

Cabinet – 17 March 2021

West Midlands Strategic Transport Plan Settlement and Transport Capital Programme 2021/22

Portfolio: Councillor Adrian Andrew, Deputy Leader and Regeneration

Related portfolios: None

Service: Highways & Transport

Wards: All

Key decision: Yes

Forward plan: Yes

1. Aim

- 1.1. The delivery of a programme of transport capital projects in 2021/22 that supports the implementation of the West Midlands Strategic Transport Plan objectives in various locations across Walsall Borough.

2. Summary

- 2.1. This is a Cabinet key decision as schemes within the programme are located within multiple wards across the Borough.
- 2.2. The West Midlands Strategic Transport Plan (STP) sets out the transport strategy for the metropolitan area, together with an implementation plan. This Plan was approved by the West Midlands Integrated Transport Authority (ITA) in December 2015 and was subsequently adopted by the West Midlands Combined Authority (WMCA) in 2016.
- 2.3. Work is ongoing to deliver the transport priorities for the Black Country Local Enterprise Partnership (BCLEP) which are stated within the Strategic Economic Plan; this report is consistent with how the Strategic Economic Plan (SEP) will be delivered and includes support for the M6 Junction 10 major scheme and A41/A4444 Corridor Improvements.
- 2.4. To support the delivery of the STP in the West Midlands, the Department for Transport (DfT) awards 'Integrated Transport Block' (ITB) grant funding and 'Highways Capital Maintenance Block' (HMB) funding to the WMCA. The WMCA then distributes this grant funding to the component metropolitan districts to be used to implement the STP in their area.

- 2.5. Since 2015/16 some ITB funding is being pooled in the Local Growth Fund (administered through the BCLEP) and the remainder is channeled through the WMCA. If the Council is to secure the necessary resources to deliver the agreed transport priorities for the Borough, funds allocated to the Council will need to be secured through effective negotiations/bidding and delivery planning with both these bodies.
- 2.6. The Council utilises the ITB funding it receives to deliver three headline work programmes: Major Scheme Development; Strategic Transportation; and Road Safety and Active Travel. The WMCA and BCLEP will hold the Council to account for how this funding is utilised.
- 2.7. On 9 December, 2016 it was agreed at the WMCA Board that a 15% 'ring fence' of the ITB funding would establish development funding for local authorities to take forward key named schemes. Since that time this development funding has been allocated to support the delivery of major schemes in Walsall such as the M6 Junction 10 highway improvements scheme.
- 2.8. This report sets out the proposed ITB transport capital programme for 2021/22 based on the output of a Cabinet-approved prioritisation process. The highway maintenance programme is determined on an annual basis using a scheme prioritisation matrix, which was approved by Cabinet on 18 March 2015. The 2021/22 structural highway maintenance programme will be agreed with the Portfolio Holder for Regeneration in March 2021, based on advice from the Head of Highways & Transport.
- 2.9. This report also sets out key achievements delivered through the 2020/21 capital programme and the Department for Transport's National Productivity Investment Fund (NPIF) programme. This £6.1m package of works was focused on the town centre and was approved at Cabinet in March 2018. This report provides an update on delivery of this NPIF programme.
- 2.10. To complement the ITB transport capital programme and help realise the ambition set out in the West Midlands STP, the Council has also secured indicative funding through the West Midlands Mayor's 'Better Streets' programme for 2021/22 and 2022/23. This report also briefly sets out progress on the Better Streets programme approved at Cabinet in March 2020.
- 2.11. In light of the recommendations below, Cabinet is asked to note the West Midlands 2021/22 Block Allocations as set out at Table 1 in Section 4 of this report.

3. Recommendations

- 3.1. That Cabinet approves the Walsall Transport Capital Programme 2021/22 as set out at Table 2 in Section 4 of this report.

