

Steve Berry
Local Transport Funding, Growth and Delivery Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

21st February 2013

Dear Mr Berry

Birmingham City Council – Local Pinch Points Fund Bid Submission

Further to announcements made as part of the 2012 Autumn Statement, the City Council strongly welcomes the creation of a Local Pinch Point Fund worth £170m to remove bottlenecks on the local highway network which are impeding growth.

The Greater Birmingham and Solihull LEP has ambitious plans to both boost and drive the economy. Creating a net increase of 100,000 private sector jobs by 2020 and increasing GVA by over £8 billion over the same period will require bold and transformational action, as will delivering significant housing growth across the area of circa 100,000 new dwellings. The City Council is working fully with the LEP to achieve these plans, with new and enhanced infrastructure essential in enabling such growth.

In the context of taking forward our City Deal, the LEP submitted a schedule of prioritised shovel ready projects to the Department for Transport in late 2012 based upon those most critical to enabling growth. The City Council is therefore pleased to submit 4 bids to the Local Pinch Points Fund reflecting these priorities as listed below. The schemes are in rank order further to agreement by the City Council's Cabinet on the 11th February 2013.

1. City Centre Ring Road Package;
2. Iron Lane/Station Road Highway Works;
3. A38 (M) Tame Valley Viaduct – Trial Span Strengthening; and
4. Aston Advanced Manufacturing Hub.

Should you require any further information or clarification on the bids submitted, please do not hesitate to contact the bid managers named within the submission documentation.

Yours sincerely,



Chris Tunstall
Director of Sustainability, Transportation and Partnerships



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Steve Berry
Local Transport Funding, Growth and Delivery Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

20th February 2013

Dear Mr Berry

Birmingham City Council – Local Pinch Point Fund Submissions

As Section 151 officer for Birmingham City Council I declare that the scheme cost estimates quoted in the bid submissions for Birmingham Ring Road, Iron Lane, Tame Valley Viaduct and Aston Advanced Manufacturing Hub are accurate to the best of my knowledge and that Birmingham City Council:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place.

In terms of appropriate procurement processes to enable delivery of the above schemes, both myself and the Assistant Director (co-signatory to this letter) responsible for Corporate Procurement, can confirm that the City Council has in place a legally compliant procurement strategy, which is focussed on the achievement of value for money. This strategy is embedded within the Council's standing orders and fully compliant with European procurement regulations.

Yours sincerely,



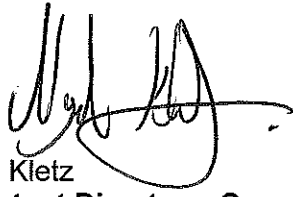
Jon Warlow
Director of Corporate Finance and Authority Section 151 Officer



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Local Pinch Point Fund Application Form



Department
for Transport

Applicant Information

Local authority name(s)*: Birmingham City Council

Bid Manager Name and position: Phil Edwards, Transportation Programmes Manager

Contact telephone number: 0121 303 7409 **Email address:**

Philip.Edwards@birmingham.gov.uk

Postal address: Growth and Transportation, Development and Culture Directorate
Birmingham City Council
PO Box 14439
Birmingham
B2 2JF

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

www.birmingham.gov.uk/ironlane

SECTION A - Project description and funding profile

A1. Project name: A4040 Station Road/Iron Lane Junction Improvement

A2. Headline description:

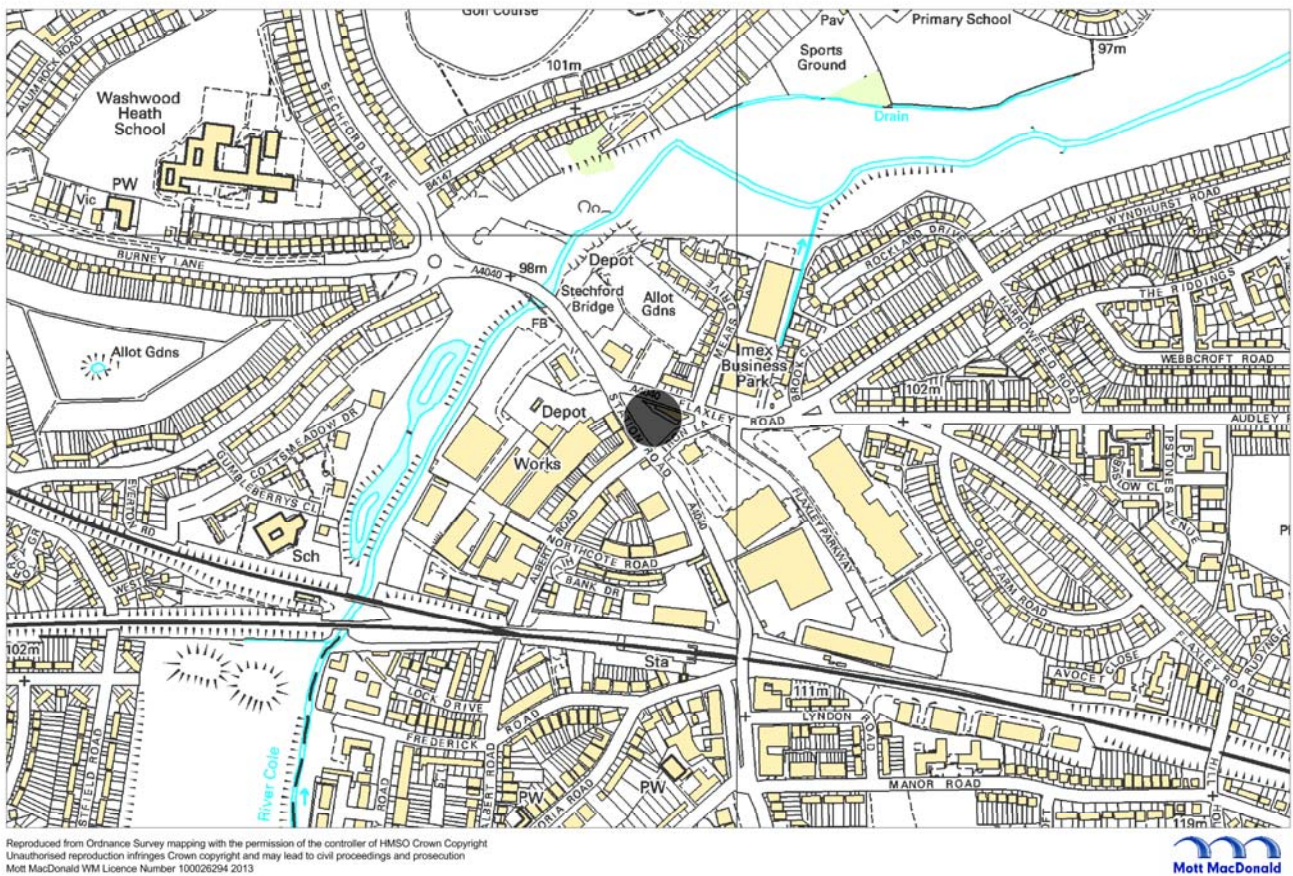
The Station Road/Iron Lane junction forms a major pinch point on the A4040 Outer Ring Road in East Birmingham and is located 4 miles south east of the M6 Junction 6 (Spaghetti Junction). It provides access to a number of large urban employment sites outside of Birmingham city centre and areas for targeted for regeneration in the east of the City area. The junction suffers from high levels of congestion, traffic queues and unreliable journey times affecting buses, cars, commercial vehicles and pedestrians, all of which constrain economic stimulus and growth in the area.

The proposed scheme will see the implementation of two new gyratory arrangements to increase junction capacity and reduce congestion at the junction of Iron Lane, Flaxley Road and Station Road in Stechford. Dedicated pedestrian/cycle crossing facilities will be provided to enhance 'active travel' and new street lighting will form part of the scheme to improve public safety and security.

A3. Geographical area:

OS Grid Reference: 412895, 287773

Postcode: N/A



A4. Type of bid (please tick relevant box):

Small project bids (requiring DfT funding of between £1m and £5m)

Scheme Bid
Structure Maintenance Bid

Large project bids (requiring DfT funding of between £5m and £20m)

Scheme Bid
Structure Maintenance Bid

Note: Scheme and Structure Maintenance bids will be assessed using the same criteria.

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? Yes No

An initial screening for an Equality Assessment (EA) has been undertaken for this bid submission and can be found at Appendix J. The screening concluded that a full EA is not

required at this time, with no adverse impacts on protected groups. This position will be reviewed should the bid be successful.

A6. Partnership bodies

Birmingham City Council will work closely with Centro, the West Midlands Integrated Transport Authority, through the design and delivery of this scheme. A supporting letter from Centro can be found at Appendix K.

A7. Local Enterprise Partnership / Local Transport Body Involvement

It would be beneficial (though not essential) if the relevant LEP or LTB (or shadow(s)) have considered the bid and, if necessary, prioritised it against other bids from the same area. If possible, please include a letter from the LEP / LTB confirming their support and, if more than one bid is being submitted from the area, the priority ranking in order of growth significance.

Have you appended a letter from the LEP / LTB to support this case? Yes No

SECTION B – The Business Case

You may find the following DfT tools useful in preparing your business case:

- [Transport Business Cases](#)
- [Behavioural Insights Toolkit](#)
- [Logic Mapping Hints and Tips](#)

B1. The Scheme - Summary

Please select what the scheme is trying to achieve (this will need to be supported by evidence in the Business Case). Please select all categories that apply.

- Improve access to a development site that has the potential to create housing
- Improve access to a development site that has the potential to create jobs
- Improve access to urban employment centres
- Improve access to Enterprise Zones
- Maintain accessibility by addressing the condition of structures
- Ease congestion / bottlenecks
- Other(s), Please specify -

B2. The Strategic Case

The Scheme

The proposed scheme will see the implementation of two new gyratory arrangements to increase junction capacity and reduce congestion at the junction of Iron Lane, Flaxley Road and Station Road in Stechford.

This junction forms a major pinch point on the A4040 Outer Ring Road in East Birmingham and is located 4 miles south east of the M6 Junction 6 (Spaghetti Junction). It provides access to a number of large urban employment sites outside of Birmingham city centre.

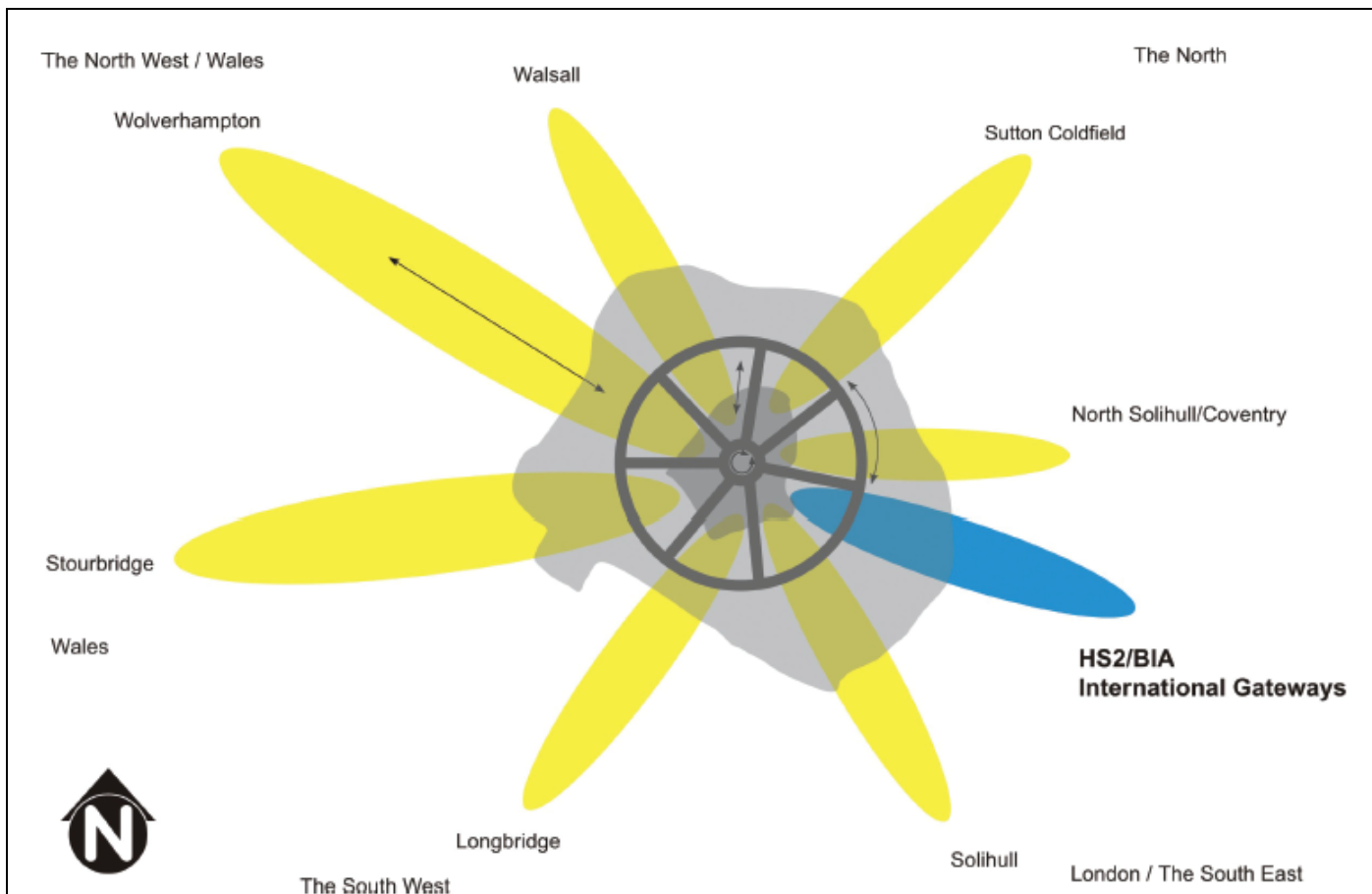
The junction suffers from high levels of congestion, traffic queues and unreliable journey times affecting buses, cars, commercial vehicles and pedestrians, all of which constrain economic stimulus and growth in the area. The new gyratory system will ease this congestion.

In addition, increased link capacity will be provided on Station Road, whilst upgraded and new bus stops will be implemented to enhance the public transport offer. Dedicated pedestrian/cycle crossing facilities will be provided to enhance sustainable transport and new street lighting will form part of the scheme to improve public safety and security.

Headline benefits	
Remove barrier to access key employment sites	<ul style="list-style-type: none"> • Such as Fort Dunlop, Heartlands Hospital, Jaguar Land Rover, NEC, Birmingham International Airport • Reducing congestion • Increasing access to M6 and M42 from East Birmingham
Improved public transport services	<ul style="list-style-type: none"> • New and upgraded bus stops for bus services • Reducing congestion to improve service reliability • Creating a positive impact on the local housing market
New pedestrian and cycling facilities	<ul style="list-style-type: none"> • Strengthening desire lines between residences and local facilities • Lessening severance

Birmingham City Context

Birmingham is the second largest city in the United Kingdom (UK) with a population of just over 1 million and a GVA of £20 billion per annum. The city lies at the centre of the UK, easily accessible from all UK regions. It is a major international commercial centre that is an important asset not just to the surrounding metropolitan area and West Midlands conurbation but to the UK as a whole.



Birmingham is an established transport, retail, events and conference hub. The city centre currently accounts for a third of Birmingham’s economic output, accommodates over 150,000 jobs, attracts more than £2 billion in shopping expenditure a year and is a major visitor centre. It has a large residential population of over 30,000 people and access to a workforce of over 2.11 million people of working age (16-64) within easy commutable distance, of which almost half a million are educated to degree level or higher. Its 3 universities and 2 university colleges also make it the largest centre of higher education in the UK outside of London.

Birmingham’s history as a manufacturing and engineering centre encouraged exceptional levels of creativity and innovation in highly skilled trades, providing a diverse and resilient base for economic growth and prosperity.

The economy today is dominated by the service sector with tourism playing an increasingly integral role. Despite the decline of manufacturing in the city several significant industrial plants remain and development plans for the city, including the City Centre Enterprise Zone, look to build on the history of innovation to stimulate enterprise in new growth sectors including digital media, creative industries and ICT.

