

FULL BUSINESS CASE (FBC)

A. GENERAL INFORMATION

A1. General

Project Title <i>(as per Voyager)</i>	A34 Perry Barr Highway Improvement Scheme Full Business Case (FBC)		
Voyager Code	CA-03030-03 CA-03028-06		
Portfolio / Committee	Transport & Environment Finance & Resources Leader	Directorate	Inclusive Growth
Approved by Project Sponsor	Phil Edwards 01/09/2019	Approved by Finance Business Partner	Guy Olivant 23/09/2019

A2. Outline Business Case approval *(Date and approving body)*

The Outline Business Case (OBC) for the proposed transportation infrastructure measures presented in this FBC was formed as part of the Commonwealth Games Village and the wider Perry Barr Regeneration Programme OBC which was approved by Cabinet on 26 June 2018.

The following highway elements were included in the OBC:

- Highway redesign to include improvements to the Birchfield Island with the provision of a new signalised junction together with the possible removal of the Birchfield Underpass. Changes to the Perry Barr Gyratory to reconfigure the A34/ A453 junction to remove traffic from the section of the A453 fronting the former Birmingham City University site, including the possible removal of the Perry Barr Flyover;
- The existing bus interchange to be redeveloped providing greater capacity and ensuring it is fit for purpose for the Games and beyond; and
- The Birmingham Cycle Revolution (BCR) measures along the A34 currently end at Heathfield Road. Plans to extend this to Perry Barr are to be considered.

A3. Project Description

Background

This improvement scheme forms a key part of the wider regeneration of Perry Barr, delivering sustainable transport alternatives including bus priority and promoting active travel. These measures will help unlock and deliver sustainable economic growth, improved connectivity and will facilitate the delivery of circa 5,000 additional homes over the next 20 years. The hosting of the 2022 Commonwealth Games in Birmingham has provided an opportunity to accelerate the planned investment in Perry Barr to bring forward the benefits this scheme will deliver.

Existing Situation

The A34 forms part of the Key Route Network between Birmingham city centre and parts of the northern conurbation of the West Midlands. The A34 is a primary corridor linking the city centre to

Walsall and Junction 7 of the M6. The A453 is a primary corridor linking the city centre to Aldridge, Kingstanding and Boldmere. These two routes meet at Perry Barr at a complex junction that includes a partial gyratory, a flyover and a grade separated roundabout junction with the A4040.

The roundabout to the south with the A4040 (known locally as Birchfield Island) is an important element of the junction as the partial gyratory does not allow for all traffic movements.

Access around Birchfield Island for pedestrians and less able users is difficult. The network of subways and a footbridge is lengthy and can feel threatening. The subway network has a record of anti-social behaviour. The subway network has no step free access, making movement by pushchair, wheelchair or bicycle, challenging or impossible. The east-west pedestrian crossing to the south of the island has a narrow stretch between guardrails, where two pushchairs are unable to pass. Footways alongside Birchfield Road have extensive sections that are narrow and unwelcoming.

The public realm of the area is dominated by infrastructure associated with the highway. Pedestrian guardrails protect pedestrians from straying into the road off the narrow footways. Gantries and large road signs inform motorists how to navigate their way through the gyratory. The flyover and its approach ramps dominate the area outside the One Stop shopping centre. High mast lighting units illuminate the flyover and surrounding Gyratory (20m) in the air. Many of these features are typical of a 1970s era highway interchange in a semi-urban setting, but they detract from the attractiveness of the urban area for users of local facilities.

One Stop Shopping centre represents a significant traffic generator and it lies in the middle of the scheme area. The current layout of the road network means that many One Stop workers and customers have to make lengthy journeys through the local junctions in order to either access from the north or exit to the south. This causes congestion at peak times, especially at the weekends.

The scheme area has only intermittent bus lanes and no bus priority measures at junctions. The nature of the gyratory system is unfriendly to cyclists and there are no dedicated cycling facilities.

Drivers and Opportunities for Change

Birmingham hosting the 2022 Commonwealth Games has presented an exciting opportunity to bring forward investment in Perry Barr and deliver much needed improvements which will support the wider regeneration of Perry Barr. Phase 1 of the Perry Barr Residential Scheme, which will be used to host athletes during the games, will also provide a long-lasting legacy contributing to significant investment and 1,416 homes post Games. A further 500 homes will be delivered as part of Phase 2 and a total of circa 5,000 homes will be delivered in Perry Barr over the next 20 years. It will also provide a boost in housing that is desperately needed to support the growing population. It is therefore important that the area is supported by sustainable, high quality transport measures such as Sprint rapid transit, bus priority and active travel facilities.

The A34 Sprint route has also been brought forward as a result of the Commonwealth Games and this scheme provides an opportunity to create bus priority for Sprint and normal bus services to improve the journey times and reliability of services. It will also provide improvements for active modes of travel including walking and cycling to further support the economic growth of the area as well as supporting the successful delivery of the Commonwealth Games.

Other improvements to the Perry Barr transport infrastructure include an upgraded Rail Station and improved Bus Interchange. These are both being delivered by TfWM in advance of the Commonwealth Games.

On 26 June 2018 Cabinet approved the OBC for the Commonwealth Games Village and the wider Perry Barr Regeneration Programme and gave authority to make a Compulsory Purchase Order (CPO) to enable the delivery of the new residential development, the upgrade of transport infrastructure and associated public realm enhancements. The OBC set out the proposed transport infrastructure including the possible removal of the Perry Barr Flyover and Birchfield Underpass.

Planning consent was granted on 20 December 2018 for construction of the housing development known as the Perry Barr Residential Scheme, which will be used to host the athletes during the

games whilst providing a long-lasting legacy. This also included that a 200m section of Aldridge Road (A453) to be closed to through traffic. As a result of this, the A34/A453/A4040 junction needs to be reconfigured. The proposed scheme will improve connectivity across the highway infrastructure which will help to make the Perry Barr centre feel more cohesive. Improved facilities will help to promote walking and cycling within the centre and local area and link residents to shops, the railway station and bus interchange. In addition the proposals will manage the movement of cyclists, buses (including Sprint) and general traffic both to/from and through the area.

The CPO was made on the 7 December 2018 and included land for the various purposes including delivery of highway improvements, Sprint bus rapid transit and cycle infrastructure.

A Public Inquiry took place regarding the CPO in July 2019 and the Inspector's report confirming the Order was issued to the Council on 11 September 2019.

Scheme Development

Further work has been undertaken to develop the scheme proposals since the approval of the OBC. An Options Appraisal considered the options to retain or remove the A34 Perry Barr Flyover. Three options were considered with Option 2 (removal of A34 Perry Barr Flyover, retention of A34 Birchfield Underpass and replacement of the A34/A4040 roundabout with a four arm traffic signal junction) chosen as the preferred option to take forward to full public consultation, detailed design and Full Business Case (FBC) stage. The report was approved by Cabinet on 12 February 2019. Further traffic modelling has since been undertaken to understand the impact of the scheme proposals in future years using the 'PRISM' Strategic Traffic model (operated by WMCA) and a local VISSIM micro-simulation model. Models have been prepared for the AM and PM peak hours and for the Saturday lunchtime peak (which is relevant for One Stop Shopping Centre). The peaks were modelled for 2022 and 2026. Comparisons between the do-nothing and do-something cases showed differences in journey times for a range of journeys through the model area. The forecast traffic modelling report is attached in **Appendix E**.

