

<b>FULL BUSINESS CASE (FBC)</b>			
<b>1. General Information</b>			
<b>Directorate</b>	Economy	<b>Portfolio/ Committee</b>	Development, Transport & the Economy
<b>Project Title</b>	Local Growth Fund - Longbridge Connectivity Scheme	<b>Project Code</b>	CA-02712  CA-02000-03 to 10
<b>Project Description</b>	<p><b><u>Background</u></b></p> <p>On 7<sup>th</sup> July 2014 the Government announced the outcome of the 39 Growth Deals to Local Enterprise Partnerships (LEPs). The Greater Birmingham and Solihull LEP has secured £357.4m to fund economic growth in the area with £38.7m of new funding confirmed for 2015/16 and £58.5m for 2016/17 to 2021.</p> <p>One of the economic growth projects is the Longbridge Connectivity Scheme, which will improve connectivity to the 468 acre Longbridge development site, supporting job creation and economic growth.</p> <p>On 16<sup>th</sup> March 2015 Cabinet approved the Project Definition Document (PDD) for the Local Growth Fund Transport and Connectivity Projects. This report allocated £0.350m to develop the Longbridge Connectivity Scheme to FBC.</p> <p>On 15<sup>th</sup> June 2015 a FBC for the 1<sup>st</sup> phase of the Longbridge Connectivity Scheme was submitted to the GBSLEP, requesting the release of £4.86m of LGF funding. Approval was received from the GBSLEP Growth Board on 2<sup>nd</sup> September 2015.</p> <p>On 2<sup>nd</sup> November 2015, a business case for the 2<sup>nd</sup> phase of the Longbridge Connectivity Scheme, specifically the Park and Ride project, was submitted to the GBSLEP requesting an additional £1.97m of LGF funding. The two phases will secure £6.83m Local Growth Fund contributing to an overall scheme cost of £10.669m.</p> <p>The Longbridge Connectivity Scheme will enhance the overall connectivity to and from Longbridge, aiming to revitalise the local economy of the area and supporting of one of the largest regeneration projects in the West Midlands.</p> <p>The Longbridge Connectivity Scheme has six overarching investment objectives. These are:</p> <ol style="list-style-type: none"> <li>1. Unlock employment opportunities by creating new physical infrastructure, which enable improved access to the Regional Investment Site and overall development.</li> <li>2. Reduce congestion by reducing peak journey time and delays through the Longbridge area through physical improvements and increased junction capacity on Longbridge Lane and at junctions on the A38.</li> <li>3. Enhance the rail user experience and facilitate the predicted increase in passenger numbers forecast to accompany regeneration in Longbridge.</li> <li>4. Create improved walking and cycling facilities by implementing the wayfinding strategy, linking to transportation nodes, and creating new, safer cycle routes to link with wider network.</li> <li>5. Improve the public transport journey experience and connectivity by creating an effective public transport interchange to support the region's main transportation hubs.</li> <li>6. Improve accessibility to Bournville College and University of Birmingham, by enhancing the quality of public transport provision.</li> </ol>		

The proposal for improvements to the junctions on Longbridge Lane was developed as part of the approved Longbridge Area Action Plan and is reflected within the Longbridge Connectivity Scheme Local Growth Fund bid. The proposals are to reduce congestion, improve accessibility and reduce severance. Longbridge Lane provides an important connection to the M42. Occupiers on the Longbridge Development site are known to have chosen Longbridge because of the ease of access to business in London, Oxford, Warwick and Coventry. It is also recognised that the Longbridge Development site is attractive to prospective tenants because of its 30 minute drive time to Birmingham Airport, Birmingham International Railway Station and similar manufacturing facilities at Gaydon.

#### **Proposed Measures**

The Longbridge Connectivity scheme comprises the following elements, see the 'Project Deliverables' section for further details:

- Improve the highway connectivity to strategic routes by addressing pinch points and reduce congestion on Longbridge Lane and Bristol Road South, comprising improvements at:
  - A38 Roundabout at Lickey Road and West Link Road Junctions
  - A38 Bristol Road South and Lickey Road Speed Limit Reduction
  - A38 Bristol Road/ Tessall Lane Junction
  - Tessall Lane Cycle Measures
  - Longbridge Lane / Groveley Lane / Cofton Road Junction
  - Longbridge Lane / Turves Green / Coombes Lane Junction
  - Longbridge Lane Cycle Measures
- Upgrade the existing railway station facility ensuring the station is 'fit for purpose'.
- Improve the existing bus interchange: 5 stops on Longbridge Lane and 3 on Bristol Road South to be upgraded.
- Accommodate the diversion of the National Cycle Network (NCN) Route 5 through Longbridge by extending the traffic free cycle route along the River Rea to Tessall Lane.
- Implement pedestrian wayfinding signage to improve navigation and connections at and around Longbridge Railway Station and to better connect with local bus stops.
- Enhance the Park and Ride facility doubling the spaces to 223.

#### **Procurement Implications:**

- The highway works will be procured through the Birmingham City Council 'Highways and Infrastructure Works Framework Agreement' which is valid up to August 2018. At this point, it is the intention to package the junction works as one contract to be delivered on a phased basis. A further competition under Lot 4 will be carried out to select a contractor, which will be evaluated on a 30% quality, 60% price, 10% social value criteria. It will be a mandatory requirement for contractors to adhere to the Birmingham Business Charter for Social Responsibility (BBC4SR) and 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. It may be necessary to remove trees prior to the start of the main works to avoid the bird nesting season. If tree removal is required before the start of the main works the tree removal will be procured through the City Council's Landscape Construction Framework Agreement 2015-2019.

