

<b>Full Business Case (FBC)</b>			
<b>1. General Information</b>			
<b>Directorate</b>	Economy	<b>Portfolio/ Committee</b>	Transport and Roads
<b>Project Title</b>	IRON LANE - STECHFORD, JUNCTION IMPROVEMENT	<b>Project Code</b>	CA-02709
<b>Project Description</b>	<p><b><u>Introduction</u></b></p> <p>This document represents the Full Business Case (FBC) for the Iron Lane, Stechford junction improvement. The scheme will increase capacity and so reduce congestion as well as improving safety and accessibility for pedestrians and cyclists in the area and this will contribute to economic growth.</p> <p><b><u>Background</u></b></p> <p>On 7<sup>th</sup> July 2014, the Government announced 39 Growth Deals to Local Enterprise Partnerships (LEPs).</p> <p>One of the City Council promoted transportation projects included within the specific Greater Birmingham and Solihull LEP (GBSLEP) Growth Deal is Iron Lane, Stechford Junction Improvement.</p> <p>The proposed scheme comprises:</p> <ul style="list-style-type: none"> <li>• Demolition of the Flaxley Road Snooker Hall (approval secured through the PDD);</li> <li>• Widening of Station Road/Stechford Lane (between Burney Lane and Flaxley Road) to dual carriageway, including a new road bridge structure over the River Cole to allow for a dual carriageway section between Burney Lane Roundabout and a new gyratory at the junction of Flaxley Road / Iron Lane and Station Road. A flood risk assessment has been carried out to ensure the new structure complies with the latest Environment Agency (EA) regulations and the EA have given approval to the works within the river channel;</li> <li>• Modifications to Burney Lane / Stechford Lane / Station Road roundabout including new dedicated slip lane from Stechford Lane bypassing the Burney Lane roundabout for traffic heading towards Stechford;</li> <li>• Replacement of the existing signal controlled gyratory system at Station Road / Flaxley Road / Iron Lane with two new roundabout junctions one of which will form the revised access to the realigned Flaxley Parkway which provides access to the Stechford Retail Park;</li> <li>• New shared use and segregated cycle / footways;</li> <li>• Five new Toucan crossings and relocation and upgrading to a Toucan of an existing pedestrian</li> </ul>		

crossing;

- Provision to allow for a left turn into Stechford Road from Stechford Lane;
- A new access to proposed development land;
- Loss of 3 highway trees, 2 trees in the public open space and one adjacent tree on the site of the Shell petrol station, all of which will be replaced on a two for one basis within the scheme;
- A one way slip road from Albert Road onto Station Road (northbound), creation of a parking bay outside properties 51 to 61 Station Road and a service road for properties 16 to 30 Flaxley Road;
- Revised bus stop locations and a new bus stop on Station road opposite the Stechford Retail Park;
- Accommodation works to the car park of Stechford Retail Park, Imex Business Park.

Two areas (totalling 1468.5m<sup>2</sup>) of POS at Glebe Farm Recreation Ground are to be appropriated for the construction of the scheme. This land is required for the widening to dual two lane carriageway of Stechford Lane/Station Road and provision of the new left turn slip lane at Burney Lane roundabout. In addition, an area of POS (1100m<sup>2</sup>) is required temporarily for the contractor's site compound and two areas of POS (totalling 639m<sup>2</sup>) are required for working space to construct the road. These areas at Glebe Farm Recreation Ground will be reinstated on completion of the works. The POS areas affected are shown on drawing no. CA\_02709\_S1\_035 Rev A in Appendix G.

The scheme will enhance the local economy by:

- Removing a major pinch point on the A4040 Outer Ring Road in East Birmingham, located 4 miles south east of the M6 Junction 6 (Spaghetti Junction);
- Providing access to a number of large urban employment sites outside of Birmingham city centre and areas targeted for regeneration in the east of the City area;
- Reducing the high levels of congestion, traffic queues and unreliable journey times that affect buses, cars and commercial vehicles. This, as well as severance experienced by pedestrians, constrain economic stimulus and growth in the area.

