National Productivity Investment Fund for the Local Road Network Application Form

Department for Transport

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

Applicant Information

Local authority name*: Birmingham City Council

Bid Manager Name and position: David Harris: Transportation Policy Manager

Contact telephone number: (0121) 464 5313
Email address: David.I.Harris@birmingham.gov.uk

Postal address:

Growth & Transportation (Economy Directorate)
Birmingham City Council
1 Lancaster Circus Queensway, PO Box 14439
Birmingham, B2 2JE

Combined Authorities
If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.

Name and position of Combined Authority Bid Co-ordinator: Sandeep Shingadia: Head of Programme Development

Contact telephone number: (0121) 214 7169
Email address: Sandeep.shingadia@tfwm.org.uk

Postal address:
Transport for West Midlands
16 Summer Lane
Birmingham
B19 3SD

https://westmidlandscombinedauthority.org.uk/what-we-do/investment/)

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/transportfunding

SECTION A - Project description and funding profile

A1. Project name: A38 Growth, Resilience and Clean Air Project

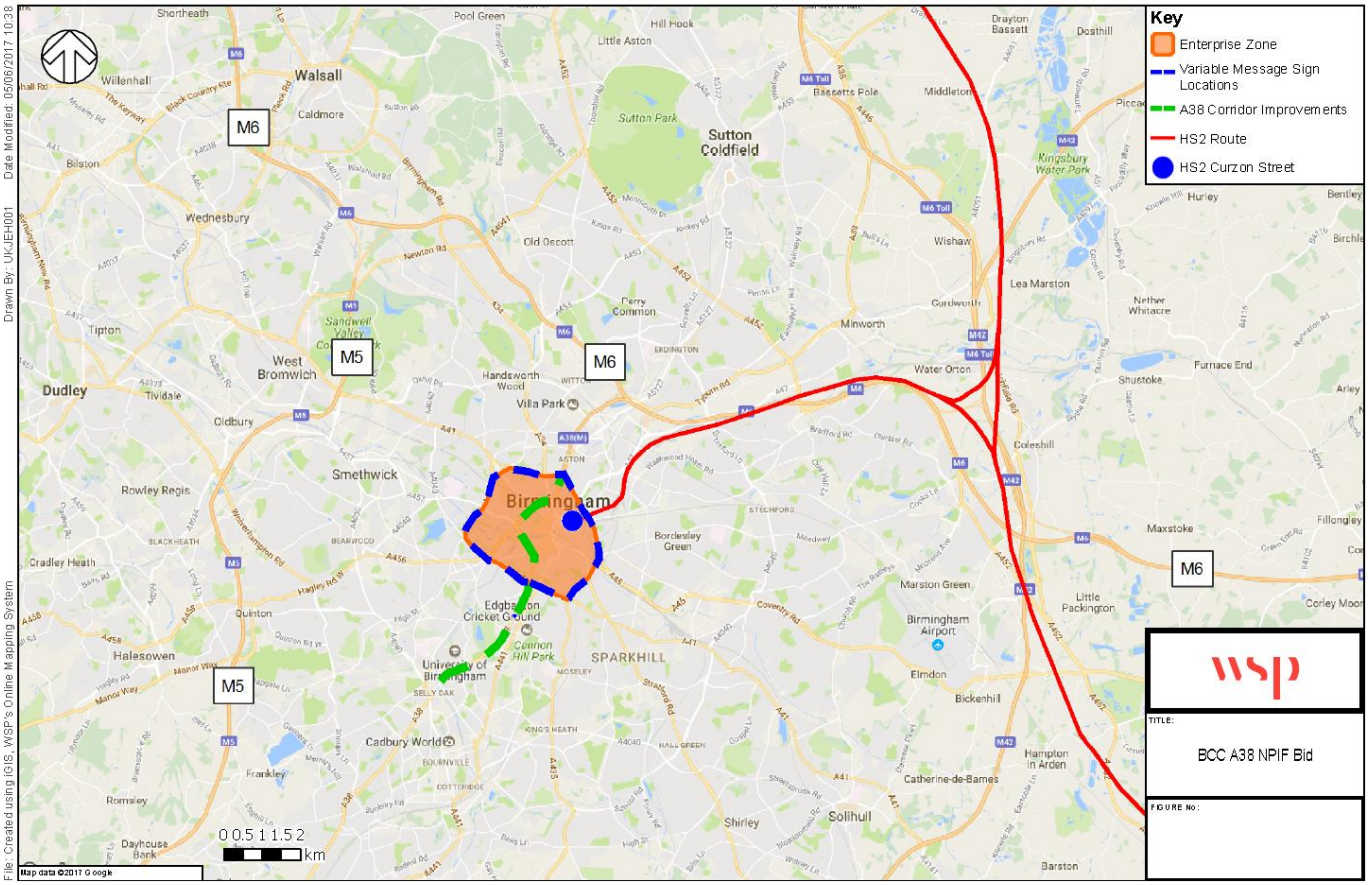
A2: Please enter a brief description of the proposed project (no more than 50 words)

Introduction of a package of traffic signal technology upgrades, electronic signing and average speed enforcement cameras to deliver real time, dynamic traffic management and enable growth in the A38 corridor. The measures are complementary to those set out in the Movement for Growth Ten Year Delivery Plan and will enhance network capacity, reduce congestion, and support the planned Clean Air Zone.

