

Full Business Case (FBC)			
1. General Information			
Directorate	Economy	Portfolio/Committee	Transport and Roads
Project Title	Bus Lane Enforcement	Project Code	CA-02552-02
Project Description	<p>The Birmingham Connected transport strategy sets out the Council's vision to create a step change in public transport and support the more efficient movement of people to, from and around the city. The city's resident population is set to grow by around 150,000 over the next 15 years and this will be accompanied by an increase of some 50,000 jobs - creating extra demands and pressure on the city's already congested transport network. Within this context the city also needs to address issues of road safety, carbon emissions and air quality.</p> <p>In the longer term a number of key corridors will form part of a rapid transit network. However, in the short term, bus lanes provide priority and reliability for existing bus services, offering an attractive alternative to private car trips for many journeys.</p> <p>The City Council together with its partners Transport for the West Midlands (TfWM) and the bus operators have made major investments in public transport infrastructure over the past few years with the aim of improving the whole journey experience for the bus passenger. This investment has led to improvements to journey times and reliability principally through the introduction of bus lanes across the City. As part of the Bus Alliance programme, the City Council and TfWM will continue to deliver measures which support bus services and provide bus priority to help meet wider policy objectives. The enforcement of bus lanes is a key area for action.</p> <p>However journey time and reliability continue to be the top two measures of satisfaction for users of bus services with the third being value for money. The figures from the 2015 Transport Focus passenger satisfaction survey for the West Midlands shows that the satisfaction with the level of punctuality has improved since 2013 and has stayed at 76% for the last two years. It is however felt that some of this is as a result of the bus operators providing additional resources such as extra vehicles to maintain punctuality. These additional resources only maintain the status quo and do not provide an improvement to the bus service. In contrast satisfaction with 'On-Bus Journey Time' which has gone down by 5% since 2013 and it is believed that this increase in</p>		

journey time is due to congestion of which driving in the bus lanes could be a contributing factor. Bus Lane Enforcement (BLE) in Birmingham has previously relied on powers contained within the Road Traffic Regulation Act 1984; these powers could only be enforced by the Police. This activity is not a policing priority and the Police are unable to commit resources regularly to this activity. Consequently, drivers have become aware that they are unlikely to be prosecuted for bus lane contraventions and a culture of disregard for bus lanes/gates by some motorists is apparent. In order for bus lanes to maintain their effectiveness in providing improved journey times and reliability for existing and potential bus users', enforcement is required.

The bus operators share this view and consider that the current level of infringements of the bus lanes is impacting on the reliability of their services. To support the previous investment in bus priority and to assist the bus operators to improve or retain the current level of reliability of their services it is proposed to roll out camera enforcement of the bus lanes. The introduction of bus lane enforcement cameras makes best use of the bus infrastructure that already exists.

In March 2013 Cabinet approved the adoption of a civil enforcement regime for bus lanes/gates City wide. The aim of the scheme was to ensure the effectiveness of bus lanes in providing improved journey times and ensuring reliability for bus users is maintained and not eroded by contraventions. It is achieved by providing Bus Lane Enforcement (BLE) cameras and associated information, communication and technology infrastructure.

Following the successful introduction of BLE within the City Centre, it is proposed to roll out BLE along the ten bus corridors outside of the city centre. This Full Business Case (FBC) is in respect of implementing the first tranche of BLE to be taken forward along two corridors which are as follows:

- B4128 Bordesley Green,
- A5127/A38 Lichfield Road/Tyburn Road,

In selecting the first corridors consideration was given to the number of bus routes, patronage and simplicity to deliver. The road layouts on the selected corridors are relatively straightforward and the Traffic Orders and lines and signs were compatible; therefore minimal changes were required to enable camera enforcement to be implemented without the need to change the Traffic Regulation Orders within the Amey PFI contract. A small amendment to the carriageway markings and road signs is required B4128 Bordesley Green East: - between Kenwood Road and Foxwell Road to improve

clarity and reduce unintended incursions into the bus lane.

