

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to:	CABINET
Report of:	STRATEGIC DIRECTOR FOR ECONOMY
Date of Decision:	13th December 2016
SUBJECT:	BIRMINGHAM CYCLE REVOLUTION (BCR): PROGRESS UPDATE AND PROGRAMME REVISION REPORT
Key Decision: Yes	Relevant Forward Plan Ref: 002362/2016
If not in the Forward Plan: (please "X" box)	Chief Executive approved <input type="checkbox"/> O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Members:	Councillor Stewart Stacey – Transport and Roads Councillor Majid Mahmood – Value for Money and Efficiency
Relevant O&S Chairman:	Councillor Zafar Iqbal – Economy, Skills and Transport Councillor Mohammed Aikhlaq – Corporate Resources and Governance
Wards affected:	City-Wide

1. Purpose of report:
1.1 To note progress on delivering the Birmingham Cycle Revolution (BCR) programme and the lessons learned to date.
1.2 To approve the proposed changes to the BCR forward programme, including revised budget allocations.
1.3 To delegate future Full Business Case (FBC) approvals, and virement of funds between elements of the programme, to the appropriate Cabinet Members and officers.

2. Decision(s) recommended:
That Cabinet:
2.1 Notes the progress to date on the Birmingham Cycle Revolution (BCR) programme as outlined in Section 5.2 and Appendix A of this report, and the lessons learned from delivery to date, as outlined in Section 5.3.
2.2 Approves the additional allocation of £0.884m from within the overall BCR programme allocation to fund variances in the cost of schemes delivered to date, as identified in Section 4.2 and Appendix C, and authorises the Assistant Director of Transportation and Connectivity to place new or vary existing orders and make payments to the appropriate contractors up to this value.
2.3 Subject to the relevant funding bodies confirming future year budget allocations where required, approves the proposed changes to the BCR forward programme, as identified in Section 5.4 and Appendix B, including the indicative budget allocations in Appendix C.
2.4 Subject to the relevant funding bodies confirming future year budget allocations where required, delegates the approval of future scheme FBCs and associated budgets (including fees and contingencies) within the BCR programme to the Cabinet Member for Transport and Roads and the Cabinet Member for Value for Money and Efficiency, jointly with the Strategic Director for Economy, up to the remaining budget of £28.161m.
2.5 Delegates authority to the Strategic Director for Economy to vire funds between elements of the BCR programme, up to a maximum of £1.0m per scheme and within the remaining budget of £28.161m.
2.6 Authorises the Acting City Solicitor to negotiate, execute, seal and complete all necessary documentation to give effect to the above recommendations.

