



**Walsall Council**

## **Economy and Environment Overview & Scrutiny Committee**

Meeting to be held on: **21 January 2021 AT 6.00PM**

Meeting to be held virtually via: **Microsoft Teams**

Public access to meeting via: <https://youtu.be/ZxgiNd699uo>

**MEMBERSHIP:**

Councillor L. Harrison (Chair)  
Councillor A. Hicken (Vice-Chair)  
Councillor P. Bott  
Councillor C. Creaney  
Councillor M. Follows  
Councillor S. Johal  
Councillor P. Kaur  
Councillor A. Nazir  
Councillor G. Singh Sohal  
Councillor I. Shires  
Councillor M. Ward

**PORTFOLIO HOLDERS:**

Councillor A. Andrew – Deputy Leader and Regeneration  
Councillor G. Perry – Deputy Leader and Resilient Communities  
Councillor O. Butler – Clean and Green  
Councillor C. Towe – Education and Skills

## ITEMS FOR BUSINESS

1.	<b>Apologies</b> To receive apologies for absence from Members of the Committee.	
2.	<b>Substitutions</b> To receive notice of any substitutions for a Member of the Committee for the duration of the meeting.	
3.	<b>Declarations of interest and party whip</b> To receive declarations of interest or the party whip from Members in respect of items on the agenda.	
4.	<b>Local Government (Access to Information) Act 1985 (as amended)</b> To agree that the public be excluded from the private session during consideration of the agenda items indicated for the reasons shown on the agenda.	
5.	<b>Minutes of the previous meeting</b> To approve the minutes of the meetings that took place on 19 November 2020.	<u>Enclosed</u>
<b>ITEMS FOR SCRUTINY</b>		
6.	<b>Transportation in Walsall</b> <b>6a. A34 Walsall to Birmingham SPRINT</b> <b>6b. West Midlands Enhanced Partnership Scheme</b> <b>6c. Transport for West Midlands Presentation – Bus Operators</b> <b>6d. Black Country Transport Team Collaboration - Presentation</b>	<u>Reports and Presentations</u>
7.	<b>Council Carbon Neutral</b> This report sets out for Scrutiny the Cabinet decision in October 2020 to adopt a programme that will make the Council carbon neutral by 2050.	<u>Report</u>
8.	<b>Town Deal Board</b> To provide the Committee with an overview of the vision and strategy for the Town Deal Board which aims at driving sustainable economic regeneration of Walsall towns to deliver long term economy and productivity growth.	<u>Report</u>
9.	<b>Draft Revenue Budget Feedback and Draft Capital Programme 2021/22 to 2023/24</b> This report provides an extract of the draft capital programme that relates to the services within the remit of the Economy and Environment Overview and Scrutiny Committee.	<u>Report</u>
<b>ITEMS FOR OVERVIEW</b>		
10.	<b>Areas of focus – 2020/21</b> To consider the areas of focus for the Committee during 2020/21.  The report includes the Forward Plans of Walsall Council, Black Country Joint Executive Committee and Forward Plan of West Midlands Combined Authority (WMCA) Board.	<u>Enclosed</u>

11.	<b>Date of next meeting</b> To note the next scheduled meeting due to take place on 25 March 2021.	
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## The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012

### Specified pecuniary interests

The pecuniary interests which are specified for the purposes of Chapter 7 of Part 1 of the Localism Act 2011 are the interests specified in the second column of the following:

<b>Subject</b>	<b>Prescribed description</b>
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	<p>Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by a member in carrying out duties as a member, or towards the election expenses of a member.</p> <p>This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Regulations (Consolidation) Act 1992.</p>
Contracts	<p>Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority:</p> <p>(a) under which goods or services are to be provided or works are to be executed; and</p> <p>(b) which has not been fully discharged.</p>
Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	<p>Any tenancy where (to a member's knowledge):</p> <p>(a) the landlord is the relevant authority;</p> <p>(b) the tenant is a body in which the relevant person has a beneficial interest.</p>
Securities	<p>Any beneficial interest in securities of a body where:</p> <p>(a) that body (to a member's knowledge) has a place of business or land in the area of the relevant authority; and</p> <p>(b) either:</p> <p>(i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or</p> <p>(ii) if the share capital of that body is more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.</p>



## **Schedule 12A to the Local Government Act, 1972 (as amended)**

### **Access to information: Exempt information**

#### **Part 1**

#### **Descriptions of exempt information: England**

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes:
  - (a) to give any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.
8. Information being disclosed during a meeting of a Scrutiny and Performance Panel when considering flood risk management functions which:
  - (a) Constitutes a trades secret;
  - (b) Its disclosure would, or would be likely to, prejudice the commercial interests of any person (including the risk management authority);
  - (c) It was obtained by a risk management authority from any other person and its disclosure to the public by the risk management authority would constitute a breach of confidence actionable by that other person.

# Apologies

# Substitutions

# **Declarations of Interest and Party Whip**

# **Local Government Act 1985 (as amended)**

**Minutes of the  
previous meeting  
19 November 2020**

## **ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE**

**19 November 2020 at 6.00pm held virtually via Microsoft Teams**

### **Committee Members**

#### **Present:**

Councillor L. Harrison (Chair)  
Councillor A. Hicken (Vice-Chair)  
Councillor P. Bott  
Councillor S. Johal  
Councillor P. Kaur  
Councillor G. Singh Sohal  
Councillor I. Shires  
Councillor M. Ward

### **Portfolio Holders**

#### **Present:**

Councillor A. Andrew	Deputy Leader and Regeneration
Councillor G. Perry	Deputy Leader and Community, Leisure and Culture
Councillor O. Butler	Clean and Green

### **Officers Present:**

Simon Neilson	Executive Director of Economy and Environment
Dave Brown	Interim Director Place and Environment
Kathryn Moreton	Head of Highways & Transport
Fraz Hussain	Lead Accountant
Liz Stuffins	PHP – Service Development Manager
Jaki Brunton-Douglas	PHP – Marketing and Funding Manager
Alan Bowley	Interim Head of Clean and Green
Eleanor Cooper	Senior Transport Planner
Matt Crowton	Transportation Major Projects & Strategy Manager
Matt Powis	Democratic Services Officer

### **Other Attendees**

#### **Present:**

Cheryl Bullock	Lead Petitioner – Minute No.15/20
Councillor Samra	Ward Member for Streetly

### **10/20 Apologies**

There were no apologies.

### **11/20 Substitution**

There were no substitutions.

### **12/20 Declarations of Interest and Party Whip**

There were no declarations of interest or party whips.

**13/20 Local Government (Access to Information) Act 1985 (as amended)**

There were no items to consider in private session.

**14/20 Minutes of the previous meeting**

**Resolved:**

**That the minutes of the meeting held on 6 October 2020, as amended, copies having previously been circulated, be approved as a true and accurate record.**

**15/20 Petition: Road Safety at Doe Bank Lane**

The Committee considered a petition in regard to road safety at Doe Bank Lane which received more than 500 signatures. The Chair outlined the format for the item and invited the petition organiser to introduce their petition.

The Committee received a presentation from Cheryl Bullock (Lead Petitioner) and Councillor Andrew which introduced the petition for the Council to consider improved road safety measures following community concern over excessive speeding and a recent road traffic collision. Members considered the comments and concerns from the Lead Petitioner. There were community concerns that without preventative action, Doe Bank Lane would experience further incidences of dangerous driving and excessive speeding.

The Head of Highways and Transport confirmed that the Doe Bank Lane was classed as a local distributor road, connecting Bridle Lane to Queslett Road in the Pheasey Ward. It was noted that 68 properties were located at the south eastern end of the road, located between the junction with Queslett Road and Doe Bank Wood and a 20mph speed limit extends for the length of this residential section. It was noted that a 30 mph speed limit from Doe Bank Woods to the junction with Bridle Lane.

The Committee noted speed data from 2019 which indicated an average speed of 26mph inside the 20mph speed limit. However, the Council had agreed to install additional repeater signage throughout the length of Doe Bank Lane and Bridle Lane to reinforce surrounding speed limits.

The wider area including Doe Bank Lane and Bridle Lane had also been included as part of the Community Health and Safety Programme (CHSP). All proposed community schemes would be assessed as part of the Road Safety Review due to be undertaken in early 2021.



A lengthy discussion commenced on the petition and approaches to alleviate community concerns about dangerous driving and excess speeding.

A Member sought clarification on whether a community speed watch could be established for Doe Bank Lane. In response, the Portfolio Holder highlighted that a community speed watch was proposed on a similar road in the area however, volunteer turnout was limited.

The Committee welcomed the Council's commitment to install additional repeater signage and consider further measures as part of a Borough road safety review. As part of a wider scrutiny review, a Member requested that a report on the annual review of road safety was considered prior to Cabinet consideration.

The Committee thanked petitioners and the wider community for highlighting their concerns.

**Resolved:**

- 1. That, the Cabinet note the installation of additional repeater signage throughout the length of Doe Bank Lane and Bridle Lane to reinforce both the 20mph speed limit and the adjoining 30mph speed limit as part of the 2020/21 minor highway works programme.**
- 2. That, further engineering works on Doe Bank Lane be considered as part of the annual borough wide road safety review.**
- 3. In connection with (2) above, the Committee consider an item on annual road safety review at a future meeting of the Committee.**

**16/20 Draft Revenue Budget 2021/22 – 2023/24**

The Committee considered the draft revenue budget for 2021/22 and 2023/24.

The Chair invited each portfolio holder to present their proposals to the Committee. The following summary of the discussion in regard to the proposals were discussed by the Committee and broken down by portfolio.

**Response to the draft budget options**

**Deputy Leader of the Council and Regeneration**

P6: Re-profile the highway maintenance mainstream budget for 2021/22

A Member sought clarification regarding the re-profile of the highway maintenance budget for 2021/22. In response, the Executive Director confirmed that the re-profile would allow the Council to manage cash flow and revenue expenditure. This was confirmed as a temporary 1 year only saving due to the extraordinary circumstances of the pandemic.

**P8: Increased capitalisation of highway works**

A Member sought clarification regarding the increased capitalisation of highway works. In response, the Interim Director of Place confirmed that this increase capitalisation was created as a result classification changes for highway works from revenue to capital expenditure. Due to the saving, there needed to be a long-term focus and monitoring on the condition of highways especially if the condition of highways deteriorated.

**Deputy Leader of the Council and Resilient Communities**

**Ref: 20 - Unauthorised Encampment Works**

A Member welcomed the increased expenditure with Unauthorised Encampments. However, there were concerns about the one-off investment as there was still a high number of vulnerable sites across the Borough. The Executive Director confirmed that whilst it was confirmed as a 100k cost pressure in 2021/22, the base budget would be adjusted in future years too.

**P14: Bereavement Services – The sale of keepsake memorials and a range of personal memorabilia**

A Member sought clarification proposal 14. The Executive Director confirmed that the sale of memorials and memorabilia would enable the Council to offer the service for individuals and families suffering bereavements.

**OP102: Restructure and efficiencies within Regulatory Services and Community Protection**

A Member sought clarification regarding the restructure and efficiencies with Regulatory Services and Community Protection. The Executive Director responded that the Council was developing a resilient communities model under the Economy, Environment & Communities directorate. As a result, the model would encompass a number of services from across the Council including Regulatory Services and Libraries to make greater efficiencies and savings overall.

**OP103: Review of existing fees and charges within resilient communities**

Member sought clarification in regard to review of existing fees and charges. The Executive Director informed that a detailed plan of the changes with fees and charges would be circulated to the Committee in writing.

**The Committee Resolved:**

**That,**

- 1. The Committee draft revenue budget and capital programme 2020/21 to 2023/24 be noted;**

2. **The consultation on all new 2021/22 policy savings shown in appendix 1 be noted;**
3. **Further savings proposals be presented to the Committee at a future meeting.**

**17/20 Corporate Financial Performance – Quarter 2 Period 5 (August 2020)  
Financial Monitoring Position for 2020/21**

The Committee considered a report on revenue and capital outturn for 2020/21 for services within the remit of the Committee.

This position highlighted a revenue overspend of £845,000 as a result of delayed savings, unachieved income and necessary spending increases across the directorate. However, a result of mitigating actions this figure had reduced to an overspend of £645,000.

It was noted that forecast use of reserves were £8.899m including a one-off expenditure of £6.659m relating directly to implications of COVID-19 restrictions.

A Member expressed concerns that the COVID grant would not cover the costs already incurred by the Council during the pandemic. It was noted whilst the Government had announced a number of grants. One particular grant would allow Councils to be reimbursed for 75p in every £1 spent to cover the costs of COVID measures.

**Resolved:**

1. **To note the revenue and capital forecast for the financial year end 20/21 for the services under the remit of the Committee.**
- 2 **To note the actions being taken to address the overspend.**

**18/20 Council Firework and Bonfire Displays**

The Committee received a report on Council administered bonfires and firework displays at it's meeting on 20 February 2020. As a number of questions arose from this meeting, it was agreed that the Committee consider an updated report.

The PHP – Service Development Manager informed the Committee that employee numbers had remained static throughout 2018 and 2019 with 70 members of non-security staff and 115 security staff employees across display sites. However, staffing costs had increased from £9,376 in 2017 to 13,241 in 2019 due to increases in overtime requests.

The Committee then considered the overall cost breakdown for the period 2017 to 2019:

	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Expenditure</b>	-80,331	-114,986	-119,576
<b>Income</b>	69,235	105,022	75,987
<b>Net position</b>	-11,096	-9,954	-43,706

It was noted that due to considerable improvements with the entertainment offer at Walsall Arboretum and landscape infrastructure improvements costs had increased by £34,655 for the period 2017 and 2018.

A question and answer session took place and following on, the principal points from the ensuing discussion:-

- Income position was lower in 2019 compared to 2018 due to weather conditions.
- A Member sought clarification on the impact of cashless payments for events in 2019 and whether any customers were denied entry. In response, it was confirmed cashless payments were implemented due to security concerns and ease of payment processing.
- It was highlighted that customers were able to purchase tickets in advance from box offices and online. However, one of the main reason for the reduction in ticket sales was due to the unfavourable weather conditions.
- A Member sought clarification on whether the Council had financially contributed towards bonfire and firework events in the Borough. In response, the Committee confirmed that this statement was correct.
- A Member highlighted that a number of local residents had expressed concerns about firework noise.
- There were concerns about the long term strategy for bonfire and firework events in the Borough. In response, the PHP – Marketing and Funding Manager confirmed that the Council was investigating future ways to organise events such as pursuing subcontracting and examining delivery models.

The Chair thanked officers for their attendance.

**Resolved.**

**That, the report be noted.**

## 19/20 **Cycling in Walsall Update**

The Committee considered a report on the National Cycling Network 5 (NCN5) including better streets project update.

The Transportation Major Projects and Strategy Manager informed the Committee that the West Midlands Mayor and Transport for West Midlands (TfWM) launched a 'Better Streets Community Fund' to help improve local

streets for residents. Across the West Midlands, £2 million was made available for community-led projects to assist with cycling and walking projects.

The Council was allocated funding to develop and deliver two local schemes aimed at improving cycling and pedestrian facilities between Pelsall and Walsall Town Centre, Walsall Arboretum whilst utilising parts of the cycling network.

The project scope was presented as follows:

- Improve highway crossing over Harden Road on the NCN5
- Improve cycling route between Ryecroft Cemetery and Walsall Town Centre
- Install modified P-barriers at approved locations on the NCN5

Prevention measures for anti-social behaviour had been considered by the Council as concerns had been raised regarding unauthorised motorcycles use on cycling routes and footpaths. In response, P-barriers were installed which managed to reduce the number of instances of anti-social behaviour. However, work was still ongoing to develop a strategy to mitigate issues in future.

A question and answer session took place and following on, the principal points from the ensuing discussion:-

- Grant funding for cycling improvements was due to expire at the end of 2021.
- There was a consensus that COVID-19 lockdown measures had increased the numbers of residents that were cycling.
- Member highlighted that the Council needed to make cycling easier for local residents.
- The Council had worked with TfWM to identify further cycling routes across the Borough. The Government had announced further funding to capitalise increases with cycling in local areas. However, further discussions were needed with TfWM and the Government regarding specific cycling funding for the West Midlands.
- In regard to P-barriers, a Member expressed concerns about appropriate access for disabled residents whilst protecting cycling pathways from unauthorised motorbike and vehicle use. In response, Members were informed that the Council recognised concerns regarding P-barriers with unauthorised motorbike users and work was being undertaken with Community Protection, stakeholders and landowners to identify a long-term solution.
- The Council was investigating the potential benefits of installing modified P-barriers. However, further consultation and trials would be required before implementing modifications in other locations across the Borough.
- A Member expressed concerns about radar keys, which could be used to unlock P-barriers, and sought clarification on whether the Council was considering a specialist key which could be purchased by residents. In response, Transportation Major Projects and Strategy Manager confirmed that the Members' concerns had been noted and would be considered as part of the consultation.

The Committee thanked officers for their attendance.

**Resolved:**

**That, the report be noted.**

**20/20 Areas of focus – 2020/21**

The Committee considered its areas of focus and the forward plans of Walsall Council, the Black Country Joint Executive Committee and West Midlands.

Members debated and suggested the following items to be considered at a future meeting of the Committee:

1. Carbon Neutral Council – Update on proposals
2. Council Waste Strategy
3. Walsall Allotments Boundary review
4. Road Safety Plan

**Resolved:**

1. **That, areas of focus 2020/21 and forward plans be noted.**
2. **That, the following items be considered at a future meeting of the Committee:**
  - a. **Carbon Neutral Council – Update on proposals**
  - b. **Council Waste Strategy**
  - c. **Walsall Allotments Boundary Review**
  - d. **Road Safety Plan**

**21/20 Date of next meeting**

It was noted that the next meeting would take place on 21 January 2021.

Termination of Meeting

There being no further business, the meeting terminated 7.32p.m.

Signed: .....

Date: .....

# Transportation in Walsall

**21 January 2021**

**Transportation in Walsall**

**Ward(s)** All

**Portfolio:** Councillor A. Andrew – Deputy Leader of the Council and Regeneration.

**Report:**

At each Committee meeting, Members debate and determine future items to consider in accordance with its work programme.

It was agreed that the following be considered at the meeting on 21 January 2021:

- 6a. A34 Walsall to Birmingham SPRINT
- 6b. West Midlands Enhanced Partnership Scheme
- 6c. Presentation from Transport for West Midlands – Bus Operators
- 6d. Black Country Transport Team Collaboration



Due to the clear links between each issue they have been linked together under one agenda item. However, on the evening each report will be presented individually.

Members should consider each report and determine whether to make any recommendations to Cabinet or to external partners.

**Recommendation:**

**That, the Committee consider each item and determine whether they wish to make any recommendations to the Executive.**

Contact Officer:

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# **A34 Walsall to Birmingham Sprint**

Green highlighting = reference to a specific section or another document

Yellow highlighting = reminder, query or acknowledgment that text needs to be updated

Agenda item 6a

## Cabinet – 10 February 2021

### A34 Walsall to Birmingham SPRINT (Bus Rapid Transit) Scheme – Phase 1

**Portfolio:** Councillor Adrian Andrew, Deputy Leader and Regeneration

**Related portfolios:** None

**Service:** Highways & Transport

**Wards:** St Matthews and Paddock

**Key decision:** Yes

**Forward plan:** Yes

#### 1. Aim

- 1.1 A transformational improvement in bus services on the A34 corridor between Walsall town centre and Birmingham city centre through the phased delivery of a bus rapid transit scheme (known as 'SPRINT'). These services are key to connecting Walsall people to a range of opportunities in the wider-West Midlands, and are central to the regeneration of Walsall town centre.

#### 2. Summary

- 2.1 This report provides details of the proposed Walsall to Birmingham Phase 1 SPRINT scheme on the A34 corridor (see route plan at **Appendix A**), to be delivered by Transport for West Midlands (TfWM) on behalf of the West Midlands Combined Authority (WMCA) in line with the programme for the Birmingham Commonwealth Games in 2022. The report seeks authority for the Council to approve Phase 1 highway measures within Walsall in its capacity as Highway Authority. The intention is that the Council and WMCA will enter into a Highways Act 1980 Section 8 / Section 278 agreement to allow WMCA's contractor to implement the scheme on Walsall Council maintained highway. The necessary Traffic Regulation Orders to support the delivery of the scheme will be subject to the statutory consultation and approval process for such orders.
- 2.2 WMCA approved a revised phasing plan (over two phases) for the A34 and A45 SPRINT routes at the WMCA Board meeting on 14 February 2020, and approved the funding for A34 Phase 1 (£32.4m) and A45 Phase 1 (£55.4m). Phase 1 works are to be delivered by June 2022 (just ahead of the Commonwealth Games in Birmingham in July and August 2022), and Phase 2 works are intended to be delivered by December 2024. Phase 2 is currently unfunded and will subject to a separate funding approval (and any associated highway approvals).

- 2.3 A proposed 'Park and Ride' (P&R) site between Walsall town centre and Junction 7 of the M6 is also proposed by WMCA/TfWM as part of Phase 2 SPRINT delivery in line with a West Midlands P&R Strategy. Any P&R site proposal will be treated as a separate (but complementary) scheme which will require planning permission and will be subject to a separate funding approval. TfWM have asserted that SPRINT Phase 1 is a viable project in its own right and does not require SPRINT Phase 2 and/or the P&R project to justify its implementation – the SPRINT Phase 1 scheme achieves a 'high' value-for-money assessment, and no amendments are required to Phase 1 infrastructure if SPRINT Phase 2 and/or the P&R site do not go ahead in the future.
- 2.4 The total estimated capital cost of the A34 Phase 1 works is £32.4m, all to be funded by WMCA as per the February 2020 approval. No capital funding is sought from Walsall Council to implement the scheme. Further, the risk of cost and time overruns on Phase 1 works is the responsibility of WMCA/TfWM to manage with its appointed contractor i.e. no cost and time risks are allocated to Walsall Council.
- 2.5 At the time of writing, the exact mix of future strategic and local bus services along the A34 corridor cannot be fully articulated by TfWM, but Walsall Council endorsement is provided with the expectation that there is no loss of service frequency, capacity or passenger accessibility on or to bus services operating between Walsall town centre and Birmingham city centre along the A34 corridor following the implementation of Phase 1, or any subsequent phase of the scheme. If any bus service proposal (commercial and/or subsidised) should result in a reduced service i.e. lower frequency; reduced capacity (seats and standing room); increased distance to/from bus stops; later start times; earlier finish times, the Council will expect mitigation to be agreed between bus operators, TfWM and the Council in advance of these proposals being implemented.
- 2.6 The Portfolio Holder set out a pre-condition for Walsall Council Cabinet approval of SPRINT Phase 1 that the commercial operator of the SPRINT service, the bus services (SPRINT, express bus and conventional bus) that will operate in the corridor, and the mix of vehicle types that will operate these services is publicly announced in advance of Cabinet consideration. This report has been prepared in the expectation that this condition will be met in full.
- 2.7 In light of the recommendation below, Cabinet is asked to note that this report should be read alongside a separate but related Cabinet report on the Bus Enhanced Partnership Plan and Scheme, which sets out a West Midlands-wide Plan to improve bus services and establishes a corridor-specific Scheme for the A34(N) and A45 that requires WMCA/TfWM, local authorities and bus operating companies to undertake specific responsibilities to achieve such an improvement in bus services. This is dealt with as a separate item on the Cabinet agenda. It should be noted that the SPRINT Phase 1 proposed investment will deliver the infrastructure within Walsall that will allow the Council to fulfil the infrastructure component of its Enhanced Partnership Scheme obligations.

### **3. Recommendations**

- 3.1 It is recommend that Cabinet: -

- 3.1.1 Agrees the designs for A34 SPRINT Phase 1 within Walsall Borough as described in **Section 4** of the report and as shown in the scheme drawings for the infrastructure works at **Appendix C**;
- 3.1.2 Delegates authority to the Executive Director for Economy, Environment and Communities, in consultation with the Cabinet Member for Regeneration, to agree any changes to the detail of the SPRINT Phase 1 scheme designs with West Midlands Combined Authority who are acting in their capacity as project funder.

#### **4. Report detail – know**

##### ***Context***

- 4.1 SPRINT is a bus rapid transit service that will deliver a reliable and high-frequency service along the A34 between Walsall town centre and Birmingham city centre via Perry Barr. The intention is that these services will ultimately be operated by the next generation of fully electric or hybrid buses (including single-deck articulated vehicles) with multiple doors to aid swift loading/unloading and wheelchair access.
- 4.2 Data from TfWM demonstrates that annually 4.9 million passengers travelled along the A34 pre-COVID on the existing bus routes, making it one of the most important public transport corridors in the West Midlands. SPRINT will be a transformational high-quality public transport service that builds on this pre-COVID patronage, supported by other conventional bus services that will feed into the route. It is expected that of these 4.9 million passengers per annum, the SPRINT service will ultimately carry some 4.4 million passengers per year, and is key to connecting Walsall to the wider West Midlands.
- 4.3 SPRINT will help the Council realise its ambition for a regenerated Walsall economy, that will see the town centre redeveloped in line with the adopted Town Centre Area Action Plan and associated Town Centre Masterplan, driving better social, health and economic outcomes for Walsall residents by providing strategic transport connections to and from Walsall town centre and other destinations along the A34, especially for residents of St Matthews ward and Paddock ward.
- 4.4 SPRINT will give local people access to the employment, training, education, healthcare, shopping and leisure opportunities, being created in Birmingham city centre and at HS2 Interchange / NEC / Airport ('UK Central') in Solihull. This will be achieved by SPRINT operating as a genuine cross-conurbation service (Walsall – Birmingham city centre – Solihull / Airport) by linking operation of the A34 and A45 SPRINT schemes. This will apply in both Phase 1 and Phase 2 operation of the SPRINT service, although this report only deals with SPRINT Phase 1.
- 4.5 TfWM have asserted that SPRINT Phase 1 is a viable project in its own right and does not require SPRINT Phase 2 and/or a separate Park & Ride (P&R) project to justify its implementation. The A34 SPRINT Phase 1 scheme achieves a 'high' value-for-money assessment (in line with standard government appraisal of transport schemes) with a benefit to cost ratio in excess of 2.5:1 (in other words the scheme creates over £2.50 of economic benefits over the appraisal period for

every £1 invested). No amendments are required to Phase 1 infrastructure if SPRINT Phase 2 and/or a P&R facility do not go ahead in the future.

