

## Cabinet – 6 September 2017

### Walsall Transport Strategy 2017 – 2022

**Portfolio:** Councillor Lee Jeavons, Deputy Leader & Portfolio Holder  
Regeneration

**Related portfolios:** None

**Service:** Regeneration & Development – Strategic Transportation

**Wards:** All

**Key decision:** No

**Forward plan:** No

#### 1. Summary

- 1.1. *Transport in Walsall*: A Transport Strategy for Walsall 2017-2022 is the document where residents, Members, stakeholders and partners of Walsall Council can further understand Walsall Council's vision for transport in the Borough and how it will be delivered.
- 1.2. The strategy is written in conformity with the Black Country Core Strategy (BCCS), West Midlands Strategic Transport Plan (STP) and other regional and local plans and strategies.
- 1.3. *Transport in Walsall* will help to deliver these strategies and plans by helping focus public and private funding towards areas/schemes which require it most as identified in the BCCS and STP.
- 1.4. The strategy is designed to be a web-based document which can also be printed. This is so that it can be dynamic and amended in line with the current fluctuating financial and political situation in the UK.
- 1.5. The schemes in this strategy will both be developed and delivered during the strategy period, or in the case of longer term aims will be promoted and developed.

#### 2. Recommendations

- 2.1. That Cabinet endorse the objectives for Walsall and the strategy as a whole.
- 2.2. That Cabinet endorse an approach that sees *Transport in Walsall* as a 'living' web-based document which can be modified regularly as circumstances change, and delegate authority to the Executive Director for Economy & Environment, in

consultation with the Cabinet Member for Regeneration, to manage any changes to the strategy.

- 2.3. That Cabinet endorse the development of schemes included in the strategy, on the understanding that separate approval will be sought for individual schemes where necessary and appropriate, including where financial resources are to be committed.

### **3. Report detail**

- 3.1. *Transport in Walsall* sets out how the Council will help facilitate delivery of the West Midlands Strategic Transport Plan (STP) and transport aspects of the Black Country Core Strategy (BCCS). The BCCS was approved by Walsall Council in December 2010, the 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). Whilst the STP sets out the transport strategy for the metropolitan area, with the BCCS focusing solely on the Black Country area. The BCCS is undergoing a review which includes a public consultation between 3 July to 8 September 2017.
- 3.2. *Transport in Walsall* is designed to be concise and engaging, whilst still informing residents, Members and senior officers of how the Council will deliver not only the day-to-day functions which keep our transport network moving, but further improvements and key projects which will benefit Walsall in a multitude of ways.
- 3.3. All Council teams relating to the transport functions within *Transport in Walsall* were consulted, as well as the Public Health team. Their views were taken into account in producing the final document.
- 3.4. Schemes within the strategy are in conformity with those already set by the Council as the Council's transport aspirations. Although funding is not secured for all projects, officers are continuously working to seek alternative funding sources.
- 3.5. *Transport in Walsall* focuses on what the Council will do and how it will do it, rather than being a long document focusing on setting out policies. The strategy emphasises the importance of working with the Council's various partners to deliver schemes in the most cost effective way for Walsall's residents.
- 3.6. The strategy is designed as a web-based document; however it is also 'print-friendly' and will be made available in other formats i.e. large print, if requested.
- 3.7. The strategy supports the Council's corporate plan, reflected in the objectives set, including; playing our part in the creating the conditions that support economic growth (new local jobs) and prosperity (access to employment).
- 3.8. The strategy focuses on partnerships to deliver area-wide benefits and brings together many other local and regional strategies some of which focus on specific areas of transport.

- 3.9. The strategy looks at current issues including supporting economic growth, road safety and improving the health of young people. It also looks at those areas where the Council needs to work with our partners such as Highways England, Network Rail and WMCA to seek improvements within the borough.
- 3.10. The strategy closes by looking at schemes which are programmed to be delivered or developed during the plan period. These are our plans for the future which we need to keep on the local, regional and national agenda. Delivery will be monitored at a strategic level through the STP.

#### **4. Council priorities**

- 4.1. *Transport in Walsall* supports the Council's purpose to 'reduce inequalities and maximise potential' outlined in the Corporate Plan 2017-2020. Further, it underpins delivery against the Council's priorities, including;
  - Pursue inclusive economic growth;
  - Make a positive difference to the lives of Walsall people;
  - Safe, resilient and prospering communities.
- 4.2. Schemes featured within *Transport in Walsall* support inclusive growth by allowing residents to be better connected to jobs, as well as services from their homes. In addition, greater mode choice is provided offering active travel alternatives as well as improving the local environment through air quality.
- 4.3. 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. The authority continuously works to reduce the numbers and severity of accidents on the borough's roads.
- 4.4. Environmental 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.
- 4.5. 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.