	<ul style="list-style-type: none"> <li>• Network Rail and London Midland: The National Station Improvements Programme (NSIP) is a £150 million Government fund to improve station facilities and deliver significant passenger benefits. A National Board oversees 13 Local Delivery Groups; the London Midland Local Delivery Group consists of representatives of London Midland, Network Rail, Centro and Passenger Focus. Governance for Railway Investment Projects (GRIP) divides a project into eight distinct stages, with formal stage gate reviews held at key points within the GRIP lifecycle. In February 2015 Mott MacDonald was commissioned by Network Rail to produce a GRIP 3 Option Selection report for the delivery of Longbridge Station Improvements. Following the GRIP 3 stage Network Rail plan to utilise one of Network Rail's Infrastructure Projects competitively tendered Building Framework contractors to develop and implement the scheme.</li> <li>• Centro: Procurement of enhanced bus shelters and wayfinding contracts will be through Centro's Enhanced Infrastructure Framework Agreement procured through OJEU - Lot 1 Enhanced Shelters and Lot 2 Enhanced Totems.</li> <li>• Procurement of the Park and Ride will be competitively tendered and advertised via Bravo-Solution, Find-it-in-Birmingham, and Contracts Finder. The contractor will be appointed under the NEC form of contracts.</li> </ul>
<p><b>Links to Corporate and Service Outcomes</b></p>	<p>The Longbridge Connectivity Scheme will contribute towards achieving the City Council's key policies and priorities as set out in the Leader's Policy Statement 2015, Council Business Plan 2015+, Birmingham Connected, West Midlands Local Transport Plan (LTP), West Midlands LSTF 'Smarter Network, Smarter Choices' project and the Big City Plan. It also aligns closely with the GBSLEP Strategy for Growth, Strategic Economic Plan.</p> <p>'Birmingham Connected' is the City Council's umbrella policy document for all transport planning activity across the city and is underpinned by the Birmingham Connected White Paper, BCC's 20 year transport strategy. The Longbridge scheme will contribute towards its goal to "...deliver better connections for citizens and businesses."</p> <p>The draft Birmingham Development Plan (BDP) sets out the statutory planning framework to guide decisions on development and regeneration in Birmingham until 2031. Section 5.10 of the BDP relates to Longbridge and states that an Area Action Plan is in place for the area to secure comprehensive regeneration and guide development over a 15-20 year period. The scheme is consistent with the Longbridge Area Action Plan.</p> <p>The scheme proposals will support the City Council's objectives, particularly for 'a prosperous sustainable city built on an inclusive economy' and 'reducing economic inequality and tackling deprivation' by improving public transport and other links to employment, training opportunities and local services.</p> <p>Consultations on these measures will help in 'providing the opportunity for the views of local people to inform physical regeneration and development decisions'.</p> <p>The scheme will also support the key aims of making Birmingham into a 'Green' and 'Smart' city.</p> <p>The proposals will also support priorities from the Birmingham Climate Change Action Plan 2010+ particularly 'reducing the environmental impact of the city's mobility needs through Low Carbon Transport'.</p> <p>The scheme will contribute to the following objectives in the Local Transport Plan 2011-26 (LTP3):</p>

	<ul style="list-style-type: none"> <li>• K01 'To underpin private-sector led growth and economic regeneration in the West Midlands metropolitan area' by increasing the mobility of labour markets and helping people access jobs by sustainable travel;</li> <li>• K02 'Climate Change' 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 'To improve the health, personal security and safety of people travelling in the West Midlands metropolitan area' by encouraging sustainable travel options and reducing the number of road traffic casualties;</li> <li>• K04 'Equality of Opportunity' 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 – Local Growth Fund Transport and Connectivity PDD</p>	<p><b>Date of Approval</b></p>	<p>17<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>Upgrade the existing railway facilities</p>	<p>The improvements will enhance rail user journey experience and facilitate the predicted increase in passenger numbers</p>	
	<p>Improve the existing bus interchange</p>	<p>Providing high quality weatherproof bus shelters with Closed Circuit Television and Real Time Information will provide a safer, improved journey experience accommodating the increase in demand.</p>	
	<p>Improve connectivity to the M42</p>	<p>The highway projects have the potential to significantly improve journey times through the Longbridge area. Modelling of highway improvements showed that 600 drivers will have a direct benefit of a.m. and p.m. peak journey time savings resulting in a 40% reduction in journey time and 60% reduction in delays through the area. The reduction in congestion is likely to have benefits for bus passengers on these routes and indirect benefits for traffic that currently suffer from significant rat-running and congestion avoidance.</p>	
	<p>Accommodate the diversion of the NCN Route 5 through Longbridge;</p>	<p>The Integrated Transport Prospectus details a number of Strategic Interchange hubs which should form the focal point of local and regional connectivity going forward; connecting local bus, cycling &amp; walking networks with rail and rapid transit connections. With the introduction of HS2 in 2026 the role and importance of these facilities becomes even more imperative.. This includes an improved interchange at Longbridge. This scheme will improve accessibility for cyclists and pedestrians to the station, linking transportation nodes.</p>	
	<p>Implement a pedestrian way-finding system</p>	<p>Improved walking facilities and connectivity to the new development and linking to transportation nodes</p>	
	<p>Extend the existing Park &amp; Ride</p>	<p>Improved connectivity between transport nodes, in particular Longbridge railway station, freeing up space at other south Birmingham station car parks, reducing journey time and fuel costs.</p>	

## Project Deliverables

The Longbridge Connectivity Scheme will enhance the overall transport offer in Longbridge, one of the largest regeneration projects in the West Midlands and includes the following individual elements:

1. Improve the highway connectivity to strategic routes by addressing pinch points and reduce congestion on Longbridge Lane and Bristol Road South;
2. Upgrade the existing railway facilities;
3. Improve the existing bus interchange;
4. Accommodate the diversion of the NCN Route 5 through Longbridge;
5. Implement a pedestrian wayfinding system at Longbridge and;
6. Extend the existing Park and Ride.

### 1. Highway Proposals

The highway projects will remove pinch points at junctions on the A38, a principal commuter route and radial corridor of Birmingham, and two junctions on Longbridge Lane, an important local distributor and connection to the M42 Motorway. The changes will reduce congestion and remove severance by creating additional capacity and new crossings.