- 4.6 The SPRINT programme is promoted by WMCA through the HS2 Connectivity Package as part of the West Midlands Devolution Deal. The West Midlands Devolution Deal (published November 2015) saw the subsequent creation of the West Midlands Combined Authority in June 2016. The deal includes devolved responsibility for a consolidated transport budget with a multi-year settlement. Also established was the West Midlands Investment Fund (of which the HS2 Connectivity Package is a part) bringing together resources for economic growth, skills and employability, regeneration, transport and housing, to which central government will allocate funding over a 30-year period. A second devolution deal with the West Midlands was also agreed at the Autumn Budget 2017.
- 4.7 The SPRINT programme focuses on delivering journey time reliability through highway interventions and signal priority, improving boarding times through multiple vehicle entrances and off-board ticketing, and is a corridor-focussed public transport solution. SPRINT performance and service standards were endorsed by the Integrated Transport Authority in March 2016, following approval from Transport Delivery Committee and Bus Alliance Board in January 2016. The standards include minimum and target requirements for vehicles, shelters, fares, priority, intelligent transport systems, branding and environmental credentials.
- 4.8 SPRINT forms part of the West Midlands integrated transport system as promoted in the region's Strategic Transport Plan 'Movement for Growth'. The West Midlands Strategic Transport Plan sits alongside the West Midlands Combined Authority's (WMCA) Strategic Economic Plan as a complementary critical set of policies and plans – providing the overarching approach to the development of a transport system into one which is fit for the challenges of economic and housing growth, social inclusion and environment change.
- 4.9 The A34 SPRINT scheme supports the delivery of the Walsall Transport Strategy 2017-2022 and its objectives to: support economic growth, with a focus on improving access to new and existing employment sites; promote public transport, including the development of rapid transit routes to other parts of the Black Country and Birmingham City Centre; and enhance health and wellbeing within local communities by increasing active travel (walking and cycling to/from stops) and improving air quality.
- 4.10 The SPRINT A34 Walsall to Birmingham Strategic Outline Case was approved by the West Midlands Combined Authority Board in July 2017. This outlined the scheme and established the strategic case for change, as well as providing initial detail on key commercial, management, financial and economic considerations. The scheme is one of two SPRINT schemes proposed for accelerated delivery as part of the transport strategy for the Commonwealth Games in 2022.
- 4.11 WMCA completed preliminary design and public consultation on SPRINT Phases 1 and 2 in autumn 2018 and obtained Outline Business Case (OBC) approval from the WMCA Investment Board on 14 February 2019, allowing progression to the detailed design stage of the project. Full Business Case (FBC) approval was secured from the WMCA Board on 14 February 2020, covering both Phase 1 and Phase 2 of delivery. All funding for A34 Phase 1 was approved at this meeting.

The WMCA element of funding for A45 Phase 1 was also approved and a FBC subsequently submitted to the Department for Transport for the remaining A45 Phase 1 funding. The WMCA Board report approving the FBC is available on the WMCA website and the Phase 1 costs and funding are summarized in [Table 3](#) of this report. The A34 full scheme delivers a Benefit Cost Ratio of 3.23:1, and the A45 full scheme delivers a Benefit Cost Ratio of 2.42:1. The overall level of economic benefit of Phase 1 is £201.3m, and TfWM assert that Phase 1 is a viable standalone transport scheme.

- 4.12 WMCA led a public consultation exercise with support from Birmingham, Walsall and Sandwell Councils between 22 August and 5 October 2018. Consultation results were published in December 2018 and a consultation response was issued in March 2019, which informed the scope of detail design. Further to this, another consultation exercise was carried out in July 2019, focused on areas where concerns had been raised in the previous consultation. Details of the main consultation outcomes are provided in [Appendix B](#). Additional information events were also held in November 2019 to update stakeholders as to how the scheme had been updated following earlier consultation exercises.

#### ***SPRINT Scheme Details***

- 4.13 The A34 Walsall to Birmingham SPRINT scheme follows the corridor from Walsall to Birmingham via Scott Arms and Perry Barr – see [Appendix A](#) for the whole route. The total length of the A34 route (across the Walsall, Sandwell and Birmingham sections) is approximately 14.5km.
- 4.14 Within Walsall, it is proposed, that the route travels along Birmingham Road, Springhill Road and Ablewell Street to Bridge Street where it will terminate (see Scheme Plans / Drawings at [Appendix C](#)).
- 4.15 The total estimated cost of A34 Phase 1 is £32.4m, with £22.1m from WMCA funding and £10.3m from other central government contributions. (A45 Phase 1 has a cost of £55.4m with £20.2m of WMCA funding and £35.2m of other central government funding.) Phase 2 costs for the combined (A34 and A45) scheme are estimated at £50.3m. Of the £50.3m total, WMCA/TfWM have stated that some £12.6m will be invested in the elements of the Phase 2 scheme that are within Walsall.
- 4.16 Phase 1 works will deliver 70% of the infrastructure, including the delivery of the shelters throughout the whole route. As detailed above, the Phase 1 works are a viable transport scheme in their own right, demonstrating good value for money as assessed by the Department for Transport, and require no modification should Phase 2 works not be implemented.
- 4.17 It is TfWM's clear intention that single-deck articulated vehicles that will ultimately operate the SPRINT service and will be fully electric- or hybrid-powered. Consideration of rapid charging locations and infrastructure in Walsall town centre is being undertaken, with infrastructure expected to be located on the highway. However, the Phase 1 works detailed in this report exclude any rapid charging infrastructure, which will be subject to separate funding and associated approvals,

and are required by January 2023 (after Phase 1 is due to complete in June 2022). Also, the necessary charging infrastructure will clearly be determined by the future selection of vehicles by the SPRINT operator.

- 4.18 Key deliverables on the highway include: carriageway widening to provide new bus lanes; junction improvements including SPRINT priority at traffic signals; parking and loading restrictions; and bus lane enforcement. Other deliverables being led by TfWM include new high-quality SPRINT vehicles and improved bus stop shelters, off-board ticketing facilities and real-time information systems.

**Table 1: Overall A34 SPRINT Project Benefits**

Measure	Impact
Carriageway widening to provide bus lanes, including bus lane enforcement.	Bus lanes will assist in giving priority to SPRINT and other bus services, reducing delay and improving journey time reliability, and so building public confidence in public transport.
Carriageway resurfacing.	Provides a smoother and more comfortable journey for passengers.
Junction improvements and priority at traffic signals.	This will allow SPRINT vehicles pass through junction with minimal delays.
New parking and loading restrictions.	Ensures that bus lanes are kept clear, particularly at peak times, to minimise delays and ensure that the multi-door vehicles can 'dock' correctly at bus stops.
Modern, environment-friendly vehicle fleet including level boarding.	This will increase comfort during journeys, particularly benefit elderly and disabled people, and parents with pushchairs. Using modern vehicles will reduce noise and emissions.
New and improved bus stops including modern shelters with lighting, ticketing facilities and real-time information.	This will allow easier boarding, and increase the perception of safety, security and convenience when using the new stops. Off-board ticketing will reduce boarding times compared with conventional buses. The stops will distinguish the SPRINT corridors and give a more positive experience of public transport.

**Table 2: A34 SPRINT Phase 1 Works – Walsall Section**

Measure	Location	Direction	Description	Scheme Benefits
Bus Lane	Merrions Wood (Skip Lane) to Merrions Close	To Birmingham	Extension of the existing bus lanes towards M6 Junction 7 to provide an additional 380m of priority (260m of bus lane in Walsall and 120m in Sandwell). These lanes will be created by reallocating roadspace for general traffic. There will be no loss of parking.	50 seconds peak journey time saving for buses.
Bus Lane	Beacon Road to Walstead	To Walsall	Extension of the existing bus lane towards Walsall to provide an additional 200m of priority. There	1 minute and 16 seconds (average)

Measure	Location	Direction	Description	Scheme Benefits
	Road (Bell Inn Junction)		will be no loss in general traffic capacity, and no loss of parking.	journey time saving for buses.
Junction Improvement	Bell Inn Junction (B'ham Rd / Walstead Rd)	To Walsall	Signal improvements at the junction that will make the junction operate more efficiently.	Greater junction resilience for general traffic and buses.
Contra-flow Bus Lane	Ablewell St	To Walsall	<p>Contra-flow bus lane from Town Hill to Upper Rushall Street, with loss of one lane for southbound general traffic (offset by the improvement for general traffic in the next row of this table).</p> <p>Parking outside businesses to be retained in line with consultation outcome.</p> <p>Bus gate introduced at entrance to contraflow bus lane at junction of Town Hill/Ablewell Street.</p>	<p>Direct route for SPRINT buses into Walsall town centre providing journey time reliability.</p> <p>1 minute and 1 second (average) journey time saving for buses.</p>
Junction and Link Improvement	Upper Rushall Street	All	<p>Reconfiguration of the junction of Upper Rushall Street/Ablewell Street/Bridge Street/Lower Rushall Street and upgrade of traffic signals.</p> <p>Upper Rushall Street between the junction of Upper Rushall Street/Ablewell Street/Bridge Street/Lower Rushall Street and the junction of Town Hill/Upper Rushall Street to be made two-way. Upgrade of traffic signals at Town Hill/Upper Rushall Street junction.</p>	<p>Facilitates direct route for SPRINT buses into Walsall town centre providing journey time reliability.</p> <p>Facilitates direct route for general traffic from Lower Rushall Street to Upper Rushall Street.</p>
Speed Cushion	Bridge Street	To Walsall	Reconstruction of speed cushion on Bridge Street near to junction with Freer Street.	Regulates all vehicle speeds.
Bus Terminus	Bridge Street	Terminus	<p>New Sprint Bus Terminus.</p> <p>Necessitates the reorganisation of loading, taxi rank and Ring &amp; Ride facilities.</p>	High-profile Sprint Terminus supporting town centre regeneration.

4.19 There are 56 stop/shelter amendments between Walsall and Birmingham (excluding Birmingham Moor Street Bus Interchange). The stops within Walsall are: Bridge St (x1), Walsall Lichfield St (x1), Ablewell Street (x2), Walsall Six Ways (x2), Jesson Road (x2), Broadway (x2), Queens Road (x2), Bell Inn (x2) and Skip Lane (x2). All stops are to be improved in Phase 1, except Lichfield Street and Skip Lane.



- 4.20 Some conventional bus stops, which will not be served by SPRINT, will be moved into lay-bys to avoid SPRINT being delayed by other bus services.
- 4.21 Like most existing bus services, those which currently operate along the route (namely the 51 and X51 services) are run commercially by a private bus operating company, and at present it is not possible to state the exact configuration of services that will operate alongside SPRINT. However, the overall number of services operating between Birmingham city centre and Walsall town centre is not expected to change i.e. there is not expected to be any reduction in the overall frequency of bus services to/from Walsall along the A34.
- 4.22 TfWM have been working with the proposed operator to offer an integrated network of bus services in Phase 1. SPRINT bus priority infrastructure will improve journey times for all bus services in the A34 corridor, so it is important a holistic approach is adopted. It is likely that both the current 51 and X51 bus services will have changes to their stopping patterns to make best use of the bus priority measures and cross-city opportunities. For example, direct services will operate from Walsall to both the Airport and Solihull.
- 4.23 The SPRINT Phase 1 works have minimal impacts on trees, with only four trees affected in total: -
- One tree affected on the Birmingham Road (in the highway adjacent to Park Hall Road);
  - Three trees affected on the Birmingham Road in the highway central reserve (adjacent to the junction with Lodge Road and Beacon Road).
- 4.24 None of the four Phase 1 affected trees are subject to a Tree Protection Order.
- 4.25 To support the overall delivery of the scheme a Tree Mitigation Strategy (**Appendix D**) has been developed that will apply for Phase 1 and any subsequent phases of the project that may be approved (Phase 2 works are currently unfunded and outside the scope of this report) to ensure that sufficient trees are ultimately planted to replace those that unfortunately need to be removed plus the planting of additional trees, which is in line with the SPRINT consultation outcomes from 2018 and 2019. Three trees will be planted for each one that has to be removed.
- 4.26 In the medium-term, a P&R site between Walsall town centre and Junction 7 of the M6 is proposed by TfWM. It is the intention that the P&R site would be delivered in line with the second phase of the SPRINT works, with completion by December 2024. Any P&R scheme will be required to obtain planning permission from the relevant local authority, and will require separate funding. SPRINT Phase 2 works also require separate approvals and funding. The details of the P&R site are not covered in this report.
- 4.27 The SPRINT design is being developed by TfWM in conjunction with other schemes, which are along the route in Birmingham, particularly the proposals around Perry Barr for the Commonwealth Games and in the city centre for HS2 and Birmingham Eastside Metro Extension.

- 4.28 It should be noted that this Cabinet submission is for SPRINT Phase 1 infrastructure works only. A separate Cabinet report on the Bus Enhanced Partnership Plan and Scheme, which sets out the detailed plans for the bus service provision and maintenance and management of the infrastructure, is dealt with as another item on the Cabinet agenda. Existing bus services in the corridor will complement the proposed SPRINT service and will also benefit from the proposed infrastructure improvements, making journey times more consistent and predictable. Walsall residents rely on good public transport for access to jobs, education, training, shopping, healthcare and leisure across the West Midlands.

### **SPRINT Delivery Strategy**

- 4.29 SPRINT Phase 1 infrastructure works on the A34 will be delivered by WMCA as a result of legal agreements with Walsall Council, Birmingham City Council and Sandwell Council under the Highways Act 1980. These agreements will allow WMCA and their contractors to work on the relevant sections of the local authority highway network.
- 4.30 WMCA will have sole responsibility for the procurement of bus shelters; bus stops; bus lane enforcement equipment; traffic signal equipment; ticketing; and passenger information systems; as well as the procurement of an operator for the SPRINT network; and all associated project risk.
- 4.31 WMCA have confirmed that, following a market sounding exercise in 2018, the SPRINT service is capable of being operated commercially i.e. primarily funded from commercial ticket sales. The option for the WMCA to part-purchase the vehicles in a grant scheme arrangement (and take on the commercial risk of contracting the service) was therefore discounted in order to reduce the financial risk to the WMCA and remove £12m of cost to the WMCA.
- 4.32 A private bus operating company confirmed in February 2020 that they are willing to purchase the vehicles with no funding contribution required from the WMCA, Walsall Council, Birmingham City Council and Sandwell Council. The purchase of the vehicles will however be phased. Whilst there is a full commitment to zero-emission vehicles (which could be single-deck or double-deck), there is no absolute guarantee that the desired fully electric- or hybrid-powered, single-deck articulated vehicles will be purchased and operated on this route following the infrastructure works in Phase 1 or Phase 2, although this remains the clear intention of WMCA and its partners.

### **Council Corporate Plan priorities**

- 4.33 SPRINT Phase 1 supports the Council's vision that *'Inequalities are reduced and all potential is maximised'* as set out in the Corporate Plan 2018-2021. SPRINT Phase 1 will bring better public transport services on the A34, which will help 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.

### ***Risk management***

- 4.34 All project risk, including financial risk and opportunity, is to be held by WMCA.
- 4.35 Despite project risk being held by WMCA, there are risks that remain the responsibility of Walsall Council and will require appropriate management and mitigation. These include: -
- Reputational Risk (SPRINT Vehicles) – if the Council facilitates the delivery of the SPRINT Phase 1 works but the commercial operation of SPRINT services with fully electric- or hybrid-powered, single-deck articulated vehicles cannot be realised post these works, the Council may attract negative criticism alongside WMCA/TfWM, Birmingham City Council and Sandwell Council. This risk is being actively managed and mitigated through ongoing officer involvement in the SPRINT A34 Project Board, SPRINT Programme Board and the West Midlands Bus Alliance alongside other project stakeholders.
  - Reputational Risk (Bus Services) – there remains the risk that the commercial operation of the SPRINT service results in a reduced overall bus service in the A34 corridor between Walsall town centre and Birmingham city centre. Whilst this risk is unlikely to be realised (i.e. lower frequency; reduced capacity (seats and standing room); increased distance to/from bus stops; later start times; and earlier finish times), until such time as the overall bus service pattern is publicly confirmed there can be no absolute guarantee that some element of this risk could be realised with reputational impacts for the Council and its partners. This risk is again being actively managed and mitigated through ongoing officer involvement in the SPRINT A34 Project Board, SPRINT Programme Board and the West Midlands Bus Alliance alongside other project stakeholders, including bus operators.
- 4.36 Despite these residual risks, as detailed above, the SPRINT Phase 1 infrastructure works are a viable transport scheme in their own right, demonstrating good value for money as assessed by the Department for Transport by offering tangible transport benefits, and require no modification should Phase 2 works not be implemented.

### ***Financial implications***

- 4.37 There are no direct financial (capital) implications for Walsall Council as a result of this report. The delivery and capital funding of the scheme is the responsibility of the WMCA.

- 4.38 There is no land acquisition in the SPRINT Phase 1 infrastructure works within Walsall (all Phase 1 works are within the existing highway network).
- 4.39 The estimated total capital cost of A34 SPRINT Phase 1 infrastructure works (Walsall, Sandwell and Birmingham sections) is £32.4m (including land, development, fees and contingency). Details of the funding can be found in the financial table below. All third-party contributions have been secured by WMCA; there will be no call on Walsall Council funding for this element.
- 4.40 For equipment assets delivered as part of the scheme (e.g. bus lane enforcement cameras, traffic signal equipment), equipment is being purchased by WMCA/TfWM with a maintenance package which will also be paid for by WMCA/TfWM for the upkeep of such assets for a period aligned to the Enhanced Partnership Scheme agreed as part of the Section 8 / Section 278 agreement (see paragraphs 4.43 to 4.53). Any risk to Walsall for the maintenance of this equipment would only arise after the period specified in the agreement has elapsed.

**Table 3: Approved Funding – A34 and A45 SPRINT Phase 1**

<b>Funding</b>	<b>A34 (£m)</b>	<b>A45 (£m)</b>	<b>Total (£m)</b>
WMCA – SOC Approved	0.3	0	0.3
WMCA – OBC Approved	7.9	8.1	16
WMCA – FBC Approved	13.9	12.1	26
<b>Sub-total – WMCA Funding</b>	<b>22.1</b>	<b>20.2</b>	<b>42.3</b>
MHCLG – external source	3.1	0	3.1
DfT – Integrated Transport Block	0	0.2	0.2
DfT – external source	0	35	35
Transforming Cities Fund (RTCC work stream)	2	0	2
City Centre Bus Fund	5.2	0	5.2
<b>Sub-total – Other Funding</b>	<b>10.3</b>	<b>35.2</b>	<b>45.5</b>
<b>Total Funding</b>	<b>32.4</b>	<b>55.4</b>	<b>87.8</b>

- 4.41 Beyond the provision negotiated in the equipment maintenance package, the annual cost of maintenance of the SPRINT Phase 1 infrastructure works will be as follows: -
- Maintenance of highways will be in line with the Council's current reactive and planning maintenance procedures and will be managed within existing budgets;
  - Maintenance of bus lane enforcement cameras post the initial maintenance period will be between £2,500 and £3,500 per year per site for four sites, which has no committed budget at present;
  - Maintenance cost of bus priority equipment at traffic signals post the initial maintenance period will be up to £750 per year per site for seven sites, which has no committed budget at present.

- 4.42 Any rapid electric vehicle re-charging infrastructure subsequently installed as part of the SPRINT scheme will be owned and maintained by WMCA/TfWM, at nil cost (both capital and revenue) to the Council.

### ***Legal implications***

- 4.43 In order to deliver the West Midlands Devolution Deal, the WMCA through powers devolved to the Mayor of the West Midlands, were appointed to take on responsibility for a devolved and consolidated transport budget, and for a Key Route Network of roads.
- 4.44 Under Phase 1 of SPRINT, West Midland Combined Authority (“WMCA”) will carry out the infrastructure works required to deliver the Scheme. The Council will then adopt the highway works.
- 4.45 The WMCA has agreed with the Council to enter into an agreement under section 8 and 278 of the Highways Act 1980 (“the HA 1980”) to enable the WMCA to construct the relevant highway works necessary for the SPRINT Scheme. The Council will remain responsible for all associated traffic regulation orders under the terms of the Section 8/278 Highway Agreement.
- 4.46 The West Midlands Combined Authority (Functions and Amendment) Order 2017 conferred certain powers on the Combined Authority in respect of highways. In particular, it introduced the concept of “Combined Authority roads”. The Combined Authority roads are those listed in Schedule 1 to the 2017 Order, which includes the majority, but importantly not all, of the highways making up the A34 SPRINT scheme.
- 4.47 Article 4(2) of the 2017 Order provides that:
- “The functions of the constituent councils as local highway authorities specified in section 8 of the 1980 Act (power to enter into agreements with local highway authorities and strategic highways companies for the doing of certain works) are exercisable by the Combined Authority in relation to Combined Authority roads.”* These powers are exercisable concurrently by both WMCA and the relevant highway authority.
- 4.48 Section 8 of the Highways Act 1980 provides as follows:

*“(1) ....local highway authorities...may enter into agreements with other authorities and companies for or in relation to the construction, reconstruction, alteration, improvement or maintenance of a highway for which any party to the agreement are highway authority.*

*(2) An agreement...may provide, in relation to a highway specified in the agreement, being a highway for which one of the parties to the agreement are the highway authority, that any functions specified in the agreement, being functions exercisable as respects that highway by the highway authority therefor, shall be exercisable by some other party to the agreement and on such terms and conditions and subject so such conditions (if any) as may be so specified.*

*(3) Where under an agreement...any function of the highway authority for a highway is exercisable by another highway authority, then, for the purpose of exercising that function, that other highway authority shall have the same powers under this Act (including highway land acquisition powers) as the highway authority for the highway have for that purpose....*

*(4) The council of a county... may not enter into an agreement under this section with the council of another county or county borough unless their areas adjoin each other; and the council of a metropolitan district may not enter into an agreement...with another metropolitan district or of a county or county borough unless the districts are in the same county or in counties which adjoin each other or, as the case may be, the county in which the district is situated and the other county or, as the case may be, county borough adjoin each other.*

*(5) Expenses incurred in pursuance of an agreement made under this section shall be borne by the parties to the agreement in such proportions as may be determined by the agreement."*

- 4.49 The purpose of Section 8 of the HA 1980 is to allow highway authorities to enter into agreements with their neighbouring councils for the doing a wide range of works to any highway for which a party to the agreement is the highway authority. The effect of article 4(2) of the 2017 Order is to empower the WMCA to enter into agreements with the Council, under Section 8 of the HA1980, that enable the WMCA to carry out highway works for which it would otherwise have no powers **but only** in relation to Combined Authority roads.
- 4.50 As stated above, the functions of the Council under Section 8 of the HA 1980 are only exercisable by the WMCA in relation to Combined Authority Roads. In relation to highway which is not a CA Road the highway works are to be undertaken by the CA under Section 278 of the Highway Act 1980. In addition, the Council will need to agree WMCA which of its highway improvement xxx it will exercise under the terms of the highway agreement.
- 4.51 Section 278 (agreements as to execution of works) is a funding mechanism that enables a highway authority to enter into agreements with any person, in circumstances where they consider it will be of benefit to the public, for highway works to be carried out at that person's expense. Section 278 of the Highway Act 1980 enables the WMCA to appoint contractors to undertake the highway works.
- 4.52 WMCA will enter into Section 8 Agreements with the Council (as well as Birmingham City Council and Sandwell Council) under Section 8 of the Highways Act.
- 4.53 Under the Council's Constitution the Head of Highways and Transport has delegated authority to enter into highway agreements under Section 8 and Section 278 of the Highways Act 1980 and to agree to their terms.
- 4.54 The proposed electric vehicle charging infrastructure (which is being progressed separately by WMCA) will require relevant planning consents, which will be sought separately as required. The consideration of the electric vehicle charging infrastructure does not form part of this Cabinet report.

- 4.55 The proposed Park and Ride site (which is being progressed separately by WMCA) will require relevant planning consents, which will be sought separately as required. The consideration of the Park and Ride site does not form part of this Cabinet report.

### ***Procurement Implications/Social Value***

- 4.56 Procurement of contractors for the highway works is being carried out by WMCA. The tender for the Walsall and Sandwell work package (Package A), is due to be issued on 14<sup>th</sup> January 2021, with the Tender closing on 18<sup>th</sup> February 2021. The contract is scheduled to be awarded on 23<sup>rd</sup> March 2021. WMCA are waiting for Walsall Cabinet and Sandwell Cabinet approvals before the contract will be awarded.
- 4.57 The intention is that construction works commence in May 2021, with substantial completion in February 2022, and overall Phase 1 completion no later than June 2022.
- 4.58 WMCA are also responsible for the appointment of an operator; procurement of the vehicles; bus shelters; bus stops; bus lane enforcement equipment; traffic signal equipment; ticketing; and passenger information systems.

### ***Property implications***

- 4.59 There are no direct property implications arising from this report, which are not covered through the legislation and permits operated by the Local Highway Authority.

### ***Health and wellbeing implications***

- 4.60 The A34 SPRINT scheme has been tested against the 'Marmot Objectives'. These are:-
- Giving every child the best start in life – *the SPRINT schemes will support travel to school by sustainable modes. The service will also positively improve air quality throughout the borough.*
  - Enabling all children, young people and adults to maximize their capabilities and have control over their lives – *the SPRINT scheme encourages sustainable travel to stops and interchanges, which helps promote healthy and independent travel choices;*
  - Creating fair employment and good work for all – *improved public 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 public transport networks;*

- Creating and developing sustainable places and communities – *the SPRINT scheme will promote and assist with active travel and travel by public transport, which support sustainable places and communities;*
- Strengthening the role and impact of ill-health prevention – *healthy travel choices, such as walking or cycling to and from the SPRINT route, can help prevent ill health, as well as positively impacting on improving air quality.*

### **Staffing implications**

- 4.61 There are no direct staffing implications. As part of the review and approval of the SPRINT designs and oversight of scheme delivery, officer time will be required.

### **Reducing Inequalities**

- 4.62 WMCA have undertaken an Equality Impact Assessment and this has demonstrated that there are no current concerns that the proposal affect, or could affect, people with protected characteristics. WMCA has kept this under review as the detailed design has been undertaken and finalised. The Equality Impact Assessment can be found in **Appendix E**.

### **Consultation**

- 4.63 WMCA led a public consultation exercise with support from Birmingham, Walsall and Sandwell Councils between 22 August and 5 October 2018. This was advertised via social media channels, letter-drops on the route, local authority websites, bus stop posters, and in local media articles. Consultation information was communicated to older / disabled people and other equality groups, as well as through the Talking News. There were also exhibitions at key locations on the route – these were attended by over 600 people.
- 4.64 Five hundred and sixty-nine responses were received on the A34 scheme during the consultation, with 73% fully supporting or partially supporting the scheme and 24% not in support of the proposal. The consultation showed that 81% of responders agreed with the need to provide reliable bus journey times on the route. Details of the outcomes are provided in WMCA's consultation report published in December 2018, which is included at **Appendix B**.
- 4.65 A further update was provided by WMCA in March 2019 to public and stakeholders, informing them of design changes made as a result of feedback from the earlier consultation. This involved further engagement with the public, MPs, local councilors and other key stakeholders along the route who asked to be kept informed. In addition to leaflet drops and on-line publication, additional public meetings were also carried out where required, including some meetings in July 2019.
- 4.66 Additional information events were held in November 2019 to update stakeholders as to how the scheme has been updated following earlier consultation exercises.



- 4.67 Statutory consultation on the Traffic Regulation Orders (TROs) necessary for the implementation of the scheme commenced on 21 January 2021 and closes on 11 February 2020. The process is expected to conclude by the end of February 2021.