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<div data-bbox="124 152 421 188" data-label="Section-Header"> <h3>3. Consultation</h3> </div> <div data-bbox="124 192 333 226" data-label="Section-Header"> <h4>3.1 Internal</h4> </div> <div data-bbox="124 230 1503 553" data-label="List-Group"> <ul style="list-style-type: none"> 3.1.1 There have been wide consultations with Ward Councillors and other key internal stakeholders on the overall principles of BCR as part of the on-going development and implementation of the programme and individual schemes. 3.1.2 The Cabinet Member for Clean Streets, Recycling and the Environment has been consulted on the contents of this report and is supportive of the proposals going forward for executive decision. 3.1.3 Officers from City Finance, Procurement and Legal & Democratic Services have been involved in the preparation of this report. </div> <div data-bbox="124 568 344 602" data-label="Section-Header"> <h4>3.2 External</h4> </div> <div data-bbox="124 607 1503 1606" data-label="List-Group"> <ul style="list-style-type: none"> 3.2.1 The principal cycle stakeholder groups were consulted on and informed of the contents of all three BCR bids prior to their submission to the relevant funding authorities, and were generally supportive of the proposals contained within each of the bids. 3.2.2 Following award of funding, relevant stakeholders have been consulted during the development of individual schemes contained within the programme, including MPs, local communities, emergency services, bus operators, business organisations, and groups representing cyclists, pedestrians and people with disabilities. Comments received have been included within the relevant reports seeking FBC approvals for these schemes. This principle will continue during development and implementation of the forward programme and individual schemes will continue to be subject to specific consultations as appropriate. 3.2.3 Following implementation of substantial elements of the Phase 1 programme, feedback has been obtained from a number of internal and external sources including Cabinet Members, Ward Councillors, senior officers, cycle stakeholder groups and the general public regarding the effectiveness of the infrastructure measures introduced to date. Liaison has also taken place to identify emerging best practice from the other 'Cycle Cities' that have received Department for Transport (DfT) funding. This feedback has been taken into account when developing the revised programme and delivery strategy as presented in this report, as well as in the development of individual scheme proposals. 3.2.4 The proposed changes to BCR Phase 2, funded by the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Local Growth Fund (LGF), and BCR Phase 3, funded by the DfT Cycle City Ambition Grant (CCAG), represent significant variations to the measures contained within the original funding bids, and require approval from the relevant funding authorities. Written agreement to the proposed changes has been received on 17th November 2016 from the GBSLEP for Phase 2 and on the 21st November 2016 from the DfT for Phase 3. </div> <div data-bbox="124 1624 525 1659" data-label="Section-Header"> <h3>4. Compliance Issues:</h3> </div> <div data-bbox="124 1664 1503 1736" data-label="Section-Header"> <h4>4.1 <u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u></h4> </div> <div data-bbox="124 1740 1503 1921" data-label="List-Group"> <ul style="list-style-type: none"> 4.1.1 The Birmingham Cycle Revolution (BCR) programme seeks to promote sustainable travel options by increasing the attractiveness of cycling, which will contribute to reducing car usage, improving health and the environment, and improving connectivity for households without a car. The target is to increase the proportion of cycle trips from the level of 2% in 2013 to 5% by 2023 and 10% by 2033. </div>

4.1.2 The BCR programme supports the City Council's policy objectives outlined in the Council Business Plan and Budget 2016+ and other documents, in particular for 'a strong economy' and 'a healthy happy city'. BCR also addresses the recommendations of the Transport, Connectivity & Sustainability Overview and Scrutiny Committee (TCS O&S) report, 'Changing Gear, Transforming Urban Movement Through Walking & Cycling in Birmingham'. The schemes also support the objectives of the Birmingham Development Plan, Birmingham Connected, and the West Midlands Strategic Transport Plan.

4.1.3 The contractors undertaking the BCR works under the Highways and Infrastructure or the Landscape Construction framework agreements will be certified signatories to the Birmingham Business Charter For Social Responsibility and will provide additional actions proportionate to the value of the contract. The canal schemes will be implemented by the Canal and River Trust (CRT) under 'Third Sector' Conditions of Grant Aid (COGA) agreements using CRT's national framework contract. It is a condition of the grant agreements that CRT's contractor is a certified signatory to the Charter and provides actions proportionate to the value of the contract.

4.2 Financial Implications

Overall Programme

4.2.1 The BCR programme is being delivered in three phases. Each phase includes a package of measures, comprising Highway Schemes, Off-Road Routes and Supporting Measures. Details of the overall budgets and funding are given in Appendix C of this report and a summary is provided in the table below.

BCR Programme Funding						
<u>Phase</u>	<u>CCAG (DfT)</u>	<u>Local Growth Fund (GBSLEP)</u>	<u>Local Contributions (BCC+others)</u>	<u>Total Programme Funding</u>	<u>CCAG (DfT) Reallocation</u>	<u>Revised Total Programme Funding</u>
Phase 1	£17.000m	£0m	£2.900m	£19.900m	£2.030m **	£21.930m
Phase 2	£0m	£6.000m	£2.000m	£8.000m	£0m	£8.000m
Phase 3	£22.100m	£0m	£7.900m	£30.000m	- £2.030m **	£27.970m
<u>Totals</u>	<u>£39.100m</u>	<u>£6.000m</u>	<u>£12.800m</u>	<u>£57.900m</u>	<u>£0m</u>	<u>£57.900m</u>
** Reallocation approved by the Cabinet Member for Transport and Roads in August 2016.						

4.2.2 Of the £22.100m of CCAG funding for BCR Phase 3, a total of £8.317m has now been confirmed by the DfT. The remaining £13.783m is still subject to confirmation, which is expected in April 2017. This element of the budget will not be committed until this confirmation is received. £6.811m of local contribution for BCR Phase 3 for 2017/18 and beyond will be a commitment against the Transportation and Highways Capital Programme Funding Strategy 2017/18 to 2021/22.

