

PROJECT DEFINITION DOCUMENT (PDD)

General Information

Directorate

Economy

Portfolio/ Committee

Key Project Milestones (see Appendix C for further details)	Planned Delivery Date
Options Appraisal for Highway Scheme	November 2017
DfT feedback (<i>provisional date</i>)	March 2018
Obtain approval to PDD from Cabinet	June 2018
Traffic Model Development for Highway Scheme	June 2018
DfT Business Case Development for Highway Scheme	July 2018
City Council Full Business Case for Highway Scheme	December 2019
Site Works Start for Highway Scheme	January 2021
Site Works Start for Highway Scheme	Mid 2022
Post Implementation Review	Mid 2023
Dependencies on other projects or activities	<p>Delivery of the measures will depend primarily on a successful outcome from the MSBC bid submitted to DfT expected in April 2020. The DfT require works tenders to be returned prior to signing off the MSBC to ensure the works cost is within the allocated budget.</p> <p>Delivery of specific measures such as waiting restrictions and turning prohibitions will be subject to the advertisement Traffic Regulation Orders. Traffic Management Plans will also need to be approved by City Council Officers.</p>
Achievability	<p>The programme involves standard highway engineering improvements, and the City Council has significant experience of successfully project managing and implementing projects of this nature. Additional resources will be obtained from external consultants through existing frameworks if required. It is proposed to appoint a Design and Build contractor to undertake the design development, detailed design and construction and to also provide ECI.</p> <p>There will be a need to liaise with both Network Rail and the Canal and River Trust as the proposals require reconfiguration of the carriageway and footway over both rail and canal bridges, however there is no overall widening of the bridges proposed.</p> <p>The need for Traffic Regulation Orders (TRO), particularly to amend parking and loading restrictions, could affect the deliverability of some elements of the project due to possible objections to the TRO. The public consultation programmed for Spring / Summer 2018 will give a good indication of public views on the TRO proposals.</p>

	A Compulsory Purchase Order is proposed to secure private land / property interests. Working with Legal and Democratic Services the project team has experience of CPO's for projects of this type e.g. Selly Oak New Road.
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Project Sponsor	Phil Edwards – Assistant Director for Transport & Connectivity Tel: 0121 303 6467 E-mail: philip.edwards@brimingham.gov.uk
Proposed Project Board Members	Project Sponsor – Phil Edwards Dudley Road Improvements Programme Manager – Peter Parker Principal Infrastructure Delivery Officer – Saaied Manzoor Project Accountant – Andy Price

Head of City Finance (HoCF)	Simon Ansell	
Date of HoCF Approval		
<i>Other Mandatory Information</i>		
Has project budget been set up on Voyager?	YES	
Issues and Risks	YES (see attachment)	

2. Options Appraisal Records

A review of the original proposal was undertaken through 2017 driven in part by increasing construction costs and the need to identify a scheme within the available budget that meets the key objectives to better manage traffic along the Dudley Road corridor and provide improved access to development sites. The review considered six options as follows:

Option 1 - Do Major (original option) + Bus Lane

Option 2 - Do Minimum

Option 3 - Do Something (Works to Northern Side of Rail Bridge) + Shared Cycling

Option 4 - Do Something (Works to Southern Side of Rail Bridge) + Segregated Cycling

Option 5 - Do Something + (Works to both Sides of Rail Bridge) + Shared Cycling

Option 6 - Do minimum plus Segregated Cycling Facility (No Works to Rail Bridge)

The six options were evaluated and this is summarised within the table below.

Option	Works	Fees	Stats	Land	Land Take Summary	Total	Objectives met?
Option 1 – Do Major + Bus Lane	£16.5m	£5m	£7.2m	£5.8m	Land take on both sides, including bridges	£34.5m	Dual carriageway along length. Improves facilities for all modes. However, inbound bus lane offers no benefits compared to existing journey times. Value for money unclear.
Option 2 – Do Min	£8.6m	£3m	£6m	£4.1m	Land take only required at Winson Green junction and southern side (Aberdeen Street to Western Road)	£21.7m	Dual carriageway between Aberdeen St and Western Rd. No works to bridges. No works between Western Rd and Spring Hill. Improves capacity. Retains connectivity and improves key junctions affected.
Option 3 – Do Something Works to Northern Side of Rail Bridge + shared cycle	£16.5m	£5m	£7.2m	£5.8m	Land take on southern side, and rail bridge	£34.5m	Dual carriageway along length. Improves cycling facilities. Improves capacity and connectivity at key junctions.
Option 4 – Do Something Works to Southern Side of Rail Bridge + segregated cycle	£17.6m	£5m	£7.2m	£5.8m	Land take on southern side, and rail bridge	£35.6m	Dual carriageway along length. Improves cycling facilities. Improves capacity and connectivity at key junctions. Segregated cycle link
Option 5 – Do Something Works to both Sides of Rail Bridge + Shared Cycle	£16.8m	£5m	£7.2m	£5.8m	Land take on southern side, and rail bridge	£34.8m	Dual carriageway along length. Improves cycling facilities. Improves capacity and connectivity at key junctions