## **5. Decide**

- 5.1 Walsall Council officers have worked with WMCA/TfWM to develop the scheme proposals for SPRINT Phase 1 works and have contributed to the development of the scheme business case.
- 5.2 Public consultation was undertaken for the whole route as detailed in paragraphs 4.63 to 4.66. Statutory consultation on the necessary Traffic Regulation Orders to implement the Phase 1 works is now underway.
- 5.3 The SPRINT Phase 1 works within Walsall Borough will be implemented via a Highways Act 1980 agreement with West Midlands Combined Authority.
- 5.4 Cabinet is asked to agree the designs for A34 SPRINT Phase 1 within Walsall Borough; and delegate authority to the Executive Director for Economy, Environment and Communities, in consultation with the Cabinet Member for Regeneration, to agree any changes to the detail of the SPRINT Phase 1 scheme with West Midlands Combined Authority.
- 5.5 Should any Phase 1 design revisions be proposed that impact directly on residents and businesses along the route, further consultation and engagement will take place with the affected parties.

## **6. Respond**

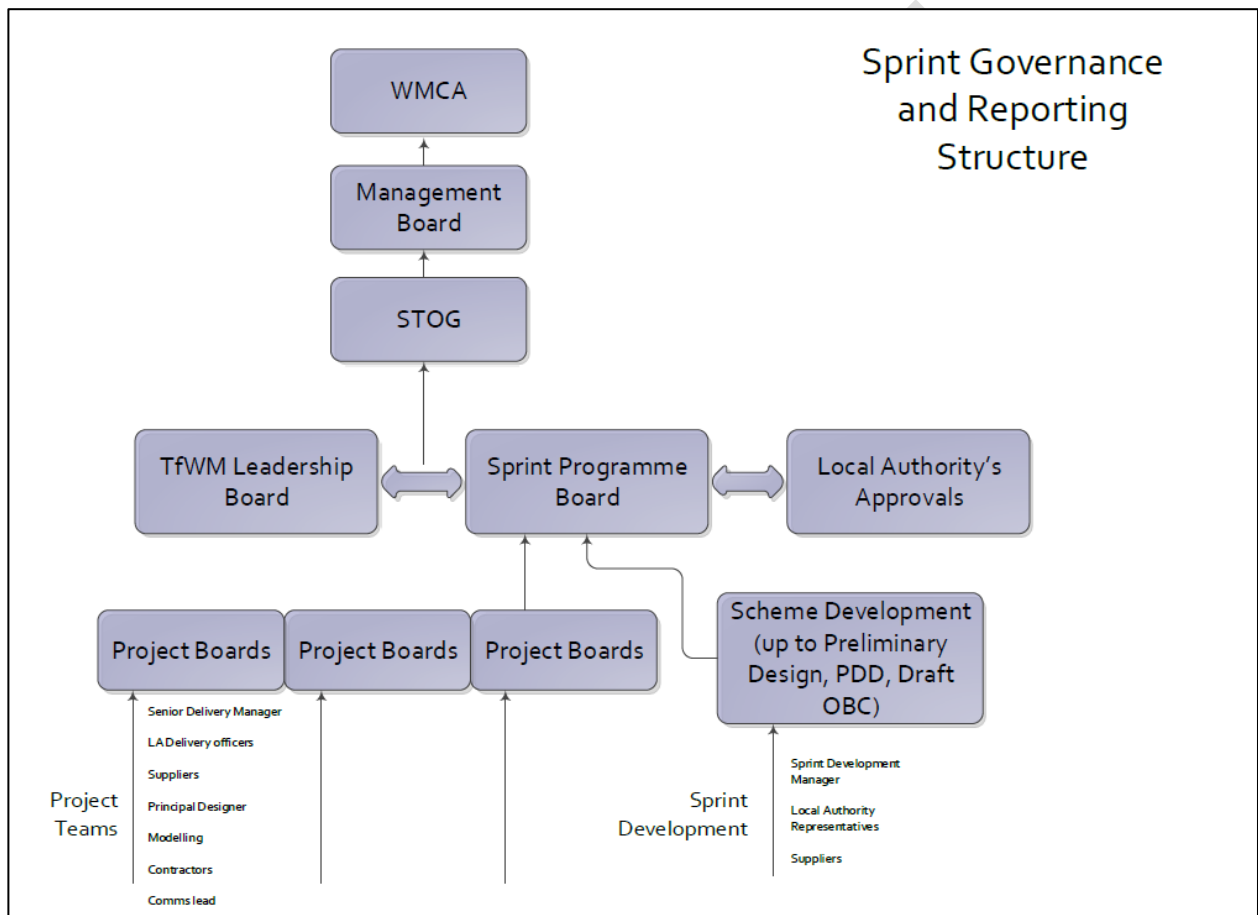
- 6.1 The WMCA Board approved the scheme full business case in February 2020. Works have already commenced in the Birmingham section and are proposed to commence in the Walsall section in May 2021. Phase 1 will be complete (all the way from Walsall town centre to Birmingham city centre) by June 2022.
- 6.2 Appendix F presents the WMCA programme of works for the Walsall element of the scheme.

## **7. Review**

- 7.1 WMCA will continuously monitor the performance and operation of the SPRINT service once in operation. The Enhanced Partnership will provide an agreement between the operator of the SPRINT service, WMCA and the local authorities and sets out standards and service levels, which will be required to be adhered to. Details of the Enhanced Partnership are within a separate Cabinet report being considered at this meeting. All SPRINT schemes are part of the SPRINT governance and reporting structure shown below; ensuring schemes are governed appropriately and proportionately.

- 7.2 Walsall Council is represented at the A34 Project Board (officers); SPRINT Programme Board (senior officers); Strategic Transport Officers Group (senior officers); and the WMCA (Elected Members) – see Figure 1 below.

**Figure 1: SPRINT Scheme Governance and Reporting Structure**



## Appendices

- Appendix A – A34 SPRINT Route Plan
- Appendix B – A34 SPRINT Consultation Summary Report (WMCA)
- Appendix C – A34 SPRINT Scheme Plans / Drawings (WMCA) – to be updated
- Appendix D – A34 SPRINT Tree Mitigation Strategy
- Appendix E – A34 SPRINT Equality Impact Assessment (WMCA)
- Appendix F – A34 SPRINT Programme

## Background papers

- The West Midlands Combined Authority (Functions and Amendment) Order 2017
- SPRINT – A34 Walsall to Birmingham and A45 Birmingham to Airport & Solihull Full Business Case Submission, WMCA Board, 14 February 2020

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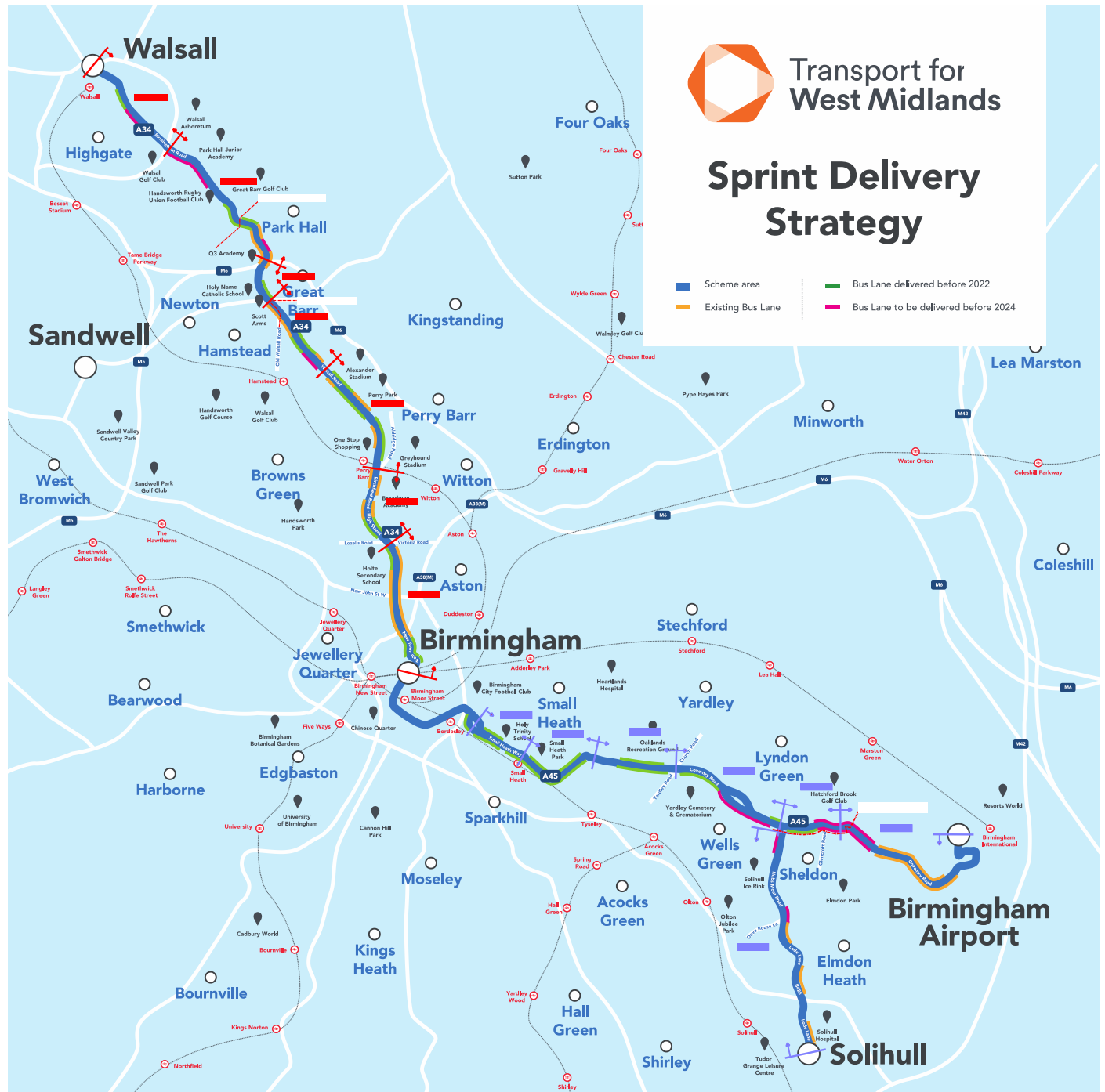
Simon Neilson  
Executive Director

Councillor Adrian Andrew  
Portfolio Holder – Regeneration

10 February 2021

10 February 2021

## Appendix A – A34 & A45 SPRINT Route Plan with Phasing



The full cross-city Sprint route

# Sprint Route Public Consultation

## August - October 2018



Transport for  
**West Midlands**

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# Introduction

The purpose of this document is to provide the output from the sprint consultation.

We want to thank the many people who took the time to participate, and we have captured views in the consultation results, which follow.

The consultation lasted 6 weeks and engaged with residents, businesses and community groups through a variety of channels which are summarised as follows:

- 652 responses to the online questionnaire
- 527 on-street interviews
- 13 public consultation events attended by 1,030 people
- 48 comments recorded by letter and email

- 60 enquires via telephone and;
- 146,911 people reached via social media and 113 comments.

We have undertaken early consultation on the proposed Sprint routes in order to better understand how to shape the schemes in a way in which they deliver the best outcomes for the maximum number of people.

On a scheme by scheme basis we have initially identified the following areas for further review:

## A34

Issues Identified	We Commit To:
Parking and property access for residents and businesses.	Review parking and access issues for businesses and residents along the route, and where possible make alternative parking provision available.  Consider alternative designs that may not require some or all of the parking to be removed.
Safety concerns for residents whose driveways are adjacent to the route.	Undertake a Road Safety Audit as part of the detailed design phase and use the findings to review the design. This would happen as a standard practice.
Environmental impact of changes to the use of highway space as a result of creating a dedicated BRT lane alongside properties.	Undertake an Environmental Impact Assessment as part of the detailed design. This would happen as a standard practice.
Potential congestion at pinch-points such as the Scott Arms.	Investigate options to provide enhanced bus reliability at all junctions. At Scott Arms we will look for a solution that does not adversely impact traffic north to south or east to west.
Need for Park and Ride facilities for Sprint users to park at.	Identify possible sites for Park and Ride facilities along the Sprint route and develop business cases for these sites.

## A38

Issues Identified	We Commit To:
Concerns have been raised about the section of the route between the Tyburn Road and Langley and Peddimore areas and the route between Langley and Peddimore and Sutton Coldfield Town Centre.	Develop new options for the scheme from Tyburn Road junction to Langley and Peddimore areas, and from Langley and Peddimore to Sutton Coldfield.

## A45

Issues Identified	We Commit To:
Potential impact of the scheme on green spaces specifically the loss of trees in the central reservation on the approach to the Wheatsheaf from Birmingham Airport.	Consider ways in which to minimise the impact of the scheme and consider options to mitigate the loss of green space.

## All routes

Issues Identified	We Commit To:
Need for cycle lanes and other cycling infrastructure alongside Sprint schemes.	Including the integration of cycling infrastructure and facilities on all routes and along the corridors as part of the detailed design subject to business case appraisal, deliverability and necessary road safety audits.
Disruption to residents and businesses during the construction period.	Develop comprehensive construction management plans for each route with councils and construction companies, and develop travel alternatives to make sure people who use this route will still be able to travel during the construction.

## Next Steps

The feedback from the consultation will allow us to further refine the design of the schemes and look at alternate solutions where appropriate.

We will provide updates on the schemes in March 2019.

Sprint is a bus rapid transit system (BRT) offering a tram like experience using dedicated lanes and with signal prioritisation. Low floor high capacity vehicles with multiple doors are used meaning quick boarding and alighting and providing predictable journey times and reliable timetables.

We are at the start of our journey to introduce Sprint to the West Midlands as part of plans

to create an integrated transport system. We are committed to keeping you informed and engaged as the plans develop.

If you would like to view this report in an alternative format or receive a printed copy, please get in touch:

Transport for West Midlands  
16 Summer Lane  
Birmingham  
B19 3SD  
0121 214 7321



# Executive Summary

## A34 Walsall to Birmingham Consultation:

- 56% lived on the route, 37% travelled along the route regularly, 21% worked on or near the route.
- 50% travelled along the route for work, 16% for leisure and 12% for shopping.
- 63% travelled along the route by bus, 27% as a car/van driver.
- 81% agreed with the need to provide reliable bus journeys along the route.
- 73% fully supported/partially supported the Sprint proposal, 24% did not support.
- 63% were very likely/likely to use Sprint; 24% were very unlikely/unlikely.

## Birmingham to Sutton Coldfield via Langley Consultation:

- 54% lived on or near the proposed Sprint route, 39% regularly travelled along it and 22% worked on or near it.
- 43% travelled along the route for work purposes, 20% for leisure.
- 50% travelled along the route by bus and 33% as a car/van driver.
- 83% agreed with the need to provide reliable bus journey times along the planned route.
- 77% fully/partially supported the planned Sprint route between either Sutton Coldfield to Langley or between Birmingham to Langley. 19% did not support.
- 59% were very likely/likely to use the Sprint route, 26% were very unlikely/unlikely.

## A45 Solihull and Birmingham Airport to Birmingham Consultation:

- 40% lived on or near the proposed route, 38% travelled regularly along the route, 35% worked on or near the route.
- 49% travelled along the route for work purposes, 24% for leisure.
- 50% travelled along the route by bus, 28% by car/van as a driver and 10% by train.
- 86% agreed with the need to provide reliable bus journey times along the planned route.
- 82% fully/partially supported the Sprint proposal for the A45, 14% did not support.
- 70% thought they were very likely/likely to use Sprint in the future, 15% were very unlikely/unlikely.



**Please note:** in some instances not all answers will add up to 100% as multiple answers have been selected by individuals.

# 1.1 Consultation Overview

## 1.1.1:

Sprint is a brand new, modern, high quality public transport service. Sprint runs on the road, with dedicated bus lanes and priority through areas of congestion, making journey times much more reliable. By 2026, Transport for West Midlands (TfWM) expects the Sprint network to be made up of seven routes, which will provide essential links to the two HS2 stations serving the region in Birmingham City Centre and Solihull.

## 1.1.2:

Public consultation on the first three planned Sprint routes ran from 22nd August to 5th October 2018. Following a request to extend the deadline, the deadline was extended until 15th October. The three routes consulted on were:

- A34 Walsall to Birmingham city centre via Sandwell, with a journey time of 40 minutes or less.
- Sutton Coldfield to Birmingham via the planned neighbourhood at Langley, with a journey time of 12 minutes or less between Sutton Coldfield and Langley, and 30 minutes or less between Langley and Birmingham city centre.
- A45 Solihull and Birmingham Airport to Birmingham, with a journey time of 45 minutes or less between Birmingham Airport and Birmingham city centre, and 45 minutes or less between Solihull and Birmingham city centre.

## 1.1.3:

Members of the public were given the opportunity to comment on the proposals via:

- An online survey hosted on [www.birminghambeheard.org.uk](http://www.birminghambeheard.org.uk)
- On-street interviews led by TfWM Customer Intelligence Team.
- Self-completion paper surveys, made available at public consultation events, local libraries and on request.
- Comments by letter, email, telephone helpline and social media.

## 1.2 Consultation Results

### 1.2.1: Response Types

- There were 1501 responses in total to the public consultation.
- 43% of responses came via the online survey, with an additional 35% coming from on street interviews.
- 8% came from comments on social media and 3% from letters/emails.
- In addition, the A34 Safety Action Group organised a petition signed by 586 respondents. The group also provided 37 paper questionnaires and sent in 31 letters.

**Table 1: Summary of Responses**

	Frequency	%
Online responses	652	43
On-street interviews	527	35
Paper based	77	5
Social Media	113	8
Letters/emails	48	3
Comments from exhibition bus	15	1
Petition from A34 Safety Action Group	1	0
Letters from A34 Safety Action Group	31	2
Paper questionnaires from A34 Safety Action Group	37	2
<b>Base</b>	<b>1501</b>	<b>100</b>

Comments concerning Sprint were also gathered as part of a Birmingham City Council led consultation on the Peddimore and Langley Sustainable Urban Extension SPD (Supplementary Planning Documents). Although these comments were not collected as part of the official consultation, they have been reviewed by the Sprint team.

### 1.2.2: Are you responding to this consultation as an individual or organisation?

97% of responses came from individual members of the public, 3% from groups/organisations.

#### Table 2: Response to 1.2.2

(Base 710 respondents: Online and paper survey only)

	Frequency	%
An individual	703	97
A business, organisation or group	21	3
Don't know	2	0
<b>Base</b>	<b>726</b>	<b>100</b>

### 1.2.3: What is the name of your business, organisation or group?

The identifiable data for each organisation has been removed from this section under GDPR guidance. Twenty two organisations responded to the consultation, either through the official web/paper survey and 10 organisations responded via letter, petition or email.

### 1.2.4: Do you have any comments on the new Sprint service?

- 567 participants gave general comments on the new Sprint service. Comments were grouped under key themes.
- 129 respondents supported the development, citing reasons such as that it is new and modern.
- However, 71 participants thought bus lanes will cause traffic congestion that will be detrimental to car users or the economy.
- 58 respondents wanted Sprint routes extended or to have more of them.
- 50 participants thought there was already sufficient public transport in the area.
- 43 respondents wanted improved or dedicated cycle lanes along Sprint routes.
- 42 respondents said that more investment in existing bus services is needed, as opposed to Sprint.
- 41 participants thought that Sprint will cost too much money or will be a waste of it.
- 40 participants would prefer investment in trams/trains, as they avoid traffic congestion.
- 37 participants commented on the need to get bus priority right.
- 32 participants had concerns over the amount of available space for Sprint infrastructure on the proposed routes
- 31 respondents were worried about the effects of Sprint on local parking.
- 28 participants worried about the size of Sprint vehicles and potential dangers to other road users.
- 23 participants were concerned that similar schemes had failed in other areas.

**Table 3: General Comments On Sprint**

(Base 568 respondents: Paper, online survey and comments from social media)

	Frequency
Support development/great idea/modern/new/like idea/improves connectivity	129
Bus lanes will cause traffic congestion/detrimental to car users/economy	71
Extend to my area/further Sprint routes/suggestion for alterations to Sprint routes	58
Already sufficient public transport in area/X routes already provide quick service	50
Need dedicated cycle lanes/better cycle routes alongside Sprint	43
Invest more in existing bus services/spend more on improving what have currently instead of Sprint	42
Will cost too much money/waste of money/no different to normal bus	41
Prefer investment in tram/trains as avoid traffic congestion	40
Need to get bus priority right/ensure buses have priority to avoid congestion/buses need to be fully segregated	37
Concerns over amount of available space for Sprint infrastructure on proposed routes/concerns existing infrastructure cannot be adequately altered to accommodate	32
Worried about effect on local residential parking	31
Buses are too big/will take up too much space/danger for other road users	28
Similar ideas have failed in other areas	23
Need to be electric vehicles/clean/no emissions/not diesel	20
Concerned fares will be expensive/needs to be cheap to encourage use	20
Easy to use payment options at stop needed/reliable ticket machines at stops/fully integrated payment system	19
Just been done for Commonwealth Games/no real need outside this/vanity project for games	17
High quality shelters needed/fully enclosed/well lit	16
Wider consultation needed	16
Needs clear information reliable/easy to understand at stop information	15
Concerns about other non-Sprint services on routes/how it will work with non-Sprint services/worried about effects of competition with other operators	14
Need to be able to take bikes on/or have cycle storage provided	13
Needs adequate seating on board/capacity	13
Concern over damage to local environment/trees/green spaces	12

	Frequency
Journey time is not that quick/stops are too close together/too many stops will make Sprint slow	12
Too far to travel to access routes/have to drive to access routes/park and ride sites needed	11
Safe/secure vehicles/system needed	9
Concern over house prices/disruption to local property	8
Congestion will increase pollution	8
Remove highway space from car users to encourage modal shift/needed to reduce congestion	7
Service needs to run 24hours a day/longer operating hours than existing services	7
Not for me/who will use it?	7
Concerns about access to property caused by having to cross Sprint Lane	6
Vandal proof buses/shelters to keep costs down	5
Audio/visual info needed/disability compliant	4
Safe pedestrian crossings needed/walkability	4
Seating at stop needed/adequate seating needed at stop	3
Live tracking info needed	3
Cycle lanes are pointless	2
Concerns over interchanging in city centre between services	2
Noise pollution concerns	2
Three-sectioned buses needed	2
On board device charging needed	1
Concerns over when motorcycles can enter bus lanes	1
<b>Base</b>	<b>568</b>

### 1.2.5: Thinking about travelling to a Sprint stop, how likely or unlikely are you to:

- Cycle to a Sprint stop regardless of cycle facilities?
- Cycle to a Sprint stop if improved cycle routes to the stop?
- Cycle to a Sprint route if secure cycle parking next to stop?
- Cycle to a Sprint route if you could take a pedal cycle onto the Sprint bus?
- Use a cycle route if one ran alongside Sprint?

**Table 4: Response to 1.2.5**

(Base respondents: Online, interviewer led and paper survey, excludes no replies)

	% Cycle to Sprint stop regardless of facilities	% Improved cycle routes to the stop	% Secure cycle parking next to the stop	% Take a pedal cycle onto the Sprint bus	% Cycle route to run alongside Sprint
Very likely	5	13	18	18	14
Likely	7	15	12	14	10
Neither	6	5	5	5	5
Unlikely	18	10	11	9	9
Very unlikely	60	53	52	51	59
Don't know	3	3	2	2	3
<b>Base</b>	<b>718</b>	<b>729</b>	<b>718</b>	<b>719</b>	<b>1248</b>

- 12% of participants felt they were likely/very likely to cycle to a Sprint stop regardless of facilities available.
- 28% thought they were very likely/likely to cycle to a Sprint stop if there were improved cycle routes.
- 32% of respondents were most likely to cycle to a Sprint stop if they could take their bicycle on board.
- 24% thought they were very likely/likely to use a cycle route alongside Sprint.
- 30% felt they were very likely/likely to cycle to Sprint if there was secure cycle parking next to the stop.



# 1.3 Responses to A34 Consultation

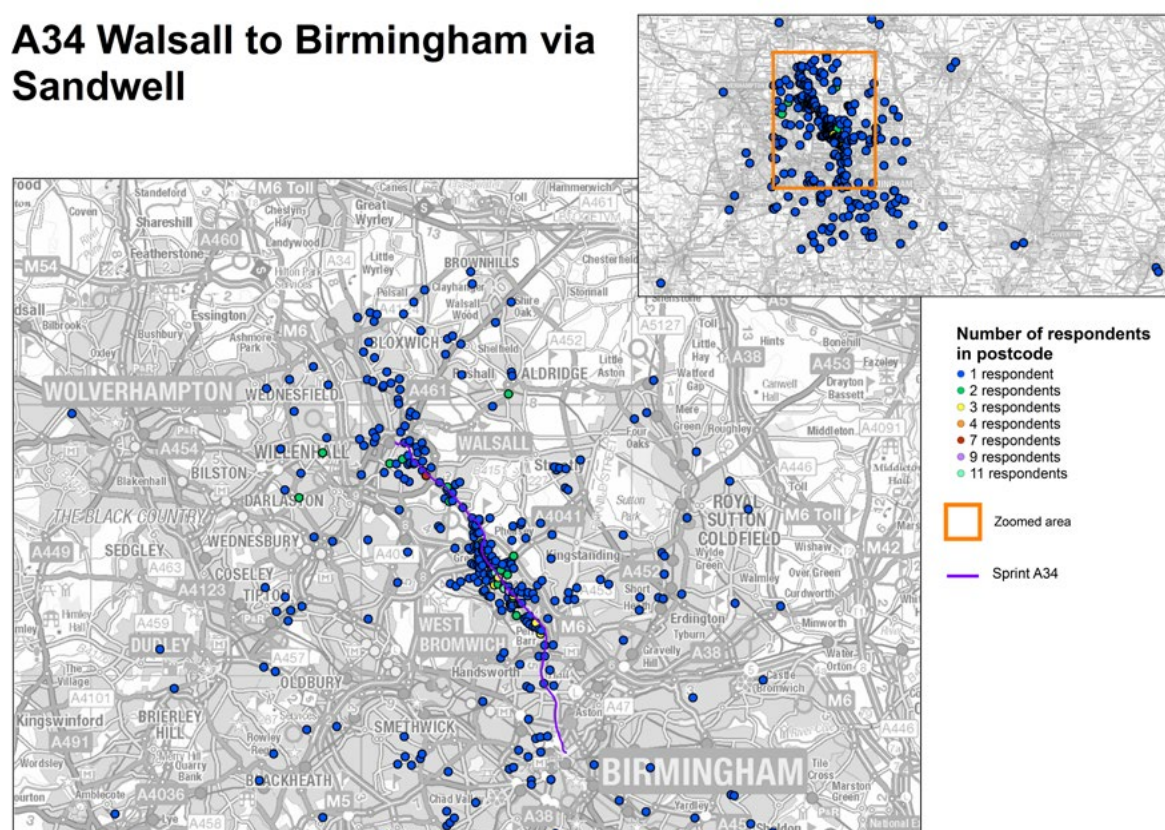
**Table 5: Response to 1.3**

Summary of response type for A34	Summary
Online survey	276
Interviewer led surveys	235
Paper survey	64
Emails/letters	30
Exhibition comments	8
<b>A34 Safety Action Group</b>	
Paper survey from A34 Safety Action Group	37
Letters from A34 Safety Action Group member	29
Signed petition against proposal	586 signatures

As **Figure 1** illustrates, the majority of respondents to the A34 consultation lived on or near the proposed route.