Current Position

4.2.3 The table on the following page provides an overview of current expenditure approvals against budgets and the current forecast against these approvals. The current forecast is £29.739m, which represents an increase of £0.884m against the approvals to date, as outlined in Appendix C. This report requests that Cabinet approves this additional expenditure for Phase 1, funded from within the overall BCR programme allocation.

BCR Programme Approvals					
Phase	Total Programme Budget (a)	Approvals to Date (b)	Additional Approvals Required (c)	Revised Approval (b + c) (d)	Unallocated Programme Budget (a - d) (e)
BCR Phase 1	£21.930m	£20.003m	£0.884m	£20.887m	£1.043m
BCR Phase 2	£8.000m	£3.177m	£0m	£3.177m	£4.823m
BCR Phase 3	£27.970m	£5.675m	£0m	£5.675m	£22.295m
Totals	£57.900m	£28.855m	£0.884m	£29.739m	£28.161m

Forward Programme

- 4.2.6 Subject to approval of the additional Phase 1 expenditure detailed in 4.2.3 above, the forward programme budget will be £28.161m. It is recommended in this report that approval of schemes and budgets up to this value be delegated to the Cabinet Member for Transport and Roads and the Cabinet Member for Value for Money and Efficiency, jointly with the Strategic Director for Economy, as outlined in Paragraph 5.4.9. The BCR programme, including works to date and the forward programme of works, is forecast to be delivered within the existing total budget allocation of £57.900m.
- 4.2.7 The PDD for Phase 3, approved on 16th March 2015, included a provisional allocation of £0.100m for revenue costs associated with the creation of assets which will form part of the highway upon completion of the schemes and, as such, will be maintained within the overall highway maintenance regime. Actual revenue maintenance costs will be identified as part of the future FBC reports for individual schemes. These will be funded from the provision for Highways Maintenance held within the Corporate Policy contingency. Opportunities for decluttering will be identified where possible, as part of the scheme development, in order to offset some of this additional cost.
- 4.3 Legal Implications
- 4.3.1 Relevant powers to implement the BCR proposals are contained within the Town and Country Planning Act 1990; the Local Government (Miscellaneous Provisions) Act 1976; the Open Spaces Act 1906; the Highways Act 1980; the Road Traffic Regulation Act 1984; the Traffic Management Act 2004; and the Transport Act 2000. Other legislation is also relevant to the introduction of cycling facilities, including the Health and Social Care Act 2012, the Crime & Disorder Act 2006 and the Equality Act 2010.
- 4.4 Public Sector Equality Duty
- 4.4.1 An initial Equality Assessment was undertaken for the BCR Phase 1 bid which concluded that a full EA was not required at that time, with no identified adverse effects on protected groups. Further assessments were carried out on the various programme work-streams as part of the development of individual project FBCs.
- 4.4.2 For Phases 2 and 3 of the Birmingham Cycle Revolution, an over-arching Equalities Analysis (Ref. EA000583) was produced and is attached as Appendix D. This identifies the need to ensure that consultation takes place as part of scheme development with groups representing physically disabled and visually impaired people, and to ensure that the schemes meet appropriate design standards and best practice including the new Birmingham Cycle Design Guide. Further assessments will be carried out as part of the development of each scheme within the programme and will be reported at FBC stage.