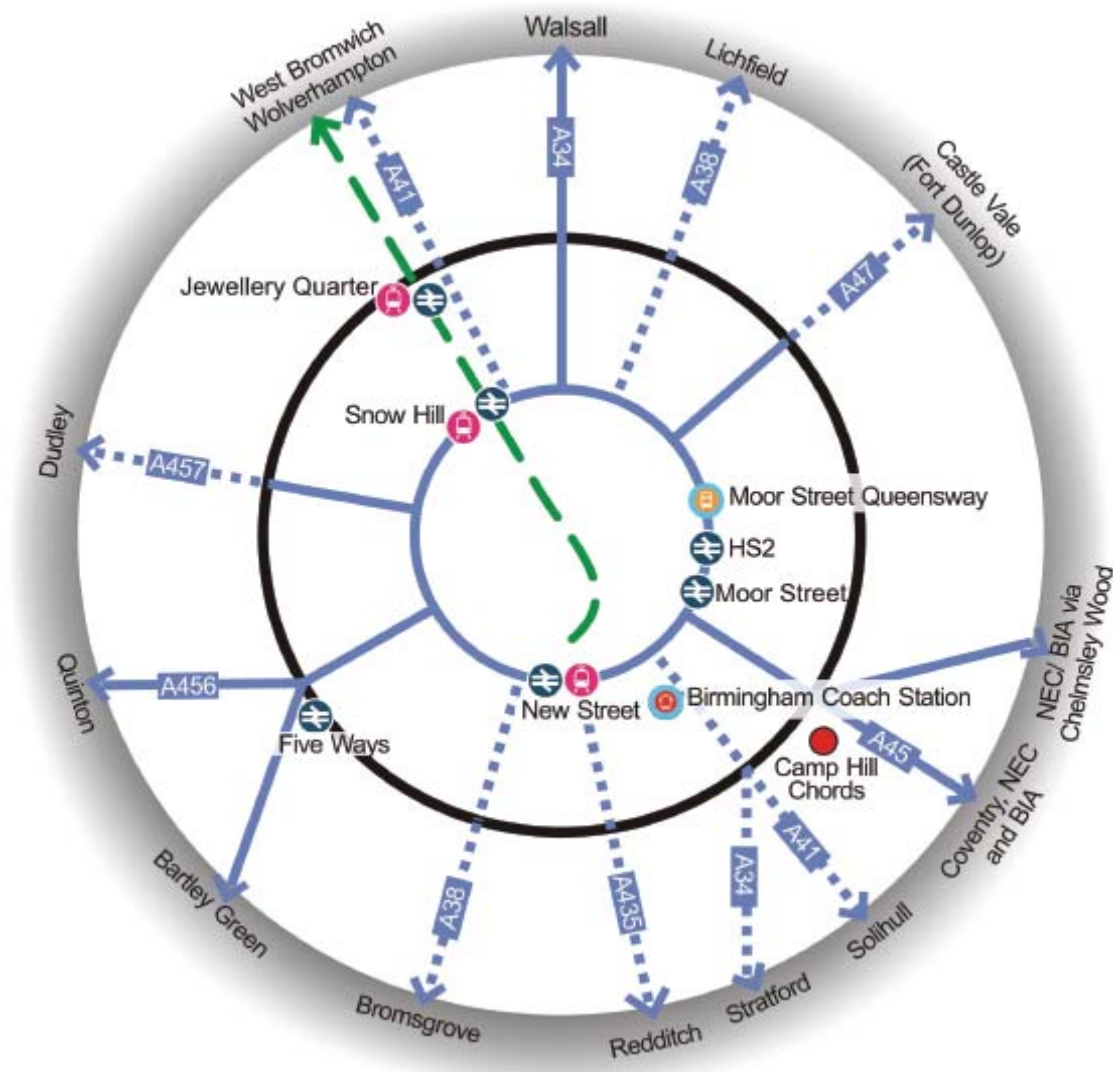
The overall vision for the city core as set out in the Birmingham Big City Plan is to strengthen its role as a 24 hour city, a thriving shopping, leisure and business destination and to expand the city core into surrounding quarters to provide long term economic strength and stability.

The results of the 2011 Census indicate that Birmingham’s population grew by 88,000 or 9% over the period 2001 to 2011. Coupled with future projections for the city’s population, there is a pressing need to address issues of housing and job provision.

Birmingham as a Major Transport Hub

Birmingham's central location, lying at the heart of the road and rail networks of the UK, ensures that it plays a vital role as a major transport hub for the West Midlands and United Kingdom. The city is served by the M5, M6, M40 and M42 motorways. The M6 connects road users directly to the city centre via the Tame Valley Viaduct and the best known motorway junction in the UK, Spaghetti junction.

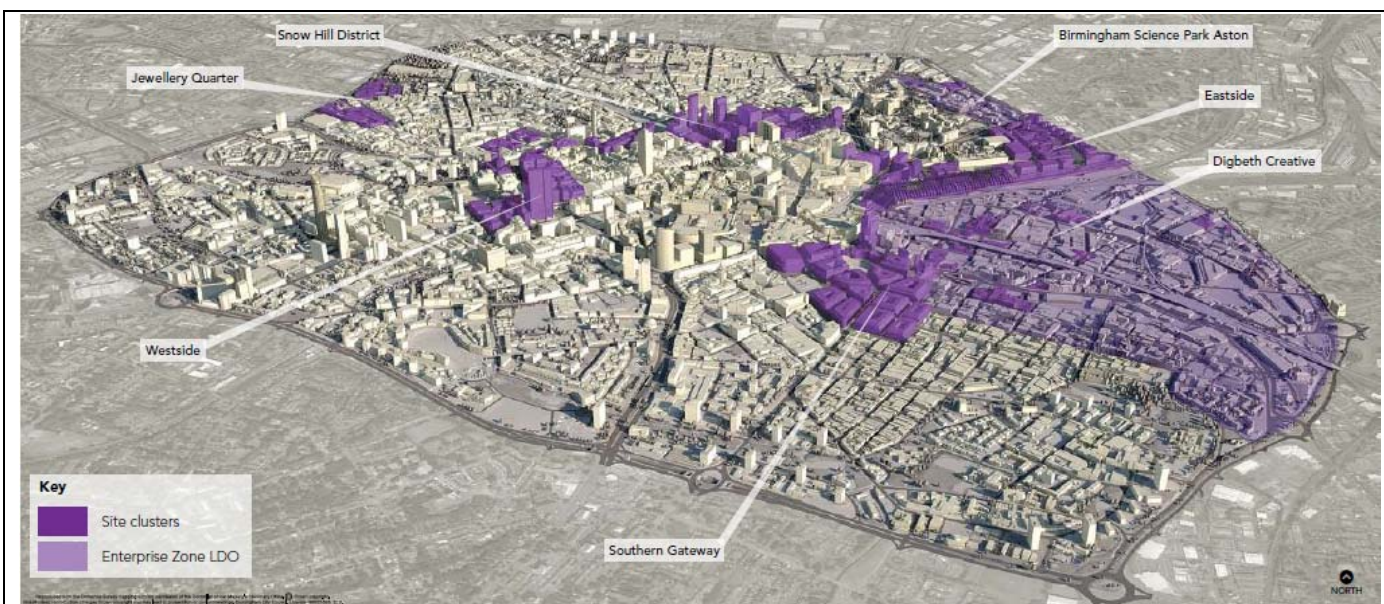
Birmingham Airport, located six miles east of the city centre, connects the city to key business and leisure destinations whilst the city's main railway station, Birmingham New Street, is the busiest interchange in the UK outside London. It is located approximately 5 minutes walk away from the central business district and its principal routes link to all regions of the UK.



New Street Station is a gateway into Birmingham city centre. £600 million of planned investment (Gateway Project) will transform the station, delivering a bright, modern transport hub for the city. The Gateway Project will generate investment and increase capacity to support greater visitor and commuter numbers. This will be capitalised upon to boost the City's profile and grow the economy.

Birmingham City Centre Enterprise Zone

Birmingham City Centre Enterprise Zone is expected to deliver 40,000 new jobs, over the course of its lifetime, 4,000 of those by 2015. It will provide 1.3sqm of new floor space and contribute £2 billion to the economy in GVA per annum over the next 25 years.

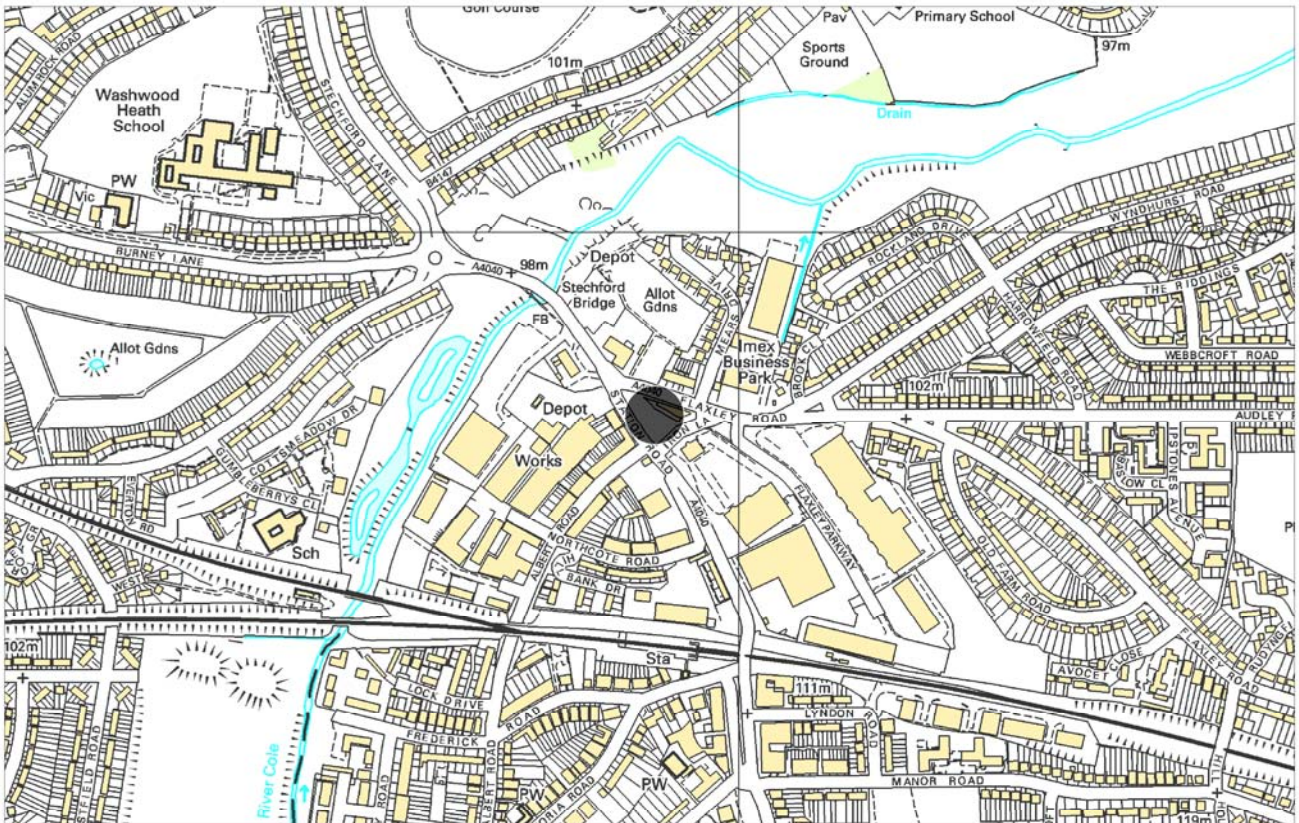


The development of the EZ will generate employment both through the construction of new infrastructure and premises and in accommodating business activity within Birmingham's City Centre. Based upon labour market impact modelling, of the 7,231 jobs created by 2018 almost 61% will be managerial, professional or associate professional, with a further 15% being administrative. It is projected that 55% of labour will come from within the LEP area (Greater Birmingham and Solihull) highlighting the wider effects that the EZ designation will have in terms of employment opportunities.

As an economic entity it is imperative that the EZ is supported by fast and reliable connectivity into regional, national and international labour and product markets both in terms of physical and digital connectivity. There is a strong correlation between the ability of businesses to build a good quality image and reputation with the existence of high quality connections. Improving the quality of Birmingham's transport connections will play a vital role in maintaining a competitive edge over major cities in competing for private sector investment and development.

Station Road/Iron Lane Junction

The junction of Iron Lane, Flaxley Road and Station Road in Stechford forms a key junction on the A4040 Outer Ring Road in East Birmingham and is located 4 miles south east of the M6 Junction 6 (Spaghetti Junction). The junction in its current state is a poor standard partially signal controlled gyratory arrangement. It suffers severely from both morning and evening peak congestion due to a lack of junction capacity, having a direct negative impact upon future development proposals. Lengthy queuing, delay for all vehicles and blocking of both upstream and downstream junctions is a common occurrence at the junction.



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The Iron Lane, Flaxley Road and Station Road junction is regarded as a strategic road link within Stechford and the East Birmingham area with links to key economic employment centres: Fort Dunlop, Heartlands Hospital, Jaguar Land Rover, Blythe Valley, NEC and Birmingham Airport. Current delays at the junction have caused increased journey times to the M6 and M42 motorways of up to 20 minutes, restricting access to/from the East Birmingham area to major national business centres outside the region.

Stechford lies within the former East Birmingham North Solihull Regeneration Zone where 8 out of 13 wards fall within the worst 10% of the Indices of Multiple Deprivation (IMD) nationally. Improved transport accessibility within Stechford and to and from the area would greatly improve much needed access to employment, education, health and other key services.

Station Road/Iron Lane acts as a key local route linking residents with jobs both in the city centre and outside the West Midlands. The number 14 and number 11 outer circle bus services suffer from consistent reliability issues at this junction, impacting the quality of bus related public transport services. The junction also suffers from poor pedestrian linkages and facilities in respect of desire lines, public transport interchange and access to local retail opportunities.

The junction was previously identified for significant improvement as part of the Outer Circle Showcase Local Transport Plan (LTP) major scheme; however, costs were prohibitive in the context of the overall package and available funding. Improvements to the Station Road/Iron Lane gyratory that will ease congestion, reduce journey times and increase reliability are essential if predicted increased levels of economic growth in Birmingham are to be realised and sustained.

The problem being addressed

There is a clear issue of widespread congestion on many of Birmingham's primary route network, which has resulted in the significant displacement of traffic onto alternative routes to employment centres on a daily basis. Station Road/Iron Lane is a key example of a primary route network that continues to suffer from high levels of congestion, increasing traffic queues, and unreliable journey times affecting buses, cars, commercial vehicles and pedestrians – all of which significantly deters sustainable economic growth.

The Station Road/Iron Lane junction is circled by a number of major sites of investment and development that hold both regional and local importance including Heartlands Hospital, North Chelmsley Wood, National Exhibition Centre, Birmingham Airport, Fort Dunlop, Castle Bromwich and Jaguar Land Rover. Any expansion or increased development at such sites is likely to have a significant detrimental impact upon the operation and working capacity of this already congested junction – improvements are essential to promote accessibility and remove barriers for labour trying to reach these sites, while also encouraging inward investment and development.

As part of Birmingham City Council's Outer Circle Showcase LTP major scheme, the Station Road/Iron Lane junction has previously been highlighted as a priority site for infrastructural upgrades to alleviate congestion issues. Due to limited funding and a large number of required improvements, a number of key junctions including Iron Lane remain to be developed.

Options considered

As part of the LTP Outer Circle major scheme, a number of options were developed to address the issues at Station Road/Iron Lane. Option testing in VISSIM, ARCADY and TRANSYT has shown that alternative priority and signal controlled arrangements do not fulfil necessary objectives, whilst a signal controlled option only does not provide full accessibility or turning movements.

Expected benefits/outcomes

Development of the Station Road/Iron Lane junction will significantly improve access to/from the East Birmingham area to the motorway network (M6 junctions 5 & 6, and M42 junction 6) providing access to the major business centres, ports and airports in the UK.

Access to Birmingham Airport will be enhanced in support of increased passenger and worker access to the airport as a result of the partially Regional Growth Funded runway extension.

The Station Road/Iron Lane improvements will allow labour within the region to access opportunities to and from the East Midlands via the strategic road network to key sites of employment such as the city centre, Jaguar Land Rover, Blythe Valley, NEC and Birmingham Airport. Developments to the primary and strategic road networks like that of the proposed Iron Station Road/Lane improvements are essential with increased levels of economic development predicted in Birmingham, access to additional labour is essential to sustain development, particularly in deprived areas such as the former East Birmingham North Solihull Regeneration Zone where Iron Lane is located.