**Figure 1: Home postcode of respondents to A34 consultation**

## A34 Walsall to Birmingham via Sandwell



### 1.3.1: Do you live or travel on or near the A34 Walsall to Birmingham via Sandwell route?

- 56% of respondents lived on or near the proposed A34 Sprint route.
- 37% regularly travelled along the route, while 21% worked on or near the proposed Sprint route. 6% studied on the A34 route.
- 11% did none of the above.

#### Table 6: Response to 1.3.1

(Base 572 respondents: online, on-street survey and paper surveys, no replies excluded from base, percentage exceeds 100 due to multiple responses)

	Frequency	%
Live on or near the proposed Sprint route	319	56
Regularly travel along this route (by any mode of transport, including walking)	210	37
Work on or near the proposed Sprint route	121	21
Study on or near the proposed Sprint route	37	6
None of the above	63	11
<b>Base</b>	<b>572</b>	<b>131</b>

### 1.3.2: How often do you travel in the area of the proposed A34 route?

- Over half of respondents (53%) travelled along the route 5 days per week or more, with a further 25% travelling 1-4 days per week.
- 10% travelled once or twice a month, while 8% travelled less often.
- Only 3% never travelled along the route.

#### Table 7: Response to 1.3.2

(Base 572 respondents: online, on-street and paper survey, no replies excluded from base)

	Frequency	%
Five or more days per week	304	53
Three or four days per week	88	15
One or two days per week	59	10
One or two days per month	57	10
Less often than one day per month	48	8
Never	16	3
<b>Base</b>	<b>572</b>	<b>100</b>

### 1.3.3: What is the main purpose of your journey when travelling along the proposed A34 route?

- 50% used the A34 for work purposes.
- Outside of work purposes, 16% travelled for leisure/recreation, 12% for shopping and 11% to meet friends/relatives. 8% each were travelling for personal business or education.

#### Table 8: Response to 1.3.3

(Base 566 respondents: online, on-street and paper survey, no replies excluded from base, percentage exceeds 100 due to multiple responses)

	Frequency	%
Work	284	50
Education	45	8
Shopping	70	12
Leisure/recreation	88	16
Meeting friends and relatives	62	11
Personal business	43	8
Medical	26	5
Other	10	2
<b>Base</b>	<b>566</b>	<b>111</b>

### 1.3.4: What is your main mode of travel when travelling along the proposed A34 route?

- Nearly two-thirds of respondents travelled along the route by bus (63%), 27% travelled by car/van as a driver, with a further 4% travelling as a car/van passenger.
- 4% cycled, while 3% each walked or travelled by train.

#### Table 9: Response to 1.3.4

(Base 571 respondents: Online, on-street and paper survey; no replies excluded from base, percentage exceeds 100 due to multiple responses)

	Frequency	%
Bus	357	63
Car/van as driver	153	27
Bicycle	23	4
Car/van as passenger	20	4
Train	18	3
Walking	15	3
I rarely/never travel in this area	6	1
Taxi	3	1
Motorcycle or moped	1	0
<b>Base</b>	<b>571</b>	<b>104</b>

### 1.3.5: Do you agree with the need to provide reliable bus journey times on the A34 route?

- 81% agreed with the need to provide reliable bus journeys along the A34 route.
- 14% disagreed while 4% were unsure.

#### Table 10: Response to 1.3.5

(Base 571 respondents: online, on-street and paper survey, no replies excluded from base)

	Frequency	%
Yes – I agree	464	81
No – I disagree	82	14
Unsure	25	4
<b>Base</b>	<b>571</b>	<b>100</b>

### 1.3.6: Why do you agree or disagree with the need to provide reliable bus journey times on the A34 route?

- 241 participants gave a reason for agreeing or disagreeing with the need to provide reliable bus journey times on the A34.
- 72 participants thought the route was already well/adequately/excellently served by public transport.
- 42 people commented that more reliable bus journeys would improve journey planning.
- 34 participants thought that buses would turn up on time/run to timetable.
- 28 participants thought more reliable buses would reduce volume of traffic.
- 25 participants thought more reliable buses would lead to quicker/faster journey times.
- 13 people thought buses need to be segregated to avoid congestion/traffic.

**Table 11: Response to 1.3.6**

(Base 241 respondents: online and paper survey, valid responses only)

Positive comments	Frequency
Will improve journey planning/help me plan where I need to be and at what time	42
Will improve bus reliability/turn up on time	34
Reduce volume of traffic/traffic at peak-school times/less congestion on A34	28
Quicker/faster journey times	25
Buses need to be in Segregated Lanes/needs to be fully segregated to avoid congestion/traffic	13
Need a more/improved frequent timetable	10
Will make buses appealing/attractive so will get people out of their cars	10
Will improve safety/won't have to wait at stop too long	9
Agree with the suggestions/transport changes/good idea/improved transport offer	8
It will improve transport links/links between Walsall, Birmingham and Sandwell/local rail stations	5
It will promote a good image of Birmingham to visitors	4
Will improve air quality/environment/pollution	4
I should be able to get a seat on bus/train/get a seat at peak times	3
Improve accessibility/will help me get to more areas/places	2
Concerned how Sprint will affect other local services	1
Negative comments	Frequency
Route is already well/adequately/excellently served by public transport	72
Need to improve other routes services before Sprint/Sprint is not a priority	9

Negative comments	Frequency
Disagree with removal of on-street parking	8
Sprint is not needed/not required/vanity project/against idea	8
Loss of road space will create congestion (Scott Arms)/already a busy road/ bendy buses cause more congestion	7
Waste of money/not value for money	5
Other methods of transport will be poorly affected whilst it is being built/ disadvantage to road users during construction	5
Just put on more buses instead/more 'x' buses	5
Will increase fares/concern over fare prices	5
Do not knock down the flyover/will cause bottlenecks	3
Just being done for the Commonwealth Games/put a special services purely for the Commonwealth Games	3
Concern over the lack of cycle routes	3
Need to improve interchange at Perry Barr Station/Perry Barr Station Interchange is needed for the Commonwealth Games	2
A tram would be a better option/should be a tram/train	2
Other comments	Frequency
Future Sprint route suggestions/serve other areas	2
Park and Ride sites needed/need improving	2
PTWs (Powered Two Wheelers) should be able use the bus lanes	1
A night service would be more beneficial/run 24 hours	1
<b>Base</b>	<b>241</b>

### 1.3.7: Do you support the Sprint proposal for the A34 Walsall to Birmingham via Sandwell route?

- Overall 73% fully supported/partially supported the Sprint proposal for the A34.
- 24% did not support the proposals.
- Support peaked amongst bus users (84%, fully/partially support), dipping significantly amongst car drivers (49% fully/partially support).
- The small group of cyclists also had a high level of support for the proposals (87% fully/partially support).

**Table 12: Percentage of support, by respondents mode of travel, for A34 proposals**

(Base 574 respondents: Online survey, on-street surveys and paper, excludes no replies)

	% Base	% Bicycle	% Bus	% Car/van as a driver	% Car/van as a passenger	% Train	% Walking	% Other
Yes- Fully support	47	52	56	29	25	61	20	36
Yes – Partially support	26	35	28	20	25	28	33	21
No – Do not support	24	13	14	46	50	11	47	36
Don't know	3	0	2	5	0	0	0	7
<b>Total</b>	<b>574</b>	<b>23</b>	<b>351</b>	<b>149</b>	<b>20</b>	<b>18</b>	<b>15</b>	<b>14</b>

- Support for the proposal also varied by whether the respondent travelled or lived along the route.
- Support was highest amongst those who travelled along the route for work (82% fully/partially support) or education purposes (92%, fully partially support).
- It dipped amongst those who lived on or near the route (68%, fully/partially support) with the share of respondents who do not support Sprint rising to 30%.

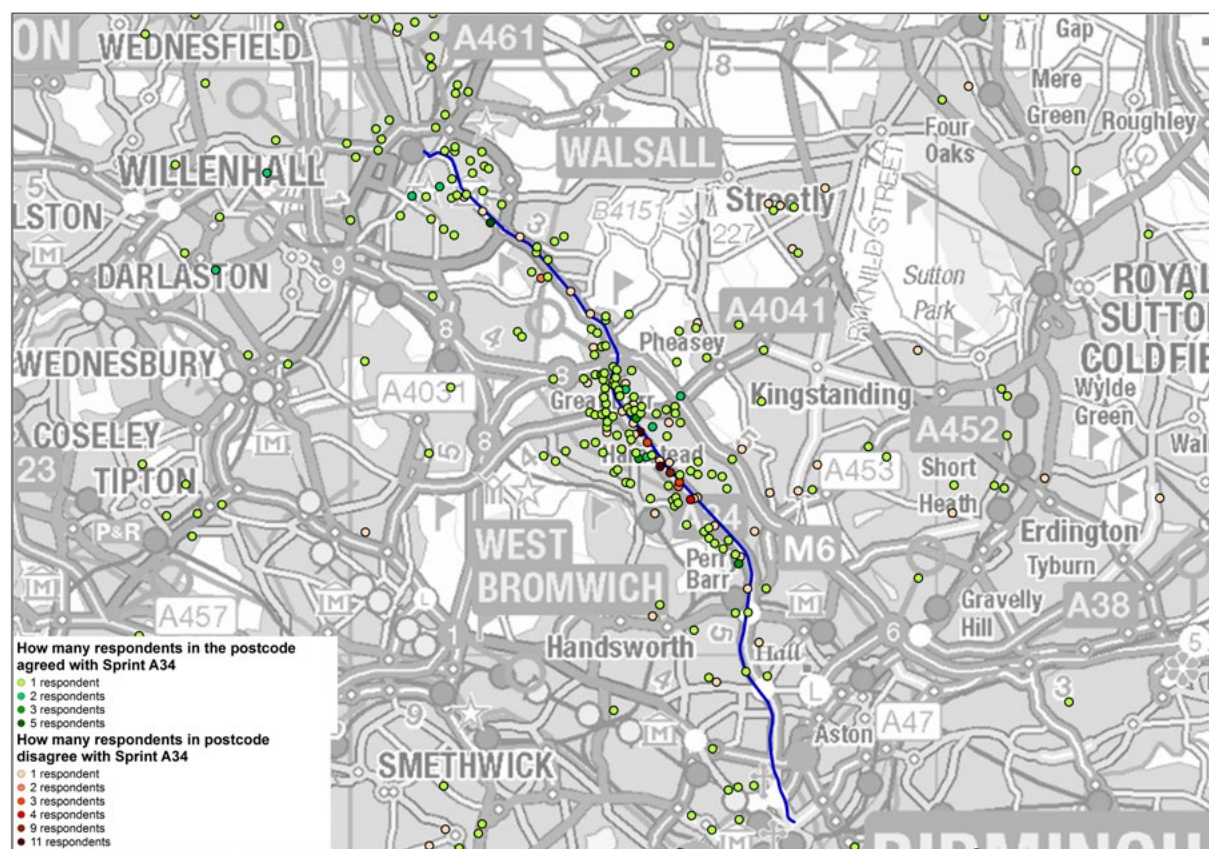


**Table 13: Percentage of support, by respondents use of route, for A34 proposals**

(Base 574 respondents: online and interviewer led and paper surveys only)

	% Total	% Live /near proposed Sprint route	% Study on / near proposed Sprint route	% Work on / near proposed Sprint route	% Regularly travel along this route	% None of the above
Yes - fully support	47	47	59	48	40	53
Yes - partially support	26	21	32	33	27	21
No - do not support	24	30	8	17	30	16
Don't know	3	2	0	2	4	10
<b>Base</b>	<b>574</b>	<b>319</b>	<b>37</b>	<b>120</b>	<b>210</b>	<b>62</b>

**Figure 2: Support for Sprint proposal along A34 by home postcode**





### 1.3.8: Why do you support or not support the A34 proposals?

- 380 participants gave reasons for supporting or not supporting the proposals. Comments were again grouped under key themes. **See Table 14.**
- The top comments from 106 participants was that the A34 already had an express route or that it was already well-served (X51).
- 93 participants were concerned over a loss of parking either for residents or businesses.
- 57 participants supported the idea/approved of the investment in public transport.
- 42 respondents thought it would lead to an increase in traffic congestion in the area around the Walsall Road/Scott Arms/Aldridge Road.
- 40 residents had specific concerns about access to their driveways across the Sprint route; access to their home by car or having to reverse cars across the Sprint route.
- 39 participants thought it was a waste of money.
- 34 participants were concerned about increases in noise/air pollution.
- 24 respondents thought it would lead to quicker/faster journey times.
- 23 participants thought it would lead to a decrease in road safety.

**Table 14: Response to 1.3.8**

(Base 380 respondents: Online, paper, interviewer led, email, letters and social media)

Positive comments about proposals	Frequency
Agree/fully support/support Public Transport Investment/good idea/supportive	57
Will provide quicker/faster journey times	24
Newer/modern/better/comfortable buses	22
Will encourage use/alternative to car/makes public transport look a more attractive	10
Will prevent heavy traffic/congestion/help ease traffic at the Scott Arms	10
Will prevent overcrowding of buses/trains/will get a seat	8
Better travel option from Walsall to Birmingham	6
Will help with journey planning/make journey planning easier	5
Will reduce pollution/more sustainable	4
Public transport is a necessity/necessity for events at the Alexandra stadium	3
Will improve transport connections/HS2 connections	3
Will feel safer/will not have to cross the dual carriageway to board buses	2
Negative comments about proposals	Frequency
Already an express route/already well served (X51)/'will it be improvement on X51?'	106
Concerned over loss of parking for residents/local businesses/belief in need to build driveways over gardens to park cars/park on grass verge	93

Negative comments about proposals	Frequency
Will increase traffic/congestion (Walsall Road/Scott Arms/A34 near Aldridge Road/Church Road/College Road)	42
Concern over residents having to reverse off/access their drive directly onto Sprint lane/3 lane motorway 15 feet from my home and I have to get on and off my drive	40
Waste of money/unnecessary expenditure	39
Concerned over increase noise/air/diesel pollution for residents	34
Will encourage speeding vehicles/motorbikes/decrease road safety/accidents/speed cameras/enforcement needed	23
Concerned over current bus services (X51)/do not take off other buses	21
Not enough on cycle lanes/cycling improvements needed on A34	20
Not enough information/where the stops will be/maps incorrect/hard to understand	20
Ineffective consultation process/didn't get chance to express concerns/views	19
Will decrease the value of house/properties	19
Narrow pavements will Increase risks to Pedestrians/disabled/elderly/raking away the grass verges is a danger to pedestrians	18
Can't guarantee reliability/quicker journey times /sprint will still get stuck in traffic	17
Concerned over impact on Scott Arms/ Scott Arms traffic lights needs attention first/Scott Arms junction needs looking at before Sprint	16
Bigger buses not appropriate/unsafe for Cyclists/already been unsuccessful/failed in London	15
Concerned over the price of tickets/fares/want to use existing passes/fares should be cheap to encourage use	14
It will cause disruption to residents/businesses during construction	14
Spend money on improving current services/roads/Infrastructure	14
It is just for the Commonwealth Games/shuttle buses for the Commonwealth Games	14
Extension to route needed/serve more places/doesn't go where I live	10
Needs to be fully segregated/will need fully dedicated and enforced bus lanes	9
More stops on the route are needed/stop near Tower Hill Medical Centre/ long walk Tower Hill Medical Centre stop for elderly patients.	9
Park and ride sites should be extended/park and ride needed to avoid local parking problems	9
Concerns about traffic around JNC 7/ bus lanes near the M6 motorway junction/current bus lanes have sufficient capacity already	7
Too many stops/more stops than the X51/will be slower than the X51	7

Negative comments about proposals	Frequency
Prefer investment in tram/train lines (Chase Line)	6
Concerned over loss of trees/ancient oak trees on the centre reservation.	5
Concern over the location of stop(s)/bus will stop at the bottom of my drive	2
Disagree with blocking the right turn into Bescot Croft due to it being a U-turn facility	1
Issue with closed Side road on Birmingham side of Walsall Road	1
Other comments	Frequency
Put an extra lane in the central reservation to save parking	2
Agree if bikes are allowed on Sprint	1
<b>Base respondents</b>	<b>380</b>

In addition to the above comments, a petition was submitted to TfWM 4th October 2018 in opposition of the A34 route. The petition has been signed by 586 people and opposes the A34 route overall, with the main concerns being around safety of residents reversing onto a live bus lane and the removal of parking for residents, both along the Walsall Road.

### 1.3.9: If Sprint was implemented along the A34 Walsall to Birmingham via Sandwell route, how likely would you be to travel on the service?

- 63% thought they were very likely/likely to use Sprint. 24% were unlikely, while 10% were neither likely nor unlikely.
- Likely use increased to 80% amongst bus users and to 72% amongst train users. It dipped to 32% amongst car drivers and to 40% amongst car passengers.

**Table 15: Response to potential use of route along A34**

(Base 564 respondents: Online, on-street and paper surveys; excludes no replies)

	% Total	% car/van, as a driver	% car/ van as a passenger	% Bus	% Walking	% Cycling	% Train	% Other	% rarely/never travel
Very likely/ likely	63	32	40	80	33	48	72	25	40
Neither likely nor unlikely	10	11	15	9	20	22	11	0	0
Unlikely/very unlikely	24	53	40	9	47	30	17	75	40
Don't know	3	4	5	3	0	0	0	0	20
<b>Base</b>	<b>564</b>	<b>149</b>	<b>20</b>	<b>352</b>	<b>15</b>	<b>23</b>	<b>18</b>	<b>8</b>	<b>5</b>

### 1.3.10: Further comments on the detailed maps and proposals for the A34 Walsall to Birmingham via Sandwell Sprint route.

- 110 consultees made further comments on the detailed maps and proposals for A34. There were a number of general non-map specific comments, while a number of respondents made comments relating to specific maps.
- Map 05 generated the most comments with concerns around increased traffic congestion at the Scott Arms junction (14 respondents).
- Map 11, 12 and 16 generated comments around the lack of parking/removal of parking for residents/businesses.
- In terms of more general comments, 8 respondents re-emphasised the route would duplicate the existing X51 (12 participants), while 8 participants thought there were too many stops/more stops than on the current X51.

**Table 16: Response to 1.3.10**

(Base 110 respondents: Online and paper survey only; valid comments only)

	Frequency
A34-05 Will cause more traffic/congestion/improvements for Scott Arms traffic/motorway junction at Scott Arms	14
A34-12 - Against removal of parking	12
A34-11 - Concerned over removal of parking/lack of parking	10
A34-16 - Major problem with removing parking for residents/doctor's surgery/dentist/pharmacy	5
A34-17 and A34-18 lack information/lacks information	5
A34 -11 - Increase in noise pollution for residents/will affect house prices	3
A34 -11 - Disagree with removing any trees	3
A34 -11 - Install extra traffic lane from the central reservation so residents keep parking lane	3
A34-03 Will cause more congestion/pollution	3
A34- 12 The house numbers on the map are wrong/no location of stops	2
A34 01 and 02 Should get closer to Walsall Bus Station/Walsall Town Centre	2
A34-03 - A34-04 Sprint stop needed at Jesson road for students of University of Wolverhampton	2
A34 - 14 - Should narrow the central reservation to allow a segregated cycle route	1
A34 - 17 northwards existing cycling provision is poor.	1
A34 - Agree with removal of parking due to residents having on-street parking	1
A34 -04 and 05 significantly closer to homes due to widening of carriage/detrimental to noise and wellbeing of owners	1

A34 -06 - this road has only just been changed and caused significant disruption	1
A34 -10 - Does not address traffic congestion/safety issues at the junction between the A34 and Sundial Lane (traffic signal scheme needed).	1
A34 -11 - Does not address traffic congestion/safety issues at the junction between Jayshaw Avenue/A34 with traffic crossing 3 lanes to get to central reservation	1
A34 -15 - Bus Stop bypasses should be provided if segregated cycle route is not possible	1
A34 -17 - A segregated cycle path should be provided extending out of Perry Barr Centre	1
A34 -18 - A segregated cycle crossing of Heathfield Road must be provided	1
A34-01 Bridge Street / St Pauls is already overcrowded	1
A34-03 bus lane needed all the way between the flyover and Scott Arms	1
A34-03 like the section between Perry Barr and Scott Arms	1
A34-03 Route to Ablewell Street will make bus services more direct	1
A34-04 - Unsuitable for a bus lane	1
A34-06, A34-07 and A34-08 have concerns about impact on car drivers	1
A34-10 Tiny stretch of bus lane between Sundial Lane and Scott Arms junction will create longer queues of traffic	1
A34-14 - Disagree with the removal of parking for residents/visitors	1
A34-14 Measures are needed to stop illegal and inconsiderate parking at Badshar Palace	1
A34-15 - Against removal of parking	1
A34-16/17 Proposed bus lane needs enforcement via camera.	1
A34-17 and A34-18 Disagree with the demolition of the Perry Barr Flyover	1
A34-18 Birchfield Road junction left turn to Heathfield Road the left turn lane in Birchfield Road should have a "buses only ahead" sign	1
A34-20 Banning the left turn from High Street to Newbury Road	1
A34-23 - Ensure traffic lights change in advance of bus approaching	1
A34-23/24 Buses on regular services need to observe the Sprint stop for ease of interchange.	1
<b>General non map specific</b>	<b>Frequency</b>
Duplication of the X51 and 51/no difference to X51	12
Too many stops/more stops than the X51/slower than X51	8
Should serve more places (Sandwell/Aston Six Ways/Streetly/Oldbury/Dudley/Bartley Green/Harborne)	7
Invest in metro/tram/light rail/underground rail	5
Disagree with the removal of hard shoulder	4

General non map specific	Frequency
Maps too small/hard to read	4
Proposals make cycling worse/not good for cyclists	4
Segregated/dedicated bus lanes needed	3
Spend money on existing services	3
Concerned over increased traffic/hazards on Traffic Island (junction with the Broadway)	2
More provisions for increased passengers needed at Moor Street Station	2
Waste of money	2
The new turning restrictions into Pool Street will make it difficult for parents/caterers to gain access to on street parking at the rear of the Junior School	2
24/7 Enforced Bus lanes need to be introduced throughout the area	2
A34 do not agree with underpass plans	2
Concern over traffic/speeding outside Blue Coat Junior School	1
Good opportunity for improvements to the junction at Walsall Road/Rocky Lane/Access to Alexander Stadium and the crematorium	1
Have an Underpass on the Newton Road and keep the A34 Walsall Road corridor level	1
Invest in Footbridges and subways	1
Junction at Walsall Road/Old Walsall Road would need enhanced traffic lights.	1
Narrow the central reservation to create the extra outbound lane bus while still preserving the parking	1
Signs don't include powered two wheelers (PTWs)	1
Sprint stop in Walsall town centre should be as close to St. Pauls bus station	1
Unhappy with bus stop on Springhill Road	1
Use additional width within the Lancaster Circus tunnel to have segregated cycle lane	1
Will cycles still able to use bus lanes?	1
Total respondents	110

### 1.3.11: Two options are being considered for Walsall Town Centre. Which option do you prefer?

**Option A:** Sprint will stop on Bridge Street and exit the town centre via Hatherton Road and Hatherton Street. This will require a reduction to the taxi rank.

**Option B:** Sprint will stop on Darwall Street and exit the town centre via Tower Street. One Sprint vehicle every 8 minutes would travel along the pedestrianised section of Darwall Street travelling in one direction.

- There was a lot of uncertainty about these options with 58% unsure of which option they preferred.
- However 23% preferred option B the stop on Darwall Street, while 19% preferred option A, the stop on Bridge Street.

#### Table 17: Response to 1.3.11

(Base 558 respondents: Online, paper and Interviewer led survey)

	Frequency	%
Option A - stop on Bridge Street	106	19
Option B - stop on Darwall Street	127	23
Unsure	325	58
<b>Base</b>	<b>558</b>	<b>100</b>



### 1.3.12: Reason for Supporting Option A or Option B?

- 109 participants gave a reason for supporting Option A or Option B.
- The main reason given for supporting Option B was that it was more convenient (13 respondents), followed by the assertion that Darwell Street is more central/closer to shops (9 participants) and that it gives better integration with Walsall Bus Station (8 participants).
- The main reasons for supporting Option A were that the stop will be closer to the city centre/is more convenient (36 participants) and it will protect/keep the pedestrianised area (13 participants).

#### Table 18: Response to 1.3.12

(Base respondents who gave a valid reason for supporting Option A or Option B, Online, interviewer led and paper survey)

Reasons for supporting Option B - Stop on Darwall Street	Frequency
More convenient/better for me	13
Darwall Street more central/closer to shops	9
Better Integration with Walsall Bus Station/close to other buses/improve bus interchange	8
It will reduce congestion on bus station route/top of bus station	6
Will be quicker/smaller loop to travel so quicker	4
Should improve reliability	2
Prefer Darwall Street stop but concerned the taxi rank reduction on Bridge Street would be resisted by the trade	2
A34-01 Gives equal access to/from Bridge Street and the bus station.	2
Darwall Street will be safer	2
I prefer it as it separates Sprint vehicles from other buses in the town centre	1
Darwall Street would provide better access to the civic 'quarter	1
Bridge Street is too busy/congested	1
Better for local businesses	1
Will improve flexibility of Sprint	1
<b>Total respondents</b>	<b>48</b>

Reasons for supporting Option B - Stop on Bridge Street	Frequency
Will be closer to the City Centre/works better for me	36
Protect/keep pedestrianized area	13
It will stop closer to the Railway Station	4
Closer to other buses/bus connections	4
Darwall street will cause more delays	1
Bridge street has a taxi rank so would feel safe	1
Darwall street can be quiet so would feel unsafe	1
A stop on Darwall Street would prevent users of businesses gaining access.	1
Bridge street stop is isolated from the transport network	1
Sprint should utilise the bay opposite bus stands A to C	1
It will be quicker	1
<b>Total respondents</b>	<b>61</b>

### 1.3.13: Two options are being considered for Aston Six Ways, where the A34 meets Victoria Road and Witton Road. Which option do you prefer?

**Option A:** Provide new bus priority to allow the service to stop at Aston Six Ways (shown on the plans). This will remove some parking and increase the journey time of Sprint by 23 minutes.

**Option B:** Sprint will use the underpass and not stop at Aston Six Ways.

- Again there was a level of uncertainty amongst participants about which option they preferred, with 44% unsure.
- 37% preferred Option B – no stop at Aston Six Ways – while only 19% preferred Option A: to have a new bus priority stop at Aston Six Ways.

### Table 19: Response to 1.3.13

(Base of 561 respondents: Online, interviewer-led and paper survey)

	Frequency	%
Option A - new bus priority and a stop at Aston Six Ways	106	19
Option B - no stop at Aston Six Ways	210	37
Unsure	245	44
<b>Base</b>	<b>561</b>	<b>100</b>

### 1.3.14: Reason for Preferring Option A or Option B for Aston Six Ways

- 187 respondents provided a reason for preferring either option A or option B.
- 91 participants preferred option B as it would provide an improved journey time/quicker journey time. 26 participants thought Six Ways was already served well by other buses while 23 participants thought Six Ways was already busy, and that Sprint should avoid the area therefore.
- The main reasons for supporting Option A were that it will improve transport options at Six Ways or that a new bus stop will be convenient/better for me (14 participants each).
- A further 13 participants thought it would provide an interchange hub.