5. Relevant background/chronology of key events:

5.1 Background to the Birmingham Cycle Revolution Programme

- 5.1.1 In April 2013, the City Council's Transport, Connectivity and Sustainability Overview and Scrutiny Committee published its 'Changing Gear' report. The report identified that a key requirement for unlocking economic growth across the city would be the development of a strategy for sustainable urban mobility. Cycling was identified as being at the heart of this strategy, being key to unlocking the city's ambitions for leveraging economic growth, improved public health, social cohesion and environmental sustainability.
- 5.1.2 At around the same time, central government announced its intention to make available significant funding for cycle infrastructure improvements to selected towns and cities through the first round of Cycle City Ambition Grant (CCAG). As part of the bid for funding, from which the City Council were ultimately successful in securing £17m of grant, the Birmingham Cycle Revolution strategy was developed setting out a 20-year vision to enable cycling to become a mainstream form of transport across the entire city. Within the strategy, a target was set to increase the proportion of cycle trips from the level of 2% in 2013 to 5% by 2023 and 10% by 2033.
- 5.1.3 The focus of the original Phase 1 bid was the creation of a deliverable cycling network within a 20-minute cycling time of the city centre, including highway schemes, off-road (canal and green) routes and a programme of supporting measures. A key objective of the highways element was to reserve road-space for cycling by providing low-cost measures across as many highway corridors as possible, rather than allocate higher levels of investment to a more focused number of routes. This strategy was in part influenced by the relatively short timescales for grant expenditure and scheme delivery stipulated by the DfT.
- 5.1.4 The Phase 2 bid for GBSLEP LGF monies in 2014 followed broadly the same philosophy, ie relatively low-cost schemes across a number of corridors, mostly within a 20-minute cycle time of the City Centre.
- 5.1.5 In light of then emerging best practice for cycle infrastructure, the BCR Phase 3 bid in late 2014 for a second tranche of DfT funding placed greater emphasis on higher-quality interventions on a reduced number of routes. However, at the time the cost of implementing such schemes was not fully apparent, particularly given the limited scheme development which was possible within the short timescales for bid submission.

5.2 BCR Progress to Date

- 5.2.1 Since the award of initial Cycle City Ambition Grant funding in late 2013 good progress has been made in delivering cycle infrastructure on the ground in support of the overall BCR strategy. Significant elements of the Phase 1 programme are now substantially complete and work is also well advanced on the development and the first stages of implementation of the Phase 2 and 3 programmes. Key milestones achieved to date in delivery of the overall BCR programme include the following:
- **Canal Routes:** A total of seven routes are now complete with over 50km of towpaths resurfaced, and development work is on-going to complete the refurbishment of all remaining towpaths within the city in 2017/18. Lighting and wayfinding improvements have also been completed along with some access improvements, and development work is underway on further access improvements scheduled for 2017/18.
 - **Green Routes:** Eleven Green Route schemes have been completed in parks and public open spaces with a total of 8km of new and 22km of upgraded cycle paths delivered. A further six schemes are in development for delivery in 2017.

- Highway Schemes: Two Main Corridor cycle schemes have been partially completed and a number of other routes are in development. In addition, a total of eleven Parallel Routes along quieter roads have been implemented, as well as three 20mph Pilot Areas and several 'Local Link' schemes connecting to canal and green routes.
- Supporting Measures: Over 3,400 cycles have been issued to people in the most socially deprived areas of Birmingham as part of the Big Birmingham Bike (BBB) initiative. In addition, 53 grants of up to £10,000 each have been issued to schools and businesses for cycle parking and other improvements, whilst a Brompton Bike Hire scheme has been introduced at five key locations in the city centre, together with supporting Smarter Choices activities.

A more detailed description of the schemes delivered to date is provided in Appendix A of this report, with an updated cost estimate for each element in Table 1 of Appendix C.

5.2.2 Initial monitoring exercises undertaken on specific elements of the programme identified above are already indicating that the infrastructure measures being implemented are delivering significant increases in cycle usage, in support of the overall targets for increasing the proportion of cycle trips. In particular:

- Data collected for the 2015 Sustrans Bike Life report is indicating an increase in the overall proportion of cycle trips from the level of 2% recorded in 2013 to 3% currently.
- Before and after monitoring of refurbished canal routes is indicating average annual increases in cycling of around 43% across all improved routes. The greatest increase recorded has been along the Worcester and Birmingham Canal with over 40,000 additional journeys per annum recorded.
- Data from GPS units installed on all Big Birmingham Bikes is indicated significant usage across all bike recipients. By September 2016, a total of 125,000 miles had been covered by BBB users.

5.3 BCR Lessons Learned

5.3.1 With substantial elements of the Phase 1 programme having been completed, significant feedback has emerged from Cabinet Members, Ward Councillors, senior officers, cycle stakeholder groups and the wider public regarding the effectiveness of the cycle infrastructure measures introduced to date. Overall, there is a consensus that the Canal Routes, Green Routes and substantial parts of the Supporting Measures programme are proving to be attractive for cyclists and have been successful in delivering an increased number of trips in support of overall strategic objectives. This is confirmed by initial monitoring data as identified in Section 5.2.