The highway proposals do impact on approximately 48 highway trees, including approximately 21 trees at the Longbridge Lane / Groveley Lane / Cofton Road junction. It is proposed to plant two new trees in the locality for every tree to be removed. A landscape concept design is being prepared for the Longbridge Lane / Groveley Lane / Cofton Road junction. This scheme aims to mitigate as far as possible the loss of trees at this junction and will be developed further at the detailed design stage.

Improvements include:

#### A. Longbridge Lane / Turves Green / Coombes Lane Junction

The proposals at this location are shown on Drawing CA-02712-S1-034 in Appendix F and involve:

- Introducing traffic signals on four arms of the junction to replace the current roundabout junction arrangement.
- Widening the carriageway on all arms to accommodate additional traffic lanes. This will required the introduction of a retaining wall on Longbridge Lane western arm
- Providing controlled crossing facilities within the signalised junction on all arms. The redundant pedestrian crossing on Longbridge Lane eastern arm will be removed.
- The proposals will require the removal of approximately 5 highway trees. Replacement trees will be provided on a 2 for 1 basis within the locality.
- Traffic regulation orders in the form of double yellow lines on all arms of the junction.
- Extending the service road along Longbridge Lane between properties 208 and 220 Longbridge Lane.
- Closing the access ramp off Longbridge Lane servicing properties 214 to 220 Longbridge Lane.
- The removal of one tree will be required to allow the service road to be extended

#### B. Longbridge Lane / Groveley Lane / Cofton Road Junction

The proposals at this location are shown on Drawing CA-02712-S1-035 in Appendix F and involve:

- Introducing traffic signals on four arms of the junction to replace the current roundabout junction arrangement.
- Provision of U Turn ban on the western arm of Longbridge Lane at the junction.
- Providing controlled crossing facilities within the signalised junction on all arms
- Traffic regulation orders in the form of double yellow lines on all

arms of the junction.

- The proposals will require the removal of approximately 21 highway trees. Replacement trees will be provided on a 2 for 1 basis within the locality.
- C. Longbridge Lane Cycle Measures  
 These measures are detailed in Drawing CA-02172-S1-033 in Appendix F and involve providing a cycle route along Longbridge Lane service roads between the railway station and Groveley Lane Junction. Physical measures will include:
- Traffic signs and road markings
  - Upgrading the existing Pelican crossing near Albert Bradbeer School to a Toucan crossing.
- D. A38 Bristol Road/ Tessall Lane Junction  
 The proposals at this location are shown on Drawing CA-02712-S3-052 in Appendix F and include:
- Providing a dedicated right turn lane on the north bound arm of the junction.
  - Closing the access from Bristol Road South into Farren Road to deter motorists from rat running.
  - Providing a U-turn facility into the grass verge just south of the junction.
  - Providing a pedestrian crossing on Tessall Lane eastern arm to assist with pedestrians and cyclist movement across the junction
  - Traffic regulation order in the form of double yellow lines at the junction of Tessall Lane with Mavis Road, Mill Brook Drive and Kemshead Avenue
  - The proposals will require the removal of approximately 11 highway trees. Replacement trees will be provided on a 2 for 1 basis within the locality.
- E. Tessall Lane Cycle Measures  
 The proposals at this location are shown on Drawing CA-02712-S3-051 in Appendix F and involve closing vehicular access the one way section of Tessall Lane in order to provide a pedestrian and cycle only route. Pedestrian movements near the train station on Longbridge Lane will be improved by the introduction of a raised surface uncontrolled crossing point across the bell mouth of Tessall Lane.
- F. A38 / Lickey Road Junction and West Link Road Junction  
 The proposals at this location are shown on Drawing CA-02712-S2-015, 016 and 017 in Appendix F and include:
- Enlarging the A38 / Lickey Road roundabout and providing a dedicated left turn slip road on the A38 north bound approach. An area of private land owned by St. Modwen as shown on Drawing CA-02712-S2-001 in Appendix H will be required to allow these works.
  - Introducing a traffic signals with pedestrian and cyclists crossing facilities for the new junction of the A38 Bristol Road South and West Link Road. An area of private land owned by St. Modwen as shown on Drawing CA-02712-S2-014 in Appendix H will be required to allow these works.
  - Introduce a new Toucan crossing on Bristol Road South west arm.
  - The proposals will require the removal of approximately 11 highway trees. Replacement trees will be provided on a 2 for 1 basis within the locality.
  - The proposal will provide cycling access improvements on Bristol Road South and Lickey Road. The existing Pelican crossing on Lickey Road will be upgraded to a Toucan crossing.
- G. Bristol Road South and Lickey Road Speed Limit Reduction  
 The proposals are shown on Drawing CA-02712-S2-017 in Appendix F and include reducing the 40mph speed limit on A38

Bristol Road South to 30mph within the locality of the Lickey Road junction and along Lickey Road up to the city's boundary with Bromsgrove. The reduction of speed limit on these roads will provide improved safety for pedestrians, cyclists and motorists.

**2. Upgrade the existing railway facilities**

- Ensure the Station is 'for purpose';
- Glaze the waiting area on Platform 1, and install heating;
- Upgrade all seating on both platforms;
- New cycle storage facilities at the station;
- Automatic power entrance doors;
- Upgrading the station facade;
- Renovate the booking hall to improve pedestrian movement, safety and provide an attractive environment;
- Install accessible toilet facilities;
- Installation of services to facilitate addition ticket machines;
- Additional Customer Information screens and CCTV upgrade;
- Painting of parapet walls of the road over bridge; and
- A canopy extension on platform 1.

**3. Improve the existing bus interchange**

As part of the scheme, five bus stops on Longbridge Lane and three on Bristol Road South are to be upgraded; two stops outside Bournville College, the three stops which make up the railway station interchange and a three stops outside the Innovation Centre as shown in Appendix I.