Figure 1 below shows the extent of the Highway proposals relevant to this FBC.

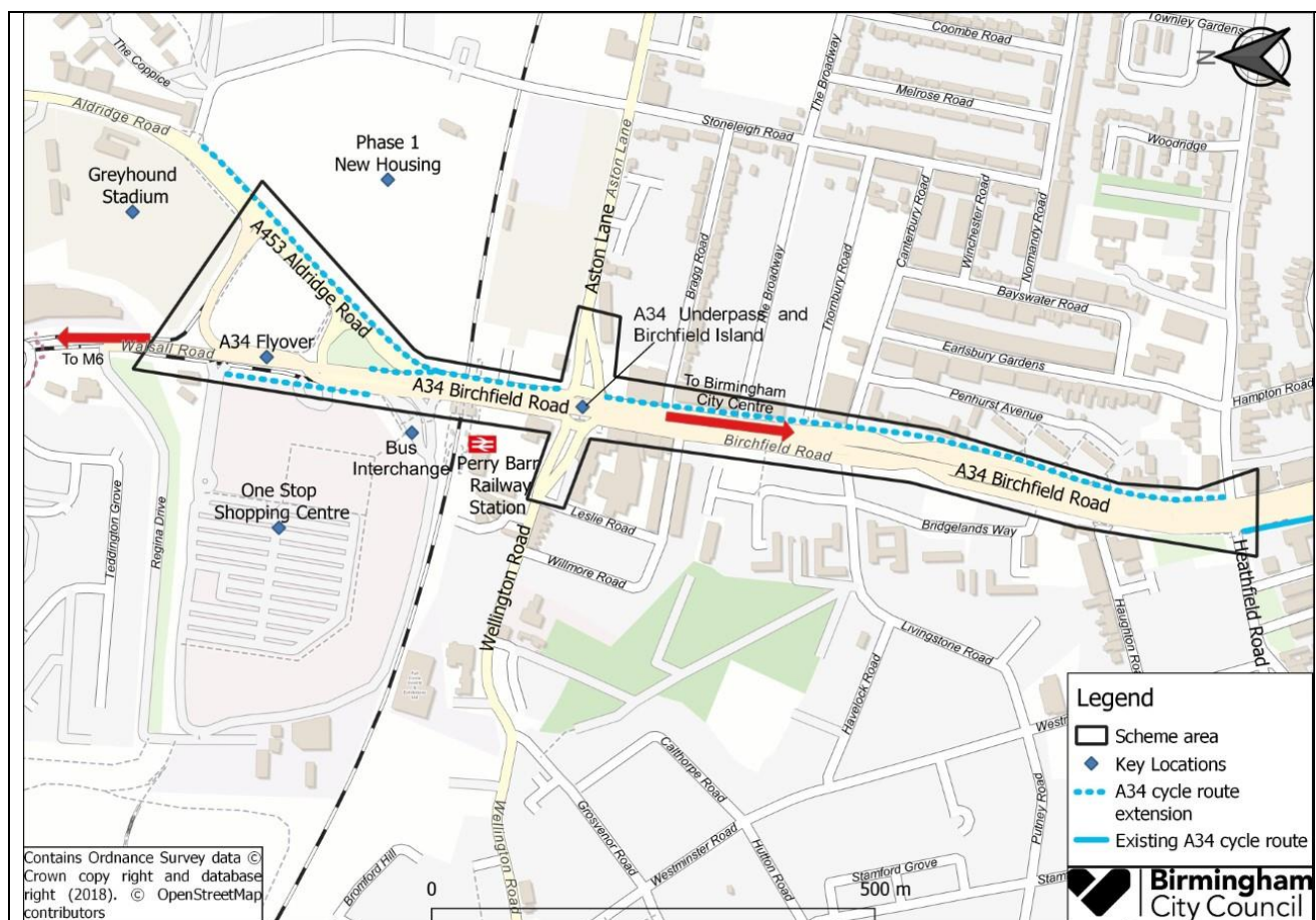


Figure 1: Map showing scheme extents

Scheme Proposals

The proposals will provide improvements to pedestrian and cycle infrastructure, encouraging more people to walk and cycle; improving health and the environment as well as reducing car dependency. The changes to the road layout, subways and introduction of public realm will make Perry Barr a more attractive, accessible and connected place to live, work and encourage further business and residential development.

The scheme proposals covered by this FBC, developed from Option 2 from the Options Appraisal Report, includes:

- Public realm improvements for a 200m section of Aldridge Road which is to be closed to general traffic.
 - Access will be provided for pedestrians, cyclists and southbound buses. This will make the area more attractive and improve accessibility between One Stop Shopping Centre and the new residential development.
- Removal of the A34 Perry Barr Flyover, with traffic relocated to a dual carriageway at ground level.
 - This will lead to the area feeling more open, easier to walk around and will help to alleviate personal safety/anti-social behaviour issues. There will be footways on both sides of the road, linked by signalised crossings for both pedestrians and cyclists.
- A new all-movements signalised junction serving A34, A453 and One Stop shopping centre.
- The junction at A34 Birchfield Road/A4040 Aston Lane/Wellington Road, which is currently a roundabout with pedestrian subways, will be changed to a crossroads with traffic lights and at grade pedestrian crossings. The existing A34 underpass will remain for traffic.

- The existing cycle route will be extended along the A34 from Heathfield Road to Perry Barr Centre.
- Bus lanes on the A34 will provide priority for existing bus services and for the future Sprint services.
- Subject to a Traffic Regulation Order (TRO) the scheme proposals include:
 - Removal of 17m of parking on the eastern side of Birchfield Road outside PAK supermarket;
 - Removal of 10m of loading on the western side of Birchfield Road adjacent to Perry Barr Railway Station; and
 - Removal of 43m of loading on the eastern side of Birchfield Road on the approach to the Birchfield Roundabout.
 - Speed limit change from 40mph to 30mph between the River Tame and entry/exit of the A34 Birchfield Underpass as shown in drawing CA-03030_001 in **Appendix B**.

Drawings CA-03030_001 to CA-03030_002 in **Appendix B** outline the above proposals.

Following on from the feedback received during consultation, some elements of the scheme will be reviewed during detailed design. These include:

- Providing more priority for cyclists at side roads along the A34 route;
- Cyclist crossing movements at signalised junctions; and
- Access to the Probation Office and Regina Drive on the western side of Walsall Road.
- Consideration will be given to allowing vehicular traffic to turn right from Church Road to Aldridge Road to assist with traffic management.

A4. Scope

The scope of the project is to deliver the A34 Perry Barr Highway Improvement Scheme as set out in this FBC and shown on drawings CA-03030_001 and CA-03030_002 in **Appendix B**.