On 16<sup>th</sup> March 2015, a report by the Deputy Chief Executive entitled Local Growth Fund Transport and Connectivity Projects: Programme Definition Document was approved by Cabinet. The report allocated £0.550m to Iron Lane, Stechford junction improvement scheme, £0.350m to develop the Project to FBC and £0.200m for the advanced demolition of the Flaxley Road snooker hall. Demolition works were completed in November 2016.

In December 2015 a separate FBC for Iron Lane, Stechford junction improvement was presented to the GBSLEP, requesting the release of £5.000m of LGF funding. Approval was given in January 2016.

### Project Proposals

The proposals are as per the background to this appendix and are shown on drawing attached as Appendix E. They also comprise:

- Improvements to the parkland and its boundary immediately adjoining the scheme to compensate loss of Public Open space;
- The Parks Manager has agreed to the temporary use of an area of Parks Land as shown on drawing number CA-02709\_S1\_040 Rev M – Appendix E for a contractor's compound. On completion of the works the land will be reinstated and landscaped.

### Funding Implications

The capital cost is £12.984m (including, works, contingency, statutory undertakers and fees). The project is funded by £7.038m Bus Lane Enforcement surplus, £0.964m Integrated Transport Block and £5.000m Local Growth Fund (LGF). Approval for £5.0m of the LGF element was given in January 2016.

### Revenue Implications – Infrastructure Works

This project will create assets that will form part of the highway upon completion and as such they will need to be maintained within the overall highway maintenance regime. The estimated cost of accruing these newly created assets is £20.45k and this will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.

### Consultation Summary

A public consultation exercise was carried out between June 2015 and September 2015.

Ward Councillors, the Executive Members for Hodge Hill and Yardley Districts, Emergency Services, Centro, bus operators, cycling groups, other key stakeholders and residents were all consulted with as part of the scheme development and the results are given in Appendix D.

As a result of the feedback the following changes have been incorporated into the scheme proposals:

- Revised cycling provision to include a segregated section and an at grade junction crossing to the Imex business park access;
- Vehicular access onto Station Road from Albert Road;
- Additional signalised crossing across Flaxley Parkway;
- Minor TRO revisions.

As part of the general public consultation no objections were received to the loss of POS, however the loss of POS will be advertised in accordance with statutory procedures.

### Procurement Strategy

The highway works will be procured as a single contract through the Birmingham City Council Highways and Infrastructure Works Framework. Contractors on Lot 4 (over £0.5m) will be invited to tender under the National Engineering & Construction Contract. Quotations will be assessed in accordance with the Price / Quality split section, 4.1.1. of Volume B of the Highways and Infrastructure Works Framework.

The appointment of the contractor to carry out the construction works would follow completion of the land acquisitions, either by negotiation or CPO.

The landscaping works will be procured through the Birmingham City Councils Council's Landscape Construction Framework Agreement 2015-2019.

The demolition of the snooker hall was procured through the "finditinbirmingham" route, approval for the demolition was given in the PDD report. The demolition works were below £200k and authority to appoint a contractor and place an order was sought through a delegated authority from the Assistant Director Transportation & Connectivity on 11th May 2016. The works were completed in November 2016.

### Social Value

The Public Services (Social Value) Act 2012 became effective on 31st January 2013. The proposed procurement method for schemes delivered as part of this FBC includes the mandatory requirement for contractors to adhere to Birmingham's Business Charter for Social Responsibility. Prior to contract award, an action plan will be agreed with the proposed contractors on how the charter principles will be implemented and monitored during the contract period. Contract spend will be monitored and the action plan adapted to reflect the value of business achieved throughout the contract period. The requirement to pay the Birmingham Living Wage is included in the Charter and so will apply to this contract.

### Equalities Analysis

An Equality Analysis has been carried out and is attached as Appendix B. The scheme is aimed at improving facilities for all road users including the local community and it is not envisaged that any user group will be adversely affected by the proposals.