Enhanced bus stop infrastructure would include:

- High quality weatherproof shelters including seating;
- Level boarding at all doors;
- CCTV coverage and help points;
- Common instantly recognisable branded design; and
- Real time information.

**4. Accommodate the diversion of the NCN Route 5**

The project closes the existing one way carriageway and reallocates the road space to provide a two way cycle route; the existing footway will remain for pedestrian use. This improvement will connect the NCN Route 5 to the Longbridge development site, the Bike Hub at Longbridge Railway Station and the existing cycle infrastructure.

**5. Implement a pedestrian wayfinding system**

Centro has established a framework for the design development and manufacture of wayfinding signage within the West Midlands. Centro will procure eight wayfinding products to be installed at key decision points to improve pedestrian movement, in particular transportation nodes. Proposed locations are shown in Appendix I

**6. Extend the existing Park and Ride**

A 102 space car park close to Longbridge railway station opened in early 2014 and features CCTV, a monitored walking route to the station, Help Points and energy efficient lighting. Despite this improved offer, there is still a need for an additional 100+ parking spaces for rail passenger use. The City Council submitted a business case to the GBSLEP on 2<sup>nd</sup> November 2015 seeking £1.97m LGF to deliver the Park and Ride extension, creating an additional 121 spaces. This scheme is considered an important part of the overall Longbridge Connectivity Scheme and the benefits attributed to other elements of the scheme, particularly the railway station upgrade, will not be fully realised without the Park and Ride improvements.

<p><b>Scope</b></p>	<p>The project will include all of the deliverables noted above.</p> <p>Land owned by St. Modwen (shown Appendix H) is required to deliver the highway scheme at A38 Bristol Road South and Lickey Road in order to facilitate the proposed highway junction improvements at these two locations. St. Modwen will transfer the land to the City Council at nil cost.</p> <p>All other required highway land is owned by Birmingham City Council (highways including pavements), who are partners in scheme delivery.</p> <p>Network Rail will require planning consent for the changes to the façade of the railway station. The station property asset is owned by Network Rail and maintained and operated by London Midland, who operates local rail services in the West Midlands.</p> <p>Centro will require planning consent for the Park and Ride extension. Centro has received pre-application advice from the planning authority in support of the multi-storey solution. Centro will require a small strip of land adjacent to the existing Park and Ride, currently under lease to the Longbridge Social Club, to enable the Park and Ride extension to be delivered.</p>
<p><b>Scope exclusions</b></p>	<p>The Longbridge Connectivity Scheme is concerned with the improvements identified above.</p> <p>The highway proposals are not intended to address any existing or future local, residential parking problems.</p>
<p><b>Dependencies on other projects or activities</b></p>	<p>That funding from 3<sup>rd</sup> party sources takes place as currently agreed and that no change to the funding requirements occurs.</p> <p>Transfer of 2 plots of land from St Modwen to facilitate the highway proposals.</p> <p>The City Council has submitted a business case to the GBSLEP on 2<sup>nd</sup> November 2015 for the extension of the Longbridge Park and Ride. The business case for the Park and Ride has been reviewed by the GBSLEP's Independent Technical Evaluator and recommended for approval at the GBSLEP's Growth Team Board in February 2016.</p> <p>In addition, other dependencies include:</p> <ul style="list-style-type: none"> <li>• Completing procurement/tendering processes and placing orders for works</li> <li>• Securing access to public highway</li> <li>• Phasing works in accordance with other works on the highway</li> <li>• Contractors and Statutory Undertakers availability</li> <li>• Securing necessary legal agreements and grant agreements with Network Rail, Centro and St. Modwen Properties</li> <li>• Network Rail securing planning permission for external works to the station. Application is anticipated in March 2016.</li> <li>• The City Council securing funding from GBSLEP for Park and Ride. FBC was submitted to GBSLEP on 2<sup>nd</sup> November 2015.</li> <li>• Centro acquiring the strip of land from Longbridge Social Club</li> <li>• Centro securing planning permission for the Park and Ride. Planning application is anticipated in December 2015.</li> </ul>
<p><b>Achievability</b></p>	<p>Each of the projects that comprise the Longbridge Connectivity Project will have dedicated Project Managers from each delivery partner taking the lead for the day to day management of their respective projects. Similar programmes have been completed by the responsible delivery partners.</p> <p><b>Birmingham City Council</b></p> <p>The project will be managed in accordance with the City Council's Standing Orders, Financial Regulations and Governance Arrangements as set out in the Council's Constitution. The project management arrangements will be in accordance with the Quality Management System which complies with the requirements of ISO</p>



	<p>9001:2008. The Infrastructure Projects team within the Transportation &amp; Connectivity section of the Economy Directorate will take the project management lead for the highway elements.</p> <p><b>Centro</b></p> <p>The project management for Centro projects will be through Centro's Gateway Review Process (based upon OGC's Gateway Review Process) and will review and approve the project at key stages to provide surety that they remain on target to deliver agreed objectives to time, budget and that project risk is being managed.</p> <p>The project management structure will consist of the Centro scheme Sponsor assisted by the Project Developer and Project Manager who will take the scheme through Centro's Gateway Process and into implementation with support from Centro's Finance Team, Procurement Team and Programme Management Office.</p> <p><b>Network Rail</b></p> <p>Governance for Railway Investment Projects (GRIP) is based on best practice within industries that undertake major infrastructure projects and practice recommended by the major professional bodies. These include the Office of Government Commerce (OGC), the Association of Project Management (APM) and the Chartered Institute of Building (CIOB). GRIP divides a project into 8 stages. Formal stage gate reviews are held at varying points within the GRIP lifecycle. The stage gate review process examines a project at critical stages in its lifecycle to provide assurance that it can successfully progress to the next stage.</p> <p><b>Risks</b></p> <p>The City Council, Centro and Network Rail have their own internal policies for managing and mitigating project risks. The risks applicable to the LGF Longbridge Connectivity Scheme programme will be managed at the Longbridge Connectivity Board. The main risks are attached as Appendix C.</p>		
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<b>Budget Holder</b>	Peter Parker, Design Development Manager, Infrastructure Projects, Transportation & Connectivity.		
<b>Sponsor</b>	Anne Shaw – Acting Assistant Director Transportation and Connectivity		
<b>Project Accountant</b>	Rob Pace – Finance Manager – Economy Directorate Tel: 0121 303 E-mail: <a href="mailto:rob.pace@birmingham.gov.uk">rob.pace@birmingham.gov.uk</a>		
<b>Head of City Finance (HoCF)</b>	Alison Jarrett	<b>Date of HoCF Approval:</b>	25/11/2015
<b>Planned start date for delivery of the project</b>	5 January 2016	<b>Planned date of technical completion</b>	30 September 2017