The Station Road/Iron Lane area is in close proximity to a number of employment centres with which there is limited or restricted access such as Heartlands Hospital, Birmingham Airport, Fort Dunlop and North Chelmsley Wood. Developing the junction would remove barriers for labour wanting to access these sites and would encourage inward investment.

The increased levels of accessibility in the area as a result of the scheme will reduce constraints upon future and current developments including the redevelopment of the large B&Q site off Station Road, the new Yew Tree Tesco superstore, the regeneration of the Swan shopping centre in Yardley, the development of the industrial area east of Bromford Gate, and the expansion of Fox and Goose shopping centre.

The proposed scheme lies within the deprived area of Stechford. Improved accessibility by all modes as a result of the scheme would improve access to education, health and key services, while promoting social inclusion and reducing existing inequalities in the area. The scheme will help in Birmingham City Council achieving its aim of improving access to healthcare by 20%, reducing car trips to school by 20% and improving access to employment by 15%.

Estate agents in the area identified poor proximity to public transport in providing access to employment and shopping centres as inhibiting market interest in the area. The proposed scheme will improve overall accessibility with new and upgraded bus stops being provided for users of the number 11 & 14 bus services and reduced levels of congestion will improve reliability of the services. The improved transport links will have a positive impact on the housing markets in the area.

The Station Road/Iron Lane junction project will provide new pedestrian and cycling facilities, which will strengthen desire lines between residences and local facilities in the area. The scheme will encourage greater public transport use and thus increased walking and cycling to reach bus stops.

Reduced congestion, queuing and delay as a result of the scheme will reduce noise pollution, vehicle emissions and improve air quality due to the resultant free flowing conditions at the junction.

In anticipation of the undertaking of the scheme a number of dilapidated & disused buildings have been acquired and demolished, already improving the appearance of the area. If the scheme is to be funded it will result in the demolition of the last remaining dilapidated properties and the resultant use of currently sterile land.

Project scope

The scheme will see the implementation of two new gyratory arrangements to increase junction capacity and reduce congestion. Additional link capacity will be provided on Station Road, whilst upgraded and new bus stops will be implemented to enhance public transport interchange and the overall public transport offer. Dedicated pedestrian/cycle crossing facilities will be provided to enhance sustainable transport, whilst new street lighting will form part of the scheme to improve public safety and security.

has shown that other priority and signal controlled options are not workable in terms of the scheme objectives.

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department’s maximum contribution.

*Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).*

Table A: Funding profile (Nominal terms) – 33% Local Contribution

£000s	2013-14	2014-15	2015-16	Total
DfT funding sought	500	3550		4050
Local Authority contribution (ITB)	150	1200	600	1950
Third Party contribution	0	0	0	0
TOTAL	650	4750	600	6000

Table B: Cost estimates (Nominal terms)

Cost heading	Cost (£000s)	Date estimated	Status (e.g. target price)
Land	0		
Fees	300	23/01/2013	Estimate
Works	5700	23/01/2013	Estimate
TOTAL	6000	23/01/2013	Estimate

Notes:

- 1) Department for Transport funding must not go beyond 2014-15 financial year.*
- 2) A minimum local contribution of 30% (local authority and/or third party) of the project costs is required.*
- 3) Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.*

B4. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. If the scheme improves transport links to a new development, we would expect to see a significant contribution from the developer. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any*

third party contributions are being secured, the level of commitment and when they will become available.

N/A

- b) *Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.*

Have you appended a letter(s) to support this case? Yes No N/A

- c) *The Department may accept the provision of land in the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.*

Have you appended a letter to support this case? Yes No N/A

- d) *Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection.*

N/A

B5. The Financial Case – Affordability and Financial Risk

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme (you should refer to the Risk Register / QRA – see Section B11).

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Please provide evidence on the following points (where applicable):

- a) *What risk allowance has been applied to the project cost?*

A contingency fund of 10% has been applied to meet any cost increases incurred by risks on this project. The City Council will fund any additional costs.

- b) *How will cost overruns be dealt with?*

Robust project and risk management procedures will be implemented to minimise the likelihood and scale of cost overruns.

- c) *What are the main risks to project delivery timescales and what impact this will have on cost?*

A full risk register and QRA can be found at Appendix F and H respectively. The risk register details the financial implications of each risk occurring and mitigating actions.

- d) *How will cost overruns be shared between non-DfT funding partners (DfT funding will be capped and will not be able to fund any overruns)?*

Birmingham City Council will take full responsibility for any project cost overruns

B6. The Economic Case – Value for Money

This section should set out the full range of impacts – both beneficial and adverse – of the scheme. The scope of information requested (and in the supporting annexes) will vary according to whether the application is for a small or large project.

Small project bids (i.e. DfT contribution of less than £5m)

a) Please provide a description of your assessment of the impact of the scheme to include:

- Significant positive and negative impacts (quantified where possible);
- A description of the key risks and uncertainties;
- A short description of the modelling approach used to forecast the impact of the scheme and the checks that have been undertaken to determine that it is fit-for-purpose.

Local Impacts

East Birmingham has been a focus for regeneration over the past decade and continues to experience significant regeneration. A range of initiatives have been in place in the area including the East Birmingham and North Solihull Regeneration Zone.

Improved connectivity between the city centre and the location of the scheme provides improved access to opportunity living in the inner-east of the City, which has some of the city-region's most disadvantaged communities. The dense urban fabric has undergone a process of remodelling and improvement seeking to reduce journey times, improve journey reliability and connect areas of workforce demand in the city centre with areas of labour supply in the inner-east neighbourhoods. This process continues and the Station Road/Iron Lane project forms part of this wider process with potential benefits for local residents and city centre businesses.

Wider Impacts

Birmingham is the second largest city in the UK and, accordingly, has the largest professional population outside of the capital. A prevalence of associated developments, such as office and city centre residential accommodation is therefore evident within the city and highlights both the potential for economic benefit and impact and also the importance of maintaining effective connectivity within the region.

In total, Birmingham city has about 380,000 jobs (as measured by occupations in 2012 shown in the table below). The main concentrations are Professional occupations (67,000), Associate, professional and technical (45,000) and Administrative and secretarial (43,600). These occupations are also predominantly city-centre occupations and provide an overview of the role of the city centre as a base of knowledge and professional sectors. As these sectors grow they attract workers from a wide hinterland who commute to work in the city centre by various modes but transport connectivity and reliability is essential in ensuring a supply of skilled workers to satisfy continued demand in the city centre.

Employment by Occupation (Oct 2011 – Sept 2011)

	Birmingham City (numbers)	Birmingham (%)	West Midlands (%)	Great Britain (%)
1 Managers, directors and senior officials	31,200	8.1	9.5	10.1
2 Professional occupations	67,200	17.4	17.3	19.2
3 Associate professional & technical	44,800	11.6	12.3	14.2

4 Administrative & secretarial	43,600	11.3	11.1	10.9
5 Skilled trades occupations	38,500	9.9	11.6	10.7
6 Caring, leisure and Other Service occupations	39,000	10.1	9.0	9.0
7 Sales and customer service occs	31,500	8.1	8.5	8.2
8 Process plant & machine operatives	34,900	9.0	7.9	6.3
9 Elementary occupations	48,600	12.6	12.0	10.9

Source: ONS annual population survey

Notes: Numbers and % are for those of 16+
% is a proportion of all persons in employment

Tourism is also an important business sector for Birmingham and the city centre, both areas proving a popular destination supporting a tourism industry contributing significantly to the local economy (2010: £4.6million to local economy through tourism). Transportation and connectivity is a key asset to Birmingham in terms of the tourism industry, with existing road and rail networks assisting in maintaining this aspect of the economy by ensuring access both in and around the city for local, intra-regional, inter-regional, national and international visitors. Improvements to connectivity therefore have significant potential to have a positive impact on this sector of the economy, potentially improving tourist access to the city and encouraging visitation effects of increased volume of visitors, longer dwell time and increased spend in the city centre.

In terms of passenger numbers, Birmingham Airport is used by over 9 million passengers annually and the second largest regional airport in the UK, after Manchester. The airport has noted growth in passenger numbers year on year, particularly during peak seasons. As well as hosting a large number of passengers each year, the airport also employs almost 500 staff directly within the airport, whilst around 150 companies located within the airport site account for more than 7,000 employees in total. The Station Road/Iron Lane improvements have synergy with the Airport's growth as it provides improved connectivity for workers at the airport and visitors to the city arriving by air.

Summary

East Birmingham has been and continues to be a locus of regeneration activity. Improved connectivity through the area is an ongoing objective aimed at linking areas of deprivation with areas of opportunity while, simultaneously, providing better access to development sites in the area. Many of the area's development sites are classic brownfield land sites which require barriers to be overcome so that the risk to developers and potential occupiers are removed. In this classic market failure scenario upfront public sector investment is required to make development sites and areas attractive.

The Iron Lane improvements do not have a direct impact on job creation, although it will have an indirectly beneficial impact on businesses located in the vicinity of Iron Lane as well as businesses that rely on it for movement of workers, goods and services. Consequently, a beneficial impact can be identified for business in East Birmingham, the city centre and Birmingham Airport.

Modelling Approach

Traffic flow data for the assessment of the Iron Lane scheme was extracted from three VISSIM models. These models provided figures for the AM and PM peaks and Saturday. Figures for the inter-peak, nights and Sunday were taken from a traffic count. For delay figures, it was assumed

that there would be no delay during the night whilst Sunday was expected to be similar to Saturday.

Inter-peak travel time was calculated as an average of the AM and PM peak travel time per vehicle. Bus journey times at inter-peak and night used the quickest bus time whilst Sunday is assumed to be the same as Saturday.

Mode share figures, including the number of public transport passenger trips on affected routes, were generated using Temprow ratios and the figure for car drivers as a base. Public transport passenger trips uses bus only, rail is not included as rail is not affected by the scheme.

The Do Minimum option uses the base model figures.

** Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if they have estimated this.*

Has a Scheme Impacts Pro Forma been appended? Yes No N/A

Has a description of data sources / forecasts been appended? Yes No N/A

Has an Appraisal Summary Table been appended? Yes No N/A

** This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

B7. The Commercial Case

This section should set out the procurement strategy that will be used to select a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

a) Please provide evidence to show the risk allocation and transfer between the promoter and contractor, contract timescales and implementation timescales (this can be cross-referenced to your Risk Management Strategy).

The use of a Design and Build contract will transfer risk from Birmingham City Council to the contractor in terms of delivering the project and cost management.

b) What is the preferred procurement route for the scheme and how and why was this identified as the preferred procurement route? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

Birmingham City Council will engage in early contractor discussions around the outline design and potential options for how the scheme can be delivered. Following the tendering process BCC will hand over the detailed design and build contract to the contractor.

The design and build approach can cost more than a strict build contract; however, it allows BCC to transfer significant risks to the contractor. The combination of BCC officers working with a contractor team from an early stage also ensures that the best possible team, with good capacity is formed to deliver the project.

The procurement for appointment of the contractor, supervisory and contract administration function will be undertaken in accordance with the City Council's standing orders and procurement processes

c) A procurement strategy will not need to form part of the bid documentation submitted to DfT. Instead, the Department will require the bid to include a joint letter from the local authority's Section 151 Officer and Head of Procurement confirming that a strategy is in place that is legally compliant and is likely to achieve the best value for money outcome.

Has a joint letter been appended to your bid? Yes No

**It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department with confirmation of this, if required.*

B8. Management Case - Delivery

Deliverability is one of the essential criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

a) *A detailed project plan (typically in Gantt chart form) with milestones should be included, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any key dependencies (internal or external) should be explained. Resource requirements, task durations, contingency and float should be detailed and easily identifiable. Dependencies and interfaces should be clearly outlined and plans for management detailed.*

Has a project plan been appended to your bid? Yes No

b) *If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place in order to secure the land to enable the authority to meet its construction milestones.*

Has a letter relating to land acquisition been appended? Yes No N/A

c) *Please provide summary details of your construction milestones (at least one but no more than 5 or 6) between start and completion of works:*

Table C: Construction milestones

	Estimated Date
Start of works	21/03/2014
Complete demolition works	10/12/2013
Complete statutory undertaker's diversions	27/06/2014
Opening date	28/04/2015
Completion of works (if different)	

d) Please list any major transport schemes costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

Scheme	Cost	To Time (Y/N)	To budget (Y/N)	Comments
Delivered:				
Selly Oak Link Road	£63m	Yes	Yes	Additional DfT contribution provided to cover shortfall in S106 contribution
Northfield Relief Road	£19m	Yes	No	Contractor's claim
In delivery*:				
New Street Gateway (in partnership with Network Rail)	£600m			Under construction
Metro Extension (in partnership with Centro)	£127m			Under construction
Chester Road (sole lead)	£10m			Pre full approval

B9. Management Case – Statutory Powers and Consents

a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

N/A

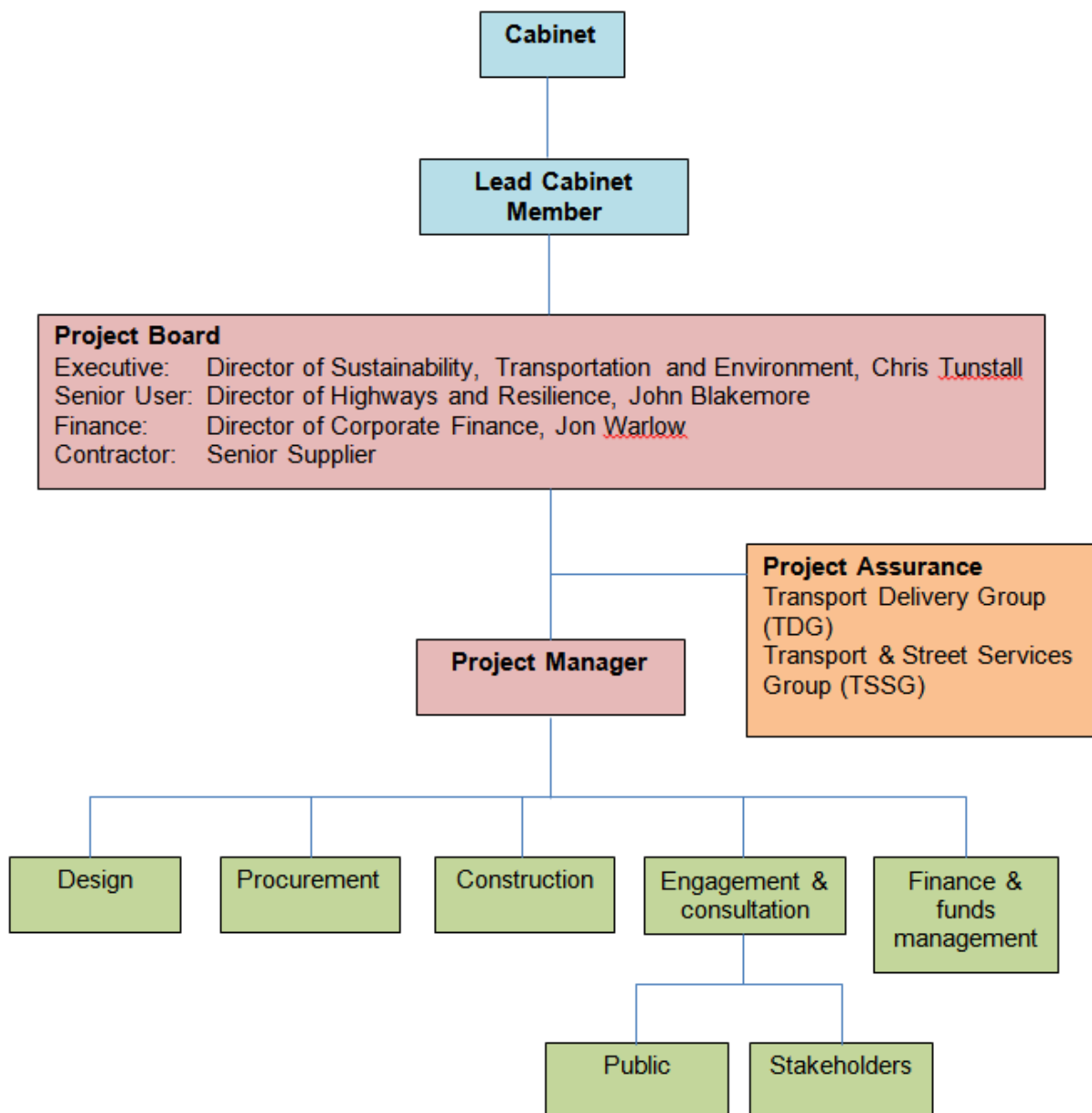
b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

N/A

B10. Management Case – Governance

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and responsibilities of those involved, and how key decisions are/will be made. An organogram may be useful here. Details around the organisation of the project including Board accountabilities, contract management arrangements, tolerances, and decision making authorities should be clearly documented and fully agreed.