5.3.2 There is a further consensus however that certain elements of the highway scheme programme do not meet the aspirations of either existing or potential new cyclists, and that the desired step-change in modal shift which BCR aspires to will only be achieved if the forward programme is re-focused on a smaller number of higher-quality routes. Since the original BCR bids were submitted there has also been a significant increase in the expectations of the cycling community in terms of the quality of routes and the facilities provided, including a move towards greater segregation on Main Corridor routes.

5.3.3 Particular concern has also been expressed about the effectiveness of the Parallel Routes scheme package, which overall has not been well received by a number of stakeholders. The original funding bids envisaged that these routes would primarily be identified by lining and signing, and it is now clear that such measures in isolation do not meet stakeholder expectations, and are unlikely to encourage significant increases in cycle patronage, particularly on relatively busy roads. For this reason, it is proposed that further development of the Parallel Route package ceases in its current form, apart from completion of one partly-delivered scheme in the Acocks Green area.

5.3.4 Some elements of the Parallel Route programme will be re-evaluated for possible inclusion in the future programme as outlined in Paragraph 5.4.7.

5.3.5 Consideration has also been given to how best to align the forward BCR programme with strategic development plans, given that the current BCR strategy was developed to support original funding bids over three years ago. In particular, it is recognised that cycling investment, if it is to comprise a smaller number of higher-quality routes, needs to be concentrated in areas which produce the greatest benefits for economic regeneration. Current master-planning activities are focussed on the regeneration of key local centres and Green Travel Districts (GTDs) and it is proposed therefore that further BCR cycling investment is aligned to improve accessibility into and between these areas, particularly to encourage shorter localised journeys. The vision therefore, is for selected Main Corridor schemes to be complemented by the introduction of wider cycling permeability measures into the key local centres and GTDs.

5.3.6 Within the BCR Phase 1 and 2 bids, allowances of around £100,000 per km were made for measures on the Main Corridors (assumed to be sufficient for painted cycle lanes or similar, with occasional larger interventions). For the Phase 3 bid, an increased provision of around £500,000 per km was made in recognition of the higher quality treatments which were proposed, albeit following limited scheme development in view of the extremely short timescales for bid submission. By comparison, Transport for London is now investing significantly more (up to £4.0m per km) on cycle infrastructure, including their segregated Superhighways. Whilst funding levels in London are not representative of the rest of the country, comparable Cycle Cities such as Manchester are investing significantly larger sums than Birmingham on their inner-urban segregated cycle routes. These are in a similar environment to Birmingham's routes with a similar number of cyclists, and so provide a reasonable indication as to what this type of higher-quality facility along Main Corridors may cost in the West Midlands. This intelligence has been used to inform the forward programme and indicative budgets.

5.4 BCR Forward Programme Proposals

5.4.1 Following the BCR programme review and Lessons Learned exercise outlined in Section 5.3, a revised implementation strategy for the remaining phases of the BCR programme is proposed, as outlined below. Appendix B provides further information on the future proposals, together with revised budget allocations in Table 2 of Appendix C and the expected expenditure profile by funding source and financial year in Table 3 of Appendix C. Each scheme will still be subject to a specific FBC approval as required.

5.4.2 It is proposed to continue with the development of the off-road routes programme (Canal Works and Green Routes) broadly in line with the original bids, as these schemes have been shown to be beneficial, but subject to a review of specific elements.

5.4.3 The Supporting Measures packages will also continue largely as originally envisaged. A second tranche of Big Birmingham Bikes is proposed, in line with the original Phase 3 bid, and a separate FBC is currently in preparation to approve this. However, it is proposed to undertake a review of the Brompton Docks element before a decision is made on any further installations. This will include consideration of whether the funding could be better utilised to support the introduction of a more comprehensive Bike Share / Cycle Hire scheme, similar to those which have been introduced in a number of other UK cities including the 'Santander Cycles' scheme in London.