- 3.2. That Cabinet approves the utilisation of the Integrated Transport Block element of the grant funding for 2021/22 as described in paragraphs 4.35 to 4.38 of this report and **Appendices A to H**, including the allocation of any carry forward from 2020/21 to the 2021/22 programme.
- 3.3. That Cabinet delegate authority to the Executive Director for Economy, Environment & Communities, in consultation with the Cabinet Member for Regeneration, to manage any required changes to the 2021/22 Integrated Transport Block programme, including amending individual scheme budgets (within the overall programme budget); and adding new projects (to replace or part-replace other projects that can no longer be delivered), in order to maximise the use of the grant.
- 3.4. That Cabinet delegate authority to the Executive Director for Economy, Environment & Communities, in consultation with the Cabinet Member for Regeneration, to negotiate on its behalf with the Black Country Local Enterprise Partnership, West Midlands Combined Authority and government departments to maximise the values of future financial resources allocated to the Council in pursuit of its transport priorities, including signing relevant agreements and contracts for schemes which are approved within the Walsall Transport Capital Programme 2021/22.

4. Report detail – know

Context

- 4.1. The Strategic Transport Plan (STP) sets out the transport strategy for the metropolitan area, together with an implementation plan, and was approved by the West Midlands Integrated Transport Authority (ITA) in December 2015 and was subsequently adopted by the West Midlands Combined Authority (WMCA) in 2016.
- 4.2. The Walsall Transport Strategy '*Transport in Walsall*' was approved by Cabinet in September 2017, and will help to deliver the STP by focusing public and private funding towards areas/schemes which require it most.
- 4.3. Combined Authorities are designated as the 'accountable bodies' for strategic transport plans and the government funding allocated to deliver them. Integrated Transport Block (ITB) funding and Highways Capital Maintenance Block (HMB) funding is allocated to the Council via the WMCA. However, from April 2015, an element of ITB has been top-sliced nationally and pooled in the Local Growth Fund. In the Black Country, this pooled funding is administered by the Black Country Local Enterprise Partnership (BCLEP).
- 4.4. The WMCA and the BCLEP monitors each District's transport capital programme to ensure that they are using funds to deliver the aims and objectives of the West Midlands STP and the Black Country Growth Deal, and that funding is used in line with government grant conditions. In response to this, the Council has prioritised its proposed 2021/22 ITB programme against

STP objectives. (The programme was appraised and prioritised using a process previously endorsed at Cabinet in December 2012.)

4.5. Key achievements delivered through the current year's (2020/21) ITB and HMB capital programme, include: -

- Ongoing development and delivery of a congestion-busting scheme at M6 Junction 10, including start of main construction works.
- Further progress relating to the re-opening of the Walsall to Wolverhampton rail line, which includes two new stations at Darlaston (James Bridge) and Willenhall.
- Further progress relating to the re-opening of the Walsall – Aldridge rail line, including completion of a Strategic Outline Business Case.
- The Council secured £3.2m of additional challenge funding in summer 2020. The funding has been used to deliver 14 carriageway and footway resurfacing schemes to improve running surfaces for buses and improve footways that connect pedestrians to these routes.
- Walsall's Highways Maintenance Block allocation, together with the DfT Incentive Fund, has been used to deliver 5,600m² of footway improvements and reconstruct 57,000m² of carriageway including sections of The Keyway and Black Country New Road.
- Council capital budgets have been used to deliver 32,523m² micro-surfacing on footways and 68,569m² of preventative maintenance on carriageways including works on Crook Lane and Leamore Lane.

4.6. To complement the ITB programme, the Council also applied for and was subsequently awarded National Productivity Investment Fund (NPIF) monies to deliver a package of transport capital improvements in 2018/19 and 2019/20, with actual delivery continuing into 2020/21 with match funding.

4.7. Key achievements delivered through the NPIF programme include: -

2018/19

- Car Park Extension complete at Bloxwich North Railway Station
- 3km of canal towpath improved in Darlaston from Midland Road to the Moxley Junction.
- Variable Message Signs (VMS), CCTV and journey time monitoring devices installed to support the M6 J10 improvement
- Intelligent traffic signal 'SCOOT' upgrades along the A454 and the A4148 to improve capacity and link to the M6 J10 improvements

2019/20

- A4148 Ring Road improvements from Green Lane to Hatherton Street.
- 2.5km of canal towpath improvement between Harden and Birchills.

- Mellish Road Roundabout junction improvement.