Journey time data has been provided for sections of the two corridors and analysis shows that there is some two minutes difference between the daily average and the AM and PM peaks. It is expected that enforcement of the bus lanes will bring the peak journey times closer to the daily average journey time. In addition it is expected to reduce some of the extremes (for example a journey time of some 18 minutes was recorded, which is 10 minutes higher than the average and 13 minutes greater than the shortest recorded during the off peak). This example is based on some 8000 journeys recorded on the Lichfield Road corridor between Dartmouth Circus and Salford Circus. Similar variance can be found on the journey times on the Bordesley Green East corridor.

The journey time reduction by two minutes is not an insignificant saving when it is remembered that the greatest journey time saving has already been achieved by the initial introduction of the bus lanes. Of more importance is the anticipated reduction in variability of journey times throughout the day, which will increase passenger confidence and support the objective of promoting the bus as an alternative sustainable travel method.

This FBC covers the works outlined below to provide bus lane enforcement by cameras for two corridors. The proposals are:

- Procurement and installation of the 10 Enforcement Cameras and 20 camera mounts onto existing lighting columns; including power supply on the two corridors. These additional mounts will enable the cameras to be moved between sites maximising the usage of each camera.
- Installation of the camera enforcement warning signs. It is necessary to warn motorists that there is camera enforcement of the bus lanes and therefore appropriate prescribed signs will be erected.
- Additional works to the carriageway markings and road signs to improve clarity and reduce unintended incursions on the B4128 Bordesley Green East: - between Kenwood Road and Foxwell Road with amendments to the start of the bus lane to avoid existing pedestrian crossing plus additional zig-zag markings to bring it up to BCC standard.
- A broad spectrum of information activities including packages of information to inform motorists and residents about the commencement of enforcement on the corridors. Appendix F shows possible information activities that could be implemented as part of the

	<p>enforcement regime.</p> <ul style="list-style-type: none"> • Funding to enable further annual post implementation information activities to be carried out as well as traffic surveys to identify any changes in the level of contraventions. <p>Any future corridors will be subject to separate FBC's; ultimately all corridors in the City that include bus lanes will be covered by camera enforcement where appropriate. These will supplement and support any general bus lane enforcement carried out using the Enforcement Car.</p> <p>The BLE system is integrated with and forms part of ongoing civil enforcement activities undertaken by the Traffic Management and Parking Services Division in the Economy Directorate.</p> <p><u>Finance Implications</u></p> <p>It is proposed that the funding for this project is through Prudential Borrowing of the Capital sum repayable over the 5 year life of the project. A business case model was used to predict the number of contraventions and Penalty Charge Notices in the city centre and this was updated to include actual infringements from traffic surveys carried out at each of the proposed camera sites along with revised enforcement and processing costs.</p> <p>The assumptions made regarding the changes in contraventions due to enforcement have been compared to three other authorities that have bus lane enforcement and found to be robust.</p> <p>It is predicted that the fines arising from the Penalty Charge Notices will cover the capital sum and interest payments as well as all revenue costs incurred in the running of the scheme. It will therefore be prudent to ring-fence the sums generated from any fines arising from enforcement of these two corridors to cover the total cost. This strategy is in line with that described in the report to Cabinet; "Updated Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21 Programme Definition" Report of the 16 February 2016.</p> <p><u>Capital Implications & Funding</u></p> <p>To introduce the civil BLE regime along the two initial corridors the following activities will be undertaken.</p> <ul style="list-style-type: none"> • Placing of orders with third parties through Service Birmingham (SB), under the existing joint venture arrangements, to provide the City with a Bus Lane Enforcement Operating System and Infrastructure with a value of £205,200 (including fees) for ten
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	<p>enforcement cameras. Whilst these assets are purchased through SB, ownership rests with the City Council. This includes the following key elements:</p> <ol style="list-style-type: none"> i. Compatible Bus Lane Enforcement Operating System & Infrastructure including: enforcement software; ten fixed bus lane cameras distributed across identified locations on the two corridors. ii. Supporting Information Communication Technology (ICT) provided by Service Birmingham. iii. Integration with existing Imperial Civil Enforcement Solution (ICES) and provision of associated ICES Bus Lane Enforcement Module. <ul style="list-style-type: none"> • Placing of orders with third parties through Service Birmingham (SB), under the existing joint venture arrangements, for the installation of the twenty camera mounting kits and twenty electrical connections with a value of £43,470 also through Service Birmingham. • The installation of the Camera Enforcement signs along with the additional carriageway marking and lining to improve compliance; at a cost of £25,000; which includes the fees, Detail Design, Supervision and construction. This will be procured through the Council's Highways and Infrastructure Framework agreement and orders will be placed under Chief Officer delegation. • In addition to support this project it will be necessary to inform the residents, businesses and motorists of the new enforcement regime. It is suggested that £40,000 would be required to deliver a broad spectrum of information activities. • An additional £42,000 has also been allocated to cover contingencies during detailed design: such as lighting columns requiring additional works or replacing to enable the fitting of the cameras, associated traffic management and fees. <p>The capital cost for the first Tranche of works is £355,670 (including fees and contingencies) which is the subject of this Full Business Case. This is in addition to the £103,665 development funding expended throughout 2014/15/16. The total budget required to implement is £459,335 including development costs and will be jointly funded by ITB/ Prudential Borrowing.</p> <p>A summary of the capital cost required to implement the works can be found in the Capital Costs & Funding section of the Budget Summary table at the back of this report.</p>
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Revenue Implications & Funding of Highway Infrastructure