The delivery of the Aldridge Road public realm is subject to agreement between the Assistant Director of Transport and Connectivity and the Assistant Director of Planning to transfer the design and delivery of the works from the Commonwealth Games Village contract to the Highways contract.

The Bus Interchange upgrade may be delivered by Transport for West Midlands (TfWM) subject to a Section 278 agreement or a delivery agreement with TfWM if it is agreed the works are brought into the A34 Perry Barr Highway Improvement Scheme construction works contract.

A5. Scope Exclusions

Beyond the highways and transport improvements covered in this FBC, significant levels of development and regeneration are being undertaken. These schemes, whilst outside the scope of this report, complement each other and the delivery of Perry Barr regeneration. These include:

- Improvements to Perry Barr Railway Station which is to be delivered by TfWM;
- Introduction of A34 Sprint rapid transit which is to be delivered by TfWM to the north and south of the scheme;
- Delivery of residential developments and associated Section 247 orders at Perry Barr, which will form the legacy residential element to provide 1,416 homes on the former BCU and Gailey Park sites; and
- Acquisition through negotiation or CPO of land required to deliver the regeneration of Perry Barr.

The delivery of the Aldridge Road public realm is subject to agreement between the Assistant

Director of Transport and Connectivity and the Assistant Director of Planning subject to agreement between the respective parties including LendLease, as to the financial impact arising from the reallocation of works between the two contracts, to make variation to the A34 Perry Barr Highway Improvement Scheme contract and the Perry Barr Residential Scheme contract to transfer the design and delivery of the works to the highways contract.

The Bus Interchange upgrade may be delivered by Transport for West Midlands (TfWM) subject to a Section 278 agreement or a delivery agreement with TfWM if it is agreed the works are brought into the A34 Perry Barr Highway Improvement Scheme construction works contract.

B. STRATEGIC CASE

This sets out the case for change and the project’s fit to the Council Plan objectives

B1. Project Objectives and Outcomes

The case for change including the contribution to Council Plan objectives and outcomes

The scheme objectives have been developed by the project team and set out in **Table 1** below along with the current issues and how this scheme will achieve the objectives and the outcomes associated with achieving the objectives.

Table 1: Scheme Objectives

Scheme Objectives	Outcomes	Current Issues	How this scheme will achieve the objectives
Manage the movement of cyclists, buses including Sprint and general traffic both to and through the area	Improved connectivity to and from Birmingham City Centre by bus and bike. Improved public transport measures will make it easier for customers to access One Stop Shopping Centre and other local facilities without using a car. Improved access to One Stop Shopping Centre for customers, staff and deliveries. Improved air quality by providing and encouraging alternative transport options away from the private car.	Current road layout is dominated by the highway infrastructure and public transport is poorly served.	More priority will be given to more sustainable modes of transport e.g. bus lanes, bus priority. Vehicles travelling from the north will no longer need to make a u-turn at Birchfield Island and will instead be able to make all turning movements in and out of One Stop Shopping Centre at the new signalised junction at the northern access.
Improve journey time reliability for public transport	Improved journey times for regular bus and Sprint services. Less delays delivering productivity benefits. Passenger satisfaction increases and more	No current bus priority at the signalised junctions within the gyratory or at the Birchfield Island. No continuity of bus lanes through the	Bus lanes will be provided on both sides of the Walsall Road and southbound on the A453 Aldridge Road for regular bus and Sprint services. Bus priority will be

APPENDIX A

	people are encouraged to travel by public transport.	current road layout.	provided at signalised junctions. Bus lanes will provide continuity for A34 Sprint and bus lanes linking Walsall to Birmingham City Centre.
Provide safer infrastructure for all road users	Those with limited mobility that rely on wheelchairs, mobility scooters or pushchairs will benefit from the step-free access at Birchfield Island and the new segregated footway alongside the Birmingham Cycle Revolution (BCR) which will also improve safety for users. Removal of the pedestrian subways will improve safety and security and encourage more people to walk and cycle in the area.	The existing pedestrian subway feels intimidating, particularly for vulnerable users. Stepped access through the subway/footbridge which is not appropriate for less able users	All pedestrian crossings will be at grade, improving security. Segregated cycling facilities will remove cyclists from traffic and footways improving safety for cyclists, pedestrians and road users.
Provide high quality & continuous facilities for cyclists	The high quality cycle route will encourage more people to take up cycling and travel by bike into the city centre for work. This will help contribute to a reduction in peak time congestion and improvements to people's health and wellbeing. Improved access for cyclists through the area.	The current road layout can be intimidating for cyclists, particularly inexperienced cyclists.	Extend the current A34 BCR cycle route from Heathfield Road to Perry Barr Centre. The majority of the route will be a two-way segregated cycleway. Toucan crossings will allow cyclists to cross roads without dismounting and to cross without having to negotiate steps, subways or the footbridge.
Enhance connectivity for pedestrians and cyclists between: - One Stop Shopping Centre - Perry Barr Railway Station - Perry Barr Bus	Easier and safer access for residents to travel to One Stop Shopping Centre, Bus Interchange and Perry Barr Railway Station. Improved connectivity will provide better	The existing layout presents a constraint to the movement of pedestrians, cyclists and less able users. The predominance of the highway infrastructure inhibits	Restricting through traffic on Aldridge Road will make it easier for the residents of the new residential development to access One Stop, the Bus Interchange and

<p>Interchange</p> <ul style="list-style-type: none"> - The traditional retail core at Birchfield Roundabout to the south - The proposed future housing developments 	<p>access to jobs and services to support the local economy.</p>	<p>the redevelopment of Perry Barr and if left unimproved would compromise the Council's promise to deliver a public transport games.</p>	<p>Perry Barr Railway Station.</p> <p>Providing segregated facilities for cyclists will provide a viable alternative to the private car, contributing to improvements in air quality.</p>
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All of the above outcomes and benefits will play a significant role in facilitating and contributing to the wider regeneration of Perry Barr, improvements to sustainable and active travel and promoting a shift in travel patterns by improving facilities for alternatives to the car.

The cost of not delivering these proposals would be high, as there is not an effective option that can be implemented as a 'Plan B'. Therefore the current layout would need to remain at a cost of not developing the Gailey Park site where 239 homes would be lost, the Sprint services would take longer and the area would not be improved, potentially compromising investment opportunities and the wider regeneration of the area.

Policy Fit

The proposed highway changes set out in this FBC supports the delivery of local and regional policies set out in **Table 2** below.