Birmingham's Local Pinch Point schemes will be managed at a senior level by a Project Board consisting of the Executive, Senior User, Finance and Contractor. For Iron Lane the Executive will be Chris Tunstall (Director of Sustainability, Transportation and Environment) and the Senior User will be John Blakemore (Director of Highways and Resilience). Finance will be represented by John Warlow (Director of Corporate Finance). These three Birmingham City Council Directors will be joined by a senior member of the contractor's team.



The Project Board will meet with predefined regularity and together they will be responsible for project control. They will make decisions within the scope of Cabinet approval and were appropriate decisions on any minor scope alterations. Any exceptional decisions, including decisions outside of the approved scope of the scheme, will be referred to the relevant Cabinet Member and if necessary the full Cabinet.

The Project Manager will manage the project, tracking progress against scope, time and budget. They will give direction to officers across the authority with a specific role in delivering the project, meeting with each area regularly to ensure any risks or issues are identified and providing challenge were needed. They will also report to the Board on a regular basis, escalating any issues for discussion or decisions outside of their remit.

Members of the project team will work together to deliver the project, ensuring a joined up approach. The engagement & consultation section of the project team will engage with key stakeholders as well as conduct public consultation. This will be used to inform decision making across the project.

Two well established officer groups within the authority, the Transport Delivery Group (TDG) and Transport & Street Services Group (TSSG), will provide project assurance. They will scrutinise delivery, finances and procedures, providing challenge to the Project Manager and Project Board and recommendations for improvements where appropriate.

B11. Management Case - Risk Management

All schemes will be expected to undertake a thorough Quantified Risk Assessment (QRA) and a detailed risk register should be included in the bid. The QRA should be proportionate to the nature and complexity of the scheme. A Risk Management Strategy should be developed and should outline on how risks will be managed.

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a QRA been appended to your bid? Yes No

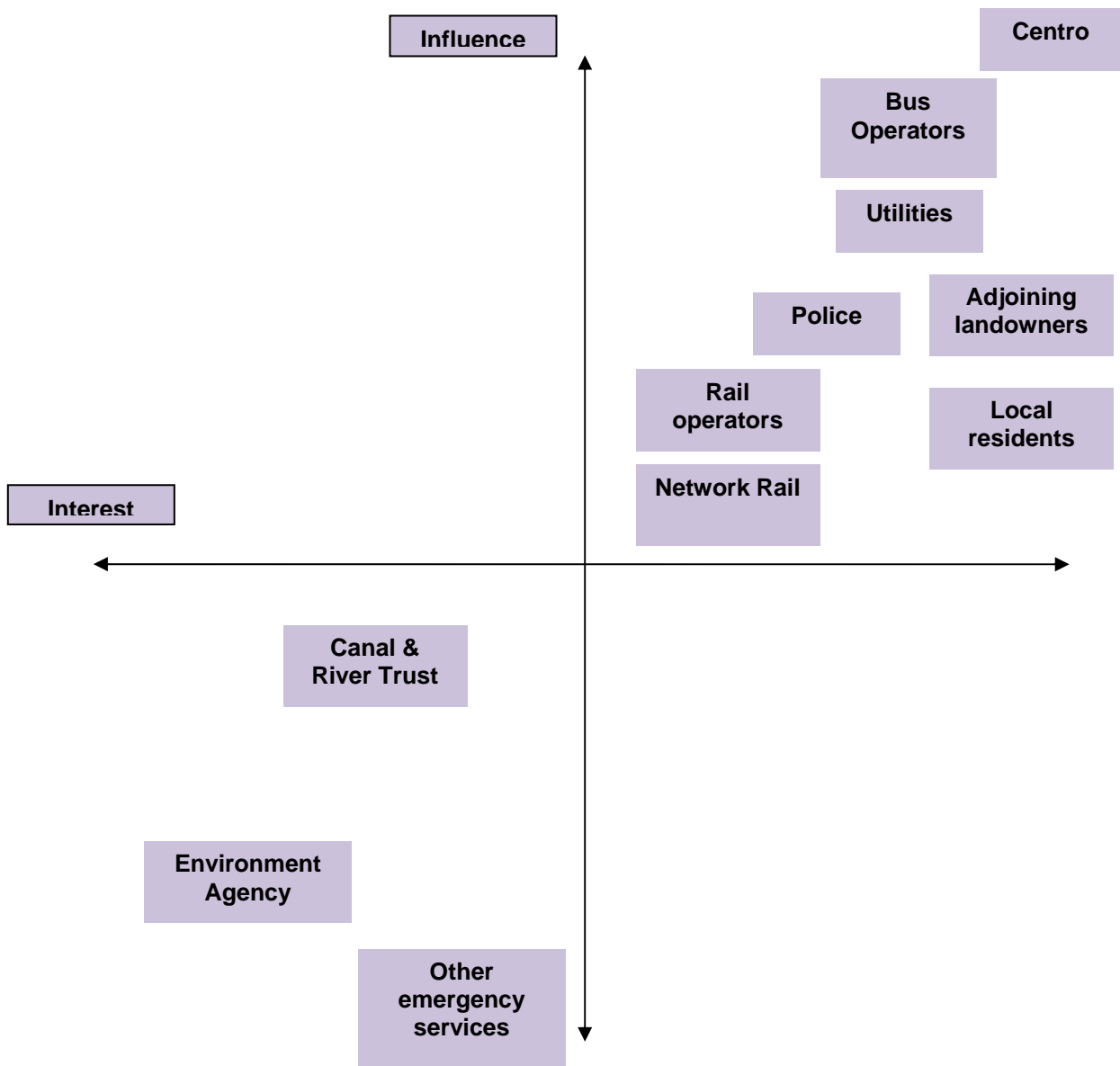
Has a Risk Management Strategy been appended to your bid? Yes No

B12. Management Case - Stakeholder Management

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways Agency, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

The following diagram and table illustrate Birmingham City Council's analysis of key stakeholders. The diagram indicates each stakeholder's level of interest and influence over the scheme. The table then ranks those stakeholders in order of importance and details their interest in the scheme alongside BCC's strategy for engagement.



Importance rank	Stakeholder	Influence	Interest	Strategy
1	Centro	High	Interface of the junction improvements with public transport	Consult on scheme designs and hold regular update meetings to keep informed of work progress.
2	Bus operators	High	Impact on their services of proposed junction alterations and traffic management arrangements whilst works take place	Consult on scheme designs and hold regular update meetings to keep informed of work progress.
3	Utilities	High	Proposed scheme requires movement of some infrastructure.	Consult on scheme designs. Initiate regular update meetings to ensure any risks or issues are identified and resolved.
4	Adjoining landowners	Med-high	Changes to surrounding land and any potential impacts on their land	Consult on designs and keep informed.
5	Police	Med-high	Proposed junction alterations and traffic management	Keep informed of project works and schedule.

			arrangements whilst works take place	
6	Local Residents	Med-high	Traffic management arrangements whilst works take place, impacts of junction improvements and potential changes to bus routes	Consult on designs. Hold public meeting. Keep informed through local media and website.
7	Rail operators	Med-high	Any potential impact on their services	Keep informed.
8	Network Rail	Medium	Any potential impact on their services	Keep informed.
9	Canal & River Trust	Low	Any potential impacts on local waterways	Consult on designs and keep informed.
10	Environment Agency	Low	Any potential impacts on surrounding land and waterways	Keep informed.
11	Other emergency services	Med-low	Proposed junction alterations and traffic management arrangements whilst works take place	Keep informed.

b) *Can the scheme be considered as controversial in any way?* Yes No
If yes, please provide a brief summary (in no more than 100 words)

N/A

c) *Have there been any external campaigns either supporting or opposing the scheme?*

Yes No

If yes, please provide a brief summary (in no more than 100 words)

N/A

B13. Management Case - Assurance

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place. A letter can be found at Appendix J.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation

Please provide details on the profile and baseline benefits and their ownership. This should be proportionate to the size of the proposed scheme.

A proportionate approach to benefits realisation for this scheme is provided in the table below.

Benefit	Who will benefit?	Enablers required to realise benefit	Outcome displayed if benefits realised	Baseline measure	Who is responsible?	When will it occur?
Remove	Road users,	Completion of	Reliable access	Current data	Birmingham	On scheme

barrier to access key employment sites	commuters, businesses, local residents.	junction improvements.	to employment sites without congestion, delays or queues.	on delays, queues, traffic flow and DoS.	City Council (BCC)	completion – 2015
Improved public transport services	Road users, commuters, businesses, local residents.	Completion of junction improvements.	Increase in number of people using public transport services. Improved bus journey time reliability.	Current bus delay and punctuality records.	BCC	On scheme completion – 2015.
New pedestrian and cycle facilities	Local residents and bus service users.	Completion of footpaths and bus stops.	Increased use of active modes.	Evidence of traffic levels and junction design deterring people from walking and cycling.	BCC	On scheme completion – 2015.
Increased junction safety	Road users and pedestrians	Completion of junction improvements	Reduction in number of accidents at Ring Road junctions	Accident records and road safety statistics.	BCC	On scheme completion – 2015
Extension of asset lifespan	Local residents, road users, commuters, businesses, BCC.	Completion of junction improvements.	Reduction in levels and cost of maintenance.	Current maintenance cost levels.	BCC	On scheme completion – 2015.

C2. Monitoring and Evaluation

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Evaluating the outcomes and impacts of schemes is important to show if a scheme has been successful.

Please set out how you plan to measure and report on the benefits identified in Section C1, alongside any other outcomes and impacts of the scheme

Birmingham City Council (BCC) has a framework for monitoring and evaluating schemes – the Post Implementation Review (PIR). The purpose of the Post Implementation Review (PIR) is to measure a project's outcomes against the scheme objectives, and work toward continuous improvement.

The PIR usually takes place 12 months after the project has been delivered (dependant on the size and type of scheme) and when issues during the delivery process have been resolved.

Specific measures are established to monitor and evaluate the estimated impact of the scheme against the actual impact following scheme completion. For the Iron Lane junction improvements the review will include the following activities:

Method	Purpose
<ul style="list-style-type: none"> Traffic counts and surveys 	<ul style="list-style-type: none"> To measure changes in traffic flow, queue length and delay on the approaches to the

	junction <ul style="list-style-type: none"> To measure changes in levels of active mode users
<ul style="list-style-type: none"> Bus journey time and reliability surveys 	<ul style="list-style-type: none"> To record impact on bus services of junction improvements
<ul style="list-style-type: none"> User surveys 	<ul style="list-style-type: none"> To measure user satisfaction with changes to the junction and improvements to bus services
<ul style="list-style-type: none"> Business surveys Quantitative assessment of number of businesses and employment opportunities in the area 	<ul style="list-style-type: none"> To understand the impact on businesses located in the area, including the reasons for their choice of location Identify any patterns of change in the number of businesses and jobs available in the area
<ul style="list-style-type: none"> Review accident data and road safety statistics 	<ul style="list-style-type: none"> Assess the impact of improvements on safety at the junctions
<ul style="list-style-type: none"> Area officer Home visitor feedback Feedback from Councillor's surgeries Community groups impact survey Minority groups impact survey 	<ul style="list-style-type: none"> To understand and evaluate the impact on local residents, particularly in terms of ease of access to employment and leisure sites

The Financial Performance and the Revenue Impact are also assessed during the PIR. The final costs along with revenue impacts can be compared with the planned investment that was originally suggested in the business case. The project cost can then be compared with the benefits achieved. This provides the opportunity to identify if the project hasn't delivered the expected outcome, and what can be done to improve the overall benefits.

Completing the PIR form which has identified the indicators for each of the key objectives and suitable methodologies for their management, will enable the performance of the scheme to be evaluated and the lessons learned to be used for future schemes

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

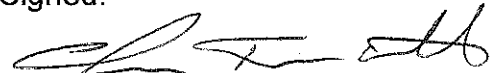
As Senior Responsible Owner for Iron Lane I hereby submit this request for approval to DfT on behalf of Birmingham City Council and confirm that I have the necessary authority to do so.

I confirm that Birmingham City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: *CHRIS TUNSTON*

Signed:

Position: *DIRECTOR STP*



D2. Section 151 Officer Declaration

As Section 151 Officer for Birmingham City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Birmingham City Council:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution

requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties

- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2014/15
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller scheme bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place

Name:



Signed:



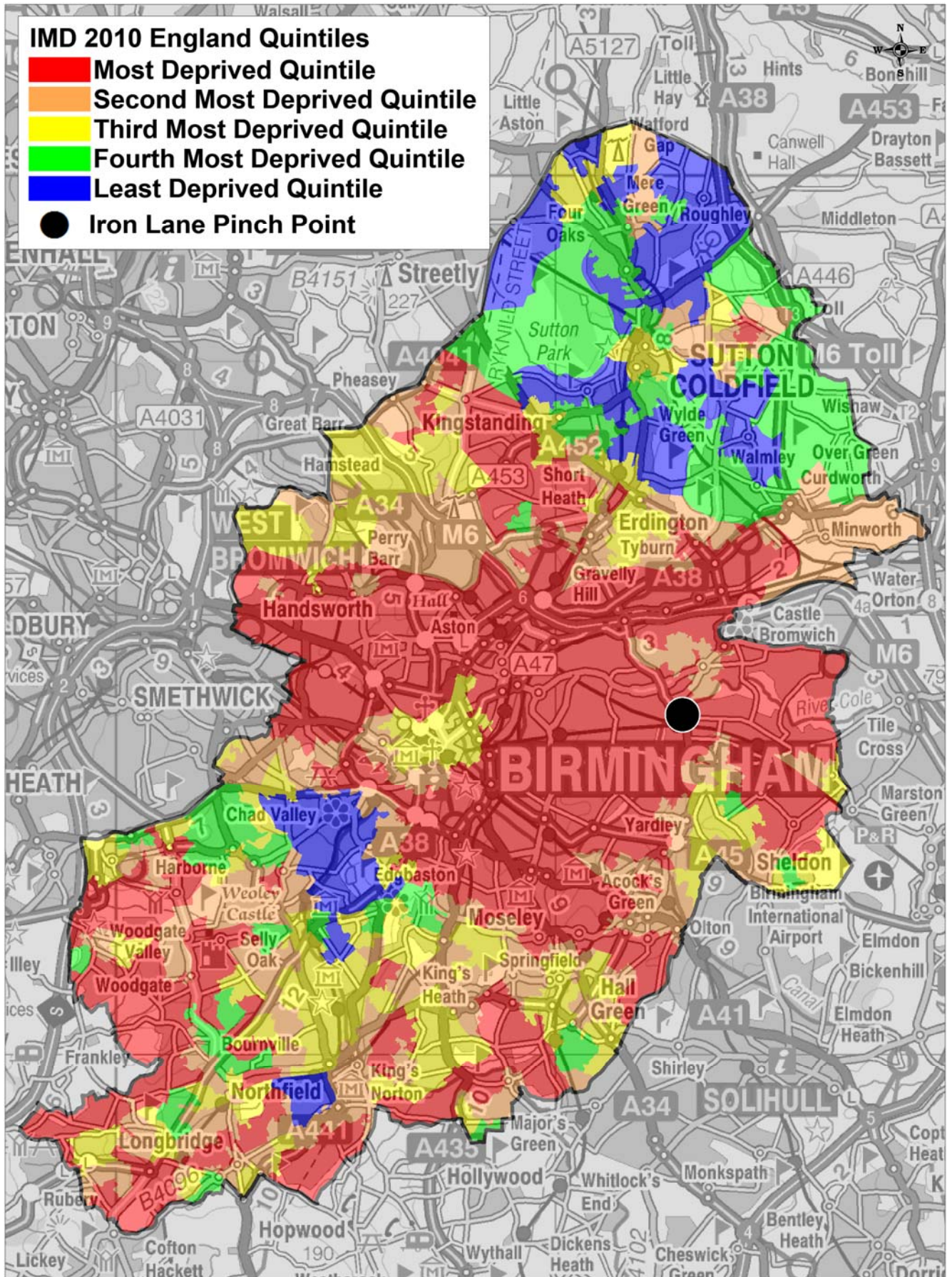
Submission of bids:

For both small bids and large bids the deadline is 5pm, **21 February 2013**

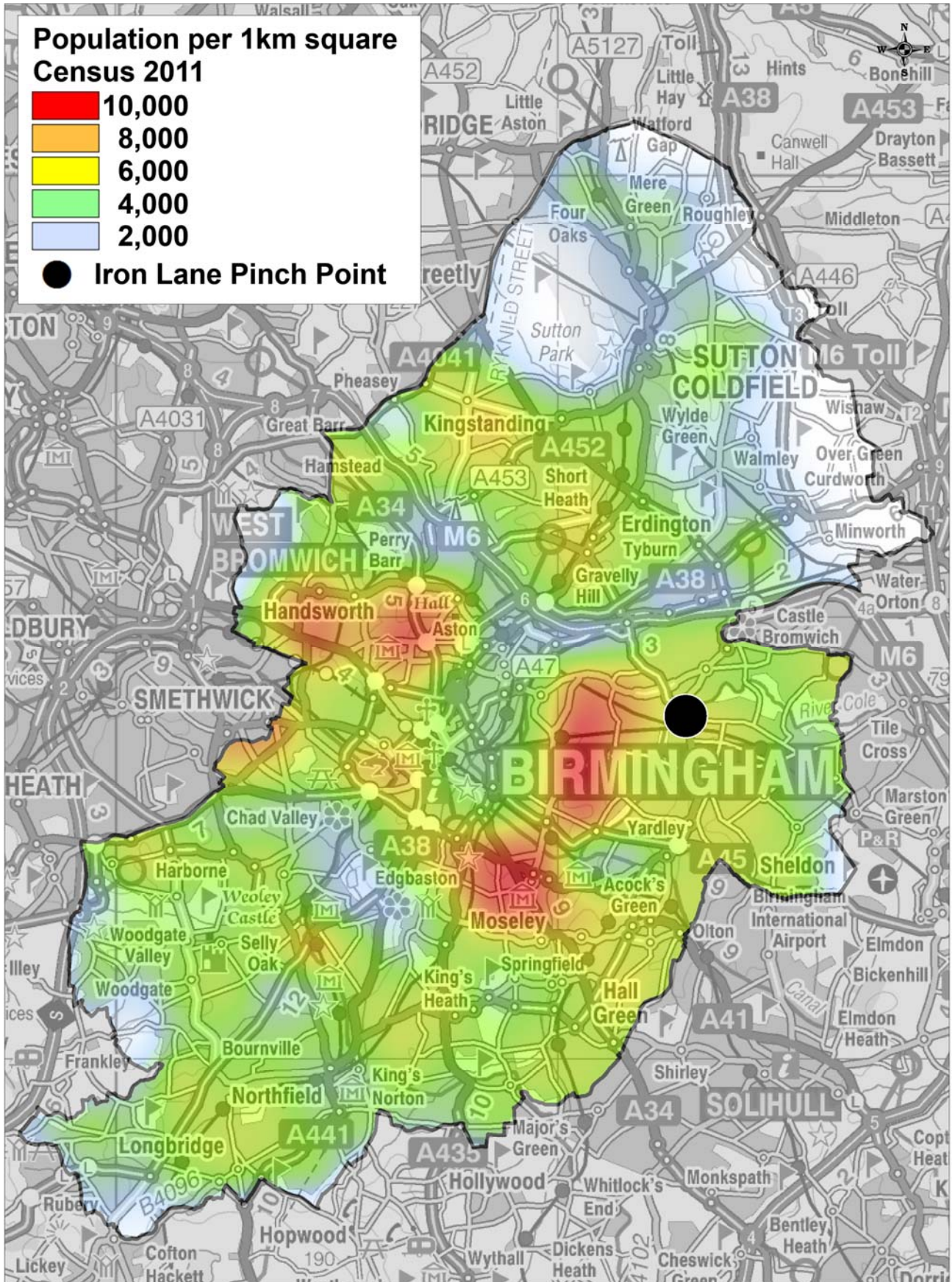
One hard copy and a CD version of each bid and supporting material should be submitted to:

Steve Berry
Local Transport Funding, Growth & Delivery Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

An electronic copy should also be submitted to steve.berry@dft.gsi.gov.uk

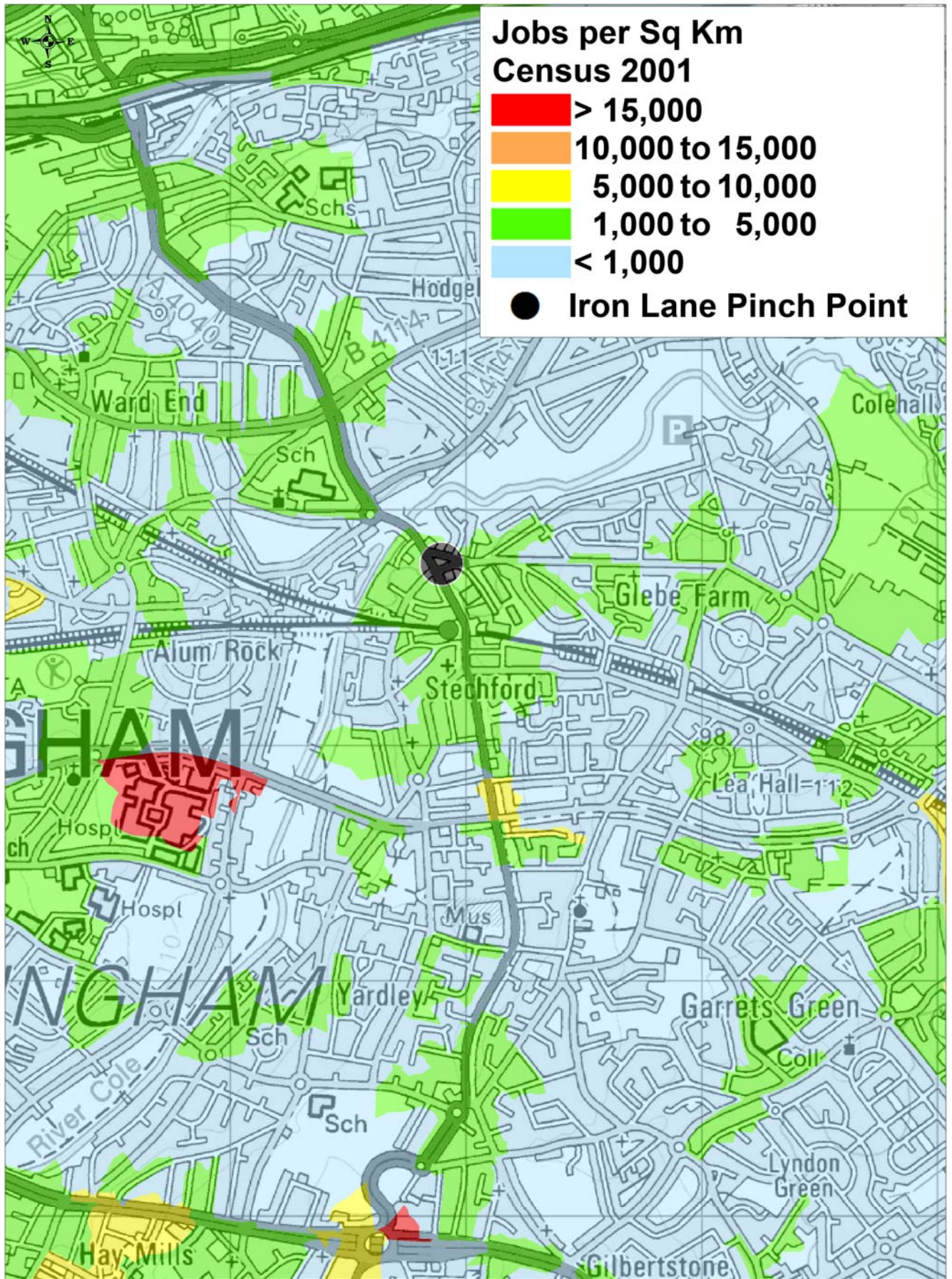


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Appendix B – Scheme Environmental Appraisal

An Environmental Assessment for Iron Lane

Transport is a significant contributor to a number of environmental challenges facing Birmingham. This principally relates to emissions of pollution to air and the release of greenhouses gases which are contributors to climate change. However, there are less obvious environmental effects relating to transport and the infrastructure needed to enable safe transit; such as noise disturbance or segregation of habitats and communities.

Early environmental appraisal provides a rational approach to sustainable development. For the purpose of this bid, a 'Rapid Environmental Appraisal' is considered to be an appropriate level of assessment. Previously, this approach has enabled the determination of potential benefits and challenges attributable to the activities within the projects and programmes proposed on sensitive environmental receptors.

The rapid appraisal provided for this application is intended to act as a pre-cursor to detailed analysis of environmental impacts, which are taken up only if the need is subsequently demonstrated. For this more detailed level of assessment to be undertaken, it should be determined whether or not the project is likely to have significant environmental effects; therefore, this requires comprehensive information on the project scope, scale, location, phasing and an assessment of the baseline environment. At this stage, however, such a detailed assessment is not considered viable or necessary.

A bespoke environmental appraisal has been developed and undertaken for the purpose of this bid. The objective of the exercise was to assess and provide a high level environmental appraisal of the scheme, in order to support the economic case. In support of the decision-making process, the potential environmental impacts are identified and potential mitigations suggested.

We have appended an Environmental Appraisal summary of the environmental constraints, impacts and possible mitigation measures for the scheme to this bid, which have been identified through a high-level environmental appraisal. A number of environmental themes have been considered, and an overview of each theme is provided below:

- Landscape and Visual Amenity – including the scheme setting, landscape / townscape, land take
- Cultural Heritage - including historic and cultural buildings / assets and archaeological sites / remains (both discovered and potential).
- Ecology – including flora and fauna.
- Water Resources - relating to all aspects of the water environment including groundwater, surface water and water environments.
- Noise and Vibration - relating to all sources of environmental (ambient) noise and vibration from transportation, traffic and associated infrastructure.
- Air Quality - encompassing all emissions to air from vehicles, and includes greenhouse gases (including water vapour, carbon dioxide, methane and ozone) that are key contributors to climate change.
- Waste and Land Contamination – includes waste generation from construction and operation, and identification of ground contamination.

The environmental appraisal has been undertaken by giving consideration to the benefits and impacts of the Scheme against the seven environmental themes outlined above. In addition, the effects of the scheme have been identified using the scale outlined below:

Impact	
5	Beneficial
4	Slight Beneficial
3	Neutral
2	Slight Adverse
1	Adverse

This appraisal has been undertaken by a suitably qualified and experienced environmental specialist using desk-based techniques. The results of the exercise have been determined based on previous experience on transportation/infrastructure projects, best practice and sound professional judgement.

Aspect	Baseline	Impacts	Mitigation	Effects
Landscape and Visual Amenity	Mixed commercial and residential area; open, green space to the north of the proposed site location.	<p>Construction activities associated with the scheme are likely to give rise to slight adverse effects on landscape character, since the existing landscape character is already disturbed by industrial activity and traffic movements. There are not expected to be any lasting effects on the landscape or visual amenity during the operation phase.</p> <p>There could be a potentially negative impact on landscape / visual amenity of the area, due to the installation of street lights at the gyratory location. However, this impact is predicted to be negligible.</p>	The construction site would be managed to current standards of good working practice, and where possible screening will be used to reduce the visual impact.	2
Cultural Heritage	There are no sites of heritage in close proximity to the proposed development.	There will be no impact, during construction or operation, on listed buildings, scheduled monuments or archaeology.	No mitigation measures are required.	3
Ecology	There are no statutory or international designations for nature within 1km of the Scheme. Kingfisher Country Park is located approximately 200m north of the proposed development.	It is currently unknown whether current proposals will have any impact on the identified sites. Some landtake may be required and there could be a removal of vegetation and habitats.	It is advisable that an ecologist visits the site. To determine the impact on flora and fauna. Mitigations will depend on the findings from the ecologist's assessment; however, measures could include, for example, tree planting and habitat creation to replace any removed vegetation.	4
Water Resources	The Cole river is located approximately 200m north west of the proposed development. The development is not, however, located within a flood risk zone or a groundwater source protection zone.	During the site preparation and construction phases there is the potential for impacts on water quality, as a result of road runoff, from accidental spillages or leakages of oil and other fuels from machinery and storage areas. There will be no impact on flood risk.	The potential effects on water quality, hydrogeology, hydrology and flood risk may be mitigated using a range of techniques. Typical mitigation measures may potentially include: - implementation of a Code of Construction Practice (CoCP) or an Environmental Management Plan (EMP); - prevention of sediment from entering	2

			<p>watercourses during construction;</p> <ul style="list-style-type: none"> - SuDS, including surface water attenuation ponds; and - provision of additional groundwater drainage. 	
<p>Noise and Vibration</p>	<p>According to DEFRA's Noise Mapping tool, the Scheme is located in the highest noise band (75+ db(A) Lden). In addition, there are a number of sensitive receptors in close proximity to the site, including residential properties (50m north and 100m east) and commercial buildings (50m south, e.g. Argos, and 100m west).</p>	<p>Predicted noise impacts and their effects on noise sensitive receptors would have to be assessed to determine any increases to decreases to road traffic noise; however, it could be assumed that if standing traffic is reduced noise levels will diminish.</p>	<p>Implementation of a Code of Construction Practice (CoCP), which will identify a series of measures to reduce the environmental effects (for example noise) during the construction period and will cover environmental and safety aspects affecting the interests of residents, businesses, all road users and the general public in the vicinity of the works.</p> <p>Best Practicable Means (BPM) would be adopted to keep noise to a minimum and a regime of noise monitoring should be implemented. It is unknown whether there will be any residual effects from the construction and implementation of the road traffic schemes.</p> <p>Under section 61 of the Control of Pollution Act 1974, consent can be applied for when it is expected that such a notice might be breached. In this instance, it may be advisable that a Section 61 Notice is applied for.</p>	<p>3</p>
<p>Air Quality</p>	<p>In accordance with Part IV of the Environment Act 1995, Birmingham City Council has declared the whole City as an Air Quality Management Area in respect of Nitrogen Dioxide and Particulate matter since 2004. Therefore, the Council have the responsibility to prepare and implement an Air Quality Action Plan (AQAP) to tackle the pollution problem and reduce concentrations to within the UK air quality objectives.</p>	<p>Activities associated with the construction of the Scheme have the potential to generate dust. In addition, an increase in localised air pollution is expected, due to congestion and traffic as a result of construction activities.</p> <p>The Scheme is designed to increase traffic flow and reduce queue lengths, delays and congestion, thus having a positive effect on air quality.</p>	<p>Implementation of CoCP.</p> <p>Incorporated mitigation measures will be utilised to reduce impacts from construction activities, including dust suppression measures, use of screens etc.</p>	<p>4</p>

<p>Waste and Land Contamination</p>	<p>It is expected that land will have to be excavated, including existing road and pavement.</p>	<p>The Scheme is likely to generate waste during the construction phase. This may include excavated waste from earthworks and excess waste materials generated during construction. It is unknown whether the materials excavated would be contaminated; however, it is predicted unlikely (and therefore no mitigation has been suggested).</p>	<p>The use of a Site Waste Management Plan (SWMP) during the demolition/construction phase will introduce the necessary management and monitoring measures required to minimise effects of these activities.</p> <p>In addition, resource efficiency and effective waste management (in accordance with the waste hierarchy) will ensure environmental impacts are minimised. The scope for re-use of materials would be fully explored at a later stage.</p>	<p>3</p>
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Appendix C – Scheme Impacts Proforma