- 5.4.4 The Main Corridor schemes which are already approved or committed will be completed, including the Bristol Street scheme and the final phase of the Lichfield Road Main Corridor. The Bristol Street scheme will be reviewed prior to implementation to ensure that it meets current design aspirations.
- 5.4.5 A number of Main Corridor schemes were included in the original Phase 2 and 3 funding bids. However, a 'Route Prioritisation' exercise has now been carried out to consider each scheme against the key BCR objectives, and this has identified the A38 Bristol Road (City Centre to Selly Oak) and the A34 Birchfield Road (City Centre to Perry Barr) as the corridors which most closely align with the strategic objectives of BCR and it is therefore recommended that these routes are prioritised for implementation.
- 5.4.6 Development of other main corridor schemes (including Alcester Road, Bordesley Green, Harborne Road, Coventry Road and Walmley Road) will cease within the current programme, in view of the fact that sufficient funding is not currently available to deliver the desired level of high-quality cycle infrastructure along these corridors.
- 5.4.7 Development of the original Parallel Routes programme will cease and the funding refocused on improving access into and between key local centres and Green Travel Districts, particularly Selly Oak and Perry Barr to complement the Main Corridor schemes. The GTD schemes may include some routes which were previously in the Parallel Routes programme where these can be shown to demonstrate sufficient quality to be attractive to a wide cross-section of cyclists. The allocation for Area-Wide Minor Measures will also be assigned to the GTD areas.
- 5.4.8 Other on-highway schemes will be developed as proposed in the original funding bids, including City Centre access improvements, Cycle Parking, further Local Link schemes and a further 20mph Pilot Area in Central South-West Birmingham.
- 5.4.9 This report recommends that approval of individual schemes be delegated to the Cabinet Member for Transport and Roads and the Cabinet Member for Value for Money and Efficiency, jointly with the Strategic Director for Economy, up to the unallocated programme of £28.161m. For Phase 3 schemes in future years this will be subject to confirmation of DfT funding for 2017/18 and the allocation of further local contributions under the Transportation and Highways Capital Programme Funding Strategy 2017/18 to 2021/22.
- 5.4.10 Approval of schemes up to £0.200m will continue to be by the appropriate Chief Officer under existing delegations. In addition, it is recommended that the virement of funds between individual approved schemes, where required, is delegated to the Strategic Director for Economy up to a maximum of £1.0m per scheme and within the remaining budget of £28.161m.

5.5 Procurement Strategy

- 5.5.1 In order to progress the Phase 2 and 3 highway schemes programme it is proposed to continue with the procurement and delivery strategy set out in the Report to the Cabinet Member for Commissioning, Contracting and Improvement of 21st September 2015 titled 'Birmingham Cycle Revolution Delivery Strategy and Highway Works for Phases 1a, 1b, 2 and 3', and in line with this, Early Contractor Involvement work will continue to be allocated on an equal basis between the contractors. The future Full Business Cases produced for approval for each scheme will address the outcome of the specific procurement exercises and make recommendations as to the award of the contract for the delivery of the schemes.
- 5.5.2 Procurement of the Green Routes routes will continue to make use of the Landscape Construction Works Framework Agreement 2015-19 managed by the City Council's Landscape Practice Group. Contracts for these works will be made by direct award on a 'taxi rank' basis in line with the protocol of the framework agreement which was approved

by the Cabinet Member for Commissioning, Contracting and Improvement on 13th April 2015.

- 5.5.3 The canal schemes will be implemented by the Canal and River Trust (CRT) under a 'Third Sector' Conditions of Grant Aid (COGA) agreement using the CRT's National Engineering and Construction Contract 2015-21.
- 5.5.4 Supporting Measures have project-specific procurement routes which will be approved where required as part of the FBCs for these elements of the programme.
- 5.5.5 The framework contracts all include a requirement for contractors to comply with the 'Birmingham Business Charter for Social Responsibility' including completing the Accreditation process. Canal schemes will be implemented by the CRT under a 'Third Sector' COGA agreement using the CRT's Engineering Framework Contract, and it is a condition of the COGA agreement that the Trust's contractor complies with the requirements of the Charter.
- 5.5.6 For individual elements of the programme, contractors have been required to produce Action Plans in accordance with the Charter, and outputs such as local employment (including apprentices), payment of living wage, and local procurement of sub-contractors and suppliers are being monitored through the life of the BCR programme.

