

Birmingham City Council

Report to Cabinet

14th December 2021



Subject: Local Improvement Budget – Transportation and Highways

Report of: Director of Planning, Transport & Sustainability

Relevant Cabinet Members: Councillor Waseem Zaffar –Transport and Environment, Councillor Tristan Chatfield – Finance and Resources

Relevant O & S Chairs: Councillor Liz Clements – Sustainability and Transport
Councillor Mohammed Aikhlaq – Resources

Report author: Phillip Edwards, Assistant Director – Transport and Connectivity
Tel: 07557 203167 Email: philip.edwards@birmingham.gov.uk

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 009488/2021		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential: Not applicable		

1 Executive Summary

- 1.1 This report seeks permission to create the Local Improvement Budget – Transportation and Highways Fund, which will support the delivery of transportation and highway improvements and projects across the city.
- 1.2 The Fund will provide a total of £1.000m of capital funding to address minor transport issues that are identified at a ward level and align with the criteria as listed below in paragraphs 3.2 to 3.5

2 Recommendations

- 2.1 Approves, the utilisation of existing funding to create the Local Improvement Budget – Transportation and Highways Fund totalling £1.000m as set out in paragraph 7.3.1.
- 2.2 Approves the addition of the Local Improvement Budget – Transportation and Highways Fund to Annex F of the 09 February 2021 Cabinet approved Transportation and Highways Capital Programme (THCP) 2021/22 to 2026/27 report within the Places for People (Local Neighbourhoods) sub-programme and the schemes being subject to the standard delegations in line with the City Council Constitution.
- 2.3 Approves the virement of £0.557m held within the Highways Initiatives Reserve to the Local Improvement Budget – Transportation and Highways Fund as outlined in paragraph 7.3.2
- 2.4 Approves the utilisation of unapplied grant reserves of up to £0.443m to supplement the Local Improvement Budget – Transportation and Highways Fund.
- 2.5 Authorises the Acting City Solicitor to negotiate, execute, seal and complete all necessary documentation to give effect to the above recommendations.

3 Background

- 3.1 Local Improvement Budget – Transportation and Highways Fund seeks to address minor transport issues that are identified at a ward level and are typically not able to be delivered as they do not comply with other transportation and highways programmes, such as the Safety Scheme Programme and Highway Maintenance Programme.
- 3.2 The fund will allow for schemes up to £0.050m in value to be delivered if they align with the criteria listed below;
- 3.3 To bring focus to this Fund, schemes should align with one of the following categories identified by the Department for Transport as being those which the annual Integrated Transport Block (ITB) grant should be utilised for. The ITB provides support to local authorities for transport capital improvement schemes worth less than £5.000m.
 - Road safety schemes (speed controls, lining and signing, physical interventions, cameras etc.)
 - Cycling schemes (cycle ways, cycle priorities, lining and signing)
 - Public transport infrastructure (access to stations/ stops, bus priority, bus gates etc.)
 - Localised road improvements for congestion (junction improvements, road widening etc.)
 - General traffic management (including traffic signals, pedestrian crossings, information systems etc.)
 - Support for freight initiatives (weight restrictions, lay-bys etc.)

- Streetscape (share space, public realm)

3.4 Whilst many of the schemes falling into the categories listed in paragraph 3.3 would fall outside the £0.050m threshold that this fund stipulates, there are a significant proportion of schemes which can be delivered. Smaller scale interventions, as listed below, could also be delivered through this fund;

- road traffic calming measures (e.g. speed humps)
- vehicle activated speed signs
- traffic regulations orders (e.g. no waiting restrictions and one-way streets)
- grass verge protection measures
- physical vehicle restraints (e.g. bollards and planters)

3.5 As well as schemes aligning to one of the categories set out in paragraph 3.3, schemes must demonstrate their deliverability. The delivery of schemes should not impact on the delivery of the Commonwealth Games, its venues, and marathon and games routes. It should also be noted that there is to be an embargo with regard to the delivery of transportation and highway measures prior to the start of the Commonwealth Games.

3.6 In order to receive approval, schemes to be delivered through the fund must demonstrate their eligibility through the completion of the Scheme Criteria Assessment Form available in Appendix A.

4 Options Considered and Recommended Proposal

4.1 **Option 1 – Do Nothing:** This alternative option to implementing recommendations 2.1 to 2.5 would result in a loss of a unique opportunity to deliver multiple projects which address minor transportation and highways issues across the city.