Iron Lane

Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr	PM Peak Hr	Inter-Peak Hr	Nights	Sat	Sun
			Weekday	Weekday	Weekday	19:00-07:00	07:00-19:00	07:00-19:00
Do-Minimum	Number of highway trips affected	vehicles	3,873	4,006	3,285	11,539	41,753	26,350
	Total vehicle travelled time	vehicle-hours	159	150	129	265	1,232	777
	Total vehicle travelled distance	vehicle-km	2,872	3,046	2,467	8,665	21,220	13,392
	Total network delays	vehicle-km	67	62	54	0	579	365
	Highway peak period conversion factor	-						
	Number of PT passenger trips on affected routes	passenger trips	1,495	947	1,175	1,675	10,007	3,172
	Bus journey time on affected routes	minutes	4.1	4.4	4.1	4.1	4.4	4.4
	Total PT travelled time	passenger-hrs	101	70	79	113	726	230
	Total PT travelled distance	passenger-km	1,825	1,410	1,517	3,699	12,498	3,962
	PT peak period conversion factor	-						
	Number of walking and cycling trips	person trips	3,023	2,537	3,510	7,485	30,137	21,716
	Mode share in affected area							
	- Walking and cycling	person trips	3,023	2,537	3,510	7,485	30,137	21,716
	- Bus/BRT	person trips	1,495	947	1,175	1,675	10,007	3,172
	- Rail	person trips	327	247	179	364	1,847	731
	- Car	person trips	5,744	5,936	5,022	17,793	74,340	49,288
	- Total	person trips	10,589	9,666	9,885	27,317	116,332	74,907
Do-Something	Number of highway trips affected	vehicles	4,006	4,555	3,569	12,538	42,790	28,632
	Total vehicle travelled time	vehicle-hours	150	187	140	275	1,187	794
	Total vehicle travelled distance	vehicle-km	3,046	3,563	2,753	9,670	23,729	15,877
	Total network delays	vehicle-km	62	88	62	0	529	354
	Highway peak period conversion factor	-						
	Number of PT passenger trips on affected routes	passenger trips	1,547	1,076	1,276	1,820	10,256	3,447
	Bus journey time on affected routes	minutes	4.1	4.6	3.9	3.9	3.9	3.9
	Total PT travelled time	passenger-hrs	107	82	83	118	664	223
	Total PT travelled distance	passenger-km	2,157	1,566	1,622	4,140	13,269	4,460
	PT peak period conversion factor	-						
	Number of walking and cycling trips	person trips	3,126	2,885	3,813	8,133	30,886	23,596
	Mode share in affected area							
	- Walking and cycling	person trips	3,126	2,885	3,813	8,133	30,886	23,596
	- Bus/BRT	person trips	1,547	1,076	1,276	1,820	10,256	3,447
	- Rail	person trips	338	280	194	395	1,893	794
- Car	person trips	5,941	6,750	5,457	19,334	76,186	53,555	
- Total	person trips	10,952	10,992	10,741	29,682	119,220	81,392	

Data sources:

- Vissim Validation Report (Used base as DM and Option 5 as DS)
- Tempro 6.2 (Birmingham O-D Trip Ends)
- Month-long traffic count on Audley Road West of Ipstones Avenue Oct 2010 (used for profiling)

For Do-Minimum Scenario

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Vehicle Category	Weekday	Weekday	Weekday
Car Work			
Car Non-work Commuting			
Car Non-work Other			
Average Car	0%	0%	0%
LGV			
OGV1			
OGV2			
PSV			
All Total	0%	0%	0%
Public Transport			
Bus Work			
Bus Non-work Commuting			
Bus Non-work Other			
Bus Total	0%	0%	0%
Rail Work			
Rail Non-work Commuting			
Rail Non-work Other			
Rail Total	0%	0%	0%

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Average Network Speed (kph)	Weekday	Weekday	Weekday
Car			
LGV			
HGV & PSV			

For Do-Something Scenario

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Vehicle Category	Weekday	Weekday	Weekday
Car Work			
Car Non-work Commuting			
Car Non-work Other			
Average Car	0%	0%	0%
LGV			
OGV1			
OGV2			
PSV			
All Total	0%	0%	0%
Public Transport			
Bus Work			
Bus Non-work Commuting			
Bus Non-work Other			
Bus Total	0%	0%	0%
Rail Work			
Rail Non-work Commuting			
Rail Non-work Other			
Rail Total	0%	0%	0%

	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
Average Network Speed (kph)	Weekday	Weekday	Weekday
Car			
LGV			
HGV & PSV			

Appendix D – Appraisal Summary Table

Appraisal Summary Table

Date produced: 18 2 13

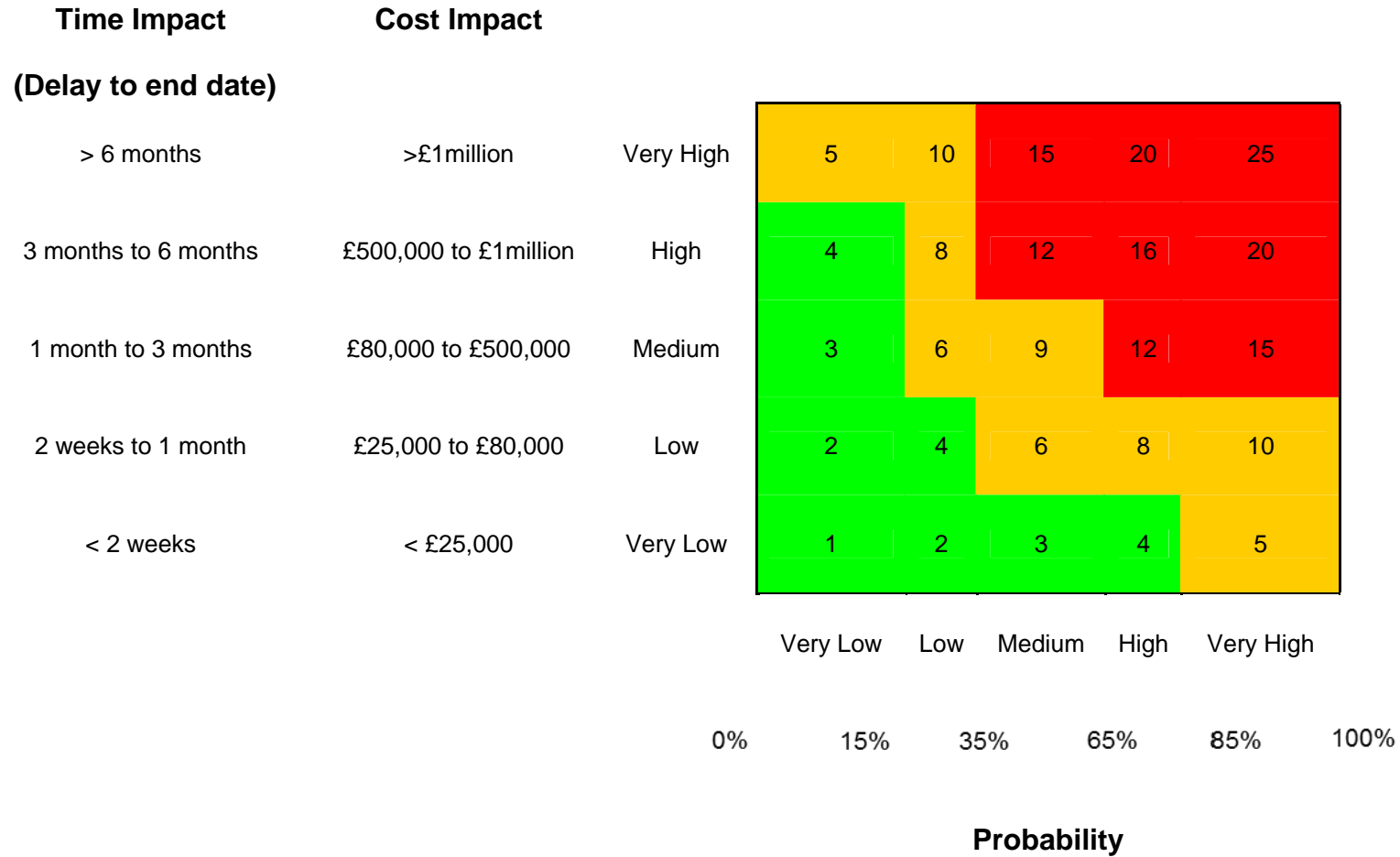
Contact:

Name of scheme:		Iron Lane				Name		Phil Edwards																	
Description of scheme:		Implementation of two new gyratory arrangements to increase junction capacity and reduce congestion at the junction of Iron Lane, Flaxley Road and Station Road in Stechford.				Organisation		Birmingham CC																	
						Role		Promoter/Official																	
Impacts	Summary of key impacts	Assessment																							
		Quantitative				Qualitative		Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp																
Economy	Business users & transport providers	Business User Benefits have been considered during preparation of the scheme strategic case. Benefits are expected to be distributed across the eastern part of Birmingham. It is also anticipated that the scheme will deliver indirect benefits along the A4040 Outer Circle Route due to a reduction in congestion caused by inadequate capacity at the junction.		<table border="1"> <tr> <td colspan="2">Value of journey time changes(£)</td> <td colspan="2">£ 81,000</td> </tr> <tr> <td colspan="4">Net journey time changes (£)</td> </tr> <tr> <td>0 to 2min</td> <td>2 to 5min</td> <td colspan="2">> 5min</td> </tr> <tr> <td colspan="4">Average journey time saving estimate, totalled for a year, based on 2010 perceived costs. Assumes 25% of trips are for business.</td> </tr> </table>		Value of journey time changes(£)		£ 81,000		Net journey time changes (£)				0 to 2min	2 to 5min	> 5min		Average journey time saving estimate, totalled for a year, based on 2010 perceived costs. Assumes 25% of trips are for business.				Scheme will improve journey times through the junction and will reduce congestion on the local road network. This will lead to the maintenance of current journey times and journey reliability for the Business sector.		N/A	Beneficial
	Value of journey time changes(£)		£ 81,000																						
	Net journey time changes (£)																								
	0 to 2min	2 to 5min	> 5min																						
	Average journey time saving estimate, totalled for a year, based on 2010 perceived costs. Assumes 25% of trips are for business.																								
Reliability impact on Business users	The junction provides a vital access point on the A4040 Outer Circle and to key employers such as the NEC and Birmingham Airport. The proposed improvements to the junction will improve journey time reliability for commuters and business travellers accessing employment and business opportunity. The improvements will also support improved bus and car access to Birmingham city centre for residents of East Birmingham.		-		As discussed in the strategic case, without funding for these junction improvements accessibility to key employment sites will be severely impaired.		N/A	Large Beneficial]																	
Regeneration	The scheme will support the further regeneration of sites to the east of Birmingham City Centre. It will support access to the East Birmingham North Solihull regeneration site and it will support efforts to guide members of the public who are currently out of work into employment.		-		The scheme will support improved accessibility between the Eastside which contains some of the city's most disadvantaged communities		N/A	Large Beneficial]																	
Wider Impacts	Although a quantitative assessment of wider impacts has not been made, the scheme's ability to support the wider maintenance of existing journey times and levels of accessibility along the A4040 Outer Circle would result in wider impacts benefits.		-		Wider economic benefits would be expected to accrue because of the maintenance of journey times and levels of accessibility between the city centre and Eastside area. No values have been calculated		N/A	Beneficial																	
Environmental	Noise	An assessment of the scheme's impact on noise levels has been provided in an Environmental Appraisal. The appraisal notes that the scheme will have neither a positive or negative impact in terms of overall noise levels in the West Midlands. However, there will be changes in the distribution of noise impacts as congestion is reduced but vehicle speeds increase through the junction.		-		The Environmental Appraisal notes the potential for a temporary increase in noise levels in the immediate vicinity of the highway works. However, once these works are completed, it is anticipated that noise levels will return to current levels.		N/A	Neutral																
	Air Quality	The scheme is expected to deliver moderate benefits in local air quality as there is expected to be a reduction in congestion and queuing traffic, which would lead to stationary traffic and a decrease in local air quality.		-		The scheme will focus on reducing levels of stationary traffic on the approaches to the junction. This is expected to deliver improvements in local air quality and a reduction in greenhouse gas emissions.		N/A	Neutral																
	Greenhouse gases	The scheme is not expected to deliver any changes in Greenhouse Gas emissions.		<table border="1"> <tr> <td>Change in non-traded carbon over 60y (CO2e)</td> <td rowspan="2">A quantitative assessment of the scheme's impact on greenhouse gas levels has not been undertaken for the purposes of this application</td> </tr> <tr> <td>Change in traded carbon over 60y (CO2e)</td> </tr> </table>		Change in non-traded carbon over 60y (CO2e)	A quantitative assessment of the scheme's impact on greenhouse gas levels has not been undertaken for the purposes of this application	Change in traded carbon over 60y (CO2e)	-		N/A	Neutral													
	Change in non-traded carbon over 60y (CO2e)	A quantitative assessment of the scheme's impact on greenhouse gas levels has not been undertaken for the purposes of this application																							
	Change in traded carbon over 60y (CO2e)																								
	Landscape	Development of the junction will have a beneficial impact on the local landscape and townscape. The proposed scheme includes landscaping of the junction and improved surface treatments to improve the local environment.		-		Junction improvements will include surface treatments and installation of new street furniture.		N/A	Moderate Beneficial																
Townscape	N/A			Moderate Beneficial																					
Heritage of Historic resources	No assessment has been undertaken for this factor for this application.		-		-		-	Neutral																	
Biodiversity	An ecology assessment has been		-		The Environmental Appraisal		N/A	Neutral																	

	Water Environment	undertaken for the scheme, with consideration given to surrounding areas with sensitive / protected landscape designation. The assessment has identified that the scheme will have no ecological impact as long as suitable mitigation is in place for water runoff.		notes that, with suitable management and mitigation measures, the scheme should not lead to any changes in the local water environment.		Neutral									
Social	Commuting and Other users	Increase accessibility for residents of the Eastside to the M42 and M6 via A4040 Outer Circle to key employment locations	<table border="1"> <tr> <td colspan="2">Value of journey time changes (£)</td> <td>£ 243,000</td> </tr> <tr> <td colspan="3">Net journey time changes (£)</td> </tr> <tr> <td>0 to 2min</td> <td>2 to 5min</td> <td>> 5min</td> </tr> </table> <p>Average journey time saving estimate, totalled for a year, based on 2010 perceived costs. Assumes 75% of trips are commute / other.</p>	Value of journey time changes (£)		£ 243,000	Net journey time changes (£)			0 to 2min	2 to 5min	> 5min	The scheme will lead to a reduction in journey time for commuters through improved vehicle flow through the junction and a reduction in queuing traffic on the approaches to the junction itself.	N/A	Beneficial
	Value of journey time changes (£)		£ 243,000												
	Net journey time changes (£)														
	0 to 2min	2 to 5min	> 5min												
	Reliability impact on Commuting and Other users			Without financial support for the scheme, congestion on the approaches to the junction is expected to increase. This will in turn lead to further reductions in journey time reliability for drivers.	N/A	Beneficial									
	Physical activity	No assessment has been undertaken for this factor for this application.	-	-											
	Journey quality	A quantitative assessment of journey quality has not been made for this scheme. However, a key benefit of the scheme is a reduction in journey time as there will be reductions in queue length on the approaches to the junction and greater journey time reliability. All these factors will increase perceived journey quality for scheme users.	-	Scheme will improve journey times through the junction and will reduce congestion on the local road network. Will be particularly beneficial for users of #14 and #11 bus services who consistently experience journey time delays	N/A	Beneficial									
	Accidents	Scheme is likely to have a positive impact of accident levels with a reduction expected in both vehicle and pedestrian accidents. Also separation of local access to housing and longer distance traffic moving through the junction is likely to deliver access improvements.	-	Scheme will introduce improved sight lines for car drivers. Surface treatments will make it easier for pedestrians to use the junction alongside new crossing facilities. Both factors are proposed for implementation in part due to their positive impact on accident rates at the junction.	N/A	Moderate Beneficial									
	Security	No assessment has been undertaken for this factor for this application.	-	-											
	Access to services	Scheme will improve levels of access to key services for active mode users and car drivers. The junction currently acts as a barrier to access for both pedestrians and cyclists seeking to access key services. The scheme is expected to increase access to services through effective management of vehicle speeds, improved facilities for walkers and cyclists, and improved crossing facilities.	-	The scheme includes installation of new surface treatments, crossing facilities and signage to local services. New bus stops	N/A	Beneficial									
Affordability	No assessment has been undertaken for this factor for this application.	-	-												
Severance	The junction currently acts as a barrier to access for both pedestrians and cyclists seeking to access key services. The scheme is expected to reduce levels of severance through effective management of vehicle speeds, improved facilities for walkers and cyclists, and improved crossing facilities.	-	The scheme includes installation of new surface treatments, crossing facilities and signage to local services.	N/A	Beneficial										
Option values	No assessment has been undertaken for this factor for this application.	-	-												
Public Accounts	Cost to Broad Transport Budget	The cost to the broad transport budget is presented in 2013 prices.	£6.0m	Total scheme cost is £6m (£1.95m of which will be met through local and third party contributions)	£6.0m										
	Indirect Tax Revenues	A quantitative assessment of indirect tax revenues has not been made. The improved operation of the junction would result in existing users consuming less fuel through potentially reduced congestion through the junction therefore likely having a negative impact on indirect tax revenues. However, improved capacity through the junction would maintain existing levels of demand for travel, which might offset the negative impact on indirect tax revenues due to reduced congestion.	-	-		Not Assessed									