### Compulsory Purchase Order (CPO)

Negotiations with affected land owners, for acquisition of private land, commenced summer 2015. It is proposed to make a CPO to give the statutory powers to secure the private land interests. The CPO process will run in parallel to the negotiated land acquisition process. The project delivery programme is based on securing a confirmed CPO Late 2017 (without Public Inquiry).

	<p><u>Key Milestones</u></p> <ul style="list-style-type: none"> <li>• Full Business Case Approval – May 2017</li> <li>• Confirmed CPO – Late 2017</li> <li>• Appoint Contractor – Late 2017</li> <li>• Commence Highway Works – Spring 2018</li> <li>• Complete Highway Works – Late 2019</li> <li>• Post Implementation Review – Late 2020</li> </ul>		
<p><b>Links to Corporate and Service Outcomes</b></p>	<p><u>City Council Objectives</u></p> <p>The Iron Lane – Stechford junction improvement scheme fully supports the primary objectives of the City Council. The proposal contributes to growing the economy through investment in transport infrastructure that supports new developments being built in Birmingham.</p> <p><u>Local Transport Plan Objectives</u></p> <p>The project will contribute to the following objectives in the Local Transport Plan 2011-26 (LTP3):</p> <ul style="list-style-type: none"> <li>• K01 <i>‘To underpin private-sector led growth and economic regeneration in the West Midlands metropolitan area’</i> by increasing the mobility of labour markets and helping people access jobs by sustainable travel;</li> <li>• K02 <i>‘Climate Change’</i> by reducing greenhouse gas emissions from the area’s transport system and encouraging greater use of the most sustainable and low-carbon transport options;</li> <li>• K03 <i>‘To improve the health, personal security and safety of people travelling in the West Midlands metropolitan area’</i> by encouraging sustainable travel options and reducing road traffic casualties;</li> <li>• K04 <i>‘Equality of Opportunity’</i> by improving access to key services including education and training opportunities, and improving access to public transport for all including those with mobility difficulties and the elderly.</li> </ul>		
<p><b>Project Definition Document approved by</b></p>	<p>Cabinet</p>	<p><b>Date of Approval</b></p>	<p>16<sup>th</sup> March 2015</p>
<p><b>Benefits Quantification- Impact on Outcomes</b></p>	<p><b>Measure</b></p>		<p><b>Impact</b></p>
	<p>Revised geometry at Burney Lane roundabout including a dedicated slip lane</p>		<p>Increased vehicle capacity at the junction to help deal with congestion and allow for future traffic growth</p>
	<p>Dual Carriageway between Burney Lane roundabout and a new gyratory at Iron Lane / Flaxley Road / Station Road</p>		<p>Increased Network capacity</p>
	<p>New bridge over River Cole</p>		<p>Allows construction of a dual Carriageway to increase network capacity and reduce</p>

		congestion
	New gyratory at Iron Lane / Flaxley Road / Station Road	Increased vehicle capacity at the junction to help deal with congestion and allow for future traffic growth
	New gyratory at Flaxley Road / Flaxley Parkway/ Imex business park	Improved access to both Stechford Retail Park and the Imex business park
	Implementation of signal controlled crossings – all Toucans.	Improve safety for non-motor vehicles users and improve accessibility to local amenities in the area
	Both segregated and shared cycle paths	Improved connectivity for the cycle network
	Widening of footways	Improved access for wheelchair users and parents with pushchairs
	iMesh hardware in the signal controlled crossings to allow future Urban Traffic Management Control	Allows remote control of the crossings to ensure signal timings can be adjusted to suit traffic flows if required
<b>Project Deliverables</b>	<p>This project will deliver junction improvements related to motorist, cycle and pedestrian infrastructure, including:</p> <ul style="list-style-type: none"> <li>• Increased capacity at the junctions by replacing the existing signal controlled junctions with gyratories;</li> <li>• Toucan crossings to improve pedestrian and cycling connectivity;</li> <li>• Widening of footways to improve accessibility;</li> <li>• New bridge over River Cole to allow for dualling of Station Road;</li> <li>• Improved access to Imex Business Park and Stechford Retail Park via a new gyratory.'</li> </ul> <p>The anticipated strategic outcomes and operational benefits are as follows:</p> <ul style="list-style-type: none"> <li>• Reduced congestion and journey time;</li> <li>• Increased patronage levels for public transport;</li> <li>• Increased levels of active travel;</li> <li>• Remove barriers to growth, job creation and economic development;</li> <li>• Increased Cross-city Connectivity;</li> <li>• Unlocking growth throughout east Birmingham and north Solihull.</li> </ul> <p>A beneficial impact on social connectivity is also anticipated by</p>	