Table 2: Policy Fit

Policy	Strategic Alignment
Local Policies	
<p>Council Plan (2018-2022)</p>	<p>The proposed scheme supports the policy objectives outlines in the Council's Plan 2018-2022 including:</p> <p>Outcome 1, Priority 4: <i>'We will develop our transport infrastructure, keep the city moving through walking, cycling and improving public transport'</i>;</p> <p>Outcome 4, Priority 5: <i>'We will work with partners to ensure everyone feels safe in their daily lives'</i>;</p> <p>Outcome 4, Priority 4: <i>'We will improve the environment and tackle air pollution'</i>;</p> <p>Outcome 5: <i>'Birmingham residents gain the maximum benefit from hosting the Commonwealth Games'</i>;</p> <p>Outcome 6: <i>'Birmingham is a city that takes a leading role in tackling climate change'</i>.</p>
<p>Birmingham Transport Plan (emerging 2019)</p>	<p>The emerging Transport Plan sets out 'Big Moves' of which recurring themes around reallocating road space to more sustainable</p>

	<p>modes of transport and encouraging the uptake of cleaner, greener modes of transport in the context of clean air and climate change. The proposed highway improvements will deliver benefits to public transport, walking and cycling in Perry Barr to support a change in travel behaviour and the development of a go-anywhere integrated public transport system supported by walking and cycling.</p>
<p>Birmingham Connected</p>	<p>The Birmingham Connected White Paper directly links to the strategies and policies of the Birmingham Development Plan (BDP), outlined below. It sets out the agenda for investing in a radically improved integrated transport system that will realise the city's potential to support sustainable economic growth, support job creating and link communities. It seeks to make travel more accessible, more reliable, safer and healthier and to use investment in transport as a catalyst to improve the fabric of the city.</p> <p>The scheme will contribute to the objectives set out in the Birmingham Connected White Paper, particularly by providing improved facilities for public transport, walking and cycling.</p>
<p>Aston, Newtown and Lozells Area Action Plan (AAP) (2012)</p>	<p>The objectives set out in the AAP that this scheme aims to support the achievement of includes:</p> <ul style="list-style-type: none"> • Objective 7 – <i>To grow and enhance Perry Barr/Birchfield Centre. Improve the public transport facilities and radically enhance the pedestrian environment of the centre; and</i> • Objective 15 – <i>To provide safe and convenient routes by a choice of transport modes, secure appropriate investment in key public transport improvements and road infrastructure and support the effective management of sustainable travel patterns.</i> <p>Policies include:</p> <ul style="list-style-type: none"> • Policy LC1A – Public Realm: <i>Public realm improvements such as new paving, lighting, improved signage and planting will be undertaken;</i> • Policy T8 – Highways: <i>Junction improvements are required at Birchfield Road/Heathfield Road to cater for the increase in traffic generated by the growth</i>

	<p><i>of Perry Barr/Birchfield Centre;</i></p> <ul style="list-style-type: none"> • Policy T9 – Perry Barr Walking and Cycling: <i>The environment of the shopping centre will be enhanced, particularly for pedestrians and cyclists;</i> and • Policy T10 – PT interchange: – <i>The creation of high quality interchange facilities at Perry Barr will be supported, linking bus, rapid transit and rail services to ensure better connectivity between the area, the City Centre and the wider conurbation.</i>
<p>Birmingham Development Plan (2017)</p>	<p>The vision for Birmingham set out in the BDP is:</p> <p><i>“By 2031 Birmingham will be renowned as an enterprising, innovative and green City that has delivered sustainable growth meeting the needs of its population and strengthening its global competitiveness.”</i></p> <p>The proposed changes to the highway layout in Perry Barr are consistent with the achievement of Birmingham’s objectives set out in BDP, including:</p> <ul style="list-style-type: none"> • To provide high quality connections throughout the City and with other places including encouraging the increased use of public transport, walking and cycling; and • To develop Birmingham as a city of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character. <p>As well as specific policies including:</p> <ul style="list-style-type: none"> • Policy PG3 – Provide attractive environments that encourage people to move around by walking and cycling; • Policy TP38 – A sustainable transport network – The development of a sustainable, high-quality, integrated transport system where the most sustainable mode choices also offer the most convenient means of travel; • Policy TP39 – Walking – The provision of safe and pleasant walking environments throughout Birmingham will be promoted; • Policy TP40 – Cycling - Cycling will be encouraged through a comprehensive city-wide programme of cycling infrastructure improvements; and

	<ul style="list-style-type: none"> • Policy TP41 – Public Transport - Ensuring that road space is managed efficiently to support public transport through initiatives such as bus priority measures and infrastructure.
<p>Regional Policies</p>	
<p>Midlands Connect Strategy: Powering the Midlands Engine (March 2017)</p>	<p>The Midlands Connect Strategy sets out the long-term approach to power the Midlands Engine giving <i>‘much-needed certainty to businesses, communities and investors whilst also improving quality of life, improving skills and enhancing access to new opportunities’</i>. This highways scheme will improve connectivity to/from Birmingham for sustainable modes of transport and allow the economic potential of the Midlands to be maximised.</p>
<p>Greater Birmingham and Solihull LEP Strategic Economic Plan (2016-2030)</p>	<p>The proposed scheme supports policies set out in the GBS LEP Strategic Economic plan including:</p> <p>Reduce demand, ensuring that capacity on key routes is released by negating unnecessary trips. This means investing in towns and local centres to ensure that very short distance trips can be made safely by walking, cycling and public transport</p> <p>Increase capacity by investing in infrastructure that provides faster and more reliable journeys within and between our towns and local centres and the regional economic hub.</p>
<p>WMCA Movement for Growth</p>	<p>The West Midlands Strategic Transport Plan aims to improve the transport system to support economic growth and regeneration. Objectives to support the vision which the Perry Barr Highway Improvements will support include:</p> <ul style="list-style-type: none"> • <i>Use transport improvements to enhance the public realm and attractiveness of our centres;</i> • <i>Ensure that walking and cycling are a safe and attractive option for many journeys, especially short journeys;</i> • <i>To create a more sustainable city that minimises its carbon footprint’; and</i> • <i>Maintain and develop our transport infrastructure and services to ensure they are efficient, resilient, safe and easily accessible for all.</i> <p>The scheme will directly support current and</p>

	proposed housing and business developments, sustainable travel between key centres and encourage less use of cars resulting in environmental benefits.
WMCA Strategic Economic Plan	The scheme contributes to supporting the ambitious growth plans set out in our Strategic Economic Plan and closing the 'productivity gap' by enabling the region to attract and retain skilled individuals. Significant investment and new infrastructure construction will provide long-term benefit and directly support many new jobs and business opportunities.

Birmingham Business Charter for Social Responsibility (BBC4SR)

The Birmingham Business Charter for Social Responsibility is a mandatory requirement that will form part of the conditions for the construction contract. This will provide opportunities to support new entrants into jobs, apprenticeships, work experience and graduate placements.

B2. Project Deliverables

These are the outputs from the project e.g. a new building with xm2 of internal space, xm of new road, etc

The A34 Perry Barr Highway Improvements Scheme will deliver:

- Removal of the A34 Perry Barr Flyover;
- Reconfiguration of the A34/ A4040 roundabout to a signalised crossroads with the existing pedestrian subways removed and replaced with at-grade toucan crossings;
- A 1km extension of the A34 cycle route from Heathfield Road to Perry Barr centre;
- An additional 1.1km of bus lanes on the A34 giving priority to buses including Sprint;
- Improved bus interchange outside One Stop Shopping Centre (subject to incorporating this element within the scheme);
- Improvements to the public realm along the A34 and Aldridge Road; and
- Increased traffic movements at the junction of the A34 Walsall Road/A453 Aldridge Road. Due to the signalisation of this junction traffic can now turn right into and out of the northern access to One Stop Shopping Centre.