#### **5. Risk management**

- 5.1. The main risk to the Council at this stage is the need to manage the expectations of local residents, businesses and other stakeholders as to the delivery timetable of the major schemes detailed within the strategy.

#### **6. Financial implications**

- 6.1. Funding for the schemes stated in the strategy will be from a variety of sources including Department of Transport (DfT) Integrated Transport Block and Highway

Maintenance Block capital funding, Black Country Local Growth Fund, West Midlands Combined Authority Devolution Deal as well as any other European, national, regional or local funding streams.

- 6.2. Endorsing this strategy does not imply funding will be allocated to any particular scheme or programme. However, the strategy will help frame annual Cabinet decisions regarding the Integrated Transport Block Capital Programme.
- 6.3. The funding sources described in 6.1 are capital grants. There is therefore a risk that any development work that is carried out that becomes abortive will no longer be eligible for the grants, which will have revenue implications for the Council. However, this risk is remote given that the schemes being developed are key strategic schemes that meet the objectives in the strategy.

## **7. Legal implications**

- 7.1. There are no direct legal implications as a result of this report.
- 7.2. Separate approvals will be sought for individual schemes where appropriate.

## **8. Property implications**

- 8.1. There are no immediate proposals within the report that impact on the Council's property portfolio. Any individual schemes which require land acquisition to be undertaken will be subject to separate Cabinet approvals.

## **9. Health and wellbeing implications**

- 9.1. The strategy promotes the use of sustainable modes of transport which can have notable health and wellbeing for residents.

## **10. Staffing implications**

- 10.1. Council staff within the Strategic Transportation team will work with stakeholders, such as Transport for West Midlands to further develop schemes and source funding. Additional resources may be required for larger schemes, however these requirements will be considered on a scheme by scheme basis and funding received as part of scheme development and delivery utilised to fund staffing costs.

## **11. Equality implications**

- 11.1. Consideration is given to ensuring that the needs of all sections of the community are considered in transport projects.
- 11.2. The strategy will in the main be provided over the internet. However hard copies will also be available and so will alternative formats upon request.

11.2. An Equality Impact Assessment has also been completed.

## 12. Consultation

12.1. Council teams relating to the transport functions within *Transport in Walsall* were consulted, as well as the Public Health team. Their views were taken into account in producing the final document.

12.2. A Strategic Environmental Assessment (SEA) screening assessment has been undertaken for the *Transport in Walsall*. It is a requirement of *The Environmental Assessment of Plans and Programmes Regulations 2004* that SEA screening assessment be undertaken to determine if it is likely to have significant impacts on the environment. The outcome of the screening is that that the strategy itself will not have a significant environmental impact. Some projects listed within the strategy will be required to undertake an Environmental Impact Assessment; however these will be completed as part of the development and delivery of the individual project.

## Background papers

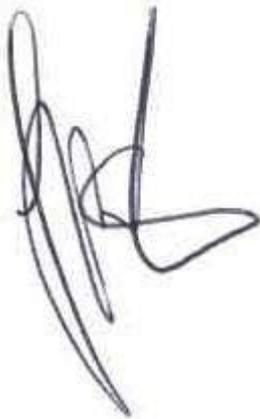
*Transport in Walsall, A Transport Strategy for Walsall 2017-2022*

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Simon Neilson  
Executive Director  
Economy & Environment  
29 August 2017



Councillor Lee Jeavons  
Deputy Leader & Portfolio Holder  
Regeneration  
29 August 2017



Equality Impact Assessment (EqIA) for policies, procedures and services.

Guidance document to be used with this form:

Equality Impact Assessment (EqIA) for policies, procedures and services guidance.

	Date proposal first worked on	30/01/17
	Date proposal completed	03/02/17
Proposal name	Walsall Transport Strategy 2017-2022	
Directorate	Economy & Environment	
Service	Regeneration & Development - Strategic Transportation	
Responsible Officer	Matt Crowton x4358 <a href="mailto:matt.crowton@walsall.gov.uk">matt.crowton@walsall.gov.uk</a>	

1	What is the purpose of the proposal?	Yes / No	New / revision
	Policy	Yes	Revision
	Procedure	No	
	Internal service	No	
	External service	No	
	Other - give detail		

2	What are the intended outcomes, reasons for change, who it is intended to benefit and how the proposal can impact on equality groups?
	The intended outcome is a political decision to approve the implementation of Walsall Transport Strategy 2017-2022.
	The reasons for change is to politically approve the update of the current Walsall Transport Strategy 2010-14 for the years

2017-2022. The strategy sets out the council's vision until 2022 to deliver the following priorities.

- With fewer resources we will work to make the best use of our existing transport assets.
- Support economic growth, with a focus on improving access to new and existing employment sites and managing and improving capacity on our roads.
- Promote public transport, including the development of rapid transit routes to other parts of the Black Country and Birmingham City Centre.
- Enhance health and wellbeing within local communities by increasing active travel and improving air quality.