2020/21

- Completion of the reconfiguration of traffic signals and junction widening on the A4148 Ring Road at Hatherton Street.
- Completion of Mellish Road Roundabout junction improvement.

4.8. To complement the ITB programme, the Council also applied for and was subsequently awarded 'Better Streets' monies to deliver a package of transport capital improvements in 2020/21 and 2021/22. This £250k package of proposed works includes: -

- National Cycle Network Route 5 – improving links to/from the existing cycle route in Goscote and The Butts from/to the town centre and the Arboretum (£150k);
- Hawes Road – improvements in a residential street close to the Broadway (£100k).

4.9. These projects have been developed throughout 2020/21 and are scheduled to be delivered in summer 2021.

Delivering a 2021/22 Integrated Transport Block Programme

4.10. Table 1 in Section 4 of the report sets out the budget allocations for transport capital funding available to the West Midlands Metropolitan Districts and Transport for West Midlands (TfWM) in 2021/22.

4.11. Table 2 in Section 4 of the report sets out the budget allocations for transport capital funding available to the Council in 2021/22.

4.12. The proposed split of funding as per Table 3 in Section 4 of the report will allow the Council to support the development of future major scheme business cases to give the Council the best opportunity to attract implementation resources; and allow the Council to continue to deliver a robust road safety and sustainable travel programme that addresses local transport needs and concerns.

4.13. The Strategic Transportation Team utilise their proportion of the ITB to develop and deliver 'major' and 'strategic'¹ schemes which meet the aims and objectives of the STP and bring benefit to the Walsall transportation system.

4.14. Determining which strategic schemes are selected for development and delivery in Walsall is based on the output of a spreadsheet-based tool which scores potential schemes against the STP aims and objectives, therefore

¹ 'Major schemes' have traditionally been defined as those schemes over £5m in value (although post-2015 this threshold was removed). In this context, 'strategic schemes' are significant schemes, but below the £5m threshold e.g. large junction improvement schemes.

making the selection non-subjective. This method of prioritisation was approved at Cabinet in December 2012.

- 4.15. **Appendix A** sets out the proposed residual ITB programme for 2021/22, together with any confirmed complementary transport capital funding. **Appendix B** sets out the appraisal results for the major and strategic schemes proposed for inclusion in this programme.
- 4.16. The Road Safety and Sustainable Travel Team use an agreed appraisal methodology to rank and determine which schemes are delivered from their allocation of the ITB. This methodology relies upon the use of collision data records provided by West Midlands Police. This is supplemented with a range of additional locally-determined data (e.g. road speeds) providing the Council with a strong basis to rationalise their decision-making and provide confidence to the WMCA, BCLEP and DfT that the ITB and Growth Deal resources are being used appropriately.
- 4.17. Funding for Local Safety Schemes and Sustainable Travel Schemes will be awarded on a priority basis as set out in **Appendices C to H**. It will not be possible to fund all of the schemes detailed during 2021/22. Schemes have been prioritised and the identified reserve schemes will have first call on any resource which becomes available throughout the year.

Essential Specialist Services

- 4.18. As part of the development of major transport schemes, it has been identified that essential specialist services such as structural engineering, land acquisition, environmental impact assessment or traffic modelling services may be required, where there is no current availability in-house or via existing shared services with other local authorities.
- 4.19. At times it may be necessary to utilise appropriate authorised frameworks in line with the Council's Contract Rules. It is proposed that use of these framework contracts is an efficient way of procuring the necessary specialist support services to help the delivery of future major transport schemes.

Council Corporate Plan priorities

- 4.20. The ITB funding is allocated to the Council to deliver the West Midlands STP, which supports the Council's vision that *'Inequalities are reduced and all potential is maximised'* as set out in the Corporate Plan 2018-2021. Further, it underpins delivery against the Council's priorities, including: -
 - Economic growth for all people, communities and businesses;
 - People have increased independence, improved health, and can positively contribute to their communities;
 - Communities are prospering and resilient with all housing needs met in safe and healthy places that build a strong sense of belonging and cohesion.