B3. Project Benefits

These are the social benefits and outcomes from the project, e.g. additional school places or economic benefit.

Measure	Impact
<i>List at least one measure associated with each of the objectives and outcomes in B1 above</i>	<i>What the estimated impact of the project will be on the measure identified – please quantify where practicable (e.g. for economic and transportation benefits)</i>
The constituency of Perry Barr is the 39 th most deprived constituency (out of 533 constituencies) ¹ in England. The A34 Highway Improvement Scheme will facilitate land assembly, unlocking opportunities for residential development, and improved connectivity and legibility within the area which will see the delivery of:	

¹ https://www.birmingham.gov.uk/download/.../id/.../index_of_deprivation_2015.pdf

- A new secondary school;
- Approximately 5,000 new homes across the wider Perry Barr area and along the A34 Corridor over the next 20 years;
- An extra care centre;
- A new community centre; and
- A number of commercial units.

These benefits will unlock improved connectivity, with access to different modal options to facilitate journeys and access to jobs and services which will contribute to the promotion and improvement of the social and economic well-being of the area.

The removal of the Perry Barr Flyover and the partial closure of Aldridge Road to allow only southbound buses, walking and cycling are vital elements to unlock the benefits of this scheme. It will contribute to a more integrated and cohesive community, bringing together the residential elements and providing improved connectivity across the highway which will link residents to shops, the railway station and bus interchange. Providing sustainable transport and an enhanced environment will improve the attractiveness of the local area which creates the conditions to support high levels of growth and investment.

Table 2, in **Section B1** above, outlines the scheme objectives, and how these will be achieved through this scheme tackling the current issues faced in the area. It also outlines the benefits and outcomes associated with delivering these objectives. Further economic benefits are listed in **Section G3** below.

For major projects and programmes over £20m:

A detailed Benefits Register is attached at C3 below.

B4. Benefits Realisation Plan

Set out here how you will ensure the planned benefits will be delivered

Benefits will be delivered upon completion of the project in late 2021. The planned benefits will be delivered by ensuring:

- Early engagement with a contractor has been undertaken to ensure the highways scheme can be delivered within the timescales;
- The contract award for detailed design mitigates cost and time risks;
- A robust governance structure has been established to monitor progress and manage dependencies, risks and issues, as they arise. Clear tolerance and escalation levels are set to ensure issues are identified and managed in a timely manner;
- Post implementation review will be carried out 12 months after scheme opening.

B5. Stakeholders

Consultation has taken place with officers from Transport for West Midlands (TfWM), Highways England (HE), Sandwell Council and Walsall Council regarding the traffic modelling work and developing proposals for Sprint. Elected members have been engaged from WMCA, Sandwell and Walsall.

Officers from Transport and Connectivity have attended Perry Barr Ward Meeting, Birchfield Neighbourhood Forum, Aston Voices Residents Association, Perry Aston Residents Association, Perry Barr Residents CWG Liaison Group meetings to explain the scheme proposals.

Officers have engaged with the owner/operator of One Stop Shopping Centre and their transport planning consultants to discuss the scheme proposals and the traffic modelling.

A public consultation for the A34 Highway Improvement Scheme was carried out between 3 June 2019 and 19 July 2019. The consultation period was extended by two weeks to 2 August 2019. Overall, 1,577 responses to the consultation were received via BeHeard and an additional 13 from

organisations/key stakeholders submitted separately.

Analysis of the consultation responses identified key themes and concerns from local individuals and organisations including:

- 81% of respondents do not support the proposed changes to the A34 Walsall Road/A453 Aldridge Road junction layout as:
 - Some respondents felt there would be an increase in congestion as a result of removing the flyover; and
 - Some respondents felt there would be negative air quality/environmental impacts as a result of this proposed scheme.
- 61% of respondents do not support the proposed changes to the A34/A4040 junction layout changes as:
 - Some respondents felt there would be an increase in congestion as a result of introducing traffic lights leading to a delay to journeys.
- 46% of respondents do not support the A34 cycle route extension as:
 - Some respondents felt that the cycle route extension would not be a good use of funds as it is not currently well used.

All comments received have been read and analysed during the FBC preparation. The full detail, analysis and the project team response to the consultation responses is shown in **Appendix C**.

The Council has received eleven petitions opposing the removal of the A34 Perry Barr Flyover since the beginning of this project, totalling 15,273 signatures. However, it should be noted that there may be some duplication of signatures on petitions received pre and post the Options Appraisal Report dated 12 February 2019.

Three petitions, containing a total of 2,842 signatures, were discharged by Cabinet through the Options Appraisal Report.

Petition 2087, containing 115 signatures will be considered as part of the Sprint report to be submitted to Cabinet later in this financial year.

Four petitions were submitted to the Council after the previous three had been discharged and the end of the consultation period (2 August 2019). Overall this included 11,770 signatures opposing the demolition of the Perry Barr Flyover. The petitions are as follows:

- Petition no. 2109 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 5 February 2019 stating '*Save the Perry Barr Flyover*' containing 2,276 signatures.
- Petition no. 2121 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 2 April 2019 stating '*Keep the Perry Barr Flyover*' containing 630 signatures.
- Petition no. 2137 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 9 July 2019 containing 2 parts:
 - Part 1 '*Keep the Perry Barr flyover*': 536 signatures
 - Part 2 '*Save the Perry Barr flyover*': 1,250 signatures
- Petition no. 2142 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward stating '*We the undersigned object in the strongest possible terms to the proposal to remove the Perry Barr Flyover included in the Perry Barr transport reorganisation. We are deeply alarmed about the prospect of two years of disruption, believe the X51 bus service would cease to be viable and are not satisfied that the proposed replacement traffic lights will be adequate*' containing 2 parts:
 - Part 1 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 9 July 2019 containing 6,500 signatures
 - Part 2 (petition 2156) submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 10 September 2019 containing 578 signatures

The project team also received three petitions containing a total of 546 signatures during the consultation period. These petitions are as follows:

- Petition submitted by Perry Barr Ward Councillors on 1 August 2019 stating 'We oppose demolition of the Perry Barr flyover' containing 292 signatures.
- Petition submitted by Perry Barr Ward Councillors on 1 August 2019 stating 'Stop demolition of Perry Barr flyover' containing 23 signatures.
- Petition submitted by Perry Barr Ward Councillors on 1 August 2019 stating 'Keep the Perry Barr flyover' containing 231 signatures.

As petition no. 2142 received more than 5,000 signatures, the council process is to refer this for discussion at the Council's Business Management Committee. This discussion took place and a decision was made for this petition to be debated at full Council.

The consultation analysis report can be found in **Appendix C**. A summary of consultation responses is also given in the Cabinet Report.

C. ECONOMIC CASE AND OPTIONS APPRAISAL

This sets out the options that have been considered to determine the best value for money in achieving the Council's priorities

C1. Summary of options reviewed at Outline Business Case

(including reasons for the preferred option which has been developed to FBC)

If options have been further developed since the OBC, provide the updated Price quality matrix and recommended option with reasons.