2. Budget Summary							
	Voyager Code	2014/15	2015/16	2016/17	2017/18	Later Years	Totals
Capital Costs & Funding		£000s	£000s	£000s	£000s		£000s
<b>Expenditure:</b>							
<b>Highway Schemes</b>							
	CA.02712-03-2 -001 to 004						
Development Costs to FBC		49	61.6				110.6
Proj. Management & Detail Design Fees			415	163	59		637
Contract Administration Fees				487	111		598
Works (incl. contingency)				2,549	851.4		3400.4
Statutory Undertakers			966	928	200		2094
Scheme Total		<b>49</b>	<b>1442.6</b>	<b>4127</b>	<b>1221.4</b>	<b>0</b>	<b>6840</b>
<b>Centro Schemes</b>							
<u>Bus Shelters</u>							
	CA-02000-03						
Works (incl. contingency)			147				147
Scheme Total			<b>147</b>	<b>0</b>		<b>0</b>	<b>147</b>
<u>Wayfinding</u>							
	CA-02000-04						
Works (incl. contingency)			<b>52</b>				<b>52</b>
Scheme Total			<b>52</b>	<b>0</b>		<b>0</b>	<b>52</b>
<u>Park &amp; Ride</u>							
	CA-02000-05						
Development Design Fees			50				50
Works (incl. contingency)				1920			1920
Scheme Total			<b>50</b>	<b>1920</b>		<b>0</b>	<b>1970</b>
<b>Rail Schemes</b>							
<u>Longbridge Station</u>							
	CA-02000-10						
Fees			210	300			510
Works (incl. contingency)				1150			1150
Scheme Total			<b>210</b>	<b>1450</b>	<b>0</b>	<b>0</b>	<b>1660</b>
<b>Total Highway Schemes</b>		<b>49</b>	<b>1442.6</b>	<b>4127</b>	<b>1221.4</b>	<b>0</b>	<b>6840</b>
<b>Total Centro and Rail Schemes</b>		<b>0</b>	<b>459</b>	<b>3370</b>	<b>0</b>	<b>0</b>	<b>3829</b>
<b>Total Capital Expenditure</b>		<b>49</b>	<b>1901.6</b>	<b>7497</b>	<b>1221.4</b>	<b>0</b>	<b>10669</b>

Funding Sources:							
Highway Scheme Funding		2014/15	2015/16	2016/17	2017/18	Later Years	Totals
ITB (Development)		49			51		100
<b>S106: Birmingham Great Park</b> 1992/03319/LA - Transportation Improvement Account					206		206
<b>Private Sector</b>				868.6	964.4		1833
<b>LEP - Local Growth Fund</b>			1442.6	3258.4			4701
<b>Total Highway Scheme Funding</b>		<b>49</b>	<b>1442.6</b>	<b>4127</b>	<b>1221.4</b>	<b>0</b>	<b>6840</b>

APPENDIX A

Centro & Rail Schemes Funding		2014/15	2015/16	2016/17	2017/18	Later Years	Totals
<b>S106:</b> Birmingham Great Park 1992/03319/LA - Transportation Improvement Account				76			76
<b>S106:</b> Birmingham Great Park 1992/03319/LA - Rubery Public Transport Account				73			73
<b>LIT:</b> Occupational Health Building Phase 2 2013/00004/LA 2012/07066/PA				148			148
<b>LIT:</b> Centro Park & Ride 2013/00021/LA 2012/08394/PA				87			87
<b>LIT:</b> Lickey Road 2010/00047/LA 2009/06423/PA				179			179
<b>National Station Improvement Programme</b>			250	250			500
<b>Private Sector</b>				637			637
<b>LEP - Local Growth Fund</b>			159	0			159
<b>Local Growth Fund (Park &amp; Ride) TBC</b>			50	1920			1970
<b>Total Centro &amp; Rail Schemes Funding</b>		0	459	3370	0	0	3829

Total Funding		2014/15	2015/16	2016/17	2017/18	Later Years	Totals
<b>ITB (Development)</b>		49			51		100
<b>S106:</b> Birmingham Great Park 1992/03319/LA - Transportation Improvement Account					206		206
<b>S106:</b> Birmingham Great Park 1992/03319/LA - Transportation Improvement Account				76			76
<b>S106:</b> Birmingham Great Park 1992/03319/LA - Rubery Public Transport Account				73			73
<b>LIT:</b> Occupational Health Building Phase 2 2013/00004/LA 2012/07066/PA				148			148
<b>LIT:</b> Centro Park & Ride 2013/00021/LA 2012/08394/PA				87			87
<b>LIT:</b> Lickey Road 2010/00047/LA 2009/06423/PA				179			179
<b>National Station Improvement Programme</b>			245.2	254.8			500
<b>Private Sector</b>				1505.6	964.4		2470
<b>LEP - Local Growth Fund</b>			1601.6	3258.4			4860
<b>Local Growth Fund (Park &amp; Ride) TBC</b>			50	1920			1970
<b>Total Capital Funding</b>		49	1901.6	7497	1221.4	0	10669