6. Evaluation of alternative option(s):

- 6.1 Continue Existing Programme: If the changes to the BCR finances are not approved as part of this report then either a series of further reports would be required to approve changes to the programme, or the existing budgets would remain as they are and some schemes would have to be reduced in scope. The future highway schemes would remain as they were originally envisaged at PDD stage, with a larger number of lower-cost schemes including Parallel Routes. This would mean that the proposals would not meet current aspirations of stakeholders for higher-quality cycling infrastructure and would therefore be unlikely to achieve the targets for increasing the number of cycle trips.
- 6.2 Approve an Alternative Revised Programme: Initial development work has been undertaken on a number of routes and the outcomes have been used to inform a route prioritisation exercise which considered each scheme against a number of key BCR objectives, including potential to generate modal shift, the quality and safety of each route for cyclists, impact on the highway network, connectivity, regeneration benefits and constructability. The prioritisation exercise identified that the two Main Corridors in the preferred option were the ones which align most closely with the strategic objectives of BCR. It is unlikely that any other routes would give a higher level of benefits.
- 6.3 End the Programme: If the current programme was abandoned the capital funding from DfT and GBSLEP would have to be returned and could not be used by the City Council for other purposes. This would lead to reputational damage and would mean that targets for increasing the number of cycle trips could not be met. It may also make it less likely that the City Council would be successful in bidding for similar funding in future.

7. Reasons for Decision(s):

- 7.1 To allow the BCR programme to be completed based on the revised forecasts and budgets as outlined in Appendix C of this report.
- 7.2 To allow lessons learned from implementation of the BCR programme to date to be incorporated into the future BCR programme, taking on board the views of key stakeholders. This will ensure greater alignment of the forward programme with key strategic objectives, in particular the target to significantly increase the proportion of all trips made by cycling.

7.3 To allow the revised budget profile for all three phases of the Birmingham Cycle Revolution programme to be confirmed and to further confirm approval processes which will ensure effective implementation of the forward programme.

Signatures

Date

Councillor Stewart Stacey –
Cabinet Member for Transport
and Roads

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Councillor Majid Mahmood –
Cabinet Member for Value for Money
and Efficiency

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Waheed Nazir –
Strategic Director for Economy

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List of Background Documents used to compile this Report:

‘Changing Gear, Transforming Urban Movement Through Walking & Cycling in Birmingham’ – Transport, Connectivity & Sustainability Overview & Scrutiny Committee Report to City Council, April 2013.

‘Cycle City Ambition Grant’ – Bid Submission (Project Definition Document)’ – Report to Cabinet, 22nd April 2013.

‘Birmingham Cycle Revolution Phase 1: Release of Detailed Design and Management Fees’ – Report of Head of Transportation Services to Cabinet Member for Development, Transport and Economy jointly with Deputy Chief Executive, 19th February 2015.

‘Local Growth Fund Transport and Connectivity Projects: Programme Definition Document’ – Report of the Deputy Chief Executive to Cabinet, 16th March 2015.

‘Birmingham Cycle Revolution Phase 3: Programme Definition Document’ – Report of the Deputy Chief Executive to Cabinet, 16th March 2015.

‘Birmingham Cycle Revolution: Delivery Strategy and Highway Works for Phases 1a, 1b, 2 and 3’. Report of the Interim Assistant Director for Transport and Connectivity to the Cabinet Member for Commissioning, Contracting and Improvement, jointly with the Deputy Chief Executive, 25th September 2015.

‘Updated Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21’ – Report of the Acting Strategic Director for Economy to Cabinet, 16th February 2016.

List of Appendices accompanying this Report:

Appendix A – BCR Programme Scope and Progress to Date

Appendix B – BCR Forward Programme

Appendix C – BCR Financial Position

Appendix D – BCR Phases 2 & 3: Equality Analysis (Ref EA000583)

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty – see page 9 (as an appendix).

Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

1	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none">(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
2	<p>Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none">(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
3	<p>The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.</p>
4	<p>Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none">(a) tackle prejudice, and(b) promote understanding.
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none">(a) age(b) disability(c) gender reassignment(d) pregnancy and maternity(e) race(f) religion or belief(g) sex(h) sexual orientation