The options reviewed in the Options Appraisal stage included:

Option 1 – Removal of the A34 Perry Barr Flyover and the A34 Birchfield Underpass. Birchfield Roundabout would be capped and converted into a four arm at-grade signalised junction with integrated pedestrian crossing, cyclist and public transport facilities.

Option 2 – Removal of the A34 Perry Barr Flyover and retention of A34 Birchfield Underpass. The Birchfield Roundabout would be capped and converted into a four arm at-grade signalised junction with integrated pedestrian crossing, cyclist and public transport facilities.

Option 3 – Retention of the A34 Perry Barr Flyover and Birchfield Underpass. Birchfield Roundabout would be capped and converted into a four arm at-grade signalised junction with integrated pedestrian crossing, cyclist and public transport facilities.

Reason for preferred option – The recommended option was selected as it delivers the scheme objectives while performing better than the alternatives in managing peak hour traffic flows. The difficulty with all the options that sought to retain the flyover is that the flyover approach ramps and piers present significant obstacles around which all the traffic movements need to be accommodated. This leads to an inefficient junction layout that does not accommodate the evening peak hour traffic. The scheme will stimulate significant investment and contribute to the overall economic growth of Perry Barr by delivering a more attractive, legible and connected urban centre that promotes and encourages sustainable and active forms of travel. The scheme has a strong fit with strategic and local policies.

Two further locally proposed options were subsequently submitted to the Council prior to the consultation, these options have been reviewed by the Transport Projects Team. The retention of the A34 Perry Barr Flyover in these options would be to the detriment of other traffic moving through the area. In particular, movements to and from One Stop Shopping Centre would be heavily compromised. Both options are reliant on additional land being available from Gailey Park which is unavailable for highway development use and both include a large number of safety issues which the Council would be unable to accept. Neither option adequately addresses the need for sustainable travel measures which would not comply with Council policy.

The impact of not delivering the scheme - Whilst considering options, it is clear that there is not

a workable alternative that would keep the flyover or would partially deliver the scheme benefits. The complexity of the existing junction means that it is not possible to deliver the improvements to Birchfield Island on their own, as the traffic signals would not permit the U-turn required for traffic travelling to One Stop from the north. So it is important to understand the impact of failing to deliver this scheme. Keeping the highway layout as existing would fail to deliver the housing development on the Gailey Park site. It would also lead to a discontinuity in bus lane provision and lose the benefits of bus priority at traffic signals. The area would continue to be difficult to navigate on a bicycle, and less able users would still suffer the access restrictions around Birchfield Island. Not delivering this scheme would therefore compromise the regeneration of the Perry Barr area.

C2. Evaluation of key risks and issues

The full risks and issues register is included at the end of this FBC

The risk register is included in **Appendix D** which highlights the scheme’s strategic risks. The top three risks are:

- Impact on traffic flows through the scheme;
- Local opposition to the scheme; and
- Highway alignment over Network Rail bridge.

C3. Other impacts of the preferred option

Describe other significant impacts, both positive and negative

Table 3 below outlines the key benefits and impacts:

Table 3: Key benefits and impacts

Measure	Impact
Public Transport	<ul style="list-style-type: none"> • Bus journey times shows that the proposed scheme would deliver an average journey time saving of 6 seconds in 2022 and a 4 second saving in 2026. The actual reductions in bus journey times are expected to be greater than this as the proposed bus priority measures at signals have not been modelled at this stage. • In addition, the scheme is expected to reduce the variability of bus journey times through the junction by providing priority to buses over private vehicles, thereby improving reliability. • In addition, this proposed scheme improves the Sprint journey time by approximately 2 minutes when compared to the existing layout and to the bus services that do not use the Perry Barr Flyover. There will also be additional bus priority measures at traffic signalled junctions which will further improve these journey time benefits. • Improved connectivity between different modes e.g. bus and rail delivered through an upgraded bus interchange adjacent to One Stop Shopping Centre. • The upgraded bus interchange will also deliver a more accessible and better quality environment and experience for bus passengers. • Accessibility between bus stops on Aldridge Road, One Stop Shopping Centre and the new residential development will be improved. The enhanced public realm along Aldridge Road will also improve the environment for passengers boarding/alighting here. • These benefits above will be delivered through: <ul style="list-style-type: none"> - Providing bus lanes on both sides of the Walsall Road for regular bus and Sprint services which will deliver the journey time benefits set out above; - Upgraded bus interchange; and

	<ul style="list-style-type: none"> - The closure to through traffic on a 200m section of Aldridge Road.
Cyclists	<ul style="list-style-type: none"> • The scheme incorporates a package of improvements for cyclists, which will make it easier and safer for people of all ages to use bicycles for their journeys, with associated benefits in respect of health and the environment. • The scheme will improve accessibility and connectivity between Perry Barr and Birmingham city centre, creating a more continuous network. • Improved safety benefits of a designated off-road route will encourage physical activity towards healthier and more sustainable lifestyles. • The proposed measures include: <ul style="list-style-type: none"> - Two-way cycle lane (majority of which will be segregated) provided on the eastern side of Walsall Road from the Birmingham Cycle Revolution scheme that currently terminates at Heathfield Road. - Shared use cycle/footway provided on the western side of Walsall Road from One Stop Shopping Centre northbound. - Toucan crossing provided across A34 at One Stop which will enable cyclists to cross roads without dismounting. - Toucan crossing provided for the northern and eastern arms of the proposed traffic signal junction at Birchfield Island removing the subway and the need for negotiating steps.
Pedestrians	<ul style="list-style-type: none"> • This scheme will bring safety benefits through capping Birchfield Island. Crime statistics show there were 84 crimes recorded at Birchfield Island within the 12 month period from July 2018 to June 2019. 22 of these incidents were classified as 'Violence and sexual offences' and 12 as 'Anti-social behaviour'². Safety benefits will be achieved through introducing at-grade crossing facilities, removing the need to navigate the subway. At-grade crossings will also provide accessibility benefits for those moving around Birchfield centre as it will remove the need to navigate steps, guard railing and subways. Improved safety will also encourage more people to walk around the Perry Barr local area, bringing health and environmental benefits. • Improved accessibility between the new residential development and One Stop Shopping Centre, the Bus Interchange and Perry Barr Railway Station. • Enhanced public realm, making walking more attractive through Perry Barr. • The proposed measures which will help achieve the benefits set out above include: <ul style="list-style-type: none"> - Capping of Birchfield Island, removing the pedestrian subways. - Introducing a pedestrian crossing on Aldridge Road at the junction with the A34. - Removal of through traffic and improved public realm along the 200m stretch of Aldridge Road.
Public Realm	<ul style="list-style-type: none"> • Improved public realm and attractiveness of Perry Barr Centre.

² Police.uk. (2019). *Crime map for Perry Barr, West Midlands Police - Police.uk*. [online] Available at: <https://www.police.uk/west-midlands/BW017/crime/2018-07/+Qb0oab/> [Accessed 19 Aug. 2019].