The intended beneficiaries are:-

- Residents of Walsall
- People who travel to/from Walsall
- People who travel through Walsall
- People who operate, or want to operate, businesses in Walsall.

The proposal can impact on equality groups by ensuring that appropriate facilities are provided as part of future transport projects that cater for all needs. People in our communities with disabilities will benefit from the introduction of aids such as tactile paving at pedestrian crossing points. Improvement to pedestrian infrastructure will also benefit those with a mobility and/or visual impairment.

Additionally the prioritisation methodology incorporates enhanced beneficitation towards residents who live in the most deprived Lower Super Output Areas of the borough, increasing the opportunity for transport schemes to be delivered there.

### **3 Summarise your business case, engagement and consultation.**

The business case for making a policy decision on approving the implementation of Walsall Transport Strategy 2017-2022 is to allow the delivery of the council's vision for improving transport in the next 5 years.

There are many local and regional strategies which focus on specific areas of transport. The aim of the Walsall Transport Strategy 2017-2022 is to bring these individual strategies together, with elements of the strategies included within the strategy. The relevant local and regional strategies include the West Midlands Strategic Transport Plan.

- Black Country Air Quality Supplementary Planning Document, 2016.
- Black Country Core Strategy, 2011.

- Black Country Road Safety Strategy (draft).
- Black Country Strategic Economic Plan, 2014.
- Black Country Walking & Cycling Strategy & Implementation Plan, 2017.
- Black Country Ultra Low Emission Vehicle Strategy January, 2017
- Midlands Connect Strategy, 2017.
- Movement for Growth: The West Midlands Strategic Transport Plan, 2016.
- Walsall Air Quality Action Plan, 2009.
- Walsall Air Quality Annual Stats Report, 2016.
- Walsall Highway Maintenance Strategy, 2015-18.
- Walsall Joint Health and Wellbeing Strategy 2013-2016 (including 2014/15 refresh).
- Walsall Rights of Way Improvement Plan, 2008.
- Walsall Sustainable Modes of Travel Strategy, 2017-2022 (draft).
- West Midlands Low Emissions Towns and Cities Programme Good Practice Air Quality Planning Guidance & Procurement Guidance, 2014.
- West Midlands Physical Activity Strategy 2017-2030 (draft).

Engagement and consultation was undertaken as part of the development of all these documents.

Consultation and engagement activities included:-

- Circulating draft documents for comment;
- Inviting questionnaire responses;
- Making the document available by various channels;
- Publicising the draft documents.

There were no equality impacting issues raised in any of the consultations.

#### **4 How does the proposal help to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act?**

Major, strategic and road safety transportation schemes can help contribute to reducing time spent travelling, reduce congestion, lessen driver 'stress', improve road safety for vehicles, pedestrians and cyclists, and better access to existing and new employment opportunities. Persons with mobility needs and elderly and vulnerable pedestrians stand to benefit from wider footways, tactile paving, dropped kerbs, refuges, and controlled and uncontrolled crossing points.

**5 How does the proposal help to advance equality of opportunity between people who share a protected characteristic and people who do not share it;**

Any civil engineering contractor appointed by the Council to help deliver this project will be required, as a minimum, to promote the Council's equality and diversity policies through their approach to project delivery.

Designs will include features that address the needs of a wide range of client groups, for example:-

- Safety of pedestrians and cyclists
- Improved access to existing and new employment opportunities; and
- Facilities designed for people with mobility needs and elderly people - wider footways, tactile paving, dropped kerbs, refuges, controlled and uncontrolled crossing points.

**6 How does the proposal help to foster good relations between people who share a protected characteristic and people who do not share it.**

Any civil engineering contractor appointed by the Council to help deliver this project will be required, as a minimum to promote the Council's equality and diversity policies through their approach to project delivery.

Designs will include features that address the needs of a wide range of client groups, for example :-

- Safety of pedestrians and cyclists;
- Improved access to existing and new employment opportunities; and
- Facilities designed for people with mobility needs and elderly people - wider footways, tactile paving, dropped kerbs, refuges, controlled and uncontrolled crossing points.

**7 Does your proposal impact on any other service that jointly could have a severe impact on particular equality groups? If yes, give details**

**Yes / No**

No

8	What justifiable action does the evidence, engagement and consultation suggest you take?		Yes / No
A	No major change required		Yes
B	Adjustments needed to remove barriers or to better promote equality		No
C	Continue despite possible adverse impact		No
D	Stop and rethink your proposal		No

### Action and monitoring plan

Ref	Date	Action	Responsibility	Timescale	Outcome
1	13/06/17	EqIA for each major project (£5m+) part-funded from this programme	Strategic Transportation	By 31/12/22	