**Table 20: Response to 1.3.14**

(Base of 187 respondents: Online, interviewer-led and paper survey)

Option A : New Bus Priority Stop at Six Ways Aston	Frequency
Will improve transport options at Six Ways	14
A new bus stop at Six Ways will be convenient/better for me	14
Better interchange/interchange hub with other services at Six Ways	13
Will give access to other areas/places/schools	5
Will improve traffic/congestion for all modes	4
Will prevent Sprint from travelling across the underpass	3
Agree if bus/sprint priority lanes are introduced	2
Will encourage modal shift from cars	1
Agree but it'll need additional cycle facilities	2
<b>Base Respondents</b>	<b>49</b>
Option B : No stop at Six Ways Aston	Frequency
Improve journey time/quicker journey time due to fewer stops	91
Already well served/lots of buses already stop here	26
Six Ways already busy so Sprint should avoid	23
A Sprint stop at Six ways will increase traffic for all road users	8
Already close to the City Centre/not needed	6
Do not reduce/remove parking	4
Should make it a more reliable service	3
Prefer no stop but only if the X51 remains	2
An 'underground' Metro station should be introduced instead	1
If Sprint stops at Six Ways it will get trapped by illegal parking	1
Buses would fill up with Lozells passengers leaving Scott Arms/Walsall passengers unable to get on	1
<b>Base Respondents</b>	<b>138</b>

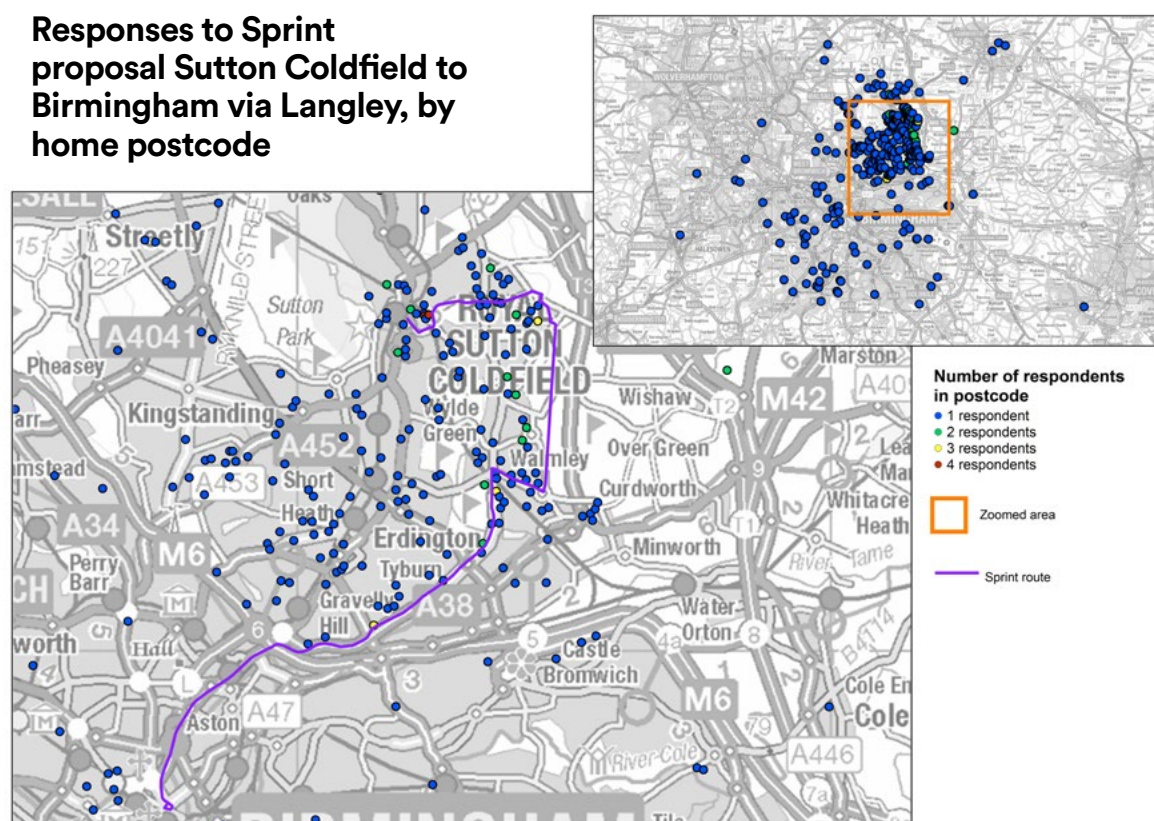
## 1.4 Responses to Sutton Coldfield to Birmingham Consultation

**Table 21: Summary of responses**

	Summary
Online survey	244
Interviewer-led surveys	153
Emails/letters	11
Paper survey	7

As **Figure 3** illustrates the majority of respondents lived in the Sutton Coldfield, Erdington and Gravelly Hill area.

**Figure 3: Responses to Sutton Coldfield to Birmingham Consultation**



### 1.4.1: Do you live/travel on the proposed Sutton Coldfield to Birmingham route?

- 54% of participants lived on or near the proposed Sutton Coldfield to Birmingham Sprint route. 39% regularly travelled along it, while 22% worked on or near to it.
- Only 4% studied on or near the route.
- 18% did none of these things.

**Table 22: Responses to 1.4.1**

(Base 405 respondents: online, paper and interviewer led survey, % exceed 100 due to multiple responses)

	Frequency	%
Live on or near the proposed Sprint route	217	54
Study on or near the proposed Sprint route	16	4
Work on or near the proposed Sprint route	89	22
Regularly travel along this route (by any mode of transport, including walking)	156	39
None of the above	72	18
<b>Base</b>	<b>405</b>	<b>136</b>

### 1.4.2: How often do you travel in the area of the proposed Sutton Coldfield to Birmingham route?

- 41% travelled on the route five days per week or more, a further 32% between 1-4 days per week.
- 8% travelled along the route once or twice a month, while 13% travelled less than once a month.
- 5% never travelled in the area.

**Table 23: Response to 1.4.2**

(Base 401 respondents: online, interviewer led and paper survey. Excluded no replies)

	Frequency	%
Five or more days per week	166	41
Three or four days per week	74	18
One or two days per week	56	14
One or two days per month	34	8
Less often than one day per month	52	13
Never	19	5
<b>Base</b>	<b>401</b>	<b>100</b>

### 1.4.3: What is the main purpose of your journey when travelling along this route?

- 43% of respondents were travelled along the route for work purposes.
- 20% travelled for leisure and 11% each for either shopping or to meet friends and relatives.
- 7% were travelling for education.

#### Table 24: Response to 1.4.3

(Base 397 respondents: Online, interviewer led and paper survey, excluded no replies, % exceed 100 due to multiple responses)

	Total	%
Work	169	43
Education	26	7
Shopping	42	11
Leisure/recreation	79	20
Meeting friends and relatives	43	11
Personal business	21	5
Medical	15	4
Live on the route	6	2
<b>Base</b>	<b>397</b>	<b>101</b>

### 1.4.4: What is your main mode of transport when travelling along this route?

- 50% of participants travelled along the route by bus.
- 33% travelled by car/van as a driver while a further 3% travelled by car/van as a passenger.
- 6% travelled along the route by train and 5% cycled.

#### Table 25: Response to 1.4.4

(Base 395 respondents: online, interviewer led and paper responses, excluded no replies, % exceed 100 due to multiple responses)

	Total	%
Car/van as driver	130	33
Bus	198	50
Train	24	6
Bicycle	20	5
Car/van as passenger	10	3
I rarely/never travel in this area	7	2
Walking	8	2
<b>Base</b>	<b>395</b>	<b>101</b>

### 1.4.5: Do you agree with the need to provide reliable bus journey times on this route?

83% agreed with the need to provide reliable bus journey times along the planned route. Only 12% disagreed.

#### Table 26: Response to 1.4.5

(Base 401 respondents: online, paper and interviewer led surveys, excludes no replies)

	Total	%
Yes - I agree	333	83
No - I disagree	47	12
Unsure	21	5
<b>Base</b>	<b>401</b>	<b>100</b>

### 1.4.6: Why do you agree or disagree with the need to provide reliable bus journey times on this route?

- 142 participants gave a reason for agreeing or disagreeing with more reliable bus journey times along the route.
- 27 respondents commented that Sprint will add to congestion/traffic, while 25 people commented they disagreed with Sprint as the route is already well served by public transport.
- 15 people commented that reliable buses will ease congestion, while 13 people thought reliable bus journeys would help with journey planning.
- 40 participants said reliability is important/ buses must run to timetable.

**Table 27: Response to 1.4.6**

(Base 142 respondents: online and paper survey, valid responses only)

Positive comments	Frequency
Reliability is important/buses must run to timetable	40
Will ease congestion on a busy route /help with heavy traffic in Sutton Coldfield/Erdington	15
Will help with journey planning to work/picking children up from school/ appointments	13
It will help/support Langley and Peddimore developments/6000 new homes	12
Will provide other transport options/alternative to train/bus	11
Will help with modal shift/get people out of cars	6
Will ease overcrowding on services/trains/will be able to get a seat	5
More environmentally friendly/less pollution	5
Will provide quicker journey times	4
Agree but need to invest in current services first/Sprint is not a priority	3
Agree if but only if current services are left alone	3
Current bus services are inadequate/can't cope so this will help	3
Local interchange/connections will be improved	3
Birmingham needs better public transport, walking and cycling provisions	2
It supports the regeneration of the Bromford Industrial Corridor	1
Negative comments	Frequency
Sprint will add to congestion/traffic	27
Disagree as route already well served by public transport	25
Extension to route needed/serve more places/doesn't go where I live	13
Need Segregated cycle routes/improved cycle lanes	10
Waste of money/not needed/spend money on re-instating old rail lines/ stations (Sutton Park line)	5



Negative comments	Frequency
The proposed route is long/needs to be more direct	5
Invest in a dedicated electric tram route/should be a tram/train	5
It will increase journey times for car users/proposal is anti-car	4
You are re-instating an already failed bus lane	4
Disagree with the Parking/lane restrictions/keep the parking along the route	4
Roads along the route too narrow/Riland Road not suitable	3
Cannot guarantee reliability/Sprint will still get stuck in traffic	3
Bendy buses will cause congestion/oversized/too big	3
Concerned over the greenbelt/trees	3
General comments	Frequency
Agree if earlier travel times/Sunday travel is provided/24 hour service	3
Will work if lane priority/segregated bus lanes are enforced	2
Sprint will need to provide interchange connections with bus/train (X3, X4 and X5)	2
Diesel vehicles will increase pollution	1
Still people prefer to drive	1
<b>Base</b>	<b>142</b>

### 1.4.7: Do you support the Sprint proposal for the Sutton Coldfield to Birmingham via Langley route?

Do you support the Sprint proposal between Sutton Coldfield and the proposed Langley/ Peddimore neighbourhood?

Do you support the Sprint proposal between the proposed Langley/Peddimore neighbourhood and Birmingham city centre?

- 77% fully/partially supported the Sutton to Langley route. A similar proportion (77%) supported the Langley to Birmingham Route. 19% did not support either route.
- Bus users and cyclists (95%) gave the highest level of support for the Sutton to Langley and Langley to Sutton routes respectively, while support dipped among car drivers (60%/59%).

**Table 28: Percentage of support, by respondents mode of travel, for Sutton Coldfield to Langley and Langley to Birmingham proposals**

(Base 403 and 400 respondents, online, paper and interviewer-led survey, no replies excluded; wording on interviewer-led survey varied and measures support for whole route)

	% Total	% Cycling	%Bus	% car/van, as a driver	% car/van, as a passenger	% Train	% Other	% rarely/never travel in this area
<b>Sutton to Langley</b>								
Yes- Fully support	48	67	58	32	50	54	30	50
Yes - Partially support	29	28	30	28	10	29	30	33
No - Do not support	19	6	10	34	30	17	40	0
unsure	4	0	3	5	10	0	0	17
<b>Langley to Birmingham</b>								
Yes- Fully support	49	71	57	33	50	61	30	50
Yes - Partially support	28	24	30	26	30	22	30	17
No - Do not support	19	6	12	35	10	17	30	0
unsure	4	0	1	7	10	0	10	33

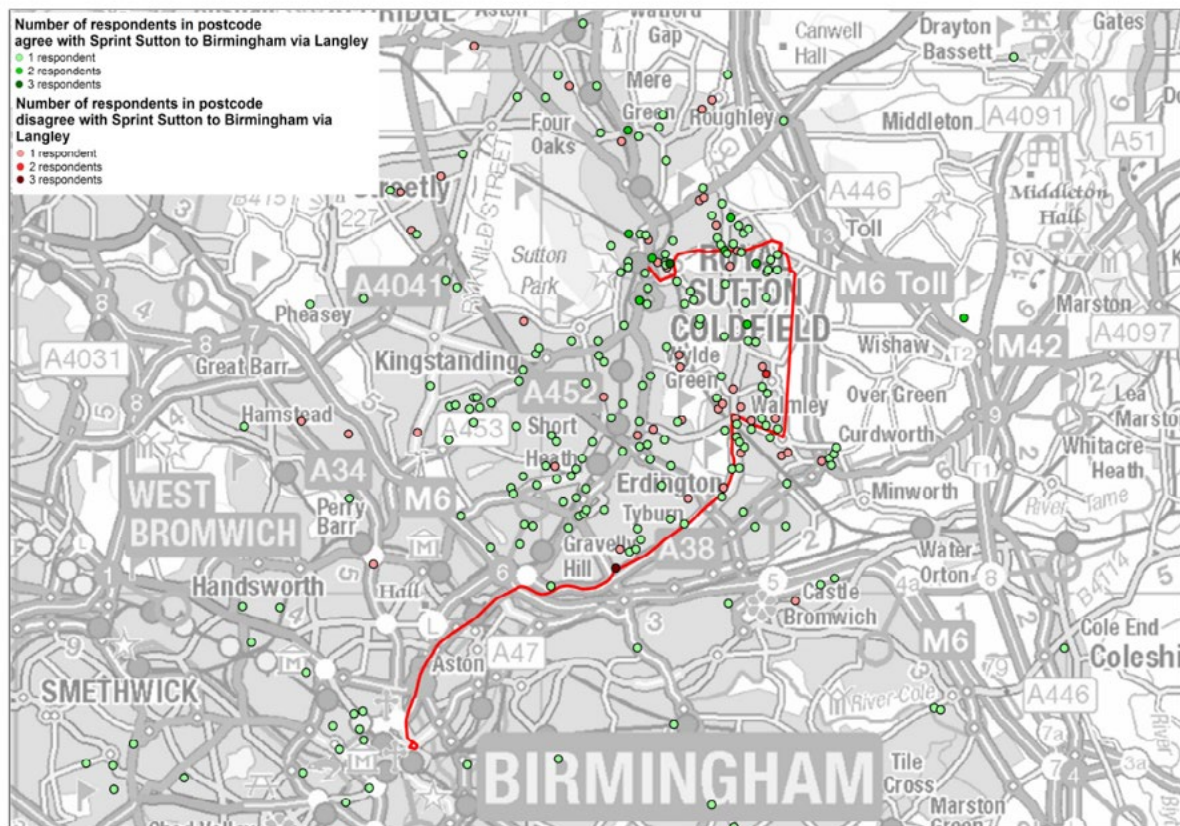
- Support also tended to be highest among those who worked or studied on the proposed Sprint Route.
- Support dipped among those who live on or near the route (27%/26% do not support).

**Table 29: Percentage of support, by respondents use of route, for Sutton Coldfield to Langley and Langley to Birmingham proposals**

(Base 403 and 400 respondents, online, paper and interviewer-led survey, no replies excluded, wording on interviewer-led survey varied and measured support for whole route)

	% Live on or near the proposed Sprint route	% Study on or near the proposed Sprint route	% Work on or near the proposed Sprint route	% Regularly travel along this route	% None of the above
<b>Sutton Coldfield to Langley</b>					
Yes - fully support	40	69	58	42	54
Yes - partially support	28	19	19	30	30
No - do not support	27	13	18	22	11
Don't know	5	0	4	5	4
<b>Langley to Birmingham</b>					
Yes - fully support	41	69	60	41	56
Yes - partially support	27	19	21	32	27
No - do not support	26	13	15	23	13
Don't know	6	0	5	5	4

**Figure 4: Support for proposed route from Sutton Coldfield to Birmingham by home postcode**



### 1.4.8: Why do you support or not support the Sprint proposal along this route?

- 251 participants gave a reason for supporting or not supporting the proposed Sprint Route.
- 40 participants agreed with Sprint if it is quicker/provides quicker faster journey times.
- 37 participants were concerned that Sprint will led to increased congestion/traffic/delays on local roads.
- 30 participants gave other locations for Sprint to serve or commented that Sprint doesn't go where they live.
- 16 respondents thought Sprint would improve access for the Langley/Peddimore development or that it will improve transport options.
- 16 people thought Sprint gave more transport options.

### Table 30: Summary of responses

(Base 251 respondent: Online, interviewer led and paper survey, letters, emails and social media)

Positive comments on route	Frequency
Agree if it's quicker/provide quicker/faster journey times	40
Will improve access for the Langley - Peddimore Development residents	16
It will improve transport options/will have Greater choice/alternatives/flexibility	16
Support/good Idea/agree with improving public transport	14
Better service/works better for me	12
Should be more reliable/should improve reliability	11
Will provide extra capacity/buses/trains get very busy/services won't cope with extra demand (71)	9
It will promote modal shift/less cars on the road /ease congestion into Birmingham	8
Better for the environment/less pollution/reduce emissions	2
Negative comments on route	Frequency
It will increase congestion/traffic/delays on local roads/more traffic for commuters/more congestion on already busy roads	37
Other Sprint Suggestions/serve other locations/Sprint doesn't go where I live	30
Sprint not an express route/slower than other buses (X4, 5)/too many stops/going through new housing estate will make it slower	14
Waste of money/nothing new/not required/just duplicating/same as current services/won't work so waste of tax payers' money	12
Already a regular train/bus services/already well served by public transport (67)	11
More information needed on cycling/information is unclear	10

Negative comments on route	Frequency
Disagree with narrowing the lanes/dedicated bus lane on Tyburn Road/ Already failed on the Tyburn Road	9
Concerned over parking restrictions/double yellow lines for residents/ Visitors/Riland Road/Tyburn Road/doctors surgery/local businesses/ hospitals/schools	9
Disagree with the removal of trees along Tyburn Road/building on green belt/conservation areas	9
Should be tram/metro/invest in tram/existing train lines	8
Agree if cycle infrastructure is put in place/needs a segregated cycle route/ Need better cycle provisions	8
Concerned over road safety/Sprint runs too close to nursery/schools/speed bumps/cameras needed (Bromford lane/Tyburn road/Webster Way/ Eachelhurst Road)	8
Other routes/buses need improving first/907 bus/Sprint should not be priority	7
Concerned Sprint being able to negotiate the railway bridge/three-way junction at the railway bridge	7
Not good for local businesses/business losing frontage on Tyburn Road/ properties will become un-rentable/loss of tenants	4
Concern over fares/cost of using Sprint	4
Concerned over effect on existing services (X14/67)	4
Concerned over lack of footpath/pavements are too narrow/narrow pavements on Walmley Ash Road	4
Will prevent access to property/getting on and off the drive (Eachelhurst/ Tyburn Road)	4
Buses are too big/disagree with the size of the buses/9.5m buses make it less safe for cyclists	3
Sprint will still suffer with delays/traffic/congestion/will suffer with traffic created by the warehouses to be built at Peddimore/traffic from Peddimore/Langley estates	3
Concerned over noise pollution on Riland Road	2
Need to build segregated bus ways/needs to be fully segregated	2
Additional Traffic on Riland/Rectory Road which will affect emergency services	2
Not enough demand for Sprint/not a popular route	2
Concerned it may affect the value of my house (Riland Road/Tyburn Road)	3
Poor consultation/lack of information/more information on effects to residents	3
General comments	Frequency
Improve bus/rail interchange/connectivity/local rail stations (Sutton Coldfield, Aston, City Centre)	6

General comments	Frequency
Park and ride should be implemented along the route/Park and Ride needed/Park and Ride at Asda	6
Car is still faster/won't get people out of their cars	3
Disagree with the proposal/disagree with the Langley proposal	2
Sprint needs to be a 24/7 service	1
Need Yellow Lines on Eachelhurst Road	1
<b>Base</b>	<b>251</b>

### 1.4.9: If Sprint was implemented along the Sutton Coldfield to Birmingham via Langley route, how likely would you be to travel on the service?

- 59% of respondents were likely/very likely to travel by Sprint along the Sutton Coldfield to Birmingham route.
- 26% were very unlikely/unlikely to use the service.
- Likely use rose to 77% amongst bus users and to 73% amongst cyclists.
- Potential use dipped to 35% among car drivers.

**Table 31: Response to 1.4.9**

(Base 402 respondents. Online, interviewer-led and paper surveys, excludes no replies)

	% Total	% Car/van as driver	% Car/van as passenger	% Bus	% Bicycle	% Train	% rarely/never travel in this area	% Other
Very likely/likely	59	35	40	77	73	50	28	30
Neither likely nor unlikely	12	14	30	9	22	8	0	20
Unlikely/very unlikely	26	48	30	11	6	42	57	40
Don't know	4	4	0	4	0	0	14	10
<b>Base</b>	<b>402</b>	<b>130</b>	<b>10</b>	<b>198</b>	<b>18</b>	<b>24</b>	<b>7</b>	<b>10</b>

### 1.4.10: Any further comments on the detailed maps and proposals for the Sutton Coldfield to Birmingham?

- 93 respondents made comments on the detailed maps and proposals. Some of these comments were about specific maps, while others were more general comments.
- In terms of map specific comments 16 participants commented on maps 13 and 14 with concerns about residential parking restrictions.
- 12 participants commented on maps 11 and 12 thinking the proposal would lead to more traffic/congestion in Sutton Lower Parade.
- A further 10 people commented on map 12 with concerns over Sprint crossing the congested railway bridge.
- 9 people disagreed with the proposals on map 14 to restrict traffic in Riland Road as it would put pressure on neighbouring roads.
- In terms of general comments 14 participants commented that the route didn't go near to them/needed extending, while 10 respondents didn't feel there was enough information/detail.

**Table 32: Response to 1.4.10**

(Base 93 respondents: Online and paper survey)

Map specific comments	Frequency
SBL 13 - 14 Awful Parking restrictions/concerned over residents/businesses/ do not get rid of parking/to lose 4-6 metres off our 11 metre frontage and car parking will make our business unable to operate	16
SBL-11 and SBL-12 will create more congestion/will cause more congestion/ More traffic in Sutton-Lower Parade	12
SBL-12 Concern over Sprint crossing the congested railway bridge/bridge cannot support the required volume of traffic	10
SBL-14 - Disagree with restricting the traffic on Riland Road. it will put pressures on Coleshill Road/Coleshill Street crossroads/Rectory Road/SPL-14 The whole triangle of Rectory Road/Riland Road/Coleshill Street needs addressing and redesigning.	9
SBL-07 to SBL - 11 A cycle lane is needed/Segregated Cycle Path should be provided	6
SBL-13 to SBL-14 Double yellow the park side before implementing Sprint	4
SB11 - SB13 - Houses on route need protection from road noise/noise pollution	3
SBL-05 There will be insufficient frontage/land left to park any vehicles/ Load lorries	3
SBL-08 concerned over Tyburn Road loss of space for cars/ will increase congestion/pass through the lane to access my driveway	3
SBL-12 - Walmley Ash Road needs Sprint priority/Sprint needs priority along all the route	3
SBL-13 Whitehouse Common bus stop towards Sutton. Move bus stop 5 metres to avoid issues with access	3
SBL 12-13 Walmley Ash Road is not wide enough for Sprint	2



SBL-12 No consideration for residents of Orton Avenue and Ashurst road (due to the Eachelhurst bus lane)	2
SBL-14/SPL-13 – Lane needs to be enforced/cameras	2
SB11 - SB13 - Speed restrictions need to be applied/Rectory Road	1
SBL 12 -Need to minimise disruption to other road users and residents of Eachelhurst Road	1
SBL-04 - Should be more outbound bus lanes	1
SBL-04 - Bus lane should be continuous	1
SBL-14 - ban the right turn from Coleshill Road on to Riland Road	1
SPL-01-11 Support the proposals at this location	1
<b>General comments</b>	<b>Frequency</b>
Extension to route needed/serve more places/doesn't go where I live (New Hall/Streetly/Perry Barr/Erdington/Minworth/Walmley/Peddimore directly)	14
Not enough information/detail/information not explained within the consultation documents/the Sketch Plan/Sprint Stop Location drawings are unhelpful/misleading	10
Maps are unclear/Peddimore is not a clearly identified/misleading	6
Disagree with the number of trees proposed to be removed/loss of the green space	5
Invest in metro/tram/light rail instead	5
Too many stops/ not a fast route	4
Concern over safety around Walmley Ash School/Nursery	3
Improve existing services first (X14s/X4/71/X4)	3
Won't work/poor idea	3
Concern over existing buses	2
Pavements/roads are too narrow for proposed stops	2
Needs to be completed quickly to prevent disruption	1
Will increase pollution	1
<b>Base respondents</b>	<b>93</b>

## 1.5 A45 Consultation

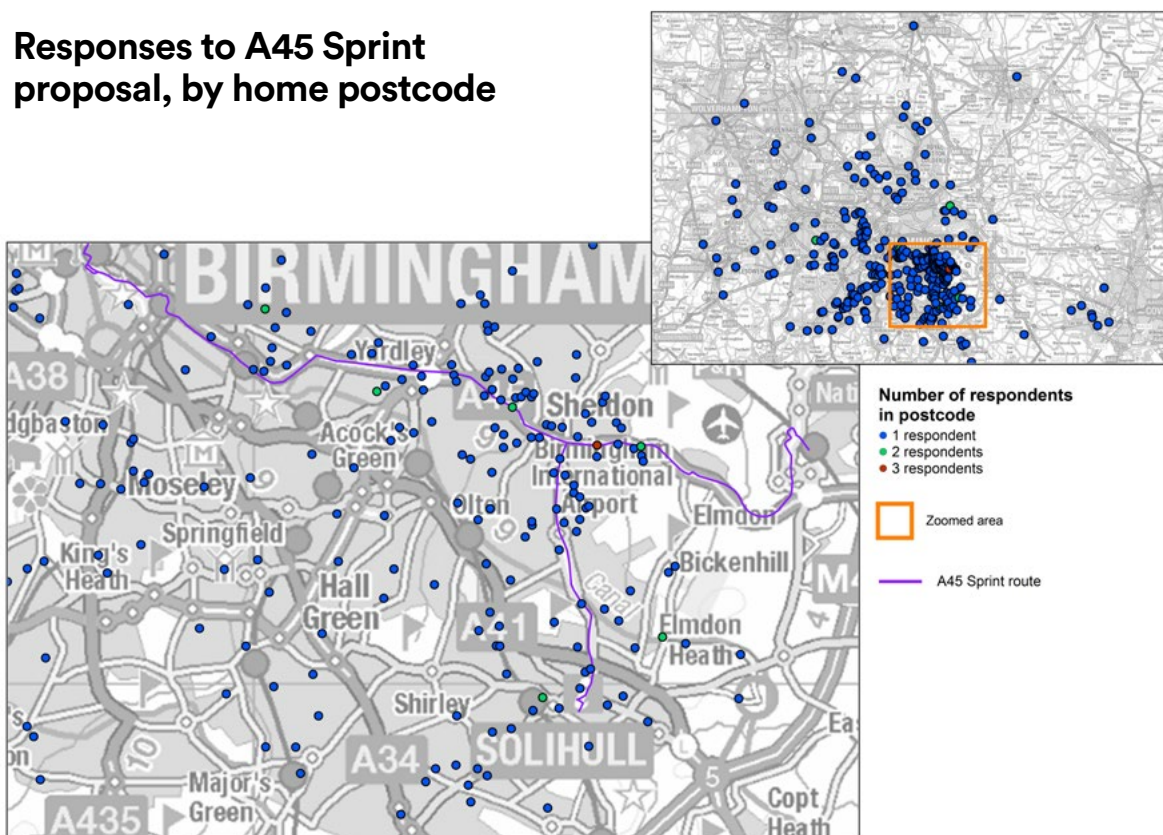
**Table 33: Summary of responses to 1.5**

Summary of response type A45	Summary
Online survey	284
Interviewer led surveys	139
Paper survey	6
Emails/letters	2
Exhibition comments	1

- The majority of respondents to the consultation lived in the Solihull area.
- However, there were also clusters of respondents from the Sheldon/Yardley area and from the Kings Heath/Moseley area of Birmingham.