The revenue implications of this proposed BLE scheme are based on an understanding of likely contraventions and Penalty Charge Notices (PCNs) generated by the proposed enforcement regime. This will be reviewed regularly to ensure that costs associated with supporting ICT infrastructure are minimised, for example, storage requirements. It is expected the funding for the following costs will be contained within the sums generated by the proposed enforcement regime.

The maintenance of the cameras will be covered under the existing joint venture arrangements with Service Birmingham (SB), at a cost £51,500 per annum at total of £257,500 for the life of the project. This will provide ongoing support in relation to system maintenance, technical support and storage for the Bus Lane Enforcement Operating System and Infrastructure for one year. An indicative cost for the future maintenance has been used based on the current level.

In addition two extra camera licences will be required at £358 each per annum making a total cost of £3,500 over the five years.

There will be an additional energy cost of £400 per annum for the ten new cameras installed at a total cost of £2,000 for the 5 years of the scheme.

The additional net revenue expenditure in respect of the additional highways assets are estimated at £308 per annum (SSD 3789/01, SSD 3789/04), the funding for this will be contained within the sums generated by the proposed enforcement regime. The amendments to the lines and signs at the Bordesley Green East/ Kenwood Road junction would be accrued into the PFI contract and therefore a commuted sum of £9,240 is required to cover this cost with the PFI contract.

In addition it is suggested that a total of £125,000 (£25,000 per year) is set aside to fund the replacement of the cameras and associated equipment in future years.

The sum of £5,000 per year for four years, a total of £20,000 by the end of the project, should also be set aside to enable further information to be issued reminding motorist of the enforcement regime as well as traffic surveys to measure any changes in compliance.

In addition a further £12,500 should be set aside to decommission the cameras should it be determined that the cameras are no longer required.

Further details of revenue implications by key theme are

explored below:

Processing & Enforcement Costs

The detailed allocation of enforcement resources will be determined by Traffic Management service within the Economy Directorate to ensure ongoing flexibility to reflect PCN numbers. The enforcement and processing procedures are based around current activities undertaken for the civil enforcement of parking contraventions. If sites become compliant and the level of PCNs reduce; therefore leading to a reduction in sums generated, it is proposed that the level of enforcement would be scaled back to a proportionate level. It is estimated that the total cost of processing and administering the Penalty Charge Notices is a total of £2,344,100 over the five years.

The cost above includes the staffing costs that are expected at the commencement of the new enforcement regime due to the initial increase in PCN's. It is also expected that the level of infringements would reduce as compliance increases on these two corridors. The resources required for processing and administering the PCNs will be adjusted to reflect the changes in the numbers contravention as a result of the enforcement regime.

