on completed schemes, and as a risk pot to cover any additional costs particularly due to Covid-19. These sums are contained within the current forecasts for BCR Phase 2 & 3 in 2021/22 and 2022/23 contained in Annex F of this report.

The schemes detailed to be delivered through the reallocation of the BCR funding have all been chosen as they align with the objectives of the overall BCR programme and have been selected on the following basis:

Bristol Road Downgrading – This scheme is to reduce road capacity and improve the public realm on Bristol Road through Selly Oak following the completion of the final section of Selly Oak New Road (Aston Webb Boulevard). However, as this scheme was originally developed several years ago it did not include specific facilities for cyclists which would meet current aspirations. A 'pop-up' cycle facility was implemented in 2019 as part of the Emergency Active Travel Fund between Selly Oak Station and Grange Road. The BCR money will be used to improve this cycling facility and to make it permanent. The scheme is located within the Selly Oak Green Travel District (GTD) and so meets the original criteria for spending a proportion of the BCR money within GTD areas. An Outline Business Case is currently being prepared for the overall scheme.

Aldridge Road Cycle Route – This scheme will extend the existing and proposed cycle facilities in the Perry Barr area along Aldridge Road and towards Kingstanding Road, including a link to Alexander Stadium. This potentially forms the first part of a longer route along Kingstanding Road to connect to Sutton Park. The scheme is located within the Perry Barr GTD area and so meets the criteria for prioritising BCR funding. This route

forms part of the A453, B4138, Perry Barr to Sutton corridor which is a regional priority route in the West Midlands Local Cycling and Walking Infrastructure Plan as well as the Birmingham Local Cycling and Walking Infrastructure Plan.

Tangmere Drive Better Streets Community Fund (BSCF) – This scheme was originally to be funded as part of the Transforming Cities Fund, to provide a zebra crossing over Tangmere Drive near to the Castle Vale Retail Park and other local facilities. However, there is also an existing cycle track in this area, which was installed in the late 1990s and so just providing a zebra crossing could be detrimental to cyclists as they would have to dismount. The extra funding from BCR would allow a more innovative solution to be delivered – such as a parallel (tiger) crossing or a fully segregated (Dutch-style) crossing which would benefit both pedestrian and cyclists. Work is ongoing to select the preferred option at this location which will allow a Full Business Case to be developed during 2021.

Cycle Parking – Some funding already existing within the Walking and Cycling programme for further tranches of cycle parking, and further money has been secured recently through the Active Travel Fund Tranche 2 project. It is proposed that £0.050m of BCR money which had been provisionally allocated to cycle parking is added to that wider pot of money to provide a more substantial programme of cycle parking in 2021/22, with a total value of around £0.140m. The locations selected to receive the parking measures will be close to existing and proposed cycle routes delivered as part of BCR and the Active Travel Fund in order to maximise the benefits from those schemes.

BCR proposed funding re-allocations are shown in the table overleaf.

BCR PROPOSED FUNDING REALLOCATIONS		
BCR Phase 1	CA-02526	£m
Current remaining funding		£0.000m
Proposed reallocation		
None		(£0.000m)
Proposed remaining funding		£0.000m
BCR Phase 2	CA-02714	
Current remaining funding		£0.046m
Proposed reallocation		
None		£0.000m
Proposed remaining funding		£0.046m
BCR Phase 3	CA-02752)	
Current remaining funding		£3.138m
Proposed reallocation		
Bristol Road Downgrading	CA-03076	(£1.200m)
Aldridge Road Cycle Route	CA-03209	(£1.500m)
Tangmere Drive BSCF	CA-03206	(£0.100m)
Cycle Parking	CA-02753	(£0.050m)
Proposed remaining funding		£0.288m

ANNEX H – FLOOD RISK MANAGEMENT PROGRAMME

The Flood Risk Management Capital Programme 2021 to 2027 comprises projects that focus on previously flooded properties and areas affected by the 2016, 2018 and 2020 flood events. The Flood Risk Management team undertake a partnership approach with other teams and directorates in Birmingham City Council, the Environment Agency, Severn Trent Water, Kier, environmental charities / organisation and community-led groups. As Lead Local Flood Authority, Birmingham City Council can apply for grant for capital investment from the Environment Agency to create new or improved flood risk and coastal erosion management infrastructure and tackle groundwater and surface water issues. Funding levels are based on the numbers of households protected, the damages being prevented, the deprivation index and other benefits a project would deliver. Any project where the benefits are greater than the costs can qualify for a contribution from Flood and Coastal Erosion Risk Management (FCERM) Grant-in-Aid (GiA) and the Flood Risk management Team can also apply for Local Levy through the Trent Regional Flood and Coastal Committee.