**Figure 5: Home Postcode of Participants In A45 Consultation**

**Responses to A45 Sprint proposal, by home postcode**



### 1.5.1: Do you live/travel on or near the proposed A45 route?

- 40% lived on or near the A45 route, while 38% regularly travelled along the route. 35% worked on or near the route.
- Only 8% studied on or near the route, while 16% did none of the above.

#### Table 34: Response to 1.5.1

(Base 397 respondents: Online, interviewer led and paper survey, excluded no replies, % exceed 100 due to multiple responses)

	Frequency	%
Live on or near the proposed Sprint route	169	40
Study on or near the proposed Sprint route	32	8
Work on or near the proposed Sprint route	150	35
Regularly travel along this route	160	38
None of the above	67	16
<b>Base</b>	<b>424</b>	<b>136</b>

### 1.5.2: How often do you travel in the area of the proposed A45 Sprint route?

- 44% travelled along the proposed Sprint route 5 days per week or more, with a further 26% travelling between 1-4 days.
- 13% travelled along the route once or twice a month, 17% less often.

#### Table 35: Response to 1.5.2

(Base 423 respondents: online, Interviewer-led and paper survey)

	Frequency	%
Five or more days per week	186	44
Three or four days per week	63	15
One or two days per week	45	11
One or two days per month	54	13
Less often than one day per month	70	17
Never	5	1
<b>Base</b>	<b>423</b>	<b>100</b>

### 1.5.3: What is the main purpose of your journey when travelling along this route?

- The main reason for travelling along the route was for work purposes (49%).
- 24% travelled along the route for leisure.
- Other reasons for travel were very much in the minority with 7% travelling for education and 6% each for shopping or to meet friends/relatives.

**Table 36: Response to 1.5.3**

(Base 424 respondents: online, interviewer led and paper survey)

	Frequency	%
Work	208	49
Education	31	7
Shopping	27	6
Leisure/recreation	103	24
Meeting friends and relatives	26	6
Personal business	19	4
Medical	7	2
Live on the route	3	1
<b>Base</b>	<b>424</b>	<b>100</b>

### 1.5.4: What is your main mode of transport when travelling along this route?

- 50% of respondents travelled by bus along the A45 route.
- 28% travelled as a car driver with a further 2% travelling as a car/van passenger.
- 10% travelled by train and 5% by bicycle.

**Table 37: Response to 1.5.4**

(Base 422 respondents; Online, Interviewer-led and paper survey, excludes no replies)

	Frequency	%
Car/van as driver	119	28
Bus	209	50
Train	43	10
Bicycle	23	5
Taxi	10	2
Car/van as passenger	9	2
Walking	5	1
I rarely/never travel in this area	4	1
<b>Base</b>	<b>422</b>	<b>100</b>

### 1.5.5: Do you agree with the need to provide reliable bus journey times on this route?

**Table 38: Response to 1.5.5**

(Base 423 respondents: online, interviewer-led and paper survey, excludes no replies)

	Frequency	%
Yes - I agree	362	86
No - I disagree	32	8
Unsure	29	7
<b>Base</b>	<b>423</b>	<b>100</b>

### 1.5.6: Why do you agree or disagree with the need to provide reliable bus journey times on this route?

- 168 respondents gave a reason for agreeing or disagreeing with the need to supply a more reliable bus service along the A45.
- 55 participants simply said services should be more reliable/should stick to timetable.
- 30 respondents thought more reliable bus services would reduce congestion along the route.
- 28 participants thought more reliable bus services would improve the choice of transport/give better transport options along route.
- 24 respondents thought a more reliable bus service would improve connectivity/access to the airport/NEC and Small Heath.
- 21 respondents thought it would lead to quicker journeys.
- 20 participants thought the area was already well served by public transport.

**Table 39: Response to 1.5.6**

(Base 168 respondents; online and paper survey)

Positive comments	Frequency
Should be a more reliable service/should be able to stick to timetable schedule	55
Will reduce congestion (Coventry Road/Bordesely Circus/Sheldon at junction with Morrison's/Digbeth/St Andrew's)	30
Will improve choice of transport/better options/give better option than car/alternative to train	28
Will improve connectivity/access to the airport/NEC/Small Heath/Small Heath Business Park	24
Quicker journey times/bus lanes will result in quicker journey times	21
Improve journey planning/get to places/work/school on time	19
More buses are needed on this route/buses are always full/I will get a seat	10
It will improve air quality/clean air/cut pollution	7
Will promote modal shift/will get people out of cars	6
Agree with proposals/it will showcase the city	5
Improve wait time at-stop	1
Negative comments	Frequency
Already well served by X1/X2/train	20
Improve existing services first /X1/X2/Sprint is a good idea but not a priority	18
Sprint will cause more congestion/traffic/disruption/delays	8
Waste of money/not needed	5

Negative comments	Frequency
Dedicated bus lanes on Lode Lane are frustrating	2
Invest in metro/tram instead	2
Paths are too narrow/unsafe for pedestrians/students	2
Extension to route needed/serve more places/doesn't go where I live	2
Needs a dedicated cycle highway from Birmingham Airport to the City Centre	1
Agree but concerned about the cost of fares	1
Too many stops/will be slower than current services/trains to the airport	1
General comments	Frequency
It may relieve parking at Olton station	1
Diesel buses bad for environment/cause more pollution	1
Needs to be a fully segregated system otherwise Sprint will fail	1
<b>Base</b>	<b>168</b>

### 1.5.7: Do you support the Sprint proposal for the A45 Solihull and Birmingham Airport to Birmingham route?

- 82% fully/partially supported the Sprint proposal on the A45.
- Support rose to 89% amongst bus users and to 96% amongst cyclists.
- 14% did not support the proposal.
- Support dipped among car drivers (69%) and passengers (71%).

### Table 40: Percentage of support, by respondents mode of travel, for A45 proposals

(Base 428 respondents: online, interviewer led or paper survey)

	% Total	% Car/van as driver	% Car/van as passenger	% Bus	% Bicycle	% Train	% Taxi	% Other	% rarely/never travel
Yes - fully support	63	50	57	72	74	60	60	71	50
Yes - partially support	19	19	14	17	22	23	20	29	0
No - do not support	14	25	29	8	4	12	10	0	50
Don't know	4	6	0	3	0	5	10	0	0
<b>Base</b>	<b>428</b>	<b>119</b>	<b>7</b>	<b>208</b>	<b>23</b>	<b>43</b>	<b>10</b>	<b>7</b>	<b>4</b>

- Support for the proposals was highest amongst those who studied (91%) or worked (87%) along the route.
- It dipped slightly to 81% amongst those who lived on the route and to 77% amongst those who regularly travelled along the route.

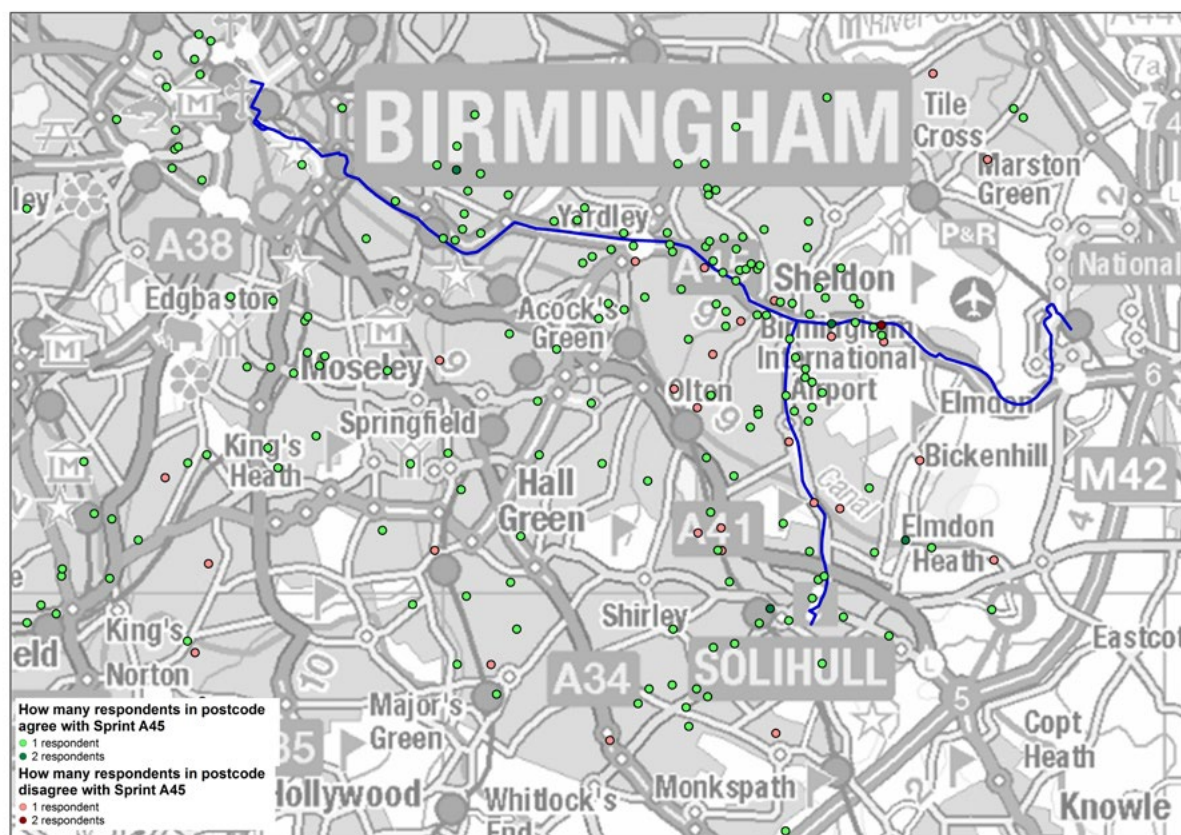


**Table 41: Percentage of support, by respondents use of route, for A45 proposals**

(Base 428 respondents: online, paper and interviewer led survey, excludes no replies)

	% Live on or near the proposed Sprint route	% Study on or near the proposed Sprint route	% Work on or near the proposed Sprint route	% Regularly travel along this route	% None of the above
Yes - fully support	61	78	73	52	55
Yes - partially support	20	13	14	25	15
No - do not support	15	3	9	18	21
Don't know	5	6	4	5	9
<b>Base</b>	<b>168</b>	<b>32</b>	<b>150</b>	<b>160</b>	<b>66</b>

**Figure 6: Support for proposed A45 route by home postcode**





### 1.5.8: Why do you support or not support the Sprint proposal along the A45 route?

- 251 participants gave a valid response for supporting or not supporting the proposed Sprint route.
- The top response was that Sprint should result in quicker journey times (65 participants).
- 25 respondents agreed with the proposals/long overdue/support the improvements.
- 21 participants thought it would provide better links/connectivity to the Airport/NEC/City centre etc.
- However a further 21 respondents thought the route was already served by public transport.
- 20 participants thought that Sprint would reduce traffic congestion, while 19 participants thought it would improve reliability.
- 18 participants thought bus lanes will reduce road capacity/increase congestion.
- 16 participants thought the route needed to serve more places, while a further 16 participants thought the proposal was a waste of money.

#### Table 42: Response to 1.5.8

(Base 251 respondents: Online, paper and interview-led survey and comments via letters and email and from exhibition bus)

Positive comments on Sprint proposals	Frequency
Sprint should result in quicker journey times	65
Agree with the proposal/long overdue/support public transport improvements along this route	25
Provide better links/connectivity to the Airport/NEC/City Centre/Sutton Coldfield/JLR/Solihull/Good Hope	21
Will reduce congestion/Traffic (Coventry Road)	20
It will improve reliability/we need reliable transport	19
Will upgrade transport vehicles/more comfortable way to travel	15
Will encourage modal shift/stop people driving/get people out of their cars	13
It will showcase public transport/will be high profile for visitors	8
Sprint will bring investment/improve economy	4
Will improve air quality/pollution	4
It will support HS2	3
Negative comments on Sprint proposals	Frequency
Already well served by trains/buses ( X1 and X2)/happy with current services	21
Bus lanes will reduce road capacity/increase congestion/will be disruptive to road users	18
Waste of Money/not a long term solution/not needed	16
Extension to route needed/serve more places/doesn't go where I live	16

Negative comments on Sprint proposals	Frequency
Spend the money on upgrading existing routes/buses X1/X2	12
Invest in metro/tram/light rail/underground rail	14
Need a protected cycle lane/concerned for cyclists/cycle lane needed between Glen Croft and Samson Parkway	9
Concern over expense of fares/combined ticket for Sprint and non-Sprint bus is essential	9
Construction works will cause more traffic/congestion/disruption for car users/residents	7
Concerned over existing buses/leave them alone (X1/X2/58)	5
Disagree/do not support part of the route (Digbeth/Solihull)	4
Not good for the environment/create air pollution	3
Concerns over pedestrian safety/disabled/elderly/need better footpaths/paths too narrow (Goodway Road and Damson Parkway)	3
Destroying Green Space/disagree with losing trees (Gilbertstone Avenue)	3
Too many stops/no quicker than current services/train	2
Will be an eyesore/not attractive transport	2
Cannot guarantee journey times	1
Not safe for cyclists/9.5m busses make it less safe for cyclists	1
Need to build segregated busways/won't work if not fully segregated	1
Sprint will still get delayed/stuck in traffic (by Yates/Box junction/Warwick Road/Pedestrian crossing delays buses)	1
Concerned for Residents turning right at Harvard Road (to Wheatsheaf) due to on-street parking it needs double yellows.	1
General comments	Frequency
We need a 24/7 service/run 24 hours	4
More/Additional stops needed (Bordesley Circus for Birmingham city football club/Sheaf Lane/Wells Road)	4
Need further information/lacking information	2
It will improve the Small Heath area/Interchange at Small Heath station	2
Improve journey planning	1
It is not guaranteed that commuters/general public will start using buses	1
<b>Base Respondents</b>	<b>251</b>

### 1.5.9: If Sprint was implemented along the A45 Solihull and Birmingham Airport to Birmingham route, how likely would you be to travel on the service?

- 70% of respondents said they were very likely/likely to travel by Sprint along the A45 route. Only 15% thought they were unlikely to use it.
- Likely use rose to 85% amongst bus users and to 90% amongst the small group of taxi users.
- Potential use dipped to 50% among car drivers and to 43% among car passengers

**Table 43: Response to 1.5.9**

(Base 423 responses, Online, paper and interviewer led survey, excludes no replies)

	% Total	% car/van, as a driver	% car/van, as a passenger	% Bus	% Bicycle	% Taxi	% Train	% Other	% rarely travel/ never travel
Very likely/likely	70	50	43	84	65	90	62	100	25
Neither likely nor unlikely	12	18	29	8	26	0	12	0	0
Unlikely/very unlikely	15	30	29	6	4	10	24	0	25
Don't know/ Unsure	2	3	0	1	4	0	2	0	50
<b>Base</b>	<b>423</b>	<b>119</b>	<b>7</b>	<b>208</b>	<b>23</b>	<b>10</b>	<b>42</b>	<b>7</b>	<b>4</b>

### 1.5.10: Further comments on the detailed maps and proposals for the A45 Solihull and Birmingham Airport to Birmingham Sprint route.

- 90 respondents made further comments on the maps and detailed proposals for the A45 Sprint route.
- The main map-specific comment was on map 12 concerning Sprint increasing congestion at the Swan Island and on Lode lane (16 participants).
- Comments on maps 23 and 24 involved concerns over removal of trees/grass (8 participants).
- There were more general comments on a number of specific maps about the need for segregated cycle lanes (8 participants).
- There were also a number of more general comments about Sprint needing to serve more areas (14 participants).

**Table 44: Response to 1.5.10**

(Base 90 respondents: Online and paper survey)

Map specific comments	Frequency
A45-12 - Bus lane will increase congestion at Swan Island and A45 -27 Lode Lane	16
A45-23 & 24 - Concerned over the removal of trees/grass	8
Proposals ignore cyclists safety/segregated cycle routes/paths alongside Sprint needed (Small Heath Highway/A45 06-08/A45 02-04/A45 05/A45-23-25-26-30)	8
A45-29 It will improve journey time/traffic in-out of Solihull.	6
A45-13/A45-15 - Bus stop at Wagon Lane should be a Sprint stop	2
A45-15 Stop needed at Barrows Lane (Aldi)	2
Maps are unclear/A45-26/A45-27	2
A45 19-21 - Between Goodway Road and Damson Parkway south side cycle way should be included	1
A45-01 - The pedestrianised street behind the Clayton Hotel should not become a Sprint bus gate	1
A45-03 - Proposal will not cut down congestion	1
A45-04 - Remove the 'hamburger lane' and build new bus only lane	1
A45-05 - Stop needed	1
A45-08 - A stop at the end of Talbot Way needed	1
A45-08 - Concern over buses crossing the carriageway	1
A45-09 A sprint bus stop and/or a crossing to the path along the river is needed	1
A45-10 - Getting the Sprint from the outside lane (at the island) to the inside lane for the stop is going to be dangerous	1
A45-10 - the River Cole cycle route does not appear to be catered for	1

Map specific comments	Frequency
A45-12 Should be built in the carriageway to increase X1/X2 journey times	1
A45-14 - Map not that clear/hard to understand	1
A45-18 - A zebra crossing on this bus lane needed	1
A45-21 - Stop needed outside the Travelodge	1
A45-23 - Do not restrict traffic leaving the roundabout northbound to one lane	1
A45-23 - Give cycle users some cycle cut-through	1
A45-25 - The cycle track must be 3 meters wide	1
A45-29 - Lode Lane gyratory: make the existing bus lane on Warwick Road two way	1
B425-1008 Bus stops potential volume from the school not looked at	1
B425-1008 Ensure visibility at the pelican crossing is not compromised.	1
A45-23 The existing pedestrian crossing and new crossing to be toucan crossings with dropped kerb	1
General comments	Frequency
Extension to route needed/serve more places/doesn't go where I live (have a flyover or underpass at W heatsheaf/Serve Coventry/Small Heath/Business Park/Heartlands Hospital/Castle Bromwich/Marston Green)	14
Area already well served (X1-X2-Trains)	9
Agree/support the A45 proposals	9
Direct connection from Solihull to airport/NEC needed	5
Waste of money	4
It will Increase pollution/bad for the environment	3
Invest in metro/tram/light rail instead	3
Pavements are too narrow/footpath on Digbeth High street needs widening	3
Want to be able to take folding bicycle/bikes on Sprint	3
A45 - Should use the central reservation	2
Not enough information	2
Stops are too close together/Lyndon Road-Sheldon W heatsheaf-Coalway Avenue are too close together	3
Stop antisocial behaviour on buses	2
Bus lane should be a standard colour	1
Concerned over existing services to Coventry	1
Concerned that the added bus lane will push traffic onto the A41 (Residential Street)	1
Sprint not competitive with train	1
Will increase noise levels for residents	1
<b>Base</b>	<b>90</b>

# 1.6 Consultation Awareness

## 1.6.1: How did you find out about this consultation?

- 40% had heard of the consultation via social media and 18% via a website.
- 15% had a leaflet through the door and 10% had seen a poster at a bus stop.
- 6% had been to a consultation event.
- 19% stated 'other'. Other common sources of awareness included email, word of mouth and local newspapers.

### Table 45: Response to 1.6.1

(Base 683 respondents: online survey and paper survey only, no replies excluded from base, % exceed 100 due to multiple responses)

	Frequency	%
Social Media e.g. Facebook	273	40
Website	125	18
Leaflet through the door	102	15
Poster at bus stop	68	10
Event	41	6
Electronic information display in the bus shelter	14	2
Travel Information Centre	6	1
Other (e.g. newspapers/word of mouth/emails)	133	19
<b>Base</b>	<b>683</b>	<b>111</b>

### 1.6.2: Do you feel that the information provided has enabled you to make an informed comment on the proposals?

- The majority of respondents (82%) thought they had enough information to make an informed comment, only 18% did not feel this way.

#### Table 46: Response to 1.6.2

(Base 716 respondents: Online and paper survey only, no replies excluded from base)

	Frequency	%
Yes	590	82
No	131	18
<b>Base</b>	<b>716</b>	<b>100</b>

### 1.6.3: What additional information would have helped you to comment on the proposals?

- 251 respondents suggested additional information which would be helpful. See Table 47.
- 45 participants wanted the consultation to be wider/more open more widely advertised.
- 40 participants wanted information on how decisions for Sprint were made/how the routes were selected/any alternatives considered.
- 30 participants wanted more details on ticket costs/how ticketing will work.
- 28 participants wanted more information on how the changes will impact road users/how changes will affect traffic along the route.
- 21 respondents wanted more details on timetables/operating hours of Sprint.
- 19 people wanted more detailed maps, while 18 respondents wanted more information on costs.

#### Table 47: Response to 1.6.3

(Base 251 respondents: Online and paper survey; valid responses only)

	Frequency
Wider consultation needed/more open/more widely advertised	45
Information on how decisions for Sprint was made /how routes selected/ alternative transport considered/expected passenger numbers	40
More details on ticket costs/how ticketing will work/will you be able to use current ticket passes on services	30
How the changes will impact road users/how changes will affect traffic along route	28
Timetables/operating hours	21

	Frequency
More detailed maps/easier to understand maps/able to zoom in on maps/accurate maps	19
Cost of scheme/value for money/longer term value of project	18
Who will be the operator/how will work with other operators/effect on other buses	17
More detailed explanation on how they will effect residents/how effects on residents will be negated (e.g. parking/access to property)	17
More information on cycle routes/cycle facilities/active travel	16
Estimates of journey time savings/expected journey times	15
More information on bus type/capacity/suitability	11
Animation/CGI of proposed schemes	10
More detail on bus priority measure/where will bus priority lanes be/who enforces it/where will space for lanes come from	8
Future route/plans/how links with future developments	8
More info on eco friendliness of vehicles	8
More detail (in general)	8
Decision made already	6
More detail on planned routes/bus stops/interconnectivity	6
A timeline/dates/implementation	5
Effect on environment/trees/houses etc.	4
More details on shelters	4
One sided/biased/gives no negatives	3
Disability access/consideration	3
plans weren't mobile friendly/hard to view online	2
More printed information for those without a computer	2
Pilot the scheme first	2
Personal safety on board (staff etc.)	2
Area needs more funding	1
More information on park and ride for route	1
<b>Base</b>	<b>251</b>



## Table 48: Respondent profiles

(Base between 1070 and 482: Online, paper and interviewer-led surveys. No replies and prefer not to say excluded, questions on religion and sexual orientation asked on online survey only)

Age	Frequency	%
16-24	171	16
25-34	197	18
35-44	189	18
45-59	269	25
60+	244	23
<b>Base</b>	<b>1070</b>	<b>100</b>
Gender	Frequency	%
Male	594	56
Female	461	44
Base	1055	100
Ethnicity		
White: English/Welsh/Scottish/Northern Irish/British	804	78
White: Other	45	4
Mixed/multiple ethnic groups	18	2
Asian/Asian British	110	11
Black African/Caribbean/Black British	50	5
<b>Base</b>	<b>1019</b>	<b>100</b>
Sexual Orientation	Frequency	%
Bisexual	17	4
Gay or Lesbian	28	6
Heterosexual or Straight	431	89
Other	6	1
<b>Base</b>	<b>482</b>	<b>100</b>
Religion	Frequency	%
No Religion	246	49
Christian	219	43
Buddhists	2	0
Hindu	6	1
Jewish	1	0
Muslim	20	4
Sikh	11	2
Other	2	0
<b>Base</b>	<b>507</b>	<b>100</b>

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Disability	Frequency	%
Yes	145	14
No	876	86
<b>Base</b>	<b>1021</b>	<b>100</b>

This report has been produced by the Human Intelligence Team who are Market Research Society (MRS) accredited and follow their code of conduct.