<b>Revenue Consequences</b>				Part Year		Full Year	Full Year
<u>SSD 4068/02 &amp; 03: Longbridge Lane Junctions Improvements</u>				2.6		12	12
<u>SSD 4068/01: A38/Lickey Road, West Link Road Junctions and Speed Limit Reduction</u>						12.6	12.6
<u>SSD 4068/04: A38/Tessall Lane Junction</u>				1.5		2.5	2.5
<u>SSD 4068/05: Tessall Lane Cycling Measures</u>				0.1		0.7	0.7
<b>Totals</b>				<b>4.2</b>		<b>27.8</b>	<b>27.8</b>

<b>Funded By:</b>							
Policy Contingency Funding				4.2		27.8	27.8
<b>Totals</b>				<b>4.2</b>		<b>27.8</b>	<b>27.8</b>

**Notes:****Revenue Consequences****Asset Management / Maintenance Implications**

As part of BCC'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 Numbers 4068/01 to 05 (as stated in the Budget Summary table above).

Consultation with Amey is also being carried out to explore opportunities for the coordination of the proposed works with other programmed activities on the highway network.

**Maintenance Costs – Infrastructure Works**

This scheme will create assets that will form part of the highway upon completion of the works; as such they will be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £27,800 per year (including energy costs). This cost 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	Available if required
<ul style="list-style-type: none"> <li>Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document</li> </ul>	Mandatory	Annex 2
<ul style="list-style-type: none"> <li>Whole Lifecycle Costing analysis ( as necessary)</li> </ul>	Mandatory	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	Annex 3
<b>Project Development products</b>		
<ul style="list-style-type: none"> <li>Populated Issues and Risks register</li> </ul>	Mandatory	Appendix C
<ul style="list-style-type: none"> <li>Stakeholder Analysis</li> </ul>	Mandatory	Annex 1
<b>Other Attachments (list as appropriate)</b>		
<ul style="list-style-type: none"> <li>Summary of Alternative Options</li> </ul>		Annex 4

## **FBC Annex 1**

### **Stakeholder Analysis**

#### **Consultation**

Development of the scheme has been informed by consultation with:

- Cabinet Member for Development, Transport and the Economy
- Director of Planning and Regeneration
- Director of Highways and Resilience
- Acting Assistant Director of Transportation and Connectivity
- Ward Councillors for Northfield and Longbridge
- MP for Birmingham Northfield
- Executive Member for Northfield District
- Sustrans
- Longbridge Consultative Group (attendees: local Ward Cllrs., Northfield MP, BCC, Bournville College, HCA, Parish Council, Local residents, St. Modwen)
- Longbridge Connectivity Group (attendees: Network Rail, London Midland, Centro, local Ward Cllrs., Northfield MP, National Express, BCC, Bournville College, St. Modwen)
- Longbridge Delivery Group (attendees: BCC, Bromsgrove DC and Worcestershire CC).

Furthermore, the development of the project has been informed by two Public Consultations.

A Public Consultation for the Longbridge Connectivity Scheme (covering the Highway, Rail and Centro elements) was held on 25<sup>th</sup> November 2014 and the results are given in Appendix D.

A second Public Consultation exercise was undertaken on the highway schemes between 6<sup>th</sup> July – 31<sup>st</sup> July 2015. To address specific local issues two further consultations were carried out with frontages in October 2015. The consultation results are given in Appendix E. Councillors for the Northfield and Longbridge Wards were consulted and approximately 7100 consultation letters together with plans and questionnaires were sent out to residents and frontages within the project area. Letters / e-mails were also sent to all key stakeholders including Emergency Services, District Engineers, public transport companies, disability representative groups, cycling and walking groups and also local groups. A consultation web page was also created for the scheme on the City Council Be Heard website. Public consultation road signs were also placed at key locations on the public highway to inform passing traffic and the wider community. Additionally the proposals were presented at three consultation road shows held on the 13<sup>th</sup>, 20<sup>th</sup> and 25<sup>th</sup> July 2015 at The Factory Young Peoples Centre in Longbridge. The events were attended by over 450 visitors.

Longbridge Lane / Groveley Lane / Cofton Road Junction - The July 2015 consultation included two options at this junction:

- Option A – Road widening on all arms of the junction maximising capacity for future traffic. 24 trees would be affected.
- Option B – Road widening on Longbridge Lane approaches only offering additional capacity, but less than Option A. 10 trees would be affected.

An Option Analysis note was developed; this is attached as Appendix G. This was included as part of the consultation material sent out providing information for Option A and B on tree loss and traffic queue forecasts. The consultation results are given in Appendix E

The feedback received from the consultation has been considered and based on the benefits to all road users on all approaches and the economic business case; it is recommended that the full scheme 'Option A' is implemented. The concern about the affect and impact on trees has been reviewed and with design modifications, it is possible to reduce the number of trees to 21 trees are now affected within the full scheme of 'Option A'.

Farren Road / Bristol Road South Junction 'No Entry' Proposal – The October 2015 local consultation was carried out to seek views on further options at the Farren Road / Bristol Road South junction. This consultation was specifically with residents along and near to Farren Road. The options are as follows:

- Option 1 – Make Farren Road 'No Entry' from Bristol Road South for all vehicles.
- Option 2 - Make Farren Road 'No Entry' from Bristol Road South for vehicles except for buses.
- Option 3 – Make no changes to the Farren Road / Bristol Road South junction (leave the junction as it is).

- Option 4 – Review the Farren Road / Bristol Road South junction 6 – 12 months after the completion of the junction improvements at Bristol Road South / Tessall Lane.

The consultation results are given in Appendix E. The feedback received from the consultation has been considered and it is recommended that Option 2 – Make Farren Road ‘No Entry’ from Bristol Road South for vehicles except for buses is implemented. The recommended option provides balanced compromise to address the perceived rat running issue without an adverse impact on the two way bus service along Farren Road which some residents rely upon.