- 4.21. Improving the safety of the transport network and the security of people using the network are important considerations in the development and delivery of transport schemes and the overall composition of the capital programme. To date the Council has performed well, when compared to others nationally, in reducing the numbers and severity of accidents on the Borough's roads.
- 4.22. Environmental and safety factors are considered in the development and delivery of transport schemes. Care will be taken in the detailed design of schemes to minimise direct impacts on the local environment; where appropriate schemes will be subject to an Environmental Impact Assessment. The West Midlands STP has been subject to a Strategic Environmental Assessment.
- 4.23. As future schemes are progressed, the Council will be identifying good practice for adapting to, and mitigating the effects of, climate change and promoting environmental and economic sustainability.

Risk management

- 4.24. The principal risk to Council is that if the ITB funding allocated from WMCA is not spent or committed within the financial year there is a risk that any under spend may be 'clawed back' or future year allocations reduced. Utilising the Cabinet-approved prioritisation process allows better management of the programme and provides accountability at a regional level for those schemes selected for development and delivery.
- 4.25. Since April 2015 approximately half of the national ITB allocation has been pooled in the Local Growth Fund by the government to enable Local Enterprise Partnerships to deliver their Strategic Economic Plans. The Black Country Growth Deal announced in July 2014 includes an allocation to implement its transport projects and programme priorities.
- 4.26. This means that the residual ITB has been reduced by approximately 50%. Paragraph 4.42 sets out the risk on staffing if grant is significantly reduced or removed in 2021/22 or beyond.
- 4.27. A further risk is that of the continued failure to increase revenue funding to support the maintenance and operating costs of capital investment. This has been a concern raised by the DfT in previous years and has not been addressed due to the severe financial pressures on Council revenue budgets. It is possible that DfT may reduce future capital settlements if it cannot be demonstrated that the Council has appropriate procedures and resources for future maintenance of transport assets.
- 4.28. There is a risk that if any spend on the projects within the proposed Walsall Transport Capital Programme 2021/22 become abortive and do not meet the criteria for capitalising spend, then that element of cost may have to be repaid to the Programme by the Council from revenue funding, for which there is no existing budget. This is a risk associated with all multi-year capital funding programmes, but without taking such a risk there would be no ability to

develop the necessary programme of transport projects. This risk is mitigated by the fact all schemes in the plan are aligned to the STP and have been assessed as having a remote risk of becoming abortive, although Cabinet should note that this risk cannot be removed completely.

- 4.29. The change in the way funding has been allocated by government and the Local Enterprise Partnerships since April 2015 is affecting the Council's ability to deliver the priorities set by Cabinet. The Council risks losing out on resource allocations if it is not active in the role of lobbying and successfully negotiating our position. Officers of the Council will seek to secure the position of our agreed transport priorities within both the government's and the BCLEP's programmes, together with the appropriate funding.

Financial implications

- 4.30. It is expected that the ITB and HMB capital grant funding is received in advance (April 2021) from WMCA. This is a capital grant and all spend incurred must meet the eligibility criteria for Capital Accounting.
- 4.31. In summer 2019, the West Midlands Mayor invited bids from community representatives for 'Better Streets' capital funding to improve walking and cycling facilities in residential areas. Two projects have been prioritised for development and delivery in Walsall at a total cost of £250k.
- 4.32. This package of proposed works is subject to business cases being prepared and approved, and grant agreements with Transport for West Midlands (on behalf of the West Midlands Mayor). Development work has taken place in 2020/21 and project delivery is proposed for summer 2021.
- 4.33. The LTP settlement is split into blocks and the figures are indicative, pending final settlement letters from the Department for Transport and WMCA Board approval. This is shown in Table 1.

Table 1 – West Midlands Block Allocations 2020/21 and 2021/22

Block	Budget Allocation 2020/21 (£000s)	Budget Allocation 2021/22 (£000s)
Integrated Transport Block	17,618	17,755
Highways Maintenance Block (Needs Element)	13,112	9,043
Highways Maintenance Block (Incentive Element*)	2,731	2,261
Pot Hole Action Fund	1,374	9,043
Challenge Fund	16,488	0

*The Department for Transport introduced an incentive element from 2016/17 where local authorities have to demonstrate sound efficiencies and asset management practices to release these funds.