Option 6 – Do Min + Segregated Cycling (No Works to Rail Bridge)	£14.265m	£3.699m	£6.5m	£5m	Land take only required at Winson Green junction and southern side (Aberdeen Street to Western Road)	£29.464m	Combination of Options 2 and 4. Dual carriageway along length. Improves capacity at key junctions. Adds cycle facility along entire route.
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3. Option Recommended	<p>Of the six options, Option 2 and Option 6 were taken forward for further development; the remaining options were excluded due to high overall scheme cost with no greater benefit. Option 2 was discounted as it did not provide segregated cycling facilities and did not provide necessary capacity improvements such as full length dual carriageway improvements. Of all the options, it is proposed that Option 6 is taken forward as it provides, on balance, the best value for money meeting the requirements to better manage traffic, provide improvements for pedestrians, cyclists and buses and access to development sites meeting all the scheme objectives.</p> <p>The recommendation is to take forward the Do Minimum+ Segregated Cycling using the corridors and measures outlined in Option 6.</p>
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4. Budget Summary (Dudley Road Improvements)

	Up to 31/03/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23 + PA	Totals
Capital Costs	£000s	£000s	£000s	£000s	£000s	£000s	£000s	£000s
Totals	209.0	64.0	500.0	1,080.0	8,406.0	11,950.0	7,255.0	29,464.0
Funding	£000s	£000s	£000s	£000s	£000s	£000s	£000s	£000s
Local Growth Fund / (DfT)	200.0	64.0	236.0	0.0	8,270.0	9,000.0	4,641.0	22,411.0
Prudential Borrowing	0.0	0.0	264.0	1,080.0	136.0	29,50.0	2,614.0	7,044.0
ITB	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0
Totals	209.0	64.0	500.0	1,080.0	8,406.0	11,950.0	7,255.0	29,464.0

Note – The expenditure of £7,255m in 2022/23 + includes a provision for the Post Implementation Review in 2023/24.

	2015-19	2019/20	2020/21	2021/22	2022/23	2023/24 + PA

Revenue Consequences	£	£	£	£	£	£
Maintenance Costs Highways and Ground Maintenance (Parks)*	0.0	0.0	0.0	0.0	4,161	16,645
Electricity Costs *	0.0	0.0	0.0	0.0	183	735
* Costs Per Annum						
Total	0.0	0.0	0.0	0.0	4,344	17,380
Funding	£	£	£	£	£	£
Highways Maintenance held within the Corporate Policy Contingency	0.0	0.0	0.0	0.0	4,344	17,380
Total	0.0	0.0	0.0	0.0	4,344	17,380
Revenue Consequences						
Prudential Borrowing	0.0	15,162	77,877	85,907	260,075	414,405
Totals	0.0	15,162	77,877	85,907	260,075	414,405

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. The Project has been allocated SSD 5268.

Liaison will take place with the Highway Maintenance PFI Contractor through the design development stage to align, where possible, the Dudley Road works with planned maintenance work.

Maintenance Costs

The Dudley Road scheme will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £17,380 pa. The estimate will be reviewed as the design is developed and reported in the FBC report. This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency. Landscape revenue will be presented in the FBC once the landscaping proposals are further developed.

5. Key Risks and Issues

See Appendix 3

Project Development Requirements/Information

<p>Products required to produce Full Business Case</p>	<ul style="list-style-type: none"> • More detailed assessment of revenue and maintenance cost implications; • Consultations with Ward Councillors and relevant Stakeholders; • Public consultations with residents and businesses; • Stage 1 and 2 Road Safety Audits; • Review of existing Traffic Regulation Orders and the changes required; • Implementation Programme to be further developed; • Traffic Management Approvals (TMP1); • Risk Analysis to be reviewed • Procurement of a Design and Build Contractor to progress the Site Investigation Works, design development, detailed design and target cost. • Commencement of the land/property negotiation and the Compulsory Purchase Order process.
<p>Estimated time to complete project development</p>	<p>To take the project from PDD to FBC it is estimated a period of 24 months is required. This includes dialogue with the DfT to provide regular updates and secure approval.</p>
<p>Estimated cost to complete project development</p>	<p>The estimated fees for development are £1,144,000. This is shown in the finance table of the Private Report.</p>
<p>Funding of development costs</p>	<p>The development costs are funded from LGF/DfT (Major Transport Schemes Portfolio), the Integrated Transport Block and Prudential Borrowing as set out in the Budget Summary Table.</p>
<p>Planned FBC Date</p>	<p>Winter 2019/20</p>
<p>Planned Date for Technical Completion</p>	<p>Mid 2023 (for Post Implementation Review)</p>