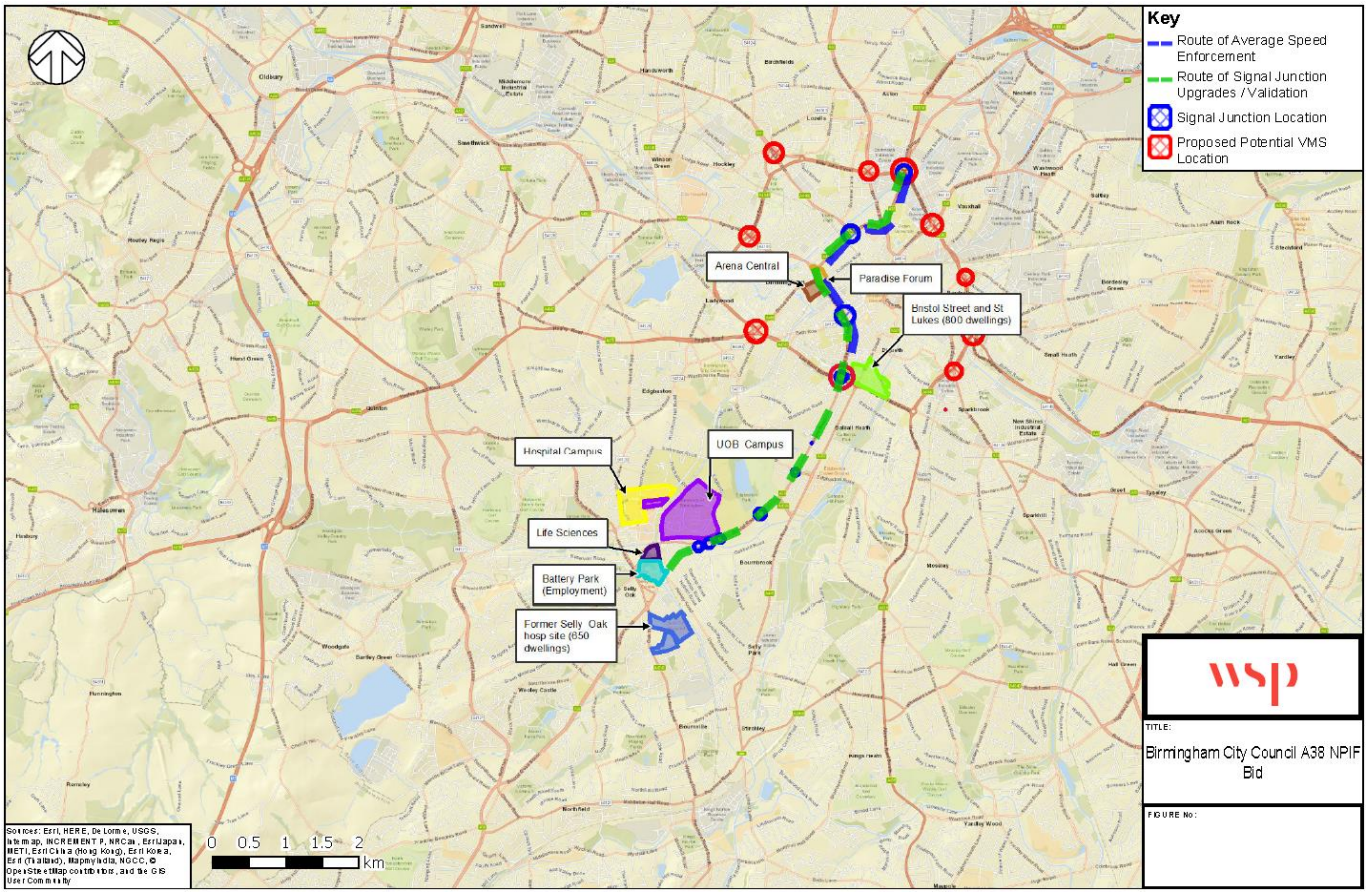
A3: Please provide a short description of area covered by the bid (no more than 50 words)

The A38 forms part of the West Midlands Key Route Network (KRN) and provides strategic access from the M5 and M6 to Birmingham city centre, the GBSLEP Enterprise Zone, HS2 Curzon and major growth sites in and around the Queen Elizabeth Hospital and the University of Birmingham. The road is a major public transport corridor and serves as a major freight route in and out of the city.

Strategic Scheme Context



Scheme Element Locations and Growth Locations



OS Grid Reference: **E407664 N288279 to E404231 N283218**
Postcode: **N/A**

A4. How much funding are you bidding for? (please tick the relevant box):

Small project bids (requiring DfT funding of between £2m and £5m) ☒

Large project bids (requiring DfT funding of between £5m and £10m) ☐

A5. Has any Equality Analysis been undertaken in line with the Equality Duty?
☒ Yes ☐ No

Please see Equality Analysis included at Appendix A.