	<p>Public realm improvements on Aldridge Road will make the residential development feel like 'one site' adding to the attractiveness and feel of the area.</p> <ul style="list-style-type: none"> • Perry Barr will become a more attractive, legible and connected urban centre promoting sustainable forms of transport through reducing the amount of highway infrastructure and rebalancing the sense of place within Perry Barr. • Better quality environment and access for sites fronting the highway, including residential and commercial development leading to improved development value and improved viability delivered through removing the Perry Barr Flyover. • The proposed benefits will be achieved through: <ul style="list-style-type: none"> - Removal of the Perry Barr Flyover. The flyover is a physical and visual barrier that contributes to the traffic and highways infrastructure dominating and bisecting the Centre. - The closure to through traffic of part of Aldridge Road.
Noise/Air Quality/ Landscape	<ul style="list-style-type: none"> • Noise generated from construction works will be minimised where possible. The reduced traffic flows arising from the scheme will bring some small operational benefits. • Improved public transport measures will encourage modal shift away from the private car and towards more sustainable modes of transport presenting air quality (CO₂ and NO₂) benefits. There is the potential for some negative impacts on air quality during construction due to dust etc. Dust control measures will be used during construction and demolition to mitigate this. • An Air Quality assessment has been undertaken and the comparative results from the 2018 baseline to the 2022 and 2026 with scheme show: <ul style="list-style-type: none"> • Five of the 24 receptors are predicted to see increases in annual mean NO₂ in 2022 with the scheme. • 19 of the remaining receptors are predicted to see reductions in annual mean NO₂ in 2022. • One receptor is predicted to experience an increase in annual mean NO₂ in 2026. • 23 receptors are predicted to experience a reduction in annual mean NO₂ in 2026. • PM₁₀ or PM_{2.5} concentrations are predicted to stay compliant with the objective values. • Overall there is a reduction in NO₂ at most receptors in the scheme area in 2022, and a further reduction to all but one receptor in 2026. • Additional air quality monitoring and assessment will be undertaken during the detailed design and construction phases and after scheme opening. • Addition of public realm measures at Birchfield Island will provide improvements to the current landscape of dated 1960's concrete structures.
Journey Times (Car)	<ul style="list-style-type: none"> • A similar analysis of journey times was undertaken to that outlined in the public transport row above. The forecast models show that for the range of journeys in 2022, the proposed scheme would cause an average increase in car journey times of 45 seconds in comparison

	with the do-nothing scenario. By 2026, this average increase is reduced to 23 seconds.
Stakeholder Feedback	<ul style="list-style-type: none"> The public consultation for the proposed highways scheme received support for the overall regeneration of the area and individual measures however; there was also opposition from local residents to the removal of the Perry Barr Flyover. 81% of respondents did not support the changes to the A34/A453 layout which included the removal of the flyover. A total of 11,738 signatures have been received between the approval of the Options Appraisal Report and the end of the consultation regarding the removal of the A34 Perry Barr Flyover. Please refer to Appendix C for the consultation analysis report.

D. COMMERCIAL CASE

This considers whether realistic and commercial arrangements for the project can be made

D1. Partnership, joint venture and accountable body working

Describe how the project will be controlled, managed and delivered if using these arrangements

Co-ordination of all construction projects in the local area to ensure potential conflicts are managed. This will be achieved through an existing formal coordination group which will include contractors and clients operating within the local area.

It may be decided that the design and delivery of the Bus Interchange upgrade will be transferred from Transport for West Midlands (TfWM) to the Council and the appointed contractor for the A34 Highway Works will undertake the construction of the Bus Interchange subject to an agreed change request. This would minimise contractual interfaces, traffic management conflicts and construction programme conflicts as it would be delivered by one contractor.

The Aldridge Road public realm design and delivery may also be transferred from the Perry Barr Residential Scheme Contract with Lendlease to the Council's A34 Highways contract. This would minimise contractual interface, traffic management conflicts and construction programme conflicts.

D2. Procurement implications and Contract Strategy

What is the proposed procurement contract strategy and route? Which Framework, or OJEU? This should generally discharge the requirement to approve a Contract Strategy (with a recommendation in the report).

The procurement strategy for delivery was approved by Cabinet on 12 February 2019 as part of the Options Appraisal Report.

The highway infrastructure works has been procured using the Council's Highways and Infrastructure Framework Agreement Lot 4 – Works above £500,000 on a two-stage design and build basis. A contract has been awarded for the detailed design work approved by the Assistant Director, Transport and Connectivity. Following completion of the detailed design the second stage will be the award of the works contract following approval of this FBC and subject to the works costs being within budget.

D3. Staffing and TUPE implications

There are no identified staffing or TUPE implications with this project. The scheme will be resourced using Council staff and external resources for the professional services and the works.

E. FINANCIAL CASE

This sets out the cost and affordability of the project

E1. Financial implications and funding

PROJECT NAME: A34 Perry Barr Highway Improvement Scheme	2018/19	2019/20	2020/21	2021/22	2022/23	Total
	£000s	£000s	£000s	£000s	£000s	£000s
Capital code: CA-03030-03/ CA-03028-06						
Capital Expenditure:						
Total capital expenditure	452	4553	12752	8425	921	27103
Contingency supported by QRA		364	1483	1010	89	2946
Gross total capital expenditure	452	4917	14235	9435	1010	30049
Funding						
Government Infrastructure Grant	0	4099	14235	6366	0	24700
Local Growth Fund	170	0	0	0	0	170
Local Growth Fund (BCR)	282	818	0	0	0	1100
Prudential Borrowing	0	0	0	3069	1010	4079
Total capital funding (must fund all the costs)	452	4917	14235	9435	1010	30049

PROJECT NAME; A34 Perry Barr Highway Improvement Scheme	Per annum
	£000s
Highways Maintenance	
Basic Highway Assets	17
Enhanced Highway Assets	1
Energy Costs	-1
Highway Horticulture (Parks)	-1
Sub total	16
Contingency Provision (25%) see E2 below	4
Total	20
Revenue Funding	
Provision for highways maintenance held within Corporate Policy Contingency	20
Total Revenue Funding	20

E2. Evaluation and comment on financial implications

Capital Costs

The estimated cost of the A34 Perry Barr Highway Improvement Scheme is £27.1m plus a contingency of £2.95m (a total of £30.05m) and will be funded by the Government Infrastructure Fund (£24.7m), Prudential Borrowing (to be repaid using receipts from sale of dwellings) (£4.08m) and Local Growth Fund (£1.27m, includes £1.1m LGF from Birmingham Cycle Revolution for cycle measures).

Revenue Implications

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. As part of the 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 estimated net cost of including these newly created assets within the highway maintenance regime is £20,000 per annum including contingency provision. The revenue implications will be reviewed through the detailed design and construction phases and any variations are expected to be contained within the contingency provision. This cost will be funded from the provision for Highways Maintenance held within the Corporate Policy contingency. The works relate to SSD number 5952.

The revenue consequences of the funding package for the capital works form a part of the wider Perry Barr Residential Scheme.