	providing better access to services, improved journey quality and enhanced physical activity.
<b>Scope</b>	This project includes improvements to the existing Burney Lane roundabout, Stechford Lane/Stechford Road and Station Road, Flaxley Road / Iron Lane junctions. Detailed proposals are shown on the attached plans.
<b>Scope exclusions</b>	This project covers the measures outlined in this report and excludes any works carried out as part of the Birmingham Cycle Revolution.
<b>Dependencies on other projects or activities</b>	<p>Advertising the loss of the Public Open Space.</p> <p>Securing private land either by negotiation or a confirmed CPO.</p> <p>Delivery of Traffic Regulation Order related items is dependent on there being no objections during the statutory process, and any unresolved objections being reported to the Cabinet Member for Transport and Roads for consideration.</p> <p>Confirmation of Side Road Order.</p> <p>Appointment of Contractors and placing of orders.</p> <p>Finalisation and Implementation of a Traffic Management Plan.</p>
<b>Achievability</b>	<p>The project involves standard highway engineering and measures and the City Council has in-house experience of successfully delivering highway projects of this nature. Specialist expertise and support has been obtained through appropriate external consultants for Highway design elements, safety audits and Construction Design Management responsibilities.</p> <p>Notice will be given to Contractors on the Highways and Infrastructure Works Framework of the tender opportunity. This will enable Contractors to plan resources to price and return the tender within the set timescales.</p> <p>Statutory Undertaker's diversions are required and these will be programmed into the construction and managed by the contractor to minimise any disruption to road users and delay to the construction programme.</p>
<b>Project Manager</b>	<p>Brian Palmer</p> <p>Tel: 0121 303 7192 E-mail: <a href="mailto:brian.palmer@birmingham.gov.uk">brian.palmer@birmingham.gov.uk</a></p>
<b>Budget Holder</b>	<p>Peter Parker</p> <p>Tel: 0121 303 7096 E-mail: <a href="mailto:peter.parker@birmingham.gov.uk">peter.parker@birmingham.gov.uk</a></p>
<b>Sponsor</b>	<p>Anne Shaw – Acting Assistant Director Transportation and Connectivity</p> <p>Tel: 0121 303 6467 E-mail: <a href="mailto:anne.shaw@birmingham.gov.uk">anne.shaw@birmingham.gov.uk</a></p>
<b>Project Accountant</b>	<p>Andy Price – Finance Manager</p> <p>Tel: 0121 303 3608 E-mail: <a href="mailto:andy.r.price@birmingham.gov.uk">andy.r.price@birmingham.gov.uk</a></p>
<b>Project Board</b>	<ul style="list-style-type: none"> <li>• Programme Manager – Peter Parker</li> <li>• Project Manager – Brian Palmer</li> </ul>

<b>Members</b>	<ul style="list-style-type: none"> <li>• Policy Manager – Phil Edwards</li> <li>• LGF Manager – Lesley Edwards</li> <li>• Andy Price – Finance</li> </ul>		
<b>Head of City Finance (HoCF)</b>	Simon Ansell	<b>Date of HoCF Approval:</b>	
<b>Planned start date for delivery of the project</b>	Spring 2018 (construction start)	<b>Planned date of technical completion</b>	Late 2019 (construction end)