A6. If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.

Partner organisations including Transport for West Midlands, Highways England, High Speed 2 and development partners will be represented on the project board to ensure coordination and cooperation during the scheme design process and throughout the construction period.

A7. Combined Authority (CA) Involvement
Have you appended a letter from the Combined Authority supporting this bid? ☒ Yes ☐ No

A8. Local Enterprise Partnership (LEP) Involvement and support for housing delivery
Have you appended a letter from the LEP supporting this bid? ☒ Yes ☐ No

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?
☐ Yes ☒ No

SECTION B – The Business Case

B1: Project Summary

Please select what the project is trying to achieve (select all categories that apply)

Essential
☒ Ease urban congestion
☒ Unlock economic growth and job creation opportunities
☐ Enable the delivery of housing development

Desirable
☒ Improve Air Quality and /or Reduce CO2 emissions
☐ Incentivising skills and apprentices

☒ Other(s), Please specify - **Complementary to Clean Air Zone**

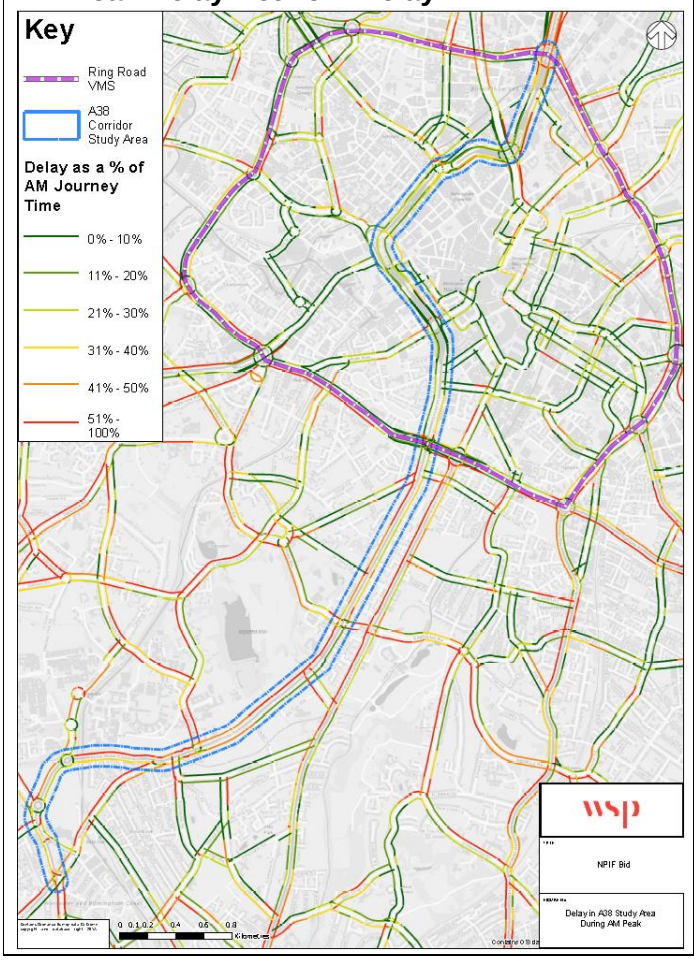
B2: Please provide evidence on the following questions (max 100 words for each question):

a) What is the problem that is being addressed?

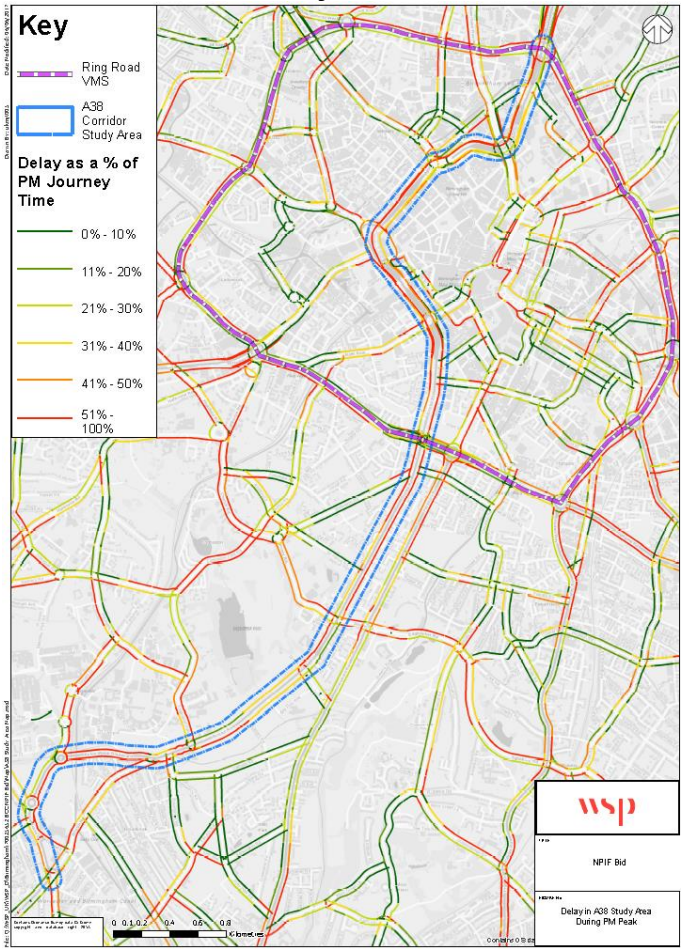
Major growth is planned in the A38 corridor, which currently suffers from significant levels of congestion and high levels of journey time variability. Sections of the A38 in the city centre have nitrogen dioxide levels which exceed EU limits (DEFRA National Air Quality Plan). Signing and rerouting will need to be employed, supplementing the Clean Air Zone.