The programme currently has 27 indicative projects in the six year pipeline, with areas chosen on a risk based approach, depending where an affordable and viable alleviation option is available. Currently, the programme is anticipating to better protect approximately 700 residential and commercial properties, and is currently valued at circa £9 million, with exact numbers to be firmed up at business case stage.

Capital Funding – FRM forecast

Programme	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
	£m	£m	£m	£m	£m	£m	£m
Flood Alleviation Schemes	1.572	1.023	2.401	1.080	3.857	0	9.933

The six year programme is split by funding source as follows:

Funding Source	£m
Grant in Aid	7.138
Local Levy	0.325
Other Contributions	2.470
Total Forecast Programme	9.933

It should be noted that 'other funding contributions' consists of the match funding required for Environment Agency (EA) grants. A five-case model outline business case is required to be submitted to the EA to draw down the funding streams. 'Other contributions may consist of funding from developers, local levy or partnership funding.

APPENDIX

Indicative Flood Risk Management Programme

Project name	Outline business case start date	Ready for service	Grant in Aid 2AA	Local Levy 2AA	Contributions Required 2BA	Project Sum	Households that will move to a lower flood risk category.	Yearly OMs
			£	£	£	£		
River Tame Works	N/A	Apr-22			859,000	859,000	N/A	N/A
Holy Souls School Integrated FRMS	Apr-21	Oct-23	100,000		100,000	200,000	10	
Chanston Avenue, Druids Heath: SWMS	Apr-21	Mar-23	18,000			18,000	4	
Birmingham ICM (Integrated) Model Update	Apr-21	Apr-25	250,000	20,000	25,000	295,000	0	
Falcon Lodge Flood Alleviation Scheme	Jun-21	Mar-23	180,000	20,000		200,000	18	32
Moor Green FAS	Jan-22	Dec-23	236,000	14,000	0	250,000	50	
Handsworth Wood FAS	Jan-22	Sep-23	134,000	16,000	0	150,000	30	
Ardencote Road, Billesley - Community Level Protection	Jan-22	Oct-24	80,000			80,000	8	
Druids Heath Catchment FAS	Apr-22	Oct-23	250,000	15,000	144,000	409,000	18	
Newick Grove - Property Flood Resilience	Apr-22	Mar-25	16,000		4,000	20,000	4	

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Arundel Road, Highsters Heath	Apr-22	Jun-24	7,000		13,000	20,000	4	
Weather Oaks Flood Alleviation Scheme	Apr-22	Mar-23	94,000			94,000	6	120
River Tame Corridor Phase 2	Jan-23	Apr-25	680,000	20,000	500,000	1,200,000	50	
Laburnum Road FAS	Jan-23	Oct-24	16,000			16,000	4	
Stonerwood Avenue FAS	Apr-23	Oct-25	17,000		8,000	25,000	5	
Clarence Road FAS	Apr-23	Dec-24	16,000		4,000	20,000	4	
Bayston Road - Property Flood Resilience	Apr-23	Apr-25	7,000		13,000	20,000	4	
Hubert Road, Selly Park - PFR Scheme	Apr-23	Apr-25	10,000		10,000	20,000	4	
Birmingham City Wide PFR	Apr-23	Jun-24	210,000		90,000	300,000	30	101
Birmingham City Wide – Highway Drainage / Sewer Renewal Programme	Jan-24	Oct-25	300,000		100,000	400,000	20	
Digbeth SuDS Retrofit	Feb-24	Oct-25	300,000	100,000		400,000	20	
Brandwood Park Road FAS	Apr-24	Apr-26	190,000	20,000		210,000	15	55
Birmingham Wide – Water Quality Improvement Programme	Feb-25	Aug-26	170,000	0		170,000	5	
Birmingham Wide – Culvert Capital Maintenance Programme	Feb-25	Dec-26	300,000		100,000	400,000	20	
Birmingham Wide - HS2 Complimentary Works	Apr-25	Dec-26	300,000	0		300,000	20	45
Perry Beeches FAS	Apr-26	Mar-28	3,257,000	100,000	500,000	3,857,000	334	334
			7,138,000	325,000	2,470,000	9,933,000	687	687