# Glossary of terms

- BRT: Bus Rapid Transit
- GDPR: General Data Protection Regulation
- HS2: High Speed 2 (Railway)
- JLR: Jaguar Land Rover
- Langley: Housing development in Sutton Coldfield
- Metro: West Midlands Metro: a light-rail/tram which operates in the region
- NEC: National Exhibition Centre
- Peddimore: Industrial park development in Sutton Coldfield
- SBL: Sutton Birmingham Langley (proposed Sprint route)
- SPD: Supplementary Planning Documents
- TfWM: Transport for West Midlands

To request a printed copy of this document or a version in a different format, please get in touch:

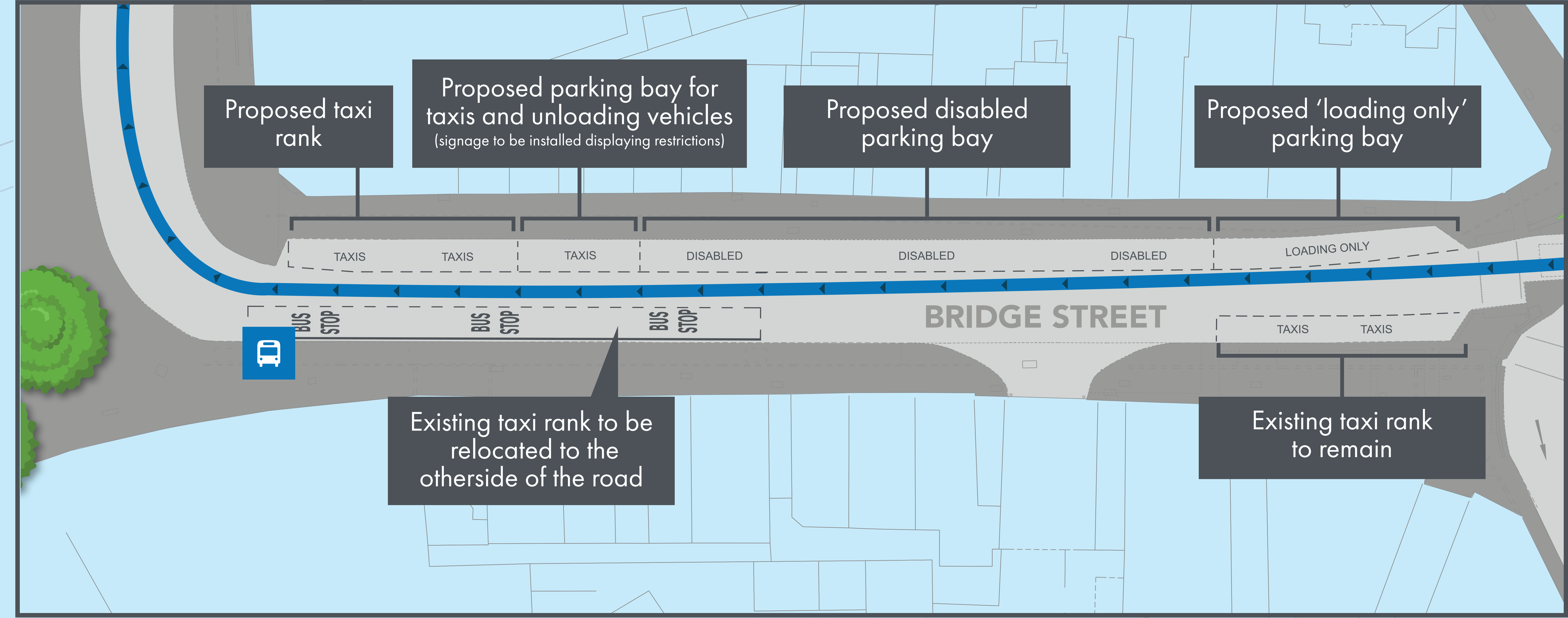
Transport for West Midlands  
16 Summer Lane  
Birmingham  
B19 3SD  
0121 214 7321

**Building a healthier, happier, better connected and more prosperous West Midlands.**

Section 1 | Walsall Town Centre

KEY

- Landscape
- Bus Lane
- Sprint bus stop
- Trees retained







Section 2 | Ablewell Street



## Section 3 | Park Road to Beacon Road



The Bell Inn

Walstead  
Road Junction

Amended right turn

12 hour bus lane  
7am - 7pm

Handsworth Rugby  
Union Football Club

M6 Jct 7

### KEY

- Carriageway adjustments
- Landscape
- Proposed footway
- Bus lane
- Sprint bus stop
- Trees retained
- Trees removed
- Bollards added





**KEY**

- Landscape
- Bus lane
- Existing bus lane
- Trees retained

12 hour bus lane  
7am - 7pm

Footway

Gap closed to  
improve safety

Aston University  
Recreation Centre

Merrions Wood

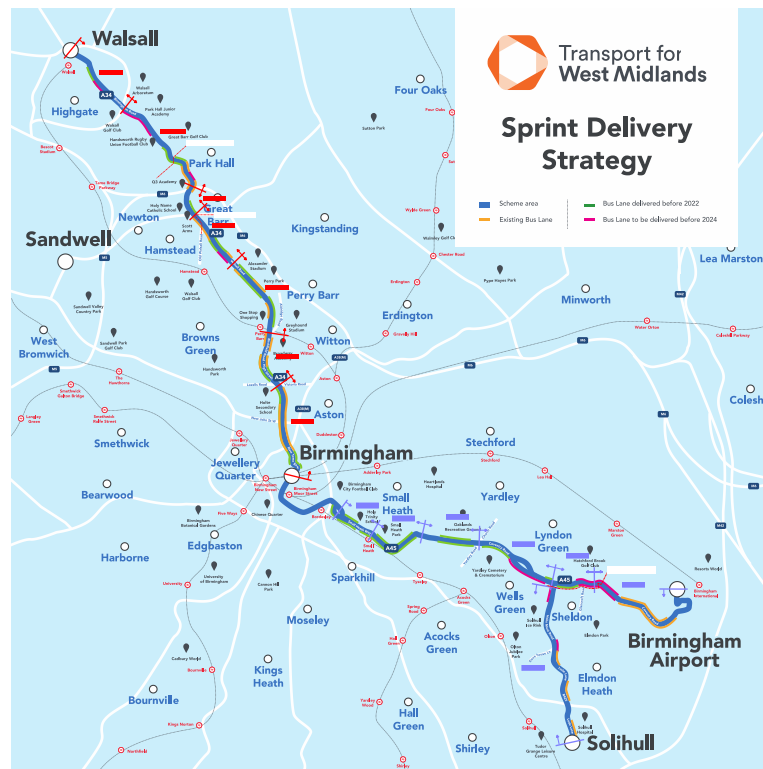
Existing bus lane to extend  
back to Merrions Close

Section 4 | Merrions Close



## A34 Sprint Walsall – Tree Mitigation Version 4.0 December 2020

### Outline – what is Sprint?



1. The full cross-city Sprint route

1. The West Midlands is growing rapidly, with the population due to expand by a further 444,000 people and see an additional 50,000 jobs created in the region by 2035.
2. Sprint represents a solution to the growing needs of the regional public transport network through enhanced connectivity and reduced travel times on a more efficient, cost-effective and sustainable travel option for the West Midlands.
3. This improved transport system will greatly enhance connectivity and improve travel times, creating a more efficient, cost effective and sustainable travel option for the West Midlands.
4. A milestone project for the region, Sprint is being delivered by Transport for West Midlands and forms part of the region-wide ambition to improve the public transport experience. Sprint will integrate with other schemes such as the Midland Metro tram and HS2 High Speed rail service to create a truly integrated network.
5. Sprint has been designed to make journeys more reliable and sustainable and will generate:
  - Dependable timetables and potential journey time savings of 20% at peak times
  - Additional and extended bus lanes to minimise congestion

- Enhanced confidence in and use of public transport
  - State-of-the-art bus shelters, designed to improve passenger safety and comfort.
6. Sprint is a key element of creating an environmentally friendly transport network and will see the introduction of zero-emission, multi-door vehicles, supporting the West Midlands Combined Authority's commitment to tackle climate change and Birmingham's ambition to be carbon neutral by 2041.
  7. The ambition for Sprint is to deliver a network of seven enhanced bus routes, with the first part of the scheme connecting Walsall to Solihull and Birmingham Airport along the A34 and A45 routes respectively.
  8. Sprint will operate alongside existing services, with the 34km route expected to carry over 30 million bus trips a year. It will also deliver an estimated £200 million in economic benefits through improved connection to local businesses and places of work.
  9. This cross-city route will be delivered in two phases, the first of which will see improvements to infrastructure including delivery of new and extended bus lanes. It will also see the installation of 95 cutting-edge bus shelters with CCTV and enhanced real-time customer information, better seating and more accessible, cleaner and greener busses.
  10. The majority of the infrastructure will be implemented by mid-2022, with a limited service operating in time to support the Birmingham 2022 Commonwealth Games.
  11. Following the Games, the second phase will deliver the remaining infrastructure along the A34 and A45, with the full network due to be operational by 2024.

### **What works are being undertaken?**

12. To ensure that the right infrastructure is in place, some work will need to be undertaken on and around the A34 between Walsall and Birmingham.
13. This includes the need to provide new and extended bus lanes and priority measures, changes to some kerbs, repositioning and upgrading of bus shelters, and in some cases removal and replacement of trees and vegetation along the route.
14. The tree loss associated with the project represents an opportunity for a large-scale co-ordinated regional tree planting scheme which can help to address strategic weakness in the existing tree stock and develop opportunities to promote greater and more resilient canopy cover into the future.
15. In addition to new tree planting a wide range of other mitigation measures including careful reuse of arisings<sup>1</sup>, new habitat creation, improved proactive management of

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<sup>1</sup> Arisings: the cut wood left after tree surgery (felling or pruning)

existing valuable habitats such as local woodlands and veteran trees could all be supported as part of the project.

#### **How many trees are likely to be impacted? How were they identified?**

16. TfWM fully understands the importance of ensuring sufficient canopy cover in the area and the Sprint designs have been adjusted to minimise the impact on surrounding trees as fully as possible.
17. Across the full cross-city Sprint route, around 1,000 trees will be planted by TfWM, to complement the Sprint corridor improvements.
18. We are committed to only removing trees where absolutely necessary and have identified a total of 13 individual trees, and 3 groups of trees (totalling 36 trees) that will require removal within Walsall's local authority area. Of these, only 4 individual trees will be affected by Phase 1, the remainder affected by Phase 2. See appended plans for further illustrative details.
19. It is important to note that TfWM has worked closely with a specialist contractor to undertake a dedicated tree analysis, identifying the location, type and number of trees affected by the project.
20. All discussions on the removal, replacement and replanting of trees have been taken in consultation with Walsall Council's dedicated tree officer and a member of the ecology team.

#### **How are we approaching the replacement of trees?**

21. While a total of 36 trees will be removed current plans allow for TfWM to fund the planting of approximately 100 replacement trees<sup>2</sup> within Walsall's local authority area. Of these, approximately 50 will be planted within 100m of the main A34 route on Birmingham Road.
22. This figure has been reached through replacement planting on mainly a 3:1 basis, as agreed with Walsall Council's tree officer.
23. Where possible, replacement tree planting will be undertaken prior to the removal of any existing trees and between November and March, with the first trees being planted ahead of the start of infrastructure works where this allows.
24. Trees not planted in this initial period will be allocated locations within the Park Hall and Gillity areas to the north of the site, along with other suitable locations which are yet to be identified.

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<sup>2</sup> This is based on standard nursery sized trees – should the plans change to accommodate larger sized trees in the future this figure may be reduced accordingly.

25. Dialogue is ongoing with Walsall's tree officer to ensure that trees which are planted in key areas will enhance local biodiversity and ecology.
26. We will liaise with WMBC to identify and locate each replacement tree and will gladly work with the Council on engaging with the local community and residents' groups.

**What will happen to trees that are removed?**

27. We're committed to ensuring that trees that are removed are suitably processed and repurposed to ensure that material is not wasted.
28. To this end, we want to actively work with Walsall Council to identify organisations that would benefit from materials. A few of our initial suggestions include:
- Arranging with local schools for collection of materials to create conservation areas on their premises, or to send materials to children to create a 'bug hotel' at home – this could also be part of a wider community project that could be set up in local woodland
  - Chipping of material for use on Council-owned playgrounds
  - Providing chippings to local farms for animal bedding
  - Providing materials to dedicated outdoor education organisations
29. We would relish the opportunity to discuss these and any further plans with you in detail to find the most appropriate use of these materials.

**When will this activity take place?**

30. It is important that we can instil a sense of confidence within the community that new trees will be delivered and therefore we would like to begin planting as soon as possible, certainly before any major works are undertaken within WMBC's area.
31. Exact timings at this stage are still to be determined and we are working with our contractor to develop the overall delivery programme, but it is anticipated that works within the WMBC local authority area will take place from Spring 2021.

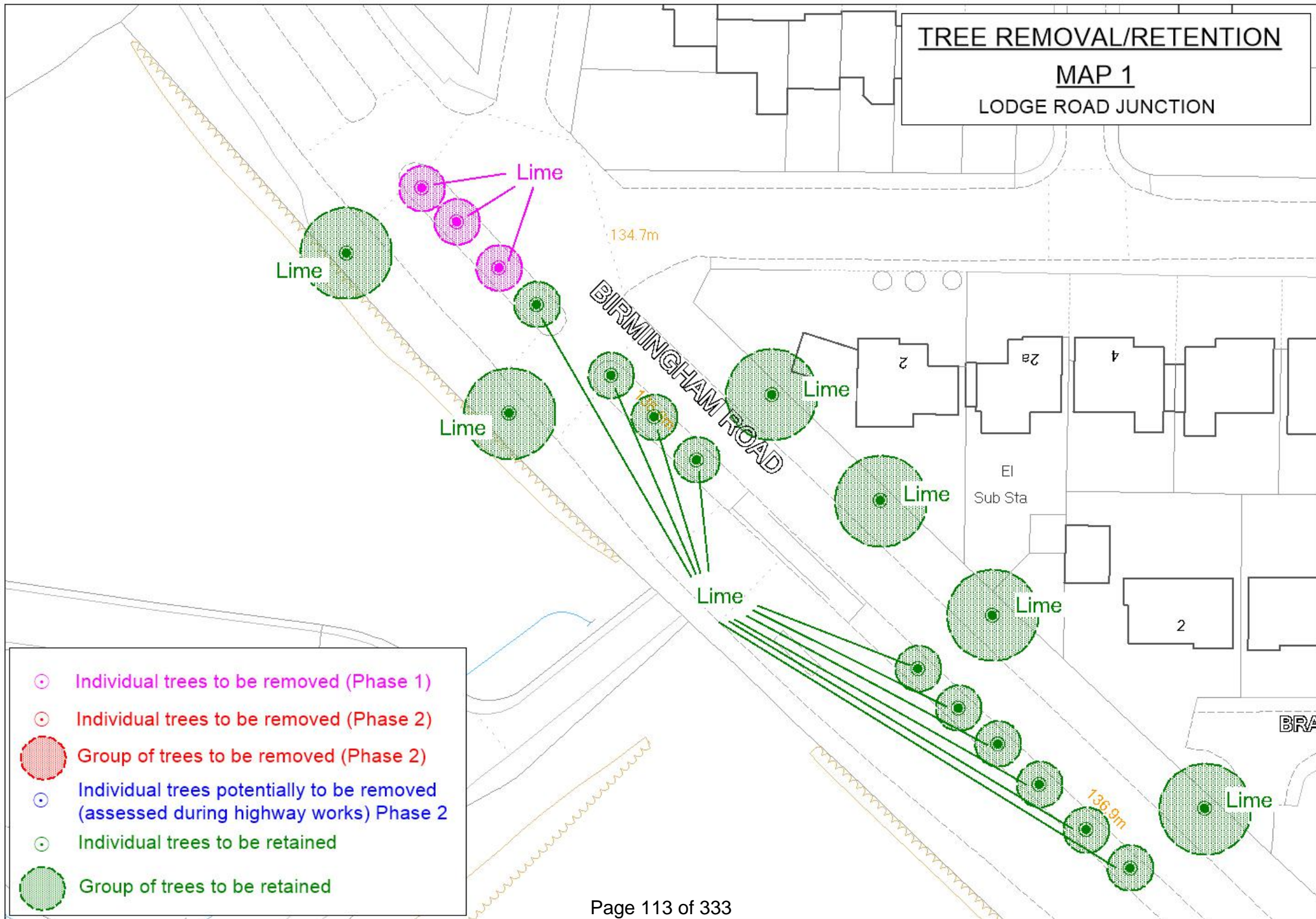
**Will this need to be paid for through Council Tax or other public funding?**

32. No. An agreement has been reached between TfWM and WMBC to fund the acquisition of replacement trees and fund their maintenance for three years.