In the context of growth and poor air quality, the Council is seeking to implement innovative solutions to support sustainable growth and development. There is a need to improve network resilience on the KRN as construction of HS2 and Highways England schemes which will place constraints on the local and strategic networks over an extended construction period, requiring diversions and traffic management measures.

AM Peak Delay Network Delay



PM Peak Network Delay



b) What options have been considered and why have alternatives been rejected?

The Council has already introduced a number of measures to create a sustainable travel corridor between the two growth areas to tackle congestion and improve journey time reliability including pinch points projects and junction improvements funded through the Local Pinch Points programme and GBSLEP Local Growth Fund. Further segregated cycle lanes are shortly to be implemented through Cycle City Ambition Grant resources. Further growth, air quality requirements and network resilience require additional interventions, with technology based network management solutions considered to be cost effective, deliverable and beneficial in terms of immediate impact. The majority of measures, either implemented or for planned implementation, relate to fixed infrastructure, rather than the ability to dynamically manage traffic which this package facilitates.

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

Enhanced network capacity and improved management of congestion and delays in the A38 corridor to support up to 100,000 new jobs in the Enterprise Zone and 3,000 new jobs around the Hospital / University area.

Improved network resilience in respect of growth and expected disruption as HS2 construction commences. The project will complement measures being developed for the Clean Air Zone as part of the Council's air quality programme and to address carbon emissions.

Signal technology upgrades, SCOOT and MOVA improvements and variable messaging signs (VMS) will enable traffic events to be managed better.

Average speed enforcement will facilitate a reduction in personal injury accidents and help smooth traffic flow in respect of emissions and air quality targets.

d) Are there are any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents?

Delivery will be coordinated with other planned improvements in the corridor, including those funded by the Department for Transport, DEFRA and GBSLEP (e.g. Birmingham Cycle Revolution, SPRINT bus rapid transit, A38 (M) Tame Valley Viaduct, Selly Oak New Road Phase 1B and Clean Air Zone Additional Measures). The project will enhance network resilience and continued engagement will take place with HS2 Limited, the West Midlands Combined Authority and Highways England. The measures in this bid are strongly complementary to the prioritised package and full project set out in the 'Birmingham City Centre Traffic Management and C-ITS Enhancements' Clean Air Zone Measures bid to the Joint Air Quality unit, providing additional funding for VMS on arterial routes and signal junction improvements within the city centre.

e) What will happen if funding for this project is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed project)?

The award of NPIF funding enables the proposed package of measures to be accelerated in terms of delivery to meet growth targets, Clean Air Zone requirements and to be operational as close as possible to the start of HS2 construction activities. Given current local contribution commitments relating to Local Growth Fund and Cycle City Ambition programmes, alternative funding sources would not be available in the quantum required until 2021/22. As such, the proposed package of measures would not be implemented at the current time without this funding.

f) What is the impact of the project – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

The proposals are complementary to the development of a Clean Air Zone in the city to address exceedances of nitrogen dioxide identified in the National Air Quality Plan. The Council is working closely on this issue with DEFRA and the Joint Air Quality Unit at present. Studies into average speed enforcement operations in the Netherlands have illustrated that strictly enforced lower speed limits can result in a more homogeneous traffic flow, which helps to reduce congestion and emissions alongside road safety benefits. Signal upgrades and well validated junction operations will improve air quality and reduce queuing and delays. The Green Light Optimised Speed Advisory (GLOSA) claims an 18% reduction in fuel use at the approach and exit of each junction.

B3: Please complete the following table. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	**2018-19**	**2019-20**
DfT funding sought		
Local Authority contribution	FIGURES PROVIDED IN SUBMITTED APPLICATION	
Third Party contribution		
TOTAL		

Notes:
1) Department for Transport funding must not go beyond 2019-20 financial year.
2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

B4: Local Contribution & Third Party Funding: Please provide information on the following questions (max 100 words on items a and b):

a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

The Council has match funding for this project included within its Transportation and Highways Funding Strategy for the period 2017/18 to 2022/23. This strategy was approved by the Council's Cabinet on 16th May 2017.

b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.
N/A

B5 Economic Case
This section should set out the range of impacts – both beneficial and adverse – of the project. The scope of information requested (and in the supporting annexes) will vary, including according to whether the application is for a small or large project.