- 4.34. Further to this, the WMCA confirmed the allocation per metropolitan district after 'top-slicing' of the ITB for West Midlands joint initiatives. The Council's 2021/22 transport capital programme is set out at Table 2.

Table 2 – Walsall Transport Capital Programme 2020/21 and 2021/22

Project/Programme	Carry Forward 2019/20 (£000s)	Budget Allocation 2020/21 (£000s)	Total Budget 2020/21 (£000s)	Spend to Date 2020/21 (£000s)	Forecast Carry Forward* (£000s)	Budget Allocation 2021/22 (£000s)
Integrated Transport Block	1,122	1,277	2,400	1,107	539	1,291
Highways Maintenance Block (Needs Element)	168	1,944	2,111	1,833	150	1,340
Highways Maintenance Block (Incentive Element)	0	405	405	405	0	335
Pot Hole Action Fund	0	225	225	225	0	1,340
Challenge Fund	0	3,237	3,237	2,678	0	0
Total	1,290	7,088	8,378	6,248	689	4,306

*Final carry forward will not be confirmed until early in the 2021/22 financial year. Carry forward was required from 2019/20 to support the ongoing delivery and management of risks for multi-year, multi-funded schemes (e.g. M6 J10 contingency allocation and NPIF programme). Carry forward from 2020/21 is required to both support the ongoing delivery and management of risks for multi-year, multi-funded schemes (e.g. M6 J10 contingency allocation) and to allow projects delayed because of COVID-19 restrictions and resourcing to be successfully completed.

Allocation of Integrated Transport Block Funding

- 4.35. Walsall's ITB is split between three headline programmes: -

- Major Scheme Development and Delivery Programme (managed by Strategic Transportation Team, Highways & Transport)
- Strategic Transportation Programme (managed by Strategic Transportation Team, Highways & Transport)
- Road Safety and Sustainable Travel Programme (managed by Traffic Safety & Operations Team, Highways & Transport)

- 4.36. Cabinet agreed in December 2012 that the split between the three headline programmes will be based on the average allocation over a 5-year period, which reflects 'transport need' within the Borough.

- 4.37. Within the Major Scheme Programme a 15% 'ring fence' of the ITB is allocated as development funding for local authorities to take forward key named schemes. This development funding will be allocated across the major scheme programme to enable schemes to be developed and business cases finalised.

Table 3 – Current and 2021/22 ITB Allocations by Programme (excluding carry forward)

	2020/21 (£000s)	2021/22 (£000s)
Major Scheme Development & Delivery Programme	192	206
Strategic Transportation Programme	525	525
Road Safety & Sustainable Travel Programme	560	560
Total	1,277	1,291

- 4.38. **Appendix A** sets out the proposed overall ITB programme for 2021/22, together with any confirmed complementary transport capital funding. **Appendix B** sets out the appraisal results for the major and strategic schemes proposed for inclusion in this programme. **Appendices C to H** provide detail of how the component local safety schemes and sustainable travel schemes have been appraised and prioritised for development and delivery within this programme.

Black Country Growth Deal Transport Programme

- 4.39. Since April 2015, government funding for major transport schemes; a proportion of ITB funding; and an element of the Local Sustainable Transport Fund has been pooled in the Local Growth Fund, which will be controlled by Local Enterprise Partnerships.
- 4.40. The introduction of the Local Growth Fund means that the residual Walsall ITB allocation for the 2021/22 financial year is considerably less than before April 2015.
- 4.41. However, within the Black Country, the Local Growth Fund includes an allocation of £37.79m (over a 5-year period) towards the £78.0m cost of scheme implementation at M6 J10, which is currently being delivered and due to complete in summer 2022.
- 4.42. Whilst it is anticipated that ITB resources and additional Local Growth Fund resources will be available to develop and implement capital transport schemes in Walsall in 2021/22 and beyond, there is always a small risk that these resources will not be available e.g. should a government emergency budget rescind these commitments. This would impact on staff in the Strategic Transportation Team; Road Safety Team; and Major Projects & Minor Improvements (all Economy & Environment Directorate), some of whose activities in developing and implementing projects is legitimately capitalised through Engineer Assistants' Time (EAT). If sufficient grant funding was not made available to the Council by the DfT and the BCLEP, relevant Council services would need to be reorganised with the risk that a small number of redundancies may ultimately be necessary. This would require the Council to consider how it would deliver its statutory duties in the absence of this funding.