# TREE REMOVAL/RETENTION

## MAP 1

LODGE ROAD JUNCTION

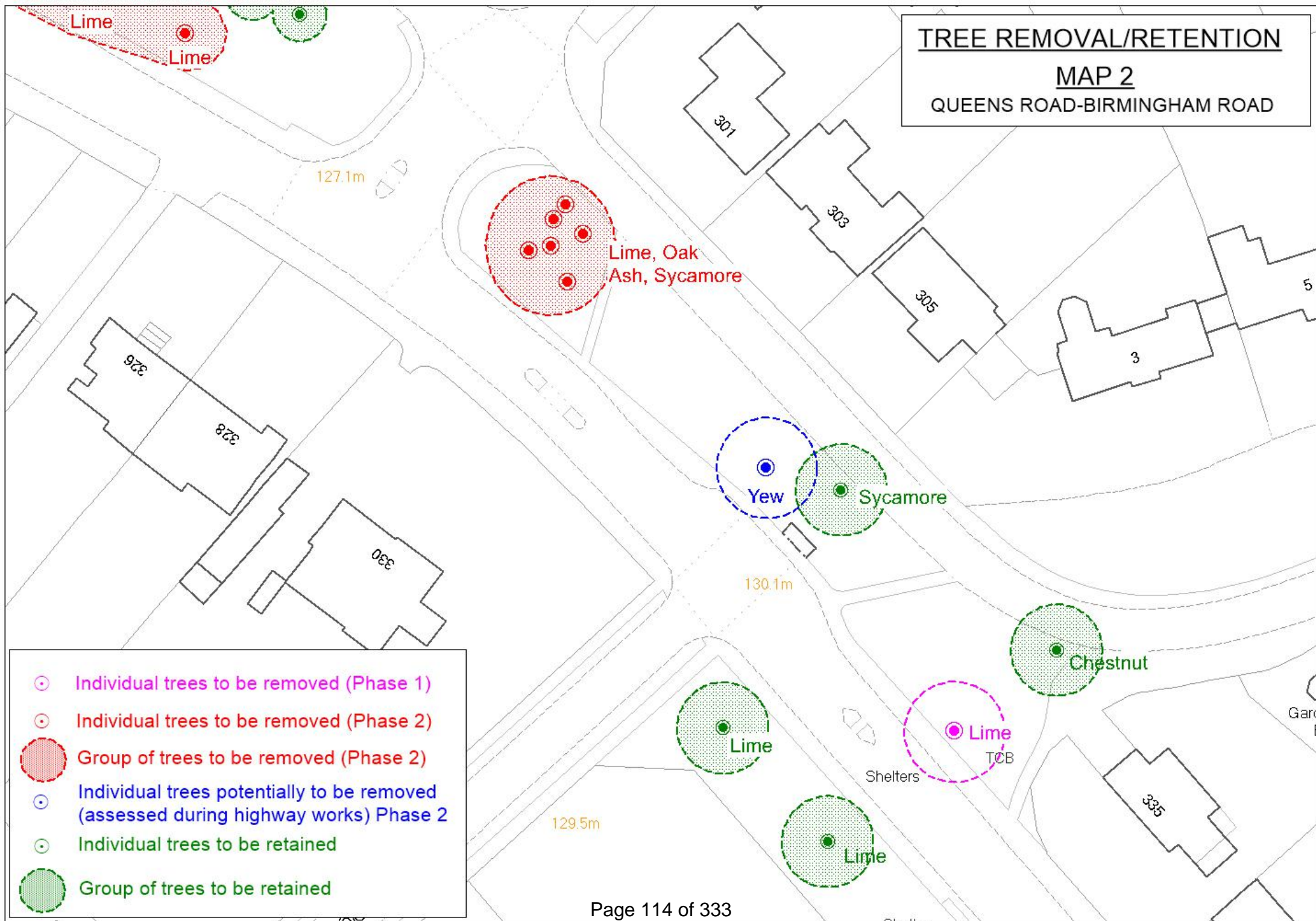




# TREE REMOVAL/RETENTION

## MAP 2

QUEENS ROAD-BIRMINGHAM ROAD

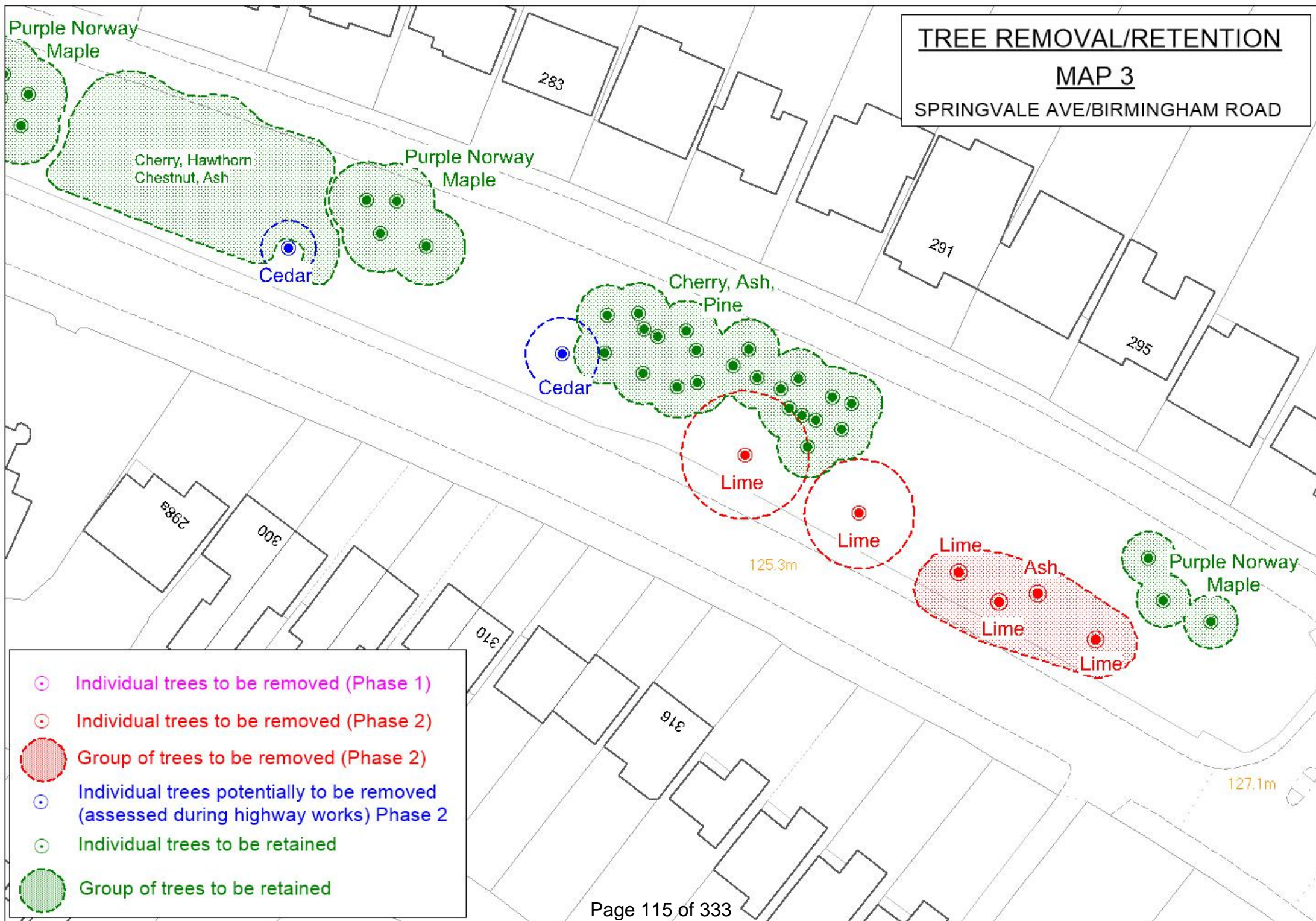




# TREE REMOVAL/RETENTION

## MAP 3

SPRINGVALE AVE/BIRMINGHAM ROAD

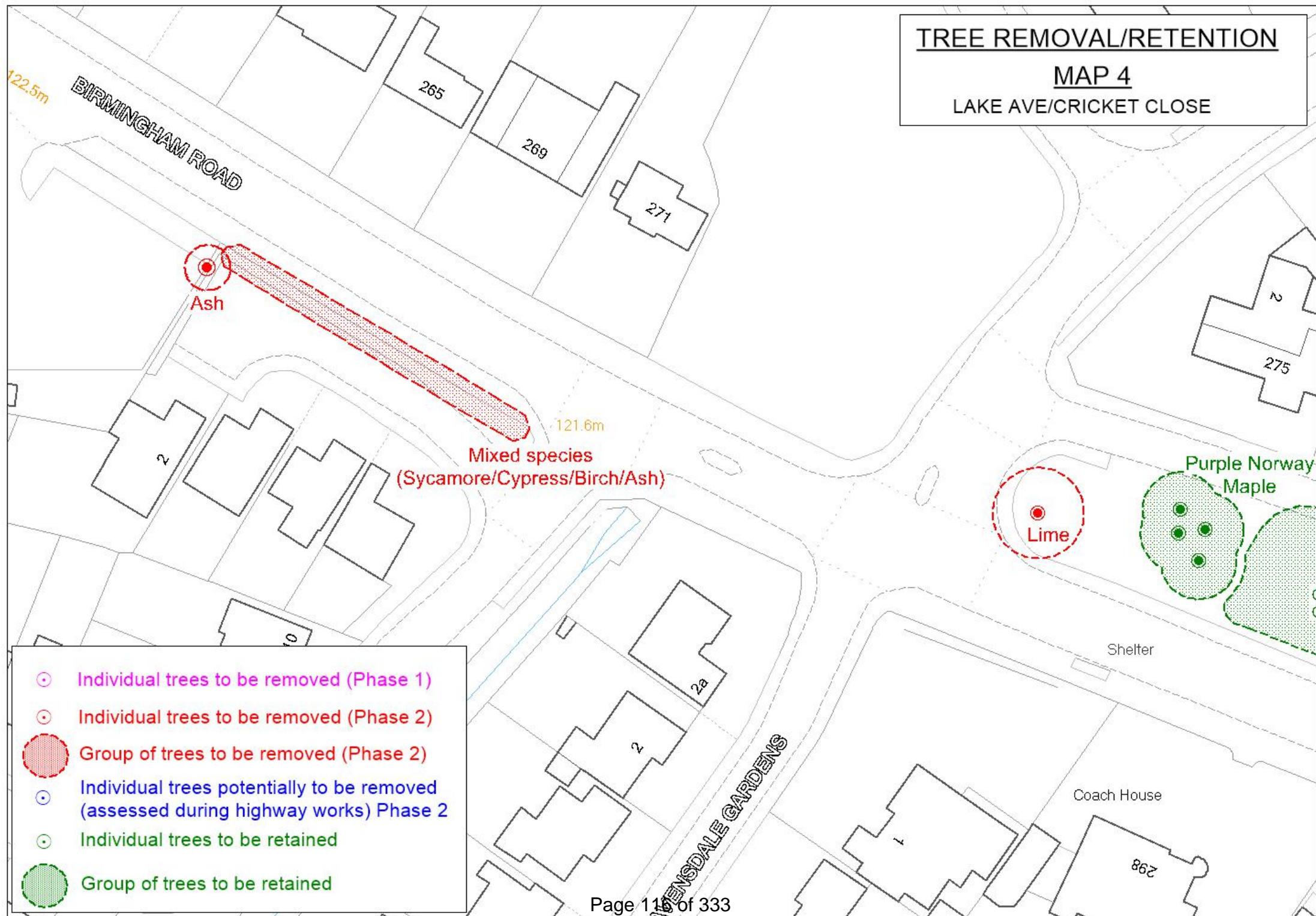




# TREE REMOVAL/RETENTION

## MAP 4

LAKE AVE/CRICKET CLOSE

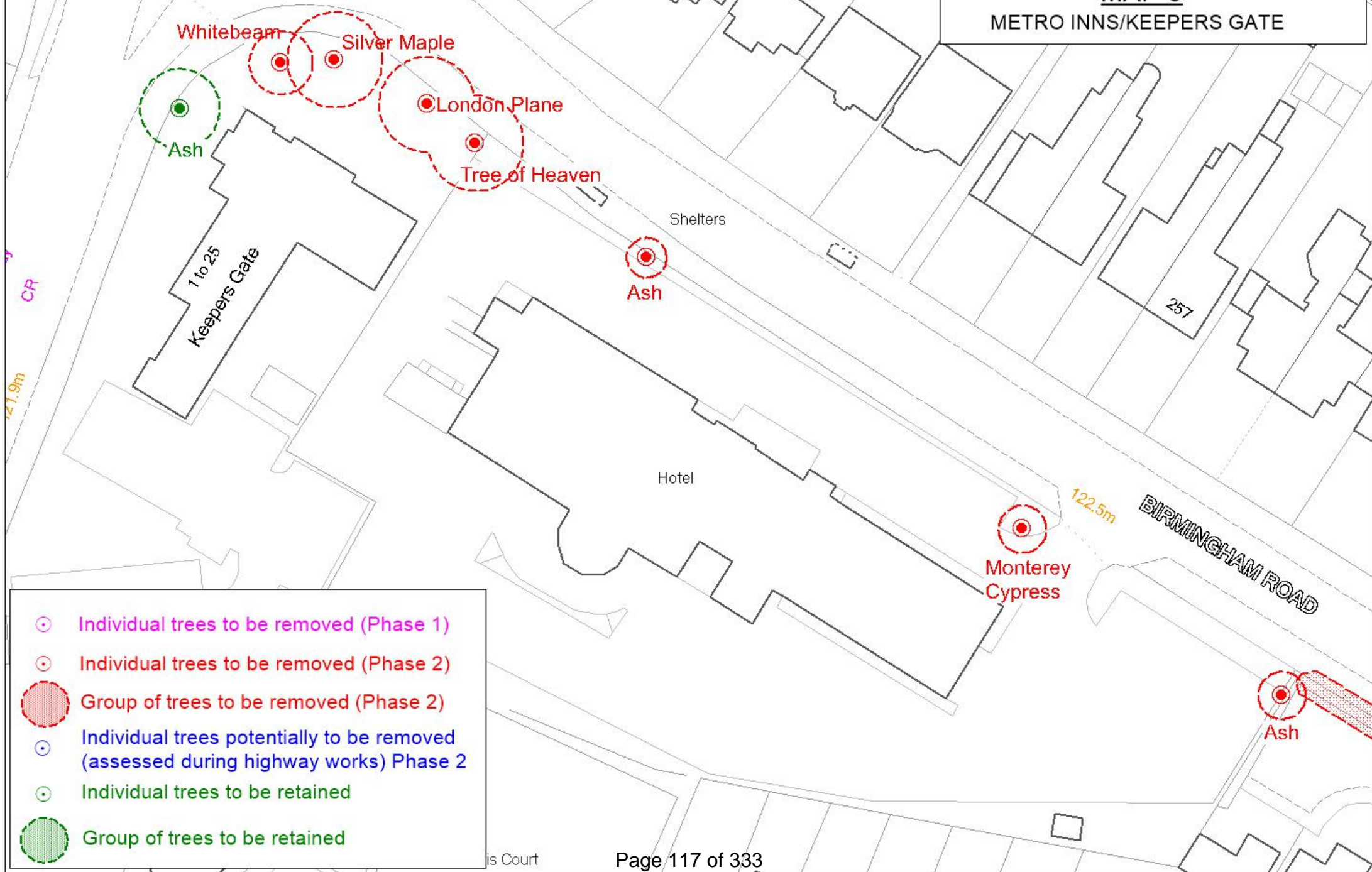




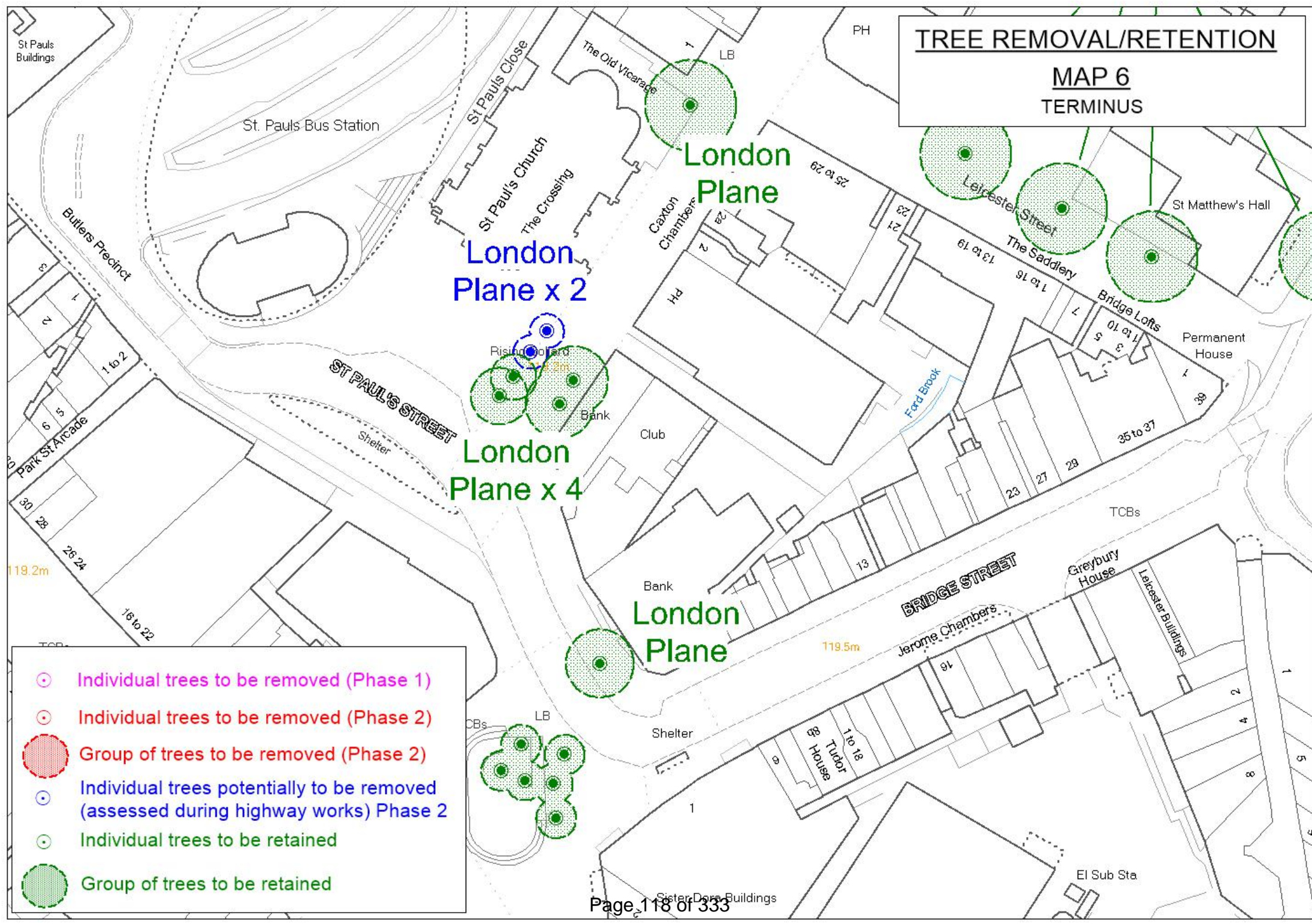
# TREE REMOVAL/RETENTION

## MAP 5

METRO INNS/KEEPERS GATE







**TREE REMOVAL/RETENTION**  
**MAP 6**  
**TERMINUS**

**London Plane**

**London Plane x 2**

**London Plane x 4**

**London Plane**

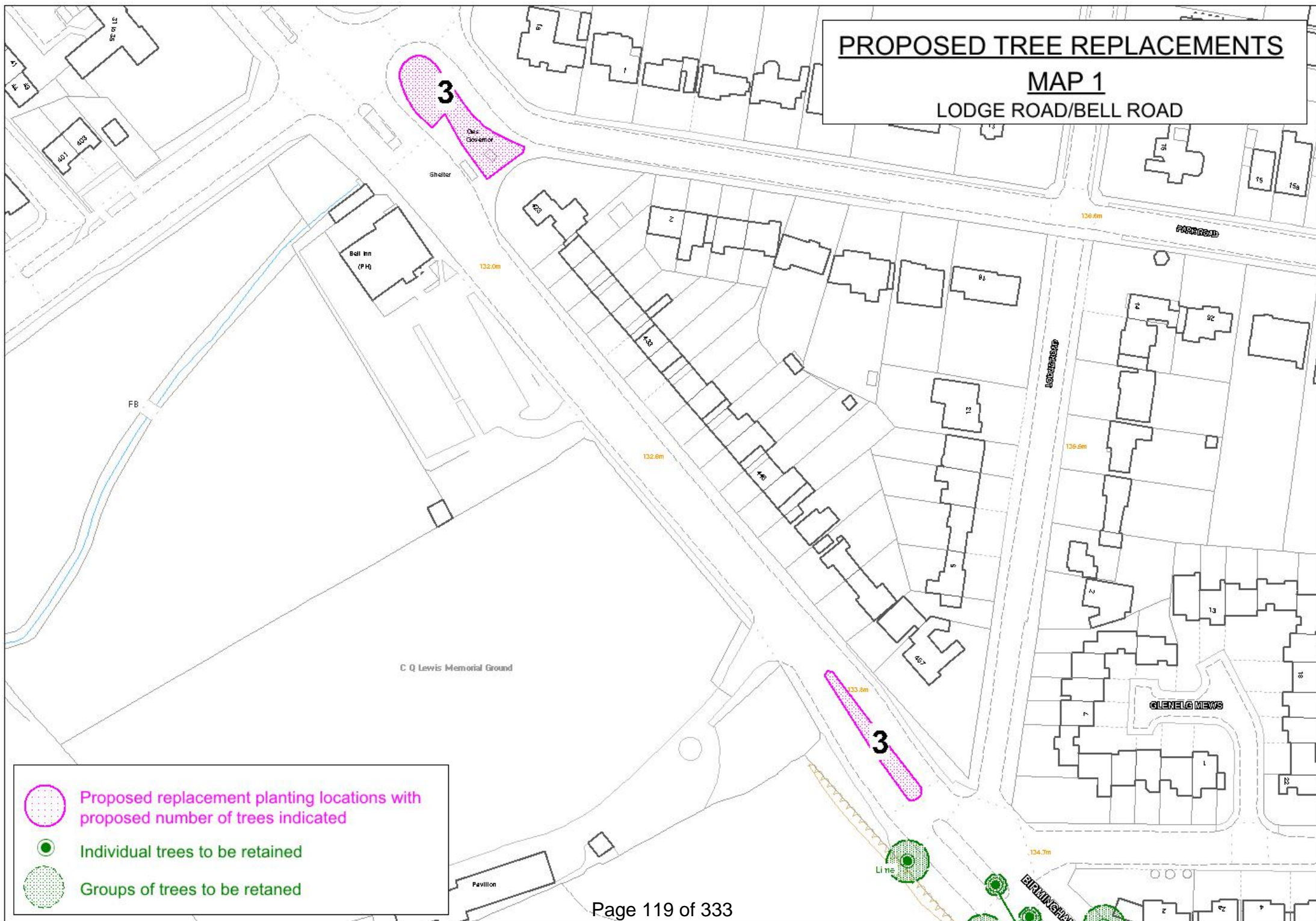
- Individual trees to be removed (Phase 1)
- Individual trees to be removed (Phase 2)
- Group of trees to be removed (Phase 2)
- Individual trees potentially to be removed (assessed during highway works) Phase 2
- Individual trees to be retained
- Group of trees to be retained



# PROPOSED TREE REPLACEMENTS

## MAP 1

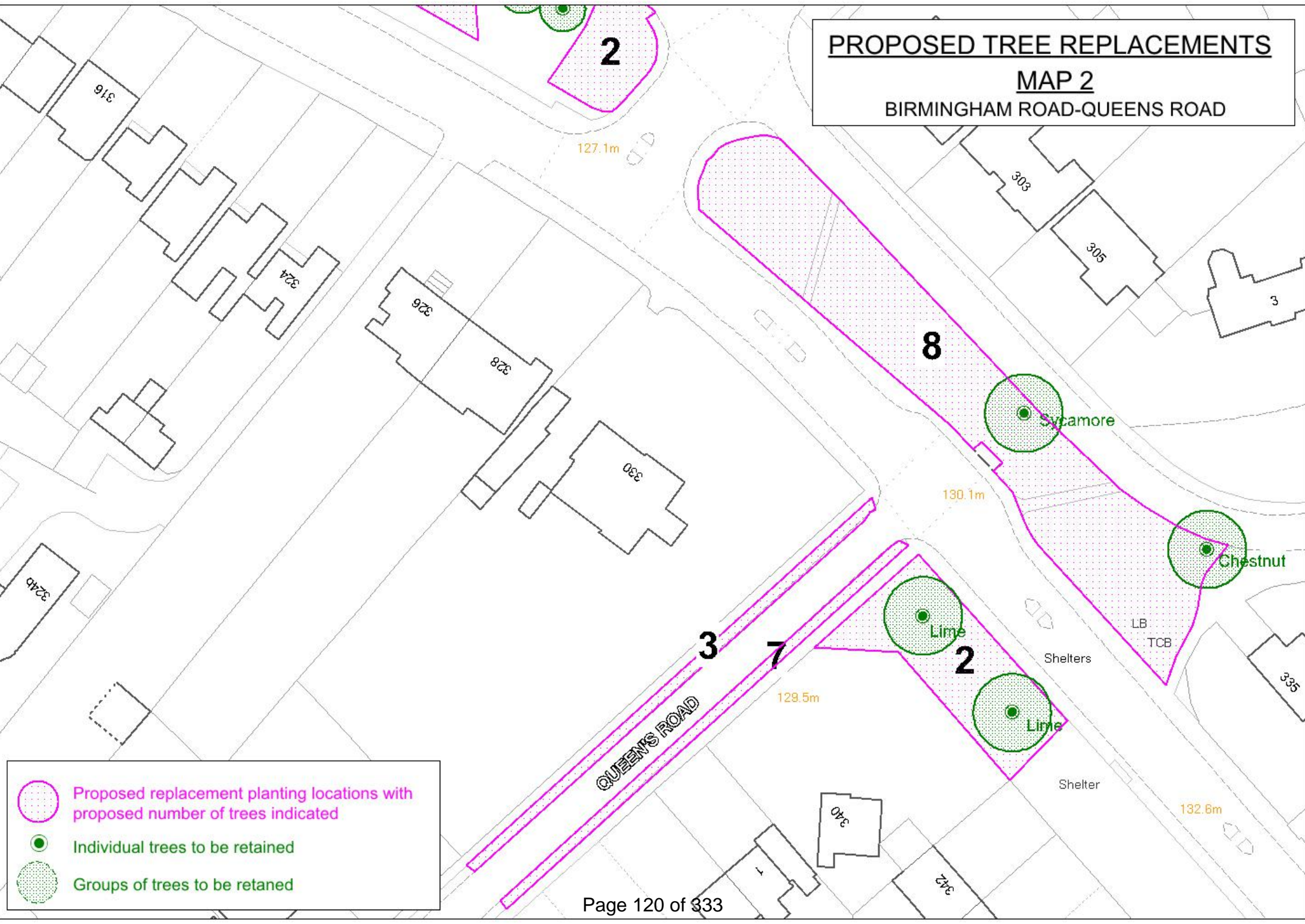
LODGE ROAD/BELL ROAD



# PROPOSED TREE REPLACEMENTS

## MAP 2

BIRMINGHAM ROAD-QUEENS ROAD



Proposed replacement planting locations with proposed number of trees indicated



Individual trees to be retained



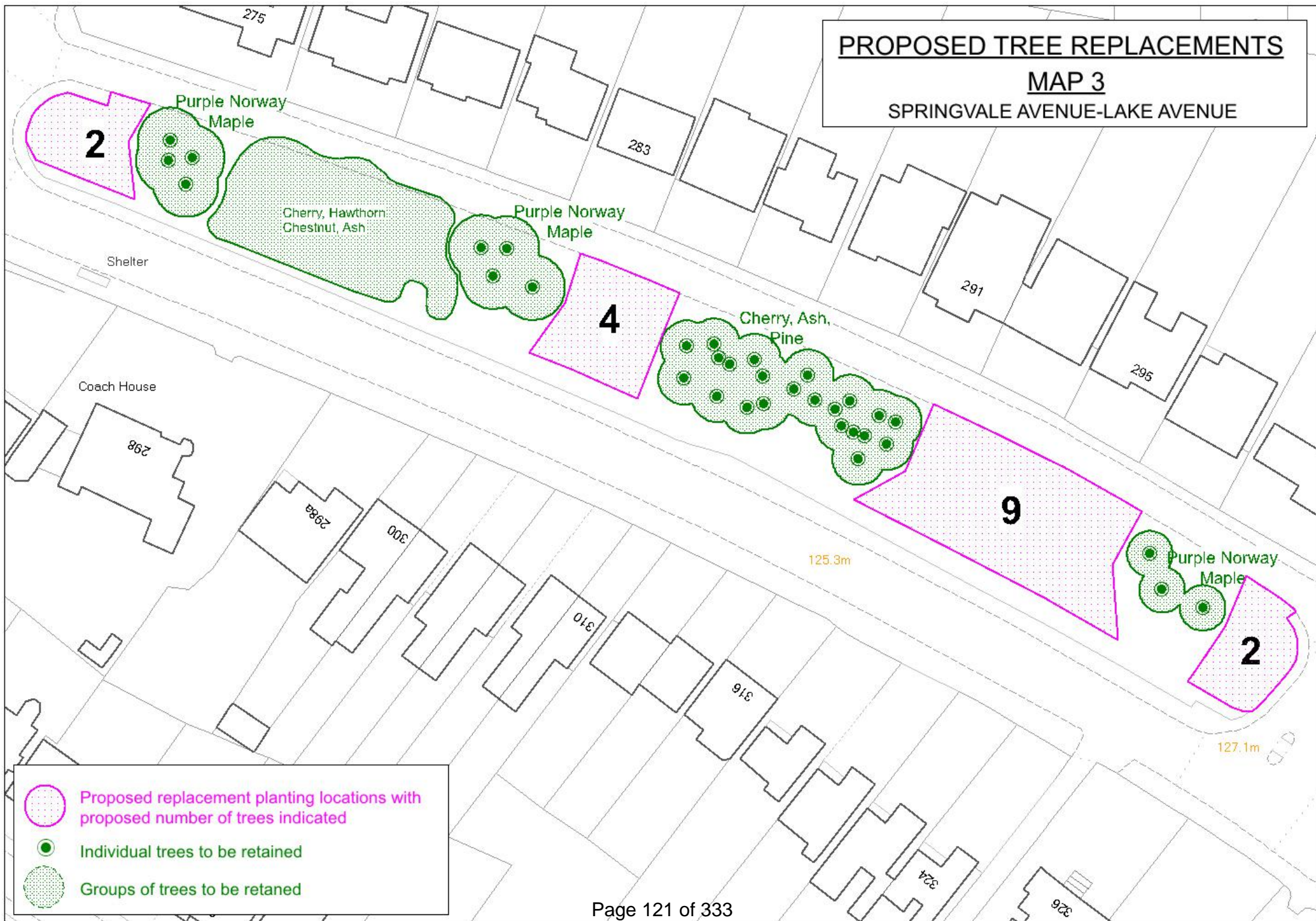
Groups of trees to be retained



# PROPOSED TREE REPLACEMENTS

## MAP 3

SPRINGVALE AVENUE-LAKE AVENUE

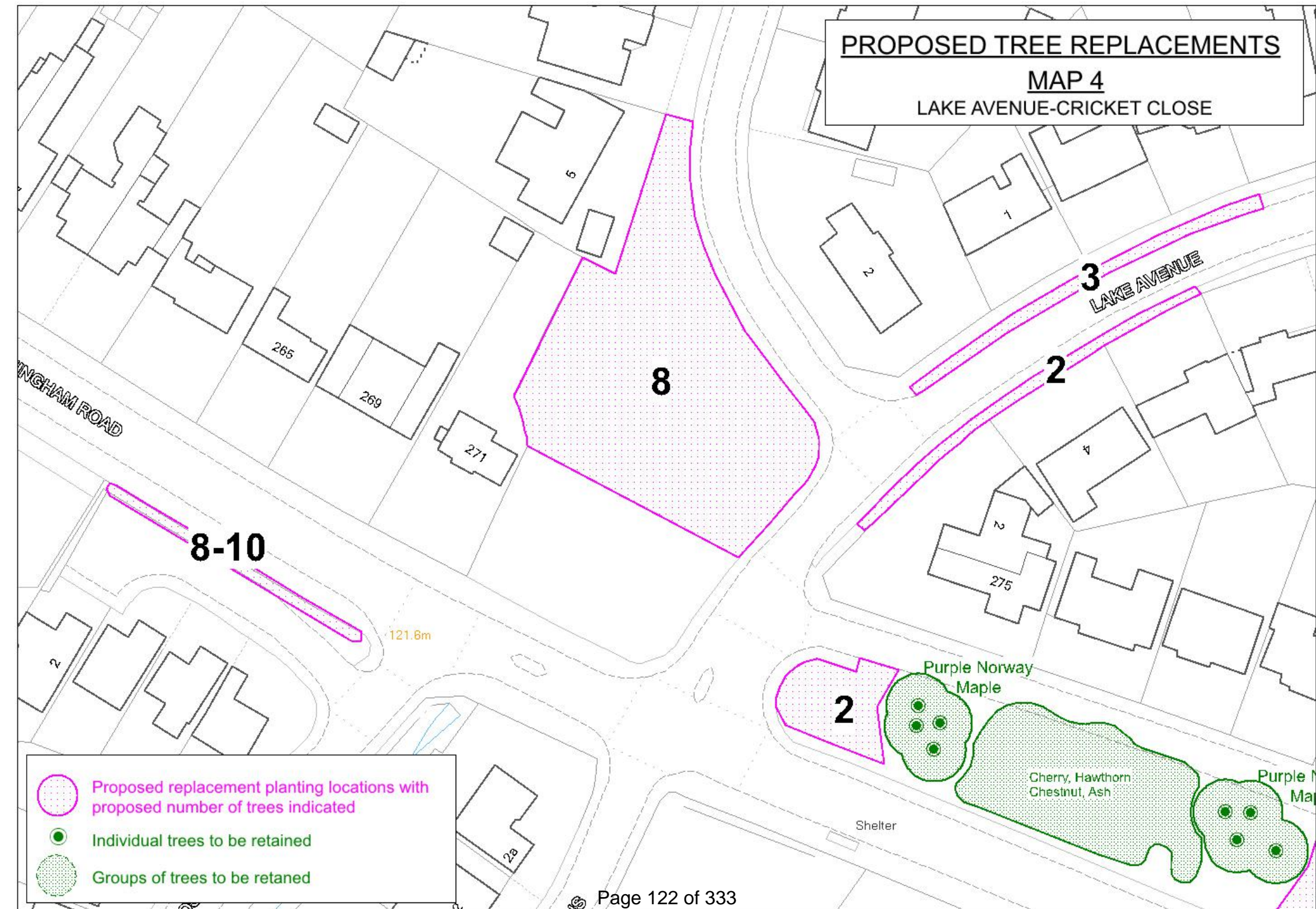




PROPOSED TREE REPLACEMENTS  
MAP 4  
LAKE AVENUE-CRICKET CLOSE

PROPOSED TREE REPLACEMENTS  
MAP 4  
LAKE AVENUE-CRICKET CLOSE

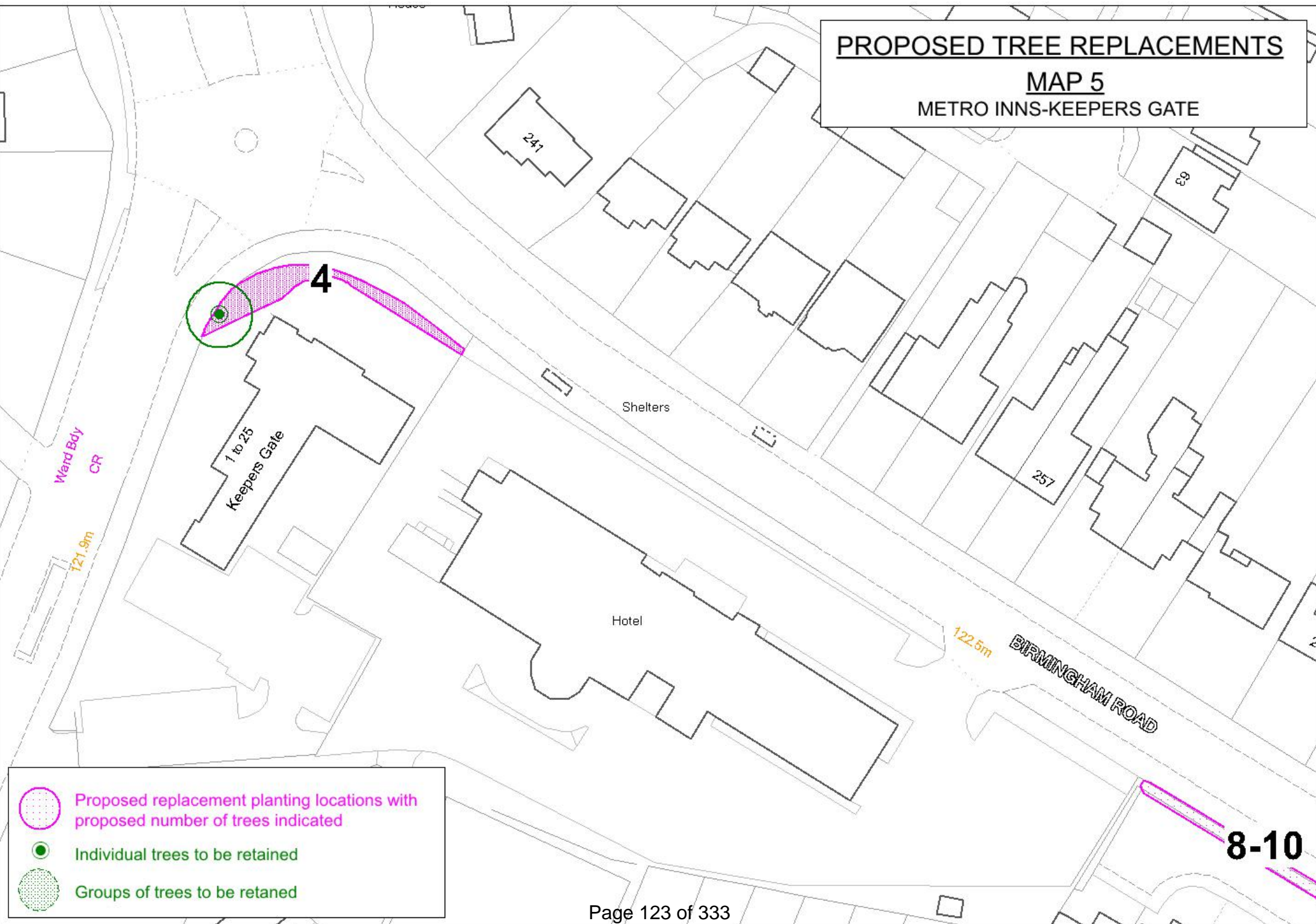
PROPOSED TREE REPLACEMENTS  
MAP 4  
LAKE AVENUE-CRICKET CLOSE



# PROPOSED TREE REPLACEMENTS

## MAP 5