A) Requirements for small project bids (i.e. DfT contribution of less than £5m)

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

- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO_2 emissions.
- A description of the key risks and uncertainties;
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

A spreadsheet model has been used to estimate the monetised benefits of the scheme. A fifteen-year forecast period from the opening year has been used instead of the standard sixty-year period, as it is recognized that due to the nature of the schemes which are proposed, a standard sixty-year appraisal period would be inappropriate. The benefits comprise:

- Journey time savings due to mitigating delays on routes into Birmingham City Centre through the use of Variable Message Signing on both the ring road and key arterial routes.
- Savings in delay which could be reduced as a result of signal renewals and SCOOT validation to improve operating efficiency by 12% on the corridor.
- Accident savings as a result of journey time reductions achieved by average speed cameras on the A38 between Dartmouth Circus and Belgrave Middleway.

- Air Quality benefits

The individual methodologies are described in more detail below.

Journey Time Savings Due to VMS Incident Management

By placing Variable Message signs on key locations on the A4540 ring road, road traffic patterns can be influenced, by informing drivers approaching the city centre of congestion or unexpected events, at a point on their journey where they could reasonably be anticipated to use an alternative arterial route. Provision has been made in this bid for fifteen Variable Message Signs located on or around ten arterial corridors into the city centre; however the exact deployment locations of these signs will be subject to further assessment. For the purposes of the economic assessment, ten major arterial routes have been assumed. This deployment is complementary to that set out in the 'Birmingham City Centre Traffic Management and C-ITS Enhancements' bid which provides for a limited number (four) of VMS signs.

To estimate the impact of this strategy, estimated average network speed data was collected for the period of 08/05/2016 – 30/04/2017 from the city council's UTMS system. Statistical analysis was undertaken to establish the expected normal network speeds, when discounting trends and weekly variations. From this analysis, unexpected variances in daily average traffic speeds were identified, for days where traffic speeds were lower than the expected average. It has been estimated that on those days where the average daily traffic speed is over 2.5% slower than the expected speed, a conservative assumption that around a 25% saving in this delay could occur on the corridors on which the VMS system is implemented has been assumed. The existing delay has been estimated based on Trafficmaster data, and savings applied to inbound traffic only in the peak periods. These are conservative assumptions, and the actual benefits realised could be more substantial.

Overall it is estimated that this strategy could lead to a saving of over 8,400 vehicle hours per year in delay in 2031, or a PVB of £810,000 in Value of Time savings at 2010 prices.

The VMS strategy will be developed in parallel to the signing and rerouting strategy funded through money secured to support the implementation of pre Clean Air Zone measures and will take account of information from the recent ANPR surveys and the traffic modelling that is being undertaken for the Clean Air Zone Feasibility Study. This will consider how to reduce the impact of displacing traffic and prevent creating air quality problems on other roads within the city centre/wider city.

The journey time savings for traffic will result in direct air quality benefits, as emissions will be reduced from less idling, stop-start and stationary traffic.

Signals Refurbishment and SCOOT Validation

There is substantial research to demonstrate that a well set up SCOOT system can reduce delays significantly when compared to VA or fixed time signal plan. The average benefits of this are in the region of 20% (TAL 4/95 and SCOOT Advice leaflet 1).

According to TRL, fixed time plans become out of date at a rate of about 3% per year; however the A38 corridor operates on SCOOT, and it is assumed that the SCOOT network would have an equivalent but lesser degree of declining efficiency of around 2% per year based on:

- Loop faults, loops going faulty reduce the quality of the data SCOOT has to use, making it less efficient,

- Controller faults, these can take junctions off SCOOT which obviously makes the system inefficient,

- 'out of date' base information. SCOOT has set max / min parameters and if the flow changes significantly SCOOT will not be able to cater for them fully as the base data assumed lower flows which required lower max parameters.

- Lack of validation – Upon installation the junctions were operating efficiently, however over time traffic patterns change so the network parameters need updating to take account of this. The understanding is that the sites in question have not been revalidated since installation.

It is estimated, on the basis of the junctions not being validated for six years, that the likely impact of the scheme would be a 12% reduction in delay on the A38 corridor between Selly Oak and Dartmouth Circus.

To calculate the total journey time saved by this intervention, Trafficmaster journey time data was extracted covering the AM Peak, PM Peak and Inter-peak periods. The level of delay was calculated as being the difference between the journey time in the AM and PM as compared to the Inter-peak where traffic is assumed to be relatively free flowing.

This is likely to be an underestimate of delay, as there is also some congestion present on the network in the inter peak period. The 12% reduction factor was then applied to the calculated corridor delay. To establish the total travel time saved, the delay reduction was then multiplied out by the total number of trips on the corridor in the weekday peak periods and multiplied by an annualisation factor.

The bid includes for:

- Renovation of four junctions on the corridor where equipment is not being replaced as part of the A38 Birmingham Cycle Revolution project.
- Complete validation of all SCOOT junctions on corridor.

The value of time savings generated by this process are calculated at 49,575 vehicle hours per year in 2031 or a PVB of £4.8m when monetised in 2010 prices.