Appendix E – Risk Management Tables

Risk Matrix



Strategic Risk

					Risk Priority Ranking		
					Risk Matrix Priority Scores		
Risk Type	Project Risk Ref	RISK EVENT	CONSEQUENCES	MITIGATION	Probability	Impact	Risk Matrix Priority Ranking
Political Risk	Political Risk	Change of political administration.	LPP scheme implementation becomes a lower priority for local elected members, influencing success of local delivery.	Confirm & obtain support from other key political parties that represent the area.	10	Low	2
	Legislative Risk	Changes in legislation increase costs.	Changes in legislation & taxation regimes will have a direct impact on capital and revenue budgets.	1. Review potential changes in legislation currently being promoted by central government and review throughout planning and implementation. 2. Update risk register and delivery programme in response to any proposed change.	25	Low	4
	Land Use Risk	Changes or restrictions in land use policy.	Restrictions placed over land use development may delay the commencement of the scheme or stop it completely.	The scheme complies with BCC and national land use policy.	10	Low	2

	Policy Risk	Changes of national / local policy direction not involving legislation.	Policy changes may result in scheme components becoming redundant and / or additional measures needed to support local and national ambitions.	<ol style="list-style-type: none"> 1. Scheme meets the objectives of Government's commitment to supporting economic growth by tackling barriers on the local highway network. 2. Fully understand national legislation frameworks and incorporate flexibility to adapt to potential changes. 3. Update risk register and delivery programme in response to any proposed change. 	10	Low	2
Management Risk	Staff Risk	Changes in the team responsible for delivery; delays in appointment of new team members.	Delay to overall delivery of the scheme.	<ol style="list-style-type: none"> 1. Ensure that a staff continuity plan is put in place at the start of the delivery process. 2. Respond quickly to changes in staffing. 	25	Medium	6
	Communication Risks	Lack of communication and co-ordination between BCC and contractor responsible for scheme delivery.	Communication and co-ordination issues could result in programme delay, political frustration and additional scheme costs.	<ol style="list-style-type: none"> 1. Appoint appropriate Project Manager and delivery team. 2. Develop and implement robust governance and communication plans. 3. Ensure all staff involved are clear on communication routes. 	25	Medium	6
	Construction Programme Risk	The construction of the physical assets is not completed on time and/or to specification.	Additional costs required to deliver completed scheme. The benefits of the scheme are delayed or lost.	<ol style="list-style-type: none"> 1. Ensure that the scheme is substantially developed in advance of programme commencement. 2. Early and active engagement with contractor as delivery body along with other key stakeholders during programme development. 3. Implement effective programme review and contingency planning procedures. 	40	High	12

	Construction Budget Risk	The construction of the physical assets is not completed to LPP fund budget.	Additional costs required to deliver completed scheme and potential benefits not delivered on time.	1. Establish robust governance and project management structures. 2. Adopt formal monitoring and review procedures including Gateway control, building on existing 'best practice' processes already embedded. 3. Value Management of all proposals, in particular capital elements.	25	High	8
	Planning Risk	Junction revisions fail to adhere to the terms of planning permission / detailed planning cannot be obtained / if obtained, can only be implemented at costs greater than in the original scheme budget.	Scheme components cannot be delivered due to planning requirements. The benefits of the scheme are delayed or lost.	1. Seek planning permissions at the earliest opportunity. 2. Work will not begin before planning permission is obtained.	25	High	8
	Stakeholder Risk	Lack of support from key stakeholders and local communities e.g. Centro, Bus Operators, local businesses	Scheme lacks local support resulting in a reorganisation of BCC priorities. The benefits of the scheme are delayed or lost.	1. Undertake comprehensive engagement/consultation exercises with key stakeholder groups, local community forums etc. 2. Identify 'Local Champions' including Members to promote schemes and benefits. 3. Develop robust strategic and local communication plans	25	Low	4
	Regulation Risks	The required Traffic Regulation Orders for the junction developments do not receive support and are not approved.	Lack of support could result in scheme components not being delivered and / or reorganisation of the scheme priorities.	N/A	N/A	N/A	N/A

	Special Interest Groups	Some relevant interest groups may not be identified. It is essential to identify groups such as: -Residents and Neighbourhood forums -Local businesses	Lack of buy-in from key groups. Disengagement and lack of receptiveness to the scheme.	Identify any further interest groups that should be considered and consulted. Once identified, designated officer to contact these groups and engage as required.	10	Very Low	1
	Procurement risks	Procurement of services may not be successful or may be delayed or challenged.	Delivery of services is delayed & jeopardised.	Continued development of robust procurement framework.	25	High	8

Financial Risk

					Risk Priority Ranking		
					Risk Matrix Priority Scores		
Risk Type	Project Risk Ref	RISK EVENT	CONSEQUENCES	MITIGATION	Probability	Impact	Risk Matrix Priority Ranking
Funding Risk	Operational Risk	Operating costs vary from budget; performance standards slip; or the service cannot be provided.	Additional revenue would be required in the longer term to support ongoing operation.	1. Develop detailed operation schedules - note that LPP funding is only available in financial years 2013-14 and 2014-15 2. Identify service performance standards before additional services are contracted.	25	Low	4
	Inflation Risk	Actual inflation differs from assumed inflation rates.	Additional costs required to deliver completed scheme.	1. Develop robust financial forecasts. 2. Adjust forecasts to account for any predicted rate change and reflect change in the scheme delivery programme.	10	Low	2

	Contributions	Failure to secure necessary contributions from partners.	Lower than expected funding, with further importance placed upon the LPP fund.	N/A	N/A	N/A	N/A
	Costings	Project costs are underestimated	Costs overrun and additional costs are required to complete the scheme.	1. Detailed design and robust costing exercise undertaken 2. Contingency fund and procedures implemented	25	Medium	6
	Residual Value Risk	Uncertainty of the value of physical assets at the end of the contract.	Long term reduction in asset value.	Identify value of junction upgrades and possible depreciation at initial design stage.	25	Medium	6

Infrastructure Risk

					Risk Priority Ranking		
					Risk Matrix Priority Scores		
Risk Type	Project Risk Ref	RISK EVENT	CONSEQUENCES	MITIGATION	Probability	Impact	Risk Matrix Priority Ranking
	Cost Risk	Increase in scheme costs e.g. costs of materials & key design infrastructure	The level of funding made available is insufficient to meet the proposed scheme delivery costs.	Use of design & build contract will transfer cost risk to contractor on procurement.	25	N/A	N/A
	Provider Risk	Poor contractor performance and / or contractor becomes insolvent within the contract period.	Additional revenue would be required to support delivery of the scheme.	1. Further detailed work will be undertaken to ensure that expected benefits are realised during the design, implementation and management stages. 2. Degree of rigour imposed	25	Medium	6

				during the contractor procurement process.			
Environmental Risk	Environmental Infrastructure Risks	Conflicts between the scheme and utilities etc.	Potential disturbance upon local gas & electricity supply due to movements of utility infrastructure.	Work with utilities companies to ensure their requirements are understood and factored into design and build.	25	Medium	6
	Environmental Risks	Environmental risks (eg failure to meet environmental legislation, risk of flooding, Environmental Impact Assessment).	Scheme is implemented without due consideration of relevant environmental legislation.	The project team (including partner organisations) will keep up to date on any legislation changes which may affect the delivery of the project.	10	Low	2
Stakeholder Risk	Community Risks	Objections from local communities regarding the proposed scheme.	Delayed / restricted implementation of the scheme; public opposition.	Community consultation strategy will be implemented to inform members of the public of scheme benefits	25	Very low	2
	Land Risks	Potential land ownership issues.	Scheme delays / cancellation.	N/A	N/A	N/A	N/A
	Complementary Scheme Risks	Other schemes that could support the development fall through.	Loss of scheme support & demand.	The project team (including partner organisations) will keep up to date on any complimentary scheme changes which may affect the delivery of the project.	25	Medium	6
Structural Risk	Structural Risks	Unforeseen physical / structural issues at the site where the scheme is to be delivered	Time delays, with a potential resultant increase in scheme costs.	All partners will conduct site survey works in advance of construction.	25	High	8

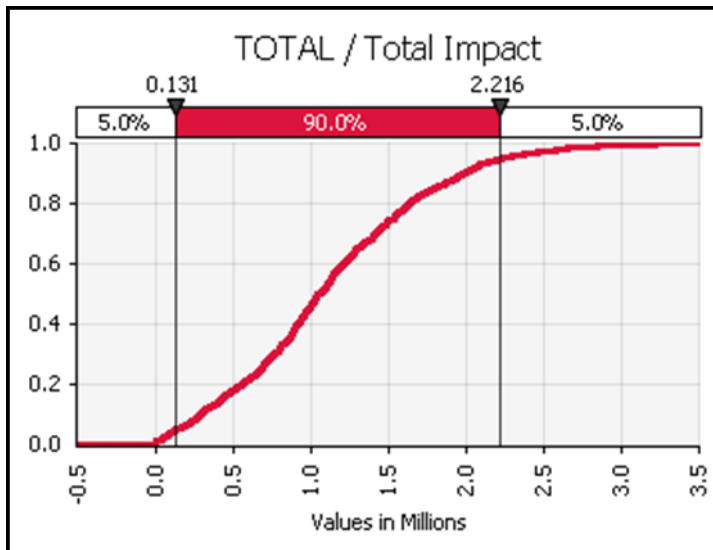
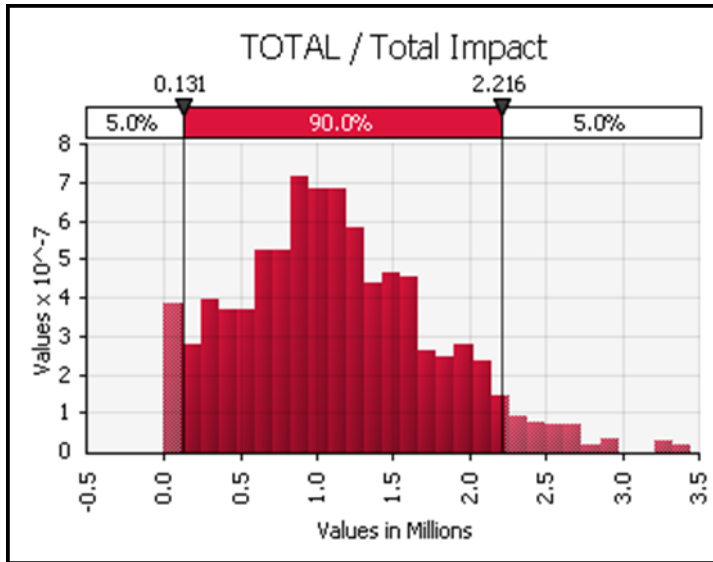
Appendix G – Quantified Risk Assessment

Mott MacDonald QRA

@RISK Output Report for TOTAL / Total Impact

Performed By: Amin,
Amar

Date: 14 February 2013 14:45:02

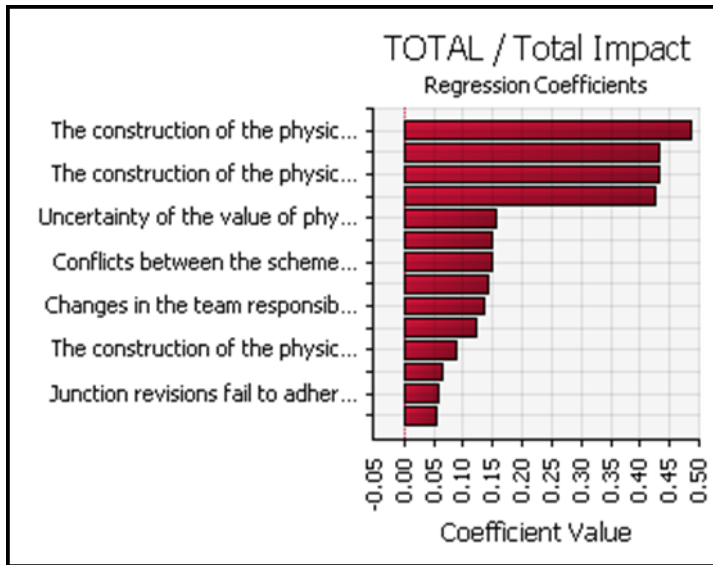


Simulation Summary Information

Workbook Name	B11. Management Case - Risk Register - Iron Lane v2.xls
Number of Simulations	1
Number of Iterations	1000
Number of Inputs	44
Number of Outputs	1
Sampling Type	Latin Hypercube
Simulation Start Time	2/14/13 14:44:47
Simulation Duration	00:00:02
Random # Generator	Mersenne Twister
Random Seed	965876890

Summary Statistics for TOTAL / Total Impact

Statistics		Percentile	
Minimum	£0.00	5%	£131,266.60
Maximum	£3,450,102.18	10%	£285,854.65
Mean	£1,118,105.52	15%	£412,694.62
Std Dev	£638,186.34	20%	£560,049.03
Variance	4.07282E+11	25%	£673,186.97
Skewness	0.509317488	30%	£766,946.52
Kurtosis	3.121400007	35%	£855,759.62
Median	£1,060,954.13	40%	£908,868.35
Mode	£0.00	45%	£992,822.28
Left X	£1,060,954.13	50%	£1,060,954.13
Left P	50%	55%	£1,131,695.09
Right X	£1,635,092.71	60%	£1,214,052.59
Right P	80%	65%	£1,298,347.61
Diff X	£574,138.57	70%	£1,420,456.79



Diff P	30%	75%	£1,526,539.15
#Errors	0	80%	£1,635,092.71
Filter Min	Off	85%	£1,793,831.71
Filter Max	Off	90%	£1,982,536.56
#Filtered	0	95%	£2,216,473.20

Regression and Rank Information for TOTAL / Total Impact			
Rank	Name	Regr	Corr
1	The construction of the physical assets is not completed on time and/or to specification.	0.488	0.475
2	Procurement of services may not be successful or may be delayed or challenged.	0.432	0.422
3	The construction of the physical assets is not completed to LPP fund budget.	0.431	0.408
4	Junction revisions fail to adhere to the terms of planning permission / detailed planning cannot be obtained / if obtained, can only be implemented at costs greater than in the original scheme budget.	0.427	0.425
5	Uncertainty of the value of physical assets at the end of the contract.	0.157	0.120
6	Project costs are underestimated	0.150	0.109
7	Conflicts between the scheme and utilities etc.	0.149	0.135
8	Lack of communication and co-ordination between BCC and contractor responsible for scheme delivery.	0.143	0.108
9	Changes in the team responsible for delivery; delays in appointment of new team members.	0.135	0.200
10	Poor contractor performance and / or contractor becomes insolvent within the contract period.	0.123	0.145
11	The construction of the physical assets is not completed on time and/or to specification.	0.089	0.070
12	Procurement of services may not be successful or may be delayed or challenged.	0.065	0.045
13	Junction revisions fail to adhere to the terms of planning permission / detailed planning cannot be obtained / if obtained, can only be implemented at costs greater than in the original scheme budget.	0.058	0.044
14	The construction of the physical assets is not completed to LPP fund budget.	0.053	0.063

Appendix H – Assessment of Social and Distributional Impacts

Iron Lane

Indicator	Screening Assessment	Justification	Impact on Key Groups	Impact? (Positive / No Change / Negative)	Can potential negative impacts be mitigated through design?	Are potential impacts, where presumed, likely to be significant & concentrated?
User Benefits	✓	The specific objectives of the scheme are to deliver a more reliable and efficient transport network and improve connectivity to/from the East Birmingham area to the motorway network providing access to the major business centres in Birmingham and the UK.	Developments to the primary and strategic road networks like that of the proposed Iron Lane improvements are essential with increased levels of economic development predicted in Birmingham, access to additional labour is essential to sustain development, particularly in deprived areas, with large numbers of households on low incomes .	Positive		YES - The most significant impacts will be located directly at the Iron Lane junction and the surrounding East Birmingham North Solihull Regeneration Zone.
Noise	✓	Traffic congestion and stop/start traffic conditions have a significantly detrimental impact upon noise disturbance at the Iron Lane junction. The scheme proposes to tackle noise pollution as a direct result of reduced congestion and new carriageway surfacing.	Reduced congestion, queuing and delay as a result of the Iron Lane improvements will reduce noise inflicted upon local residential receptors (including children), particularly those immediately to the west of the proposal.	Positive		N/A - Any reduction in noise pollution will affect residents living in close proximity to the junction.
Air Quality	✓	It is recognised that queuing traffic in built up areas in Stechford due to congestion is detrimental to the local environment in terms of emissions and their impact upon air quality.	Retail and residential receptors bound the proposed scheme and will benefit from reduced emissions due to the scheme and the free flowing traffic conditions. Particular benefits may be felt by children and older people , both of whom are more susceptible to respiratory illness	No Change	If traffic flow is improved then the potential negative impact of increased number of vehicles could be mitigated.	Partial YES - Improved air quality will be localised and most significant at the Iron Lane junction, though any improvement will also have a positive impact across Birmingham.

			such as asthma. Enhanced reliability and journey times for bus services may also contribute to modal shift and reduce the number of vehicle movements through the junction.		
Accidents	✗	There are no specific objectives that relate to accidents.			
Security	✓	Dedicated pedestrian/cycle crossing facilities will be provided to enhance sustainable access, whilst new street lighting will form part of the scheme to improve public safety and security.	Many residents in the area have no access to a car (including for example, people on low incomes, children, older people and disabled people) and may have particular safety concerns when travelling alone, particularly at night. They will benefit from improvements to pedestrian/cycling facilities in the area, which in turn will improve personal security along the routes.	Positive	Yes- New crossing facilities and improved lighting at the Iron Lane junction will have a beneficial impact to the personal security of local residents.
Severance	✓	The Iron Lane junction redevelopment will provide new pedestrian and cycling facilities, which will strengthen desire lines between residences and local facilities in the area. More direct and well lit desire lines supported by signal controlled crossing facilities will reduce severance.	The scheme is set to promote greater equality of opportunity with regard to travel options and residents in the Stechford area are expected to benefit from relief from existing severance. The scheme is likely to benefit children, older people, disabled people and other groups who do not have access to a car and who may see alleviation of the severance caused by the junction.	Positive	Yes - Direct positive severance impacts are expected at Iron Lane with the successful implementation of the scheme.