In order to maximise the use of the camera it is also proposed to install additional power points and mounting points on other columns along the route. This will enable the limited number of cameras to be relocated. There is a revenue implication of relocating the cameras estimated at £2,500 per camera including any temporary traffic management requirements this is expected to cost £182,500 over the 5 year life of the project.

A summary of the revenue cost required to operate and maintain the scheme can be found in the Revenue Consequences section of the Budget Summary table at the back of this report.

Revenue Generated by Penalty Charge Notices

The revenue costs for this scheme will be funded through sums generated by the PCN and therefore the sums generated should be ring-fenced to enable the resource to be used to cover the costs of implementing, running cost and the maintenance cost of this scheme.

Any remaining sums generated that are not required for the above will be used in line with the strategy in the Cabinet Report; "Updated Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21 Programme Definition" of the 16 February 2016.

In line with the 'Provisional Guidance on Bus Lane Enforcement in England outside of London', (February 2008), at the end of each year, the Economy Directorate of the City Council will provide to the Department for Transport an annual report of the costs and revenues, and the allocation of the surplus generated.

Financial Scenarios

The proposed scenario has the sums generated from the PCN paying off the costs of the scheme both revenue and capital over the five year term of the loan. Any surplus is reserved in accordance with Regulation 36 of the Bus Lanes Contraventions Regulations 2005, which enables this to be used to carry out highways improvements. Alternative scenarios are discussed below.

- There is a scenario where the scheme generates enough income through the PCNs to enable the prudential borrowing sum to be paid off in Year 1 of the scheme including all the future on-going revenue costs. This does depend on how quickly or slowly the level of compliance changes.

Any surplus above this it would be retained and spent in accordance with Regulation 36 of the Bus Lanes Contraventions Regulations 2005, which enables this resource to be used to carry out highways improvements and or further investment in expanding Bus Lane Enforcement.

- There is an extreme case where the compliance is poor and the scheme generates significant sums from PCNs. However due to the continued non-compliance the benefits to reliability/ journey time improvement for public transport are unlikely to be realised. In such circumstances a decision would need to be made whether to continue with the scheme as implemented, modify the scheme to improve compliance or drop the scheme completely as it is not delivering the benefits as expected.
- There is also a scenario where the scheme is successful and there is a high level of compliance right from the start or infringements tail off sharply once enforcement commences. This will result in the sums generated by the PCNs not covering the cost of the capital and or the revenue costs. Whilst this will be judged a success a decision will need to be made on how to continue with the scheme. It will also be necessary to identify suitable funding to cover all the above costs and prioritise how best to use any sums

	<p>generated.</p> <p>For example the outstanding capital sum could come from Transportation and Highways Capital programme resources, whilst any deficit in the sums generated could be covered from that of the wider enforcement regime.</p> <p>In summary based upon evidence from the city centre scheme and from other Authorities our financial model is robust and therefore the scheme will cover its costs.</p> <p><u>Programme</u></p> <p>Subject to the approval of this business case project implementation will commence January 2017 on the Tranche 1 schemes with completion by May 2017. Appendix D provides an outline programme.</p> <p><u>Procurement Strategy</u></p> <p>As part of the Service Birmingham partnership and joint venture arrangements, the Council has appointed Service Birmingham to be its exclusive provider of ICT. If the Council has a requirement for a new element of ICT, that has not been previously provided to the Council by Service Birmingham, the Council can seek an alternative provider but in all instances Service Birmingham must be provided the opportunity to cost the work, and Service Birmingham has to procure the service from the 3rd party provider on behalf of the Council (the only exception being where they cannot provide such a service, which should be confirmed in writing by Service Birmingham). In addition, if the new ICT service requires connection to the Council's ICT infrastructure, Service Birmingham is responsible for providing the work to undertake such activities and apply the appropriate costs for doing so.</p> <p>It should be noted that this is not a stand-alone system but requires integration with other, existing ICT applications managed by SB and also part of the exclusivity arrangements in the existing contract.</p> <p>The ICT requirements relating to the BLE reports are in line with ICT services already provided by Service Birmingham, so as such the Council are contractually obliged to procure via Service Birmingham. Accordingly, the BLE system will be procured through Service Birmingham in accordance with the joint venture arrangements with the City Council. Authority to enter into a formal contract will be through the Assistant Director of Transportation and Connectivity under the delegated authority process.</p> <p>The contractor who will supply and install the CCTV cameras</p>
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would be managed by Service Birmingham on behalf of the City in partnership with the Traffic Manager, Enforcement Manager and Parking Processing Manager within Traffic Management Services who will operate the enforcement system.