As well as improving journey times and reliability, the package will enable a more complete set of real time information to be utilised for real time traffic management.

Average Speed Camera Accident Savings

One of the objectives of employing Average Speed Camera technology on the corridor is that that it can support improvements in air quality through promoting a smoother driving style, particularly when implemented in place of speed bumps and other physical measures that promote rapid deceleration/acceleration. Evidence from a study in the Netherlands of the impact of speed reduction schemes on urban motorways suggests that rolling speed limits and better enforcement "could result in positive impacts on the levels of PM10 and NO2 produced, depending on the impact which the interventions had". In addition it is considered that there will be benefits in terms of CO2 as a result of these measures.

Another major benefit of employing average speed camera technology is the potential for accident savings. A study undertaken by ROSPA suggests that for every 1mph by which average speed was reduced, accident rates reduce by 4%. Speed survey data for the A38 indicates that the average speed on the A38 exceeds 30mph.

It is assumed that the implementation of Average Speed Cameras technology would result in a reduction in trips exceeding the 30mph speed limit by around half. By multiplying this reduction by 4% it is estimated that a 10% reduction in accidents can be delivered. The existing accident rate on the mainline of the A38 between Dartmouth Circus and Belgrave Middleway was established utilising DfT personal injury data for the five year period of January 1st 2012 – December 31st 2016. An overall accident reduction of 2.6 accidents per year is estimated in 2031. The prevention value of these accidents was then monetised to a PVB of £1.17m per annum at 2010 prices utilising the accident prevention values set out in WebTAG table 4.1.1.

Air Quality Benefits

The anticipated improvements resulting from improved traffic management and traffic flow are expected to result in direct air quality benefits, as emissions will be reduced as a result of fewer stop-start and

stationary traffic and some reduction in through trips. In terms of predicting the impact of the measures on concentrations of air pollutants (NO2), this will be included within a wider analysis which will form part of the Clean Air Zone feasibility study which is currently underway. Until the target determination process has been completed it will be difficult to accurately assess the impact of the interventions on reducing the concentrations of NO2 and other pollutants.

Costs

It is assumed that that the capital cost of the schemes will be incurred in 2018 and 2019, and benefits will begin to accrue from 2019 onwards; however with a reduction in the level of benefits accrued in the 2019 to account for phased delivery of the schemes. In order to calculate the BCR, a 44% optimism bias has been applied to the scheme costs (equivalent to the total funding value set out in B3) and the scheme costs have been adjusted the appropriate GDP deflator to 2010 prices. In addition, ongoing annual maintenance and running costs have been assumed at £5,000 per annum.

Economic Summary

The NPV of the scheme is calculated at £4.1m based on a fifteen-year appraisal period from 2017 (the appraisal year) and an overall BCR for the scheme has been calculated as 2.5:1 making the scheme high value for money according to DfT and treasury guidance.

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

b) Small project bidders should provide the following in annexes as supporting material:

Has a ***Project 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

Please see Appendices B, C and D

Other material supporting your assessment of the project described in this section should be appended to the bid.

** 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.*

B) Additional requirements for large project bids (i.e. DfT contribution of more than £5m)

c) Please provide a short description (max 500 words) of your assessment of the value for money of the project including your estimate of the Benefit Cost Ratio (BCR) to include:

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
  Key assumptions including: appraisal period, forecast years, optimism bias applied; and
- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

d) Additionally detailed evidence supporting your assessment, including the completed Appraisal Summary Table (Appendix D), should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

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

- Please append any additional supporting information (as set out in the Checklist).

**It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

B6 Economic Case: For all bids the following questions relating to **desirable criteria** should be answered**.**

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra's national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

☒ Yes ☐ No

ii) Is there one or more Air Quality Management Areas (AQMAs) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017

☒ Yes ☐ No

iii) What is the project's impact on local air quality?

☒ Positive ☐ Neutral ☐ Negative

In addition to the challenges to improve transport to support growth, the Council is required to introduce measures to bring air quality in line with legal levels in the shortest possible time before 2020. This will include the implementation of a Clean Air Zone in the city centre, together with the accelerated delivery of some transport measures identified in Birmingham Connected and Movement for Growth and any additional measures which might be identified as having a substantial air quality impact. This package supports those measures on the A38 corridor by the implementation of signal technology improvements and optimisation, and the implementation of average speed control, which will smooth traffic flows in order to minimise congestion and support improved air quality on the corridor. It enables the possibility of real time, dynamic traffic management to respond to air quality issues. The package is complimentary to the measures to improve air quality set out in the Birmingham City Centre Traffic Management and C-ITS Enhancements bid to the Joint Air Quality Unit. However, as noted, until the target determination process has been completed, it will be difficult to accurately assess the impact of the interventions on reducing the concentrations of NO2 and other pollutants.

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iv) Does the project promoter incentivise skills development through its supply chain?