4.2 **Option 2 – Creation of the Local Improvement Budget – Transportation and Highways Fund :** creation and delivery of the Fund would allow minor transport issues; identified at a ward level, that are typically not able to be delivered as they do not comply with other transportation and highways programmes, to be delivered across the city.

4.3 Based upon the assessment of the two options presented it is recommended that option 2 be taken forward.

5 Consultation

5.1 An appropriate level of external consultation for individual schemes will be undertaken in accordance with existing practise including ward councillors, residents, emergency services, businesses, West Midlands Combined Authority/Travel for West Midlands and special interest groups e.g. cycling groups. Consultation will also be undertaken with Sutton Town Council and New Frankley in Birmingham Parish Council where appropriate.

6 Risk Management

- 6.1 Key risks are outlined in Appendix B. It should be noted that a significant shortage of consultant and contractor resources in the marketplace could impact upon programme delivery and increase project costs. Such risks will be managed by senior Transportation and Highways officers in conjunction with the relevant portfolio holders.

Compliance Issues

7.1 How are the recommended decisions consistent with the City Council's priorities, plans

- 7.1.1 The Local Improvement Budget – Transportation and Highways Fund will support a range of programmes and projects that contribute towards achieving the City Council's key policies and priorities as set out in the City Council Plan and Budget 2021-25, West Midlands Strategic Transport Plan, Birmingham Development Plan, Birmingham Connected transport strategy, Birmingham Transport Plan, Local Walking and Cycling Strategy and Infrastructure Plan, Clean Air/Climate Change Emergency including Route to Zero, and Commonwealth Games agendas.

7.2 Legal Implications

- 7.2.1 The relevant primary legislation required to implement individual projects as part of the Local Improvement Budget – Transportation and Highways Fund comprises the Highways Act 1980; Road Traffic Regulation Act 1984; Road Traffic Act 1988; Transport Act 2000; Traffic Management Act 2004; Town and Country Planning Act 1990 and Planning and Compulsory Purchase Act 2004, together with related regulations and guidance.
- 7.2.2 Section 111 of the Local Government Act 1972 empowers local authorities to do anything (whether or not involving the borrowing, expenditure or lending of money or the acquisition or disposal of any of its property) which, is calculated to, or is conducive or incidental to the discharge of any of their functions.

7.3 Financial Implications

Capital

- 7.3.1 The total value of the Local Improvement Budget – Transportation and Highways Fund is £1.000m, funded as set out in the table below.

Funding Source	£m
Highways Initiatives Reserves	0.557
Grants and contributions currently held in unapplied grant reserves	0.443
TOTAL	1.000

7.3.2 The Highway Initiative funding is a reserve of £0.557m set up from car parking surpluses to fund transportation and highways initiatives. Its utilisation towards the Local Improvement Budget – Transportation and Highways Fund is in line with the regulations that stipulate what parking surpluses can be utilised for.

7.3.3 The remainder of the balance of the Local Improvement Budget – Transportation and Highways Fund of up to £0.443m will come from various grants and contributions currently held in unapplied grant reserves as required.

Revenue Implications

7.3.4 It is recognised that new capital transport schemes can by their nature attract additional ongoing maintenance costs in respect of improved or new assets and provide opportunities to remove existing assets during works to mitigate cost increases. Based on current understanding and experience of schemes of similar standard, an estimated revenue cost of £0.008m to £0.012m per year has been calculated, however the actual cost could be significantly higher depending on the exact measures to be implemented. Each scheme will need to identify revenue maintenance implications and funding, including where relevant the use of the corporate policy contingency allocation, as part of the scheme-specific approval process.

7.4 Procurement Implications

7.4.1 There are no procurement implications with the recommendations in this report. Contracts for any works will be awarded following a procurement process advertised on Find a Tender, Contracts Finder and www.finditinbirmingham.com or using a collaborative framework agreement and approved in accordance with the Council's Constitution and Procurement Governance Arrangements.

7.5 Human Resources Implications (if required)

7.5.1 N/A

7.6 Public Sector Equality Duty

7.6.1 An initial screening for an Equality Analysis (EA) has been undertaken for the fund and has concluded that a full EA is not required at this time, with no adverse impacts on the protected groups and characteristics under the Equality Act 2010. The initial EA screening is provided as Appendix C to this report.

8 Appendices

List of Appendices accompanying this report:

Appendix A – Scheme Assessment Criteria Form

Appendix B – Risk Register

9 Background Documents

Transportation and Highways Capital Programme (THCP) 2021/22 to 2026/27
agreed at Cabinet 9 February 2021