The Civil works to install the additional signs and lines as well as remedial works will be procured using Lot 1 of the City Council's Highways and Infrastructure Works Framework Contract 2014-18 for works up to £50,000. The Framework also takes full account of the Birmingham Business Charter for Social Responsibility.

Enforcement Strategy

In order to minimise the number of cameras that need to be procured it is proposed to install twenty mounting kits and power supplies at specific sites along the corridors where it is possible that enforcement may be required on an infrequent basis. The existing cameras can be moved around the various sites as necessary. If a site warrants more permanent attention the power supply is already in place and only an additional camera needs to be procured.

It is proposed to move the cameras, if necessary, twice a year. Camera relocation will be undertaken by Service Birmingham.

In addition should further corridors become enforceable it will be possible to just move the cameras to these corridors temporarily without necessarily purchasing new cameras. In the long term more cameras may be necessary and will be included in any future business case.

The use of fixed cameras will supplement and support the enforcement of the bus lanes undertaken by the Mobile Enforcement Car.

Equalities Analysis

The Equality Analysis (ID EA000621) concluded that there is no detriment to any protected group and a Full Equality Analysis is not required. Appendix C

Consultation Summary

Consultation was carried out for the Full Business Case BUS LANE ENFORCEMENT approved by Cabinet on the 4th March 2013. This showed that there was support generally for Bus Lane Enforcement. No further consultation is required.

It will however be important to let people know about the new enforcement regime. It is proposed to:

- inform the relevant Ward Councillors of the location of the enforcement cameras

	<ul style="list-style-type: none"> • distribute a leaflet to inform frontages of the enforcement • have a radio campaign during, up to and including the 'launch' of the enforcement regime • digital media campaign using existing BCC resources • posters on key corridors • bus backs • BCC Website. <p>It is intended to inform residents who live within 50m either side of an intended fixed camera site.</p> <p>It is important that the City Council is seen as transparent as possible regarding the enforcement regime. It is therefore proposed, on the BCC Website, to identify each individual site on each corridor. Although the individual sites will be identified information about when the camera will be in place will not. As further enforced corridors are introduced they will be added to the website.</p> <p>It is also planned to carry out an additional information activity during successive years to remind drivers of the enforcement regime. This can either be stand alone or form part of any future campaigns as bus lane enforcement becomes active on other corridors.</p> <p><u>Monitoring</u></p> <p>The following outputs will be used to monitor the effectiveness of the enforcement regime of the bus lanes:</p> <ul style="list-style-type: none"> • Changes in the level of contravention by numbers of PCN issues and traffic surveys • Changes in bus reliability and journey time. • Bus operator's qualitative experiences of the scheme. • Adjudication comments and the level of appeals. <p>This data will also be used to identify where additional interventions such as additional signs or lines may be required where there are no changes to the level of contraventions. It will also be used to inform the level of resources committed to analysis of infringement data.</p> <p>Collectively this data will provide information to support the rollout of further camera enforcement schemes and the development of future information activities.</p> <p>The current scheme has been based of a scheme life of five years; the data collected will be required to make the decision</p>
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	whether to continue with this scheme or abandon the scheme and decommission the cameras.		
Links to Corporate and Service Outcomes	<p><u>City Council Objectives</u></p> <p>The proposals will support the City Council's targets outlined in the Council Business Plan and Budget 2016+, in particular:</p> <ul style="list-style-type: none"> • Prosperity: To help make Birmingham the Enterprise Capital of Britain and create a Green City and a Smart City that provides growth and jobs for all. • Fairness: To protect the most vulnerable in our city, open up opportunities to the most excluded and narrow the gap in life chances between our citizens. • The measures will support the aspirations of the emerging Birmingham Development Plan (BDP) and Birmingham Connected. • The proposals will also support priorities from the Birmingham Climate Change Action Plan 2010+ particularly 'reducing the environmental impact of the city's mobility needs through Low Carbon Transport'. <p><u>Relevant Portfolio Objectives are as follows:</u></p> <ul style="list-style-type: none"> • Developing Birmingham as a more sustainable City; • The overall programme will also support the key aims of making Birmingham a 'Green' City; • The proposals will also support priorities from the Birmingham Climate Change Action Plan 2010+ particularly 'reducing the environmental impact of the city's mobility needs through Low Carbon Transport'; • Improving the City's transport by improving the City's transport infrastructure and networks and tackling congestion; • Working with partners to improve road and transport safety, encourage the use of sustainable modes and increase the range of low carbon transport options available to those who live, work and visit the City; and; • Work with partners in both public and private sectors to ensure that Birmingham has a high quality transport system that meets the aspirations and needs of all its residents, improving the environment and enhancing quality of life in a safe and sustainable way. 		
Project Definition Document Approved by	Bus Lane Enforcement Full Business case Cabinet Report	Date of Approval	4 th March 2013