☒ Yes ☐ No ☐ N/A

- The Council subscribes to the Birmingham Business Charter for social responsibility. The charter aims to help the local economy by supporting local businesses, creating jobs and making sure workers are paid a fair wage. The Council promotes obtaining social value through our commissioning and procurement processes. As part of the social value ethos the Council aims to create employment and training opportunities for local people, especially in target areas. It also takes account of the social and economic impacts of buying locally when commissioning and contracting, thereby reducing unemployment and raising the skill level of the local workforce.

B7. Management Case - Delivery (Essential)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, <u>with a limit of 100 words for each of a) to b),</u> any necessary statutory procedures that are needed before it can be constructed.

a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

Has a project plan been appended to your bid? ☒ Yes ☐ No
Please see Appendix E

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 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 in Table C summary details of your construction milestones (at least one but no more than 6) between start and completion of works:

Table C: Construction milestones

	Estimated Date
Project Definition Document to Cabinet	**May 2018**
Procurement Completed	**September 2018**
Full Business Case and Contract Award	**October 2018**
ANPR Installation Complete	**June 2019**
VMS Installation Complete	**November 2019**
Signal Refurbishment and SCOOT Validation Complete	**November 2019**
Post Implementation Review	**January 2021**
Completion of works (if different)	**As above**

d) Please list any major transport projects 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)

Birmingham Gateway; A45 Diversion/Birmingham Airport Runway Extension; Chester Road Access Improvements; Local Pinch Points programme. All schemes were completed and operational within the necessary timescales and funding envelopes.

B8. Management Case – Statutory Powers and Consents (Essential)

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

No statutory consents required.

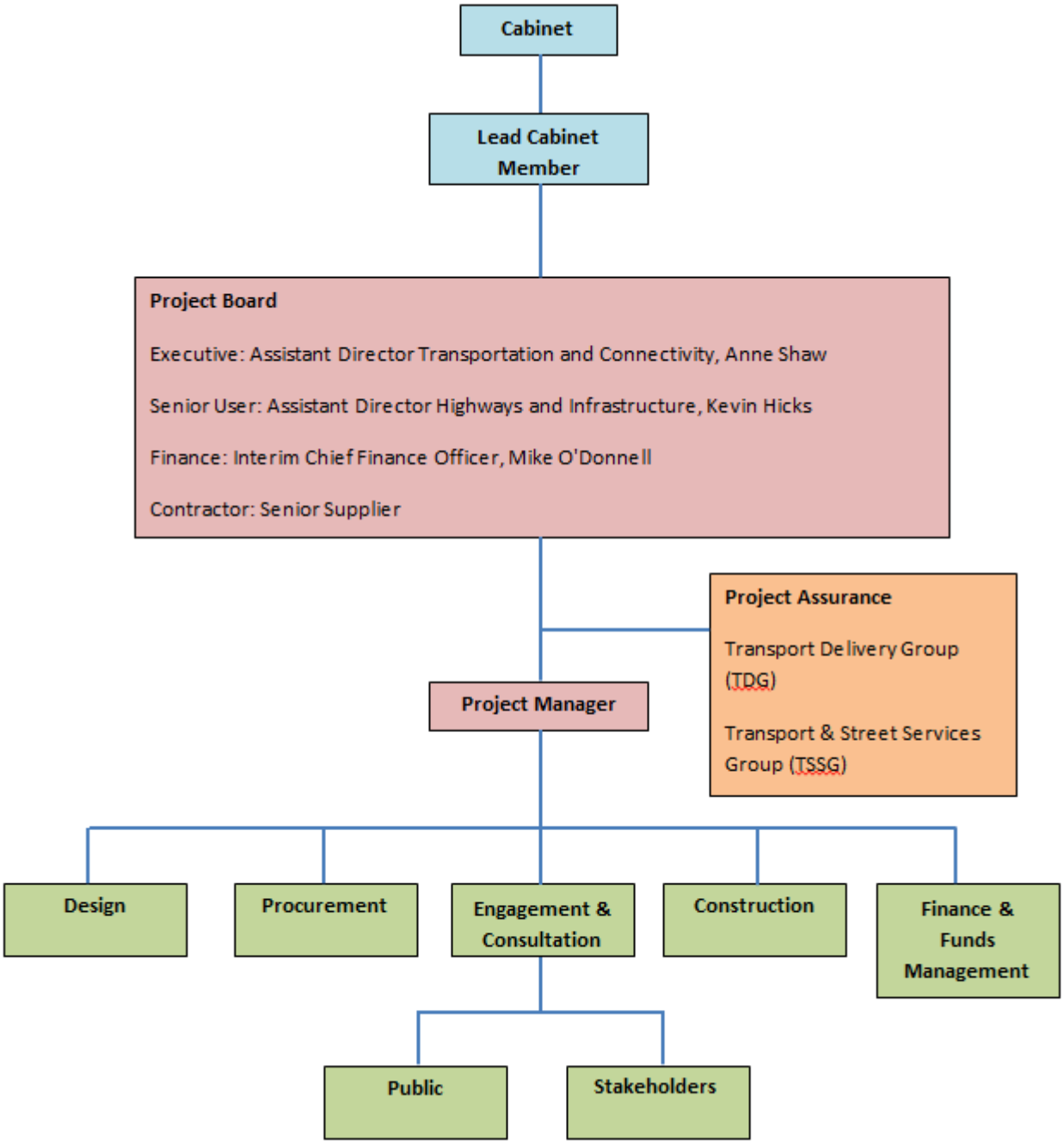
b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

No outstanding statutory consents.