<b>Project Cost and Funding</b>		Voyager Code	Prev. Years	2017/18	2018/19	2019/20	Later Years	Totals
			£'000	£'000	£'000	£'000	£'000	£'000
<b>Capital Costs &amp; Funding</b>								
<b>Total Capital Costs</b>			<b>784.00</b>	<b>2050.00</b>	<b>4933.00</b>	<b>4615.00</b>	<b>602.00</b>	<b>12984.00</b>
<b>Funding</b>								
LGF	2LG	440.00	0.00	2960.00	1600.00	0.00	<b>5000.00</b>	
Integrated Transport Block		344.00	0.00	0.00	0.00	602.00	<b>946.00</b>	
Bus Lane Enforcement		0.00	2050.00	1973.00	3015.00	0.00	<b>7038.00</b>	
<b>Funding Total (Capital)</b>			<b>784.00</b>	<b>2050.00</b>	<b>4933.00</b>	<b>4615.00</b>	<b>602.00</b>	<b>12984.00</b>
<b>Revenue Consequences</b>			Prev years £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000	Later Years £'000 (Full Year)	Totals £'000
<b>Infrastructure Works</b>								
Maintenance –Highway Assets (including Trees)		0.00	0.00	0.00	0.00	0.00	21.290	
Ground Maintenance (soft landscaping)							-0.840	
<b>Infrastructure works Total</b>			<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>20.45</b>	
<b>Funded By:</b>								
Provisions for Highways Maintenance held within Corporate Policy contingency.(SSD 4028)		0.00	0.00	0.00	0.00	0.00	20.45	
<b>Totals</b>			<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>20.45</b>	

### **Notes – Revenue Consequences**

#### **Asset Management / Maintenance Implications**

As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPFI) contract, Highways have been formally notified of the proposed changes to the highway inventory arising from this scheme which has been allocated SSD No. 4028.

Consultation with Amey is also being carried out to coordinate, where possible, the proposed works with other programmed activities on the highway network.

#### **Maintenance Costs – Infrastructure Works**

This project will create assets that will form part of the highway upon completion and as such they will need to be maintained within the overall highway maintenance regime. The estimated cost of accruing these newly created assets is £20.45k and this will be funded from the provision for Highways Maintenance held within Corporate Policy contingency.

<b>3. Checklist of Documents Supporting the FBC</b>		
<b>Item</b>	<b>Mandatory attachment</b>	<b>Number attached</b>
<b>Financial Case and Plan</b>		
<ul style="list-style-type: none"> <li>Detailed workings in support of the above Budget Summary (as necessary)</li> </ul>	Mandatory	See Private Report
<ul style="list-style-type: none"> <li>Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document</li> </ul>	Mandatory	Included in section 1
<ul style="list-style-type: none"> <li>Whole Lifecycle Costing analysis ( as necessary)</li> </ul>	N / A	N / A
<ul style="list-style-type: none"> <li>Milestone Dates/ Project Critical Path (set up in Voyager or attached in a spreadsheet)</li> </ul>	Mandatory	Included in FBC
<b>Project Development products</b>		
<ul style="list-style-type: none"> <li>Risk Management Assessment</li> </ul>	Mandatory	Appendix C to Executive Report
<ul style="list-style-type: none"> <li>Consultation Summary</li> </ul>	Mandatory	Appendix D to Executive Report
<b>Other Attachments (list as appropriate)</b>		
<ul style="list-style-type: none"> <li>Equality Analysis</li> </ul>		Appendix B to Executive Report
<ul style="list-style-type: none"> <li>Scheme Plan</li> </ul>		Appendix E to Executive Report
<ul style="list-style-type: none"> <li>CPO Land Plan</li> </ul>		Appendix F to Executive Report
<ul style="list-style-type: none"> <li>Public Open Space Plan</li> </ul>		Appendix G to Executive Report