- 4.43. If government and/or WMCA increases or reduces future ITB allocations for the Council, the allocation of resources to programmes and projects will be reviewed accordingly. Financing major scheme implementation costs in line with agreed funding profiles will have priority.

Legal implications

- 4.44. There are no direct legal implications as a result of this report. Upon entering into a framework or procuring services, legal implications may then arise. These implications will be considered if and when they are identified, and will be reported to the Transport Capital Programme Delivery Board and managed in accordance with the agreed delegations to officers.
- 4.45. The Council may utilise a civil engineering framework contract and the highways maintenance term contract to engage contractors to carry out work required in the implementation of the capital programme.
- 4.46. In its role as Highway Authority, the Council has a statutory duty to identify and implement measures to address congestion and road safety concerns on the local highway network and also to maintain the network in a reasonably safe condition. STP funding is used to address these obligations.
- 4.47. All new works will be evidenced by a written contract in a form approved by the Director – Governance where they are not pre-set non-negotiable Framework Terms and Conditions and shall be made and executed in accordance with the Council's Contract Rules. This may require the Council to engage external legal support.

Procurement implications/social value

- 4.48. Any contractual arrangements, including entering into any framework agreements, must be procured in compliance with the Public Contracts Regulations 2015, if applicable; and with the Council's Contract Rules. The Council's Procurement and Legal Services Teams will work with Highways & Transport officers to ensure that mini-tenders and call-offs from any such frameworks are conducted in compliant ways and that any contracts will be validly entered into before any services are provided to the Council.

Property implications

- 4.49. All projects contained within the programme will either be delivered on land and assets already owned and managed by the Council, or on land acquired (by agreement or compulsorily) for the purpose of project delivery. Where necessary, agreements will be in place for the use or enhancement of third party land.
- 4.50. Each project will assess the implications on land and assets and a view will be taken by either the Highways Authority or the Asset Management function of the Council as to how any proposed enhancements or scheme designs impact

on the Council's land portfolio, and how any impacts can be mitigated or managed.

Health and wellbeing implications

- 4.51. The Transport Capital Programme 2021/22 has been tested against the 'Marmot Objectives'. These are:-
- Giving every child the best start in life – *the programme includes measures to support travel to school by sustainable modes, which is part of a rolling programme across the Borough;*
 - Enabling all children, young people and adults to maximize their capabilities and have control over their lives – *measures to promote sustainable modes help promote healthy and independent travel choices;*
 - Creating fair employment and good work for all – *improved transport networks help people access employment and training opportunities;*
 - Ensuring a healthy standard of living for all – *access to paid employment is facilitated by improved transport networks;*
 - Creating and developing sustainable places and communities – *the programme includes active travel, public transport and road safety measures, which all support sustainable places and communities;*
 - Strengthening the role and impact of ill-health prevention – *healthy travel choices, such as walking or cycling, can help prevent ill health.*
- 4.52. The programme aims to make sustainable travel – cycling, walking and public transport – available to all residents and stakeholders, and ultimately seeks to align with the Health and Wellbeing Plan and objectives, and the aspirations of the Town Centre Master Plan.

Staffing implications

- 4.53. There are no intended implications on staffing by prioritising projects in the manner described in this report. However, it should be noted that ITB funding helps support existing posts in Highways & Transport service because work programmes are managed by the Strategic Transportation Team and Traffic Safety & Operations Team. A significant proportion of legitimate scheme development (e.g. design and business case work) and supervision costs (i.e. managing contractors delivering improvements on behalf of the Council) are also incurred by transport planners and engineers via a Timesheet Management System.
- 4.54. As set out in paragraphs 4.26 and 4.42, if future grant funding is significantly reduced or removed altogether, it will be necessary to undertake a review of the service. This could result in a small number of staff that currently deliver statutory duties being placed 'at risk' of redundancy. Delivery of statutory duties by the Council are prescribed by legislation and must be delivered irrespective of any budgetary constraints.