B9. Management Case – Governance (Essential)

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

The scheme will be managed at a senior level by a Project Board consisting of the Executive, Senior User, Finance and Contractor. The Executive will be Anne Shaw (Assistant Director Transportation and Connectivity) and the Senior User will be Kevin Hicks - Assistant Director Highways and Infrastructure. Finance will be represented by Mike O'Donnell - Interim Chief Finance Officer. 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.

The delivery of further average speed enforcement cameras will utilise governance arrangements already in place with West Midlands Police and Solihull Metropolitan Borough Council as part of a successful pilot operation launched in August 2016.

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.

B10. Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines 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
Please see Appendix F
Has a Risk Management Strategy been appended to your bid? ☒ Yes ☐ No
Please see Appendix G

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

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

15%

b) How will cost overruns be dealt with?

Any cost overruns will be sourced by the Council. Cost overruns will be managed through an established project management process by the Council.

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

The processes and procedures involved with signals renewals and validation, and the installation of average speed cameras are well established, with a short lead-in time and not requiring civils works. VMS installation is potentially higher risk, requiring civils works. However, as all three elements of the project can proceed independently, there is minimal risk to cost or the overall programme from any delay occurring in each.

B11. Management Case - Stakeholder Management (Essential)

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, Highways England, 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 in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

Public consultation will be required on the implementation of average speed cameras. The City Council has recently consulted on previous such schemes. Internal consultation will be held. Proactive consultation and cooperation with relevant stakeholders such as West Midlands Police, Highways England, High Speed 2 and neighbouring authorities will be undertaken. We will also use reactive tools to collect customer views and comments, including complaints, letters and emails.

b) Can the project 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 project?

☐ Yes ☒ No

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

d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended? ☐ Yes ☐ No ☒ N/A

e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended? ☐ Yes ☐ No ☒ N/A

B12. Management Case – Local MP support (Desirable)

e) Does this proposal have the support of the local MPs;

Name of MPs and Constituency

1 Shabana Mahmood MP – Birmingham Ladywood ☒ Yes ☐ No

2 Preet Gill MP – Birmingham Edgbaston ☐ Yes ☐ No

3 **Steve McCabe MP– Birmingham Selly Oak** ☒ Yes ☐ No

B13. Management Case - Assurance (Essential)

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

The project shall be managed in accordance with the City Council's Standing Orders, Financial Regulations and Governance Arrangements as set out in The Constitution. The project management arrangements will be in accordance with the Quality Management System which complies with the requirements of ISO 9001:2008. The Infrastructure Projects team within the Transportation Services section of the Development Directorate will take the project management lead, and Infrastructure Projects holds Certificate Number: FS 506677 with the BSI for the: 'Provision of consulting and supervisory services for highway, road safety and transportation schemes, embracing design, project management and site supervision.'

SECTION C – Monitoring, Evaluation and Benefits Realisation

C2. Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

The scheme shall be monitored against its objectives of reducing delay, improving reliability and improving air quality through relevant available data sources such as UTC reported delay / speed data, Trafficmaster journey time data and air monitoring.

The following key indicators will assist in evaluating the scheme outputs against its overarching objectives:

Outcome	Indicator
Reduced Urban Congestion	UTC reported network speeds Trafficmaster Journey Time Data Reduced personal injury accidents
Improved accessibility to key employment sites	- Accessibility studies - Travel surveys - Employment rate - Indices of Multiple Deprivation
Increase in junction traffic flow capacities	- Traffic Surveys - Queue Length Surveys
Improved Air Quality	- NOx and PM10 levels

A fuller evaluation for large projects may also be required depending on their size and type.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for A38 Growth, Resilience and Clean Air Project 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: Anne Shaw	Signed:
Position: Assistant Director: Transportation and Connectivity	

D2. Section 151 Officer Declaration	
As Section 151 Officer for Birmingham City Council I declare that the project 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 project 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 project - accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21. - confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place - confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome.	
Name: Mike O'Donnell – Interim Chief Finance Officer	Signed:

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note (if applicable)	☒ Yes	☐ No	☐ N/A
Map showing location of the project and its wider context	☒ Yes	☐ No	☐ N/A
Combined Authority support letter (if applicable)	☒ Yes	☐ No	☐ N/A
LEP support letter (if applicable)	☒ Yes	☐ No	☐ N/A
Housebuilder / developer evidence letter (if applicable)	☐ Yes	☐ No	☒ N/A
Land acquisition letter (if applicable)	☐ Yes	☐ No	☒ N/A
Projects impact pro forma (must be a separate MS Excel)	☒ Yes	☐ No	☐ N/A
Appraisal summary table	☒ Yes	☐ No	☐ N/A
Project plan/Gantt chart	☒ Yes	☐ No	☐ N/A