Bristol Road South and Lickey Road 30mph Speed Limit Change Proposal – The July 2015 consultation results are given in Appendix E. The feedback received from the consultation has been considered and it is recommended to extend the 30mph Speed Limit on the A38 Bristol Road South to the Colmers Schools and past the Meadows Primary School to the existing 30mph speed limit at Northfield. The proposal is subject to a Traffic Regulation Order.

Degree of Stakeholder Influence

<b>High Influence</b>	<b>Low Influence</b>	
Northfield Ward Councillors Longbridge Ward Councillors Labour MP for Northfield Cabinet Member for Commissioning, Contracting and Improvement Cabinet Member for Development, Transport and the Economy Network Rail London Midland Longbridge Delivery Group Centro St. Modwen	Bournville College Longbridge Consultative Group Northfield District	<b>High Importance</b>
	Bus Operators	<b>Low Importance</b>

## APPENDIX A

<b>Stakeholder</b>	<b>Stake in Project</b>	<b>Potential Impact</b>	<b>What does the Project expect from Stakeholder</b>	<b>Perceived attitudes and/or risks</b>	<b>Stakeholder management strategy</b>	<b>Responsibility</b>
Member of Parliament for Northfield	Knowledge of issues affecting local community	High	Political support for project	Concerns over highway works.	Ongoing involvement through consultation	Transportation and Planning & Regeneration
Ward Councillors	Knowledge of issues affecting local community	High	Political support for project	Concerns over highway works.	Ongoing involvement through consultation	Transportation and Planning & Regeneration
Cabinet Member for Development, Transport and the Economy	Portfolio holder	High	Political support for project	Supportive of proposals	Ongoing involvement through consultation	Transportation and Planning & Regeneration
Cabinet Member for Commissioning, Contracting and Improvement	Ensuring value for money through procurement and compliances with BBC4SR	High	Political support for project	Supportive of proposals	Ongoing involvement through consultation	Transportation and Planning & Regeneration
Longbridge Delivery Group	Project Governance	High	Supported as a priority scheme	Endorsement of proposals	Approve LIT budget and project	Memorandum of Understanding
Centro	Delivery Partner of Scheme	High	Supportive of proposals. Alignment of Strategic Transportation vision.	Supportive of overall scheme	Board member and Delivery Partner	Centro and Connectivity Board
Northfield District	Knowledge of issues affecting local community	Medium	Consultation with community and support for project	Supportive of scheme	Involved in consultation	Transportation and Planning & Regeneration
Longbridge Consultative Group	Interested Party	Medium	Consultation & Community Support	Supportive of scheme.	Ongoing consultation	Planning & Regeneration
St Modwen	Land interest & funding support	High	Funding and support for proposals	Ongoing support of scheme	Board Member & joined up delivery	Planning & Regeneration
Bournville College	Local facility & s106 payment	Medium	Support for proposals	Supportive of scheme	Involved in consultation	Planning & Regeneration
Bus Operators	Operator of bus services	Low	Support for proposals	Supportive of scheme	Involved in consultation	Centro
Network Rail	Owner of Station and land	High	Support for proposals	Ongoing support	Involved in development and implementation	Planning & Regeneration
London Midland	Train Operator and Station management	High	Support for proposals	Ongoing support	Involve in development	Planning & Regeneration



**FBC Annex 2****Project Management Structure and Key Contacts**

The scheme is an integral part of the Local Growth Fund programme, which comprises a portfolio of projects for the delivery of improved infrastructure to support investment in growth.

The programme management arrangements are as follows:

- GBSLEP Programme Manager – Lesley Edwards
- Birmingham City Council Programme Manager – John Maillard
- Birmingham City Council Design Development Manager – Peter Parker
- Birmingham City Council Project Manager Infrastructure projects – Jas Chahal
- Centro Programme Development Manager – Jon Hayes
- Centro Project Manager – Duncan Fry
- Network Rail Sponsor – Michele Joyce

**FBC Annex 3****Key Milestones**

<b>Milestone Activity</b>	<b>Date</b>
BCC Project Definition Document	March 2015
Full Business Case submitted (GBSLEP)	June 2015
Full Business Case approval (GBSLEP – Growth Board)	Sept 2015
Park and Ride FBC to GBSLEP	November 2015
GBSLEP approval of Park and Ride FBC	February 2015
BCC Cabinet FBC Approval	December 2015
Park and Ride: Planning Application	December 2015
Bus Shelters and Wayfinding signage: Start on site	March 2016
Highway Projects: Start of works	May 2016
Railway Station: Planning Application	March 2016
Railway Station: Start on site	June 2016
Park and Ride: Start on site	June 2016
Completion of all works	September 2017

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**FBC Annex 4****Summary of Alternative Options****1. Upgrade of existing railway station**

Network Rail has carried out an Options Appraisal Report on behalf of and funded by Birmingham City Council. This GRIP Stage 3 report was completed in May 2013 and provided three options and costs for off-track, aesthetic and functional improvements to Longbridge Railway Station in order to provide a modern, high quality passenger facility. This report has been revised in September 2015 to incorporate the comments received during consultation for further improvements to the station.

Options ruled out:

- a) Decrease scope of improvements - the reduction of the proposed improvements would not deliver the necessary outputs and the benefits would likely be perceived as insufficient or inferior by station users. For example, partially renovating the accessible toilet facility or installing new doors without an automatic opening function would not deliver the accessibility improvements.
- b) Increase scope of improvements – although there is scope to increase the level of improvements, notably by rebuilding the entire station, the significant cost of over-track works would substantially increase the overall project cost, while not adding the proportionate benefits and therefore, is not the best value for money solution.
- c) Make the investment later – there is an option not to do the improvements until the full regeneration of Longbridge is completed and numbers of rail passengers warranted station investment, however this may take several years and the railway station in its current condition would not complement the extent of regeneration works that have already been completed, nor provide the necessary welcoming and safe environment for the new and existing users.