E3. Approach to optimism bias and provision of contingency

A reasonable level of contingency has been identified, amounting to £2.95m (equivalent to 10.9% of estimated costs). This has been derived from a Quantified Risk Analysis that predicts that this sum would cover all identified contract risks with an 80% probability. Access to this contingency will be closely managed and controlled through rigorous and challenging change control process utilising the Commonwealth Games Change Control process, that will require approval of all requests in advance of expenditure being incurred.

E4. Taxation

Describe any tax implications and how they will be managed, including VAT

There will be no adverse VAT implications for the Council in this scheme as the maintenance of highways is a statutory function of the Council such that any VAT paid to contractors is reclaimable.

F. PROJECT MANAGEMENT CASE

This considers how project delivery plans are robust and realistic

F1. Key Project Milestones

The summary Project Plan and milestones is attached at G1 below

Planned Delivery Dates

Public Consultation	June – August 2019
Appoint Contractor for detailed design	September 2019
Commence Detailed Design	Autumn 2019
Full Business Case Approval	October 2019
Appoint Contractor for Construction	March 2020
Construction Start	April 2020

Construction End	Late 2021
BCC Project Team recognise that the achievement of the programme (and these milestones) may be subject to change.	
F2. Achievability	
<i>Describe how the project can be delivered given the organisational skills and capacity available</i>	
<p>A Programme Board has been established to oversee the development and delivery of the projects set out in the Outline Business Case reported to Cabinet on 26 June 2018.</p> <p>A Project Board will be established when the Contractor has been appointed.</p> <p>The project will be managed in accordance with the Council's Standing Orders, Financial Regulations and Governance Arrangements as set out in the Council's Constitution. The Transport Projects Team within the Transport & Connectivity section of the Inclusive Growth Directorate will take the lead for Perry Barr highway infrastructure works.</p> <p>Significant internal resource is already committed to the highway infrastructure works and additional resource has been secured through a Design and Build Contract to ensure the delivery of the works by December 2021.</p> <p>Contract risks and forecast costs will be reviewed on a monthly basis during the detailed design phase as the contract moves towards agreeing a target price in spring 2020.</p> <p>The delivery of the changes to the highway will result in some disruption to users. The project team will work with Transport for West Midlands (TfWM) to endeavour to keep traffic disruption to a minimum through (i) a phased construction approach; (ii) co-ordination of the highway contract with adjoining contracts e.g. Village, Bus Interchange, Rail Station and SPRINT and (iii) the introduction of a Travel Demand Management strategy (see Appendix F) to promote travel time and mode shift. The contractor's temporary traffic management proposals for the highway works are subject to approval in accordance with the Council's Traffic Management Protocol process.</p> <p>The Transport Projects Team has successfully delivered to time and budget a number of major highway improvement projects including Ring Road 'Pinch Point' Improvements (£14m), Longbridge Connectivity (£8m) and Selly Oak New Road (Phase 1A and 2) (£58m).</p>	
F3. Dependencies on other projects or activities	
<p>In order for the highways scheme to be successfully delivered it requires other elements to be delivered which are currently being progressed. These include:</p> <ul style="list-style-type: none"> • Approved Traffic Regulation Order (TRO) for the removal of loading bays and parking along the A34 and reconfiguration of the highway network; • Sprint and Clean Air Zone to be operational to be able to deliver the journey times and modal shift forecast in the traffic modelling by 2026. 	
F4. Officer support	
Project Manager:	Jas Chahal Tel: 0121 303 7403 Email: Jaswant.s.chahal@birmingham.gov.uk
Project Accountant:	Guy Olivant Tel: 0121 303 4752 Email: guy.olivant@birmingham.gov.uk
Project Sponsor:	Philip Edwards Tel: 0121 303 6467 Email: philip.edwards@birmingham.gov.uk
F5. Project Management	

Describe how the project will be managed, including the responsible Project Board and who its members are

A Project Board will be set up to oversee the works within the Perry Barr area. It consists of partners responsible for delivering and monitoring the projects set out in this report and includes:

- Council officers from Planning, Transport and Connectivity, Highways and Finance, to include the Assistant Director, Transport and Connectivity and the Assistant Director, Planning;
- Transport for West Midlands (TfWM);

The project also reports into Commonwealth Games (CWG) governance groups including Capital Board and Joint Transport Group (JTG).

G. SUPPORTING INFORMATION

(Please adapt or replace the formats as appropriate to the project)

G1. Project Plan

Detailed Project Plan supporting the key milestones in section F1 above

Please refer to **Section F1** of this report for delivery milestones.

G2. Summary of Risks and Issues Register

Risks should include Optimism Bias, and risks during the development to FBC

Grading of severity and likelihood: High – Significant – Medium - Low

Please refer to **Appendix D** for the scheme risk register.

G3. External funding and other financial details

Description of external funding arrangements and conditions, and other financial details supporting the financial implications in section E1 above (if appropriate)

A summary of funding for the delivery of the scheme is provided in **Section E2** of this report.

G4. Stakeholder Analysis

The table below identifies all of the stakeholders involved in the project outlining their role and significance and how these relationships will be managed throughout the successful delivery of the project.

Stakeholder	Role and Significance	How stakeholder relationships will be managed
MP & Local Councillors	Local impact to ensure they are aware of the scheme should they be approached by their constituents	Regular updates through member briefings
Andy Street	Mayor of the West Midlands	Through regular briefings
Transport for West Midlands (TfWM)	Transport body for WMCA, dependent schemes	Project Board
Bus Operators (National Express)	End user	Through TfWM
One Stop Shopping Centre	Local business	Ongoing engagement through regular meetings
Residents/businesses affected by CPOs for A34 Highway Improvements Scheme	Affected stakeholders	Updates during detailed design, prior to construction and during works.
Taxi Operators	End user	Updates during detailed design, prior to construction and during works.
General groups e.g. cycling and walking, bus users and resident groups	End user	Updates during detailed design, prior to construction and during works.
Emergency Services	End user	Updates during detailed design, prior to construction and during works.
General Public	End user	Updates during detailed design, prior to construction and during works.

G5. Benefits Register

For major projects and programmes over £20m, this sets out in more detail the planned benefits. Benefits should be monetised where it is proportionate and possible to do so, to support the calculation of a BCR and NPSV (please adapt this template as appropriate)

Measure	Annual value	Start date	Impact
<i>List at least one measure associated with each of the outcomes in B1 above</i>			<i>What the estimated impact of the project will be on the measure identified</i>
(a) Non-quantified benefits:			
Improved connectivity	n/a	Late 2021	
Improved public transport	n/a	Late 2021	Improved Journey Time reliability
Access to One Stop	n/a	Late 2021	
Quality of the Urban Environment	n/a	Late 2021	Improved public realm, enhanced walking & cycling
Delivery of infrastructure along the A34 corridor	n/a	Late 2021	
Delivery of Birmingham Connected Vision	n/a	Late 2021	

Other Attachments

provide as appropriate

• Appendix B – Scheme Plans	
• Appendix C – Consultation Analysis	
• Appendix D – Risk Register	
• Appendix E – Traffic Modelling Report	
• Appendix F – Travel Demand Management Strategy	
• Appendix G – Equalities Analysis	
• Appendix H – Air Quality Assessment	
• Exempt Appendix I – Exempt Appendix	