Accessibility	✓	<p>The proposed scheme lies within the deprived area of Stechford. Improved accessibility by all modes as a result of the Iron Lane development would improve access to education, health and key services, while promoting social inclusion and reducing existing inequalities in the area. The scheme will help in Birmingham City Council achieving its aim of improving access to healthcare by 20%, reducing car trips to school by 20% and improving access to employment by 15%.</p>	<p>The Iron Lane improvements will allow labour (particularly the unemployed in Stechford) to access opportunities to and from the East Midlands via the strategic road network and more reliable bus services to key sites of employment such as Fort Dunlop, Heartlands Hospital, Jaguar Land Rover, Blythe Valley, the NEC and Birmingham International Airport.</p>	<p>Positive</p>	<p>Yes - Accessibility impacts will be greatest directly within the surrounding area of the Iron Lane junction, but the positive outcomes of the scheme are likely to impact commuters across East Birmingham that regularly use the junction.</p>
Personal Affordability	✗	<p>There are no specific objectives that relate to personal affordability.</p>			

Appendix I – Equalities Assessment

INITIAL SCREENING – STAGE 1

As a public authority we need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Full EINA/EQUALITY ANALYSIS is required.

Name of policy, strategy or function: Local Pinch Points Fund – Bid Submission	Ref: DE1301STP
---	-----------------------

Responsible Officer: Phil Edwards	Role: Chairperson of EINA/EQUALITY ANALYSIS Task Group
Directorate: Development and Culture	Assessment Date: 28/01/2013

Is this a:	Policy <input type="checkbox"/>	Strategy <input type="checkbox"/>	Function <input checked="" type="checkbox"/>	Service <input type="checkbox"/>
Is this:	New or Proposed <input checked="" type="checkbox"/>	Already exists and is being reviewed <input type="checkbox"/>	Is Changing <input type="checkbox"/>	

1. What are the main aims, objectives of the policy, strategy, function or service and the intended outcomes and who is likely to benefit from it

The proposed bid submission to the Department for Transport seeks government transport funding to match local resources already allocated for transport purposes to expedite delivery of highway infrastructure to enable economic growth.

The bid will support the delivery of the following transport infrastructure projects, which are designed to reduce congestion, provide additional highway capacity to support growth and maintain the integrity of the existing highway network:

- (i) Improvements to the Ring Road at Ashted Circus, Curzon Circus, Bordesley Circus, Haden Circus, and Holloway Circus to enable development included within the Enterprise Zone/Enterprise Zone investment plan to create 1.3m sqm of new floor space and up to 40,000 new jobs;
- (ii) Works at Iron Lane/Station Road to support retail and housing development.
- (iii) Major maintenance works to protect the integrity and access to the City provided by the A38 (M) Tame Valley Viaduct;
- (iv) Improvements to the Aston Hall Road/Lichfield Road Junction to enable access to the Aston Advanced Manufacturing Hub, which is a key component of the Aston, Newtown and Lozells Area Action Plan and the policy objective to create 3,000 jobs.

Other than the maintenance project, all highway schemes will be designed in accordance with current design guidance that includes provision for the disabled.

2. Explain how the main aims of the policy, strategy, function or service will support the Equality Duties?

- 1. Eliminate discrimination, harassment and victimisation?
- 2. Advance equality of opportunity?
- 3. Foster good relations?
- 4. Promote positive attitudes towards disabled people?
- 5. Encourage participation of disabled people?
- 6. Consider more favourable treatment of disabled people?

The proposals will improve access to employment and services in the city centre for residents and visitors alike, including enabling growth and the creation of new jobs in the Enterprise Zones. Enabling development in Aston will also help provide new jobs and access to employment and services in a deprived area of the City.

All relevant stakeholders will be identified and given the opportunity to be involved in the scheme consultation processes, if the bid is successful. All members of the local community, including groups of people whose first language is not English, will be invited to comment on the proposals during the public consultations. The proposals will be designed in accordance with national design standards which give consideration to the needs of disabled people, helping to promote positive attitudes towards disabled people.

Access Committee for Birmingham (a recognised forum for disabled people) will be invited to comment and contribute during the detailed design stage of any new infrastructure.

3. Does your policy, strategy, function or service affect:

- | | | |
|-----------------|---|--|
| Service users | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Employees | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Wider community | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

Please provide an explanation for your 'Yes' or 'No' answer

The scheme will have a positive impact for the users of the highway, residents and businesses in the areas concerned by reducing congestion and improving access. Employment growth in the City, enabled by the bid schemes, will assist in tackling worklessness and current levels of high unemployment. Users of the highway include vehicle drivers, vehicle passengers, pedestrians, cyclists, and bus users.

The proposals will benefit vulnerable users, particularly the elderly and people with disabilities. Enhanced pedestrian facilities will help these groups cross the road. Any bus stops affected will be upgraded to DDA standards, with tactile paving provided at dropped crossing points, to assist blind and partially sighted people locate and use the crossings.

4. Are there any aspects of the policy, strategy, function or service, including how it is delivered, or accessed, that could contribute to inequality? (including direct or indirect discrimination to service users or employees)

Yes

No

Please provide an explanation for your 'Yes' or 'No' answer

The facilities proposed are for all users and none are excluded from using the facilities. Whilst road improvement schemes can increase severance, particularly for less mobile people, the provision of formal pedestrian crossing points will mitigate against this. Complementary skills and educational programmes will assist local people access new jobs created by the Enterprise Zone or development at Aston.

5. Will the policy, strategy, function or service, have an adverse (negative) impact upon the lives of people, including employees and service users?

Yes

No

Please provide an explanation for your 'Yes' or 'No' answer

It is considered that there is no aspect of the bid schemes that could contribute to inequality.

The facilities proposed are for all users and none are excluded from using the facilities.

Enabling development and new jobs in the City will benefit all residents, particularly those in an area with current levels of high unemployment. One of the growth areas is located in such an area of deprivation.

6. Is an Equality Impact Needs Assessment/Equality Analysis required?

If your answer to question 2 has identified potential adverse impact and you have answered '**yes**' to any of the following questions 3, 4, or 5, then you should carry out a Full EINA/EQUALITY ANALYSIS.

Does the Policy, Strategy, Function or Service require a Full EINA/EQUALITY ANALYSIS? **Yes**
 No

If a Full EINA/EQUALITY ANALYSIS is required, before proceeding you should discuss the scope of the assessment with service managers in your service area as well as the Directorate EINA/EQUALITY ANALYSIS Contact Officer.

If a Full EINA/EQUALITY ANALYSIS is Not required, please sign the declaration below and forward a copy of the Initial Screening to your Directorate EINA/EQUALITY ANALYSIS Contact Officer

DECLARATION

A Full EINA/EQUALITY ANALYSIS is not required, the Initial Screening has demonstrated that the Policy, Strategy, Function or Service is robust; there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.

Chairperson: Phil Edwards

Sign-off Date: 31/01/2013

Summary statement:

The initial screening for this highway works funding bid has indicated no adverse impacts or discrimination, it is concluded that a full EA is not necessary at this time. This position will be reviewed for individual scheme FBCs should the bid be successful.

Quality check: The screening document has been checked using the agreed audit arrangements in the Directorate:

<p>Name: (Officer/Group carrying out the Quality Check)</p> <p>Richard Leonard</p> <p>Directorate: Development and Culture</p> <p>Contact number: 0121 464 5997</p>	<p>Date undertaken:</p>	<p>Screening review statement:</p>
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EINA/EQUALITY ANALYSIS Task Group Members

<u>Name</u>	<u>Role on Task Group</u> (e.g. service user, manager or service specialist)	<u>Contact Number</u>
1. Chairperson	Bid Manager	0121 303 7409
2. Mel Bradfield	Technical Officer	0121 675 6932
3. Louise Wood	Technical Officer	0121 675 6933

Appendix J – Supporting Letters

Phil Edwards
Transportation Programmes Manager
Growth & Transportation
Development & Culture Directorate
Birmingham City Council
PO Box 14439
Birmingham B2 2JF

Our Ref: ARH/19.02.2013
Your Ref:
Telephone: 0121 214 7316
E-mail: adamharrison@centro.org.uk
Date: 19th February 2013

Dear Phil

Birmingham CC Local Pinch Point Fund Bid: Ring Road Enhancements / Iron Lane-Station Road improvements / Tame Valley Viaduct strengthening trial span and Aston Advanced Manufacturing Hub Highway improvements

On behalf of Centro, I am writing to confirm our full support for the four schemes to be submitted to the Local Pinch Point Fund. Having read through the scheme proposals, Centro is keen to support these projects as they will help to reduce congestion, improve access to key economic sites including the City Centre Enterprise Zone and the Aston Advanced Manufacturing Hub, and unlock new housing and retail development sites. The schemes include significant benefits to public transport, as well as walking and cycling.

The City's Ring Road for example, plays a vital role in providing access to Birmingham city centre, with improvements required to reduce congestion and accommodate key private sector developments proposed as part of the Enterprise Zone. Furthermore, the Tame Valley Viaduct provides a strategic route into the Birmingham City Centre from the M6 motorway and is of regional importance, with over 80,000 movements per day. Centro are committed to provide a local contribution of £1.5m towards the funding of the Ring Road enhancements.

The bid supports the targets and objectives of the 2011-2026 West Midlands Local Transport Plan, specifically those targets around reducing congestion, improving road safety, improving the highway network and improving air quality. Congestion in the West Midlands is also costing the regional economy more than £2.3 billion a year.

Therefore, investing in quality infrastructure is important in improving access to our cities and major urban centres – which is vital in improving the quality of life for our communities.

Yours sincerely



Geoff Inskip
Chief Executive

Andrew Cleaves
Board Member for Transport
Greater Birmingham & Solihull LEP
c/o LEP Executive
Baskerville House, Ground Floor
Centenary Square
Birmingham, B1 2ND

Email: gbslep@birmingham.gov.uk
Telephone: 0121 303 4369
Fax: 0121 303 6379

Steve Berry
Local Transport Funding, Growth and Delivery Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Date 19th February 2013

Dear Steve

Local Pinch Point Fund – Greater Birmingham and Solihull Local Enterprise Partnership

Further to announcements made as part of the 2012 Autumn Statement, the Greater Birmingham and Solihull Local Enterprise Partnership (GB&SLEP) formally welcomes the creation of a Local Pinch Point Fund worth £170m to remove bottlenecks on the local highway network which are impeding growth.

The Greater Birmingham & Solihull Local Enterprise Partnership (LEP) combines the country's second largest city partnership of Birmingham and Solihull with their primary hinterland. With a population of almost 2 million people, the LEP is the economic powerhouse of central England, with approximately 900,000 jobs and contributing £34 billion Gross Value Added to the economy. This economic output is driven by a highly productive business base, with more than 69,000 small and medium enterprises (SMEs).

The LEP has ambitious plans to both boost and drive the economy. Creating a net increase of 100,000 private sector jobs by 2020 and increasing GVA by over £8 billion over the same period will require bold and transformational action, as will delivering significant housing growth across the area of circa 100,000 new dwellings.

The LEP economy is both strong and diverse. Birmingham is a major hub of financial, professional and business services accounting for 100,000 high value service jobs. It is home to a host of national and international drivers, including three universities, national facilities such as the International Convention Centre, National Indoor Arena and is a regional cultural capital with one of the world's best concert halls and the UK's busiest theatres.

Solihull is one of the most economically successful areas outside of the South East, with a GVA of over £4 billion. It possesses a number of key economic assets including Birmingham Airport, the National Exhibition Centre and Jaguar Land Rover.

The Southern Staffordshire and Northern Worcestershire part of our LEP includes the 3Ei belt. Situated 20-40km outside the urban conurbation, this zone has been identified by academics as an area with a significant potential for sustainable, knowledge-based economic growth. The area has strengths ranging from advanced manufacturing to leisure tourism and builds upon the nationally significant features that the area possesses.

The 9 local authorities within the LEP area share a vision and commitment to drive forward transformational change, which will rebalance the UK economy and reinforce the position of the city region as a real contender in the global arena. In this context, a step change in sub-regional connectivity and the provision of key transport infrastructure to enable and expedite growth, development and regeneration is seen as vital. To achieve this, effective working relationships with the Department for Transport, Highways Agency, Network Rail, adjoining LEPs, Centro and other key partners is essential, particularly the alignment of priorities and the maximisation of transport and infrastructure resources.

Bid Submissions

In the context of the GB&SLEP vision, partner district authorities have developed 8 bids for submission to the Local Pinch Point Fund, all of which are fully supported in terms of enabling growth and tackling congestion on local transport networks. The GB&SLEP considers that each bid should be considered on merit and has left scheme prioritisation to individual authorities where more than one bid is proposed by a specific Local Transport or Highway Authority. Supported bids (ranked as shown in the case of multiple bids) within the GB&SLEP geography comprise:

Birmingham City Council

1. City Centre Ring Road Package;
2. Iron Lane/Station Road Highway Works;
3. A38 (M) Tame Valley Viaduct – Trial Span Strengthening; and
4. Aston Advanced Manufacturing Hub.

Centro

1. Park and Ride Expansion at Stourbridge Junction, Kings Norton and Four Oaks.

Solihull Metropolitan Borough Council

1. Chester Road Access to Jobs and Housing Scheme.

Staffordshire County Council

1. Upper Gungate Transport Package.

Worcestershire County Council

1. Hoo Brook Link Road Phase 2.

In terms of funding, the GB&SLEP can confirm that £2m of Growing Places capital resources have been allocated to the Aston Advanced Manufacturing Hub for the purposes of land acquisition and infrastructure to be taken forward by Birmingham

City Council. The bid submission from Birmingham City Council proposes that £0.25m of this allocation will be used as match funding to take forward highway works to enable access to this key site.

Having worked closely with the Highways Agency in terms of addressing pinch points on the Strategic Road Network, the GB&SLEP looks forward to implementing the above packages of work to benefit the local transport network and expedite much needed growth in a timely fashion.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Cleaves', written in a cursive style with a horizontal line underneath.

Andrew Cleaves

Board Member for Transport, Greater Birmingham and Solihull Local Enterprise Partnership

Copies:

GB&SLEP District Partners and Local Transport/Highway Authorities
GB&SLEP Executive