**2. Improvements to the existing bus interchange and wayfinding**

Providing a single, upgraded interchange close to Longbridge railway station has been considered. This is an expensive option and would involve moving the existing bus stops and involve additional land purchase. For this reason Centro, Birmingham City Council and St Modwen consider that upgrading the existing bus stops and wayfinding signage offers the best value for money solution.

**3. Extending the Park and Ride**

Work began in late 2013 on a free-to-use 102 space Park & Ride close to Longbridge railway station. This opened in early 2014 and features CCTV, a monitored walking route to the station, Help Points and energy efficient lighting. The option proposed is a decked facility that will increase parking provision at Longbridge from 102 spaces to 223 spaces. This would have a number of benefits, including saving people the need to drive to other station car parks (e.g. Selly Oak), therefore reducing journey times and fuel costs.

Options ruled out:

- a. Two alternative options were developed that were based on ground level parking. Both of these options would face planning objections based on their adverse impacts on the environment through the necessary removal of trees and landscaping. A Tree Protection Order (TPO) is in place for a proportion of the site, which would pose a significant barrier to delivery. These options would also be subject to extensive assessments, including in relation to air quality, flood risk, landscaping, lighting, noise, tree surveys and a Phase 1 Habitat Report and these could impact upon the deliverability and programme of the scheme.
- b. A 3<sup>rd</sup> option, to do nothing was also considered, but this would not meet the current or future demand for station parking users and therefore fail to meet the objectives of the Longbridge scheme and should therefore be ruled out.

**4. Highway Improvements**

Three options have been considered at each location and the preferred options have been identified on the basis of need, affordability and local physical constraints.

- 4.1 The Longbridge Lane junction with Turves Green is a mini-roundabout with narrow approaches on all arms. The capacity of the junction is severely limited and safe crossing facilities are located some distance from the junction.
- a) The first option is to do nothing. However there are significant concerns that the junction is already operating at the limit of its capacity. This junction cannot accommodate additional development.
  - b) The AAP contained a signalised scheme which was initially proposed as part of a strategic link to the A441 for MG Rover however, this had little consideration of constraints, including the need for 3<sup>rd</sup> party land in private ownerships, which would have a significant increased cost and impact on residential properties.
  - c) A subsequent review of the constraints produced a more considerate scheme which achieves a measure of control for pedestrians and additional capacity to accommodate increased demand. The residual cost and physical constraints relate to street trees and statutory undertakers equipment. Recommended option.
- 4.2 The Longbridge Lane junction with Groveley Lane is a small roundabout with narrow approaches on all arms. The capacity of the junction is severely limited and safe crossing facilities are located some distance away.
- a) The first option is to do nothing. However there are significant concerns that the junction is already operating at the limit of its capacity. This junction cannot accommodate additional development.
  - b) The AAP contained a signalised scheme which was initially proposed as part of a strategic link to the A441 for MG Rover however, this had little consideration of constraints, including the need for 3<sup>rd</sup> party land in private ownerships, which would have a significant increased cost and impact on residential properties.
  - c) A subsequent review of the constraints produced a more considerate scheme which achieves a measure of control for pedestrians and additional capacity to accommodate increased demand. The residual cost and physical constraints relate to street trees and statutory undertakers equipment. Recommended option.
- 4.3 The A38 junction with Tessall Lane is a major signal controlled junction with narrow side roads, significant volumes of right turning and u-turning traffic and pedestrian crossings on all but one arm.
- a) The first option is to do nothing. However there are significant concerns that the junction is already operating at the limit of its capacity. This junction cannot accommodate additional development.
  - b) A scheme has been developed to accommodate u-turning traffic on the A38 northbound approach and a pedestrian crossing on Tessall Lane adjacent to Job Centre Plus.
  - c) The AAP contained a scheme which increased the capacity of the A38 northbound approach and provided a pedestrian crossing on Tessall Lane adjacent to Job Centre Plus, a busy attractor of pedestrian traffic.
- The physical infrastructure costs of Option b and Option c are similar, and some minor design alterations will seek to accommodate the benefits of both schemes. Recommended option.
- 4.4 Accommodate the diversion of the NCN Route 5 through Longbridge. In consultation with Sustrans, the operators of the NCN, an opportunity has arisen to divert NCN Route 5 through the heart of Longbridge. The proposal is to extend the traffic free route along the River Rea to Tessall Lane. As part of these proposals cycle measures are required on Tessall Lane between Longbridge Railway Station, options considered:
- a) The first option is to do nothing. However this will not connect the NCN Route 5 to the Longbridge development site, the Bike Hub at Longbridge Railway Station and the existing cycle infrastructure.
  - b) A scheme to provide a shared use footway / cycleway alongside the existing one way section of carriageway.

- c) A scheme to close the existing one way carriageway and reallocate the road space to provide a two way cycle route, the existing footway will remain for pedestrian use. Recommended option.

4.5 The A38 junction with Lickey Road is a non-standard roundabout junction, where the circulatory traffic gives way to the A38 southbound approach. All approaches are dual carriageway. There are no controlled pedestrian crossings in the vicinity of the junction, and the forward visibility over the brow of the old railway bridge is below standard and limits any possibility of significant improvement to the junction.

- a) The first option is to do nothing. However there are significant concerns that the junction is already operating at the limit of its capacity. This junction cannot accommodate additional development.
- b) The AAP contained a scheme which increased the capacity of the A38 and provided pedestrian crossings by changing the junction into a major signal controlled T-junction. This involved the realignment of the A38 across 3<sup>rd</sup> party land and the full removal of the railway bridge. The cost of these works was predicted to be approximately £8m, but to construct it would require the diversion of the A38 through a part of the development site, and as a result bringing forward other infrastructure and development related costs increasing the sum to £16m.
- c) A third option accommodates a significant proportion of the full development, but also facilitates a more significant upgrade if and when this is considered necessary. This does not require the removal of the railway bridge or 3<sup>rd</sup> party land which reduces the overall engineering costs. Furthermore, the junction can be constructed without the need to bring forward diversionary infrastructure through the development. Recommended option.