Reducing Inequalities

- 4.55. As part of the delivery of the West Midlands STP consideration has been given to ensuring that the needs of all sections of the community are considered in transport projects. Further the West Midlands STP has been subject to an Equalities Impact Assessment.
- 4.56. The ITB capital programme will assist in improving facilities for all modes of transport; plans will focus on improving access to key services and facilities such as education, job opportunities and health care facilities.

Consultation

- 4.57. The West Midlands STP has been the subject of wide consultation with partners and stakeholders. Major public consultation was undertaken in summer 2015 on the strategies themselves, while partners and stakeholders are consulted with respect to individual transport projects.
- 4.58. The West Midlands authorities have been commended for the comprehensive nature of involvement in developing previous STP strategies and when consulting on transport schemes.
- 4.59. Local consultation always takes place as part of individual scheme development.

5. Decide

- 5.1. The options for the make-up of the ITB Transport Capital Programme have been considered as part of the assessment of potential projects / programmes as set out in paragraphs 4.12 to 4.17 above. The output of the appraisal of the various project ideas and suggestions is reported in **Appendices B to H**. The projects that are selected are those that have the best alignment with the STP objectives; are supported locally; are affordable (or have the potential to lever-in other implementation funding, such as government grants); and are deliverable.
- 5.2. The appraisal processes utilised in the development of the programme ensure that it is compiled objectively and maximises the impact of limited block funding by seeking to attract implementation funding from various other sources.
- 5.3. The proposed programme has been consulted upon amongst Council officers who are responsible for various technical disciplines, and has been developed in conjunction with the Regeneration Portfolio Holder.

6. Respond

- 6.1. The delivery of the agreed programme will be taken forward by project and programme managers within the Council's Highways & Transport service in the Economy & Environment Directorate.

- 6.2. The ITB Transport Capital Programme is a rolling programme of activity that supports the delivery of the West Midlands STP within the Borough of Walsall, and many projects and programmes operate across several financial years and have multiple funding arrangements. Some key projects span different local authority boundaries e.g. corridor-based programmes, and are delivered in partnership with relevant stakeholders e.g. Transport for West Midlands, Network Rail, West Midlands Rail Executive, Highways England, Canal & River Trust, West Midlands Trains, bus operating companies, Black Country Local Enterprise Partnership, and neighbouring local authorities.
- 6.3. Officers of the Council attend various regional meetings and technical groups to ensure that projects are delivered in a coherent and consistent manner across the West Midlands Metropolitan Area.

7. Review

- 7.1. The ITB Transport Capital Programme is monitored by a group of Council officers that meet at least every two months to review progress and consider any recommendations to be put forward to the Transport Capital Delivery Board, which is made up of senior officers and the Portfolio Holder for Regeneration.
- 7.2. The Transport Capital Delivery Board meets at least every two months (aligned to the officer meetings) and considers performance against intended progress at regular intervals throughout the financial year. The Board can make decisions about remedial action; budget virements; and project full or partial completion.
- 7.3. The effectiveness of projects and programmes is monitored on an ongoing basis and is reflected in key data e.g. traffic counts; public transport patronage figures; air quality monitoring. The Council's monitoring activity is also supported by regional monitoring and reporting.

Appendices

- Appendix A – Walsall Council STP ITB Capital Programme 2021/22
- Appendix B – Strategic Scheme Appraisal Results 2021/22
- Appendix C – Local Safety Scheme Ranking 2021/22
- Appendix D – 20mph Zones & Scheme Monitoring 2021/22
- Appendix E – Promotion of Community Health and Safety 2021/22
- Appendix F – Safer Routes to School Scheme Ranking 2021/22
- Appendix G – Measures to Encourage Walking 2021/22
- Appendix H – Measures to Encourage Cycling 2021/22

Background papers

- West Midlands Strategic Transport Plan 'Movement for Growth' 2015
- Walsall Transport Strategy 'Transport in Walsall' 2017

Author

Matt Crowton
Transportation Major Projects & Strategy Manager
☎ 07944 783 934
✉ matt.crowton@walsall.gov.uk



Simon Neilson
Executive Director

17 March 2021



Councillor Adrian Andrew
Portfolio holder – Regeneration

17 March 2021