Benefits Quantification- Impact on Outcomes	Measure	Impact
	Information Activity	<ul style="list-style-type: none"> Increased awareness of bus lanes and their role in providing a sustainable transport system
	Bus Lane Enforcement Cameras	<ul style="list-style-type: none"> Increased compliance and reduction of contraventions in bus lanes. Improved journey times and reliability of bus lanes and other permitted users, i.e. Hackney Carriages; Increased attractiveness of the bus as a sustainable mode of transport; Reduced operating costs for permitted vehicles; Enhances and makes best use of existing bus infrastructure Wider benefits to transport network; i.e. encouraging modal shift and reduced vehicle mileage/reduction in pollution; and Assessed through post implementation review determining change in contraventions and benefits to permitted vehicles;
	Camera Mountings on Lighting columns	<ul style="list-style-type: none"> Reduced street clutter by utilising existing street furniture
	Mobile Enforcement Vehicle	<ul style="list-style-type: none"> Utilises an existing resource which can be used at additional sites not covered by fixed cameras.
	Improved lines and signs	<ul style="list-style-type: none"> Increased compliance and reduction of contraventions

		in bus lanes.
Project Deliverables	<p>The project will deliver:</p> <ul style="list-style-type: none"> • Bus Lanes that meet the current signs and line standards or above; • Bus Lanes that are more robust to resist successful challenges; • Installation of permanent and temporary camera sites on lighting columns. • Information activities to highlight the roll out of the camera enforcement programme. • Regular yearly information activities to remind motorists about the enforcement regime. • Monitoring regime to measure changes in journey times, reliability and compliance. 	
Scope	<p>This report does include:</p> <ul style="list-style-type: none"> • Installation of Cameras and associated infrastructure including power supply and signage. • Additional signs or lines that are required to improve comprehension of the measures that may be necessary to reduce the challenges and adverse decisions through the adjudication process. • Information Activities to highlight the roll out of the scheme 	
Scope exclusions	<ul style="list-style-type: none"> • This report does not include any additional bus lanes, significant extensions or reductions in length or variation in operating times • It does not include the infrastructure required to use the Enforcement Car, which may require the construction of hardstanding and amendments to Traffic Regulation Orders. Should these be required they will be covered by a separate and future Full Business Case. • The fixed cameras for the remaining Bus Lanes will be covered by a separate and future Full Business Case. 	
Dependencies on other projects or activities	<ul style="list-style-type: none"> • Possible future element of Birmingham Cycle Revolution 	
Achievability	<ul style="list-style-type: none"> • By restricting the amount of changes to the existing bus lanes as well as the supporting infrastructure no consultation will be required. This will reduce any 	

	<p>potential objections to the delivery of this project.</p> <ul style="list-style-type: none"> • A similar project has been successfully implemented in the City Centre
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Head of City Finance (HoCF)	Simon Ansell HO CF – Economy	Date of HoCF Approval:	

2. Budget Summary (Detailed workings should also be supplied)

	Voyager Code	Financial 15/16	Financial 16/17	Financial 17/18	Totals
Capital Costs & Funding		£	£	£	£
<u>Expenditure:</u>					
Development costs already approved		103.7			103.7
Development costs to be approved	CA-2552-01		2.0		2.0
<u>sub Total</u>		<u>103.7</u>	<u>2.0</u>		<u>105.7</u>
<u>Implementation: Cameras</u>					
Implementation cost (including fees and information activities)			15.0	65.0	80.0
CCTV cost (10 camera inc. contingencies)				205.2	205.2
mounts & supply (20 cameras sites)				43.5	43.5
<u>sub Total</u>			<u>15.0</u>	<u>313.7</u>	<u>328.7</u>
<u>Traffic Management Schemes</u>	CA-2552-03				
Implementation costs				6.0	6.0
Construction Costs				19.0	19.0
<u>sub Total</u>				<u>25.0</u>	<u>25.0</u>
Totals		103.7	17.0	338.7	459.4

	Voyager Code	Financial 15/16	Financial 16/17	Financial 17/18	Totals
Funding					
Development costs funded by: ITB	CA-02552-01	103.7			103.7
<u>Implementation:</u>					
Prudential Borrowing	CA-02552-03		17.0	355.7	355.7
Totals		103.7	17.0	338.7	459.4

2. Budget Summary Continued									
	Voyager Code	Financial 16/17 £000	Financial 17/18 £000	Financial 18/19 £000	Financial 19/20 £000	Financial 20/21 £000	Financial 21/22 £000	Financial 22/23 £000	Totals £000
Revenue Consequences									
<u>Operational Costs</u>									
Penalty Charge Processing			1089.4	340.1	353.9	316.6	244.1		2,344.1
Maintenance of 10 Cameras/yr)			51.5	51.5	51.5	51.5	51.5		257.5
Camera Licence x 2 @ £358			0.7	0.7	0.7	0.7	0.7		3.5
Energy Cost (10 Cameras/yr)			0.4	0.4	0.4	0.4	0.4		2.0
<u>Sub Total</u>			1,142.0	392.7	406.5	369.2	296.7		2607.1
<u>Other Revenue Costs</u>									
Revenue Support for Camera Replacement			25.0	25.0	25.0	25.0	25.0		125.0
Additional Highways Asset Maintenance Costs			0.3	0.3	0.3	0.3	0.3	7.7	9.2
Prudential Borrowing over 5 years			76.6	76.6	76.6	76.6	76.6		383.0
Camera Decommission Costs								12.5	12.5
Additional Information Activity & Monitoring				5.0	5.0	5.0	5.0		20.0
Relocation of Cameras			25.0	42.5	45.0	35.0	35.0		182.5
<u>Sub Total</u>			126.9	149.4	151.9	141.9	141.9	20.2	732.2
Totals			1268.9	542.1	558.4	511.1	438.6	20.2	3,339.3

	Voyager Code	Financial 16/17 £000	Financial 17/18 £000	Financial 18/19 £000	Financial 19/20 £000	Financial 20/21 £000	Financial 21/22 £000	Financial 23/24 £000	Totals £000
Revenue Consequences									
Funded By:									
Sums generated from Penalty Charge Notices			1268.9	542.1	558.4	511.1	438.6	20.2	3,339.3
Totals			1268.9	542.1	558.4	511.1	438.6	20.2	3,339.3

2. Budget Summary Continued

Bus Lane Enforcement (BLE) Tranche 1A - Operational Sums & Expenditure and use of surplus

	Estimated Value						
	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	other years
	£000's	£000's	£000's	£000's	£000's	£000's	£000's
Bus Lane Enforcement Operational Sums							
Sums	2,980.4	930.6	968.2	866.2	667.7	0.0	6,413.1
Total Operational Sums	2,980.4	930.6	968.2	866.2	667.7	0.0	6,413.1

Bus Lane Enforcement Operational Expenditure							
Operational Costs (1)(2)	1,089.4	340.1	353.9	316.6	244.1	0.0	2,344.1
Maintenance and Servicing: of Cameras	51.5	51.5	51.5	51.5	51.5		257.5
Camera Licence plus 2 @ £358	0.7	0.7	0.7	0.7	0.7	0.0	3.5
Energy cost associated with cameras	0.4	0.4	0.4	0.4	0.4		2.0
Total Operational Expenditure	1,142.0	392.7	406.5	369.2	296.7	0.0	2,607.1

Net Operational Surplus	1,838.4	537.9	561.7	497.0	371.0	0.00	3,806.0
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Use Of Net Operational Surplus							
Contribution to camera renewal fund	25.0	25.0	25.0	25.0	25.0	0.0	125.0
Additional Highways Asset Cost	0.3	0.3	0.3	0.3	0.3	7.7	9.2
BLE Tranche 1 Prudential Borrowing Costs	76.6	76.6	76.6	76.6	76.6	0.0	383.0
Camera Decommission cost	0.0	0.0	0.0	0.0	0.0	12.5	12.5
Future Information + Traffic Survey Activities	0.0	5.0	5.0	5.0	5.0	0.0	20.0
Relocation of Cameras	25.0	42.5	45.0	35.0	35.0	0.0	182.5

Total Use of Net Operating Surplus	126.9	149.4	151.9	141.9	141.9	20.2	732.2
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Surplus/(Deficit) at Year-End	1,711.5	388.5	409.8	355.1	229.1	-20.2	3,073.8
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NOTES

(1) Staffing levels to be reviewed post-implementation based on actual changes in workload.

(2) Operational Cost includes assessment & processing of PCN;

Planned Start date for delivery of the project	February 2017	Planned Date of Technical completion	August 2017	
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Funding

The Programme Manager confirms that the implementation of the project will be funded through prudential borrowing.

Notes – Revenue Consequences

Asset Management / Maintenance Implications

As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPFI) contract, Highways have been formally notified of the proposed changes to the highway inventory arising from this scheme. The project has been allocated SSD No.3789/01, 3789/04.

Maintenance Costs

This project will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £308 per annum which will be contained within the sums generated by the proposed enforcement regime.

The maintenance and servicing of the installed enforcement cameras is included project within the Service Birmingham service charge of £51,500. There is an energy cost of £400 per annum will be contained within the sums generated by the proposed enforcement regime.

3. Checklist of Documents Supporting the FBC		
Item	Mandatory attachment	Number attached
Financial Case and Plan		
<ul style="list-style-type: none"> Detailed workings in support of the above Budget Summary (as necessary) 	Mandatory	
<ul style="list-style-type: none"> Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document 	Mandatory	
<ul style="list-style-type: none"> Whole Lifecycle Costing analysis (as necessary) 	Mandatory	
<ul style="list-style-type: none"> Milestone Dates/ Project Critical Path (set up in Voyager or attached in a spreadsheet) 	Mandatory	
<ul style="list-style-type: none"> Partnership Funding Proposal 		
<ul style="list-style-type: none"> Specific Funding (Grant) outline 		
Project Development products		
<ul style="list-style-type: none"> Populated Issues and Risks register Appendix C 	Mandatory	1
<ul style="list-style-type: none"> Stakeholder Analysis 	Mandatory	
<ul style="list-style-type: none"> Technical Feasibility Assessments 		
<ul style="list-style-type: none"> Partnership Agreement 		
<ul style="list-style-type: none"> Non-Financial Benefits 		
Other Attachments (list as appropriate)		
<ul style="list-style-type: none"> Appendix B – Equality Assessment 		1
<ul style="list-style-type: none"> Appendix D – Indicative Programme 		1
<ul style="list-style-type: none"> Appendix E – Plans 		4
<ul style="list-style-type: none"> Appendix F – Information Activity 		1
<ul style="list-style-type: none"> Appendix G – Letter of support from Transport for the West Midlands (TfWM) 		1
<ul style="list-style-type: none"> Appendix H - Advice on the use of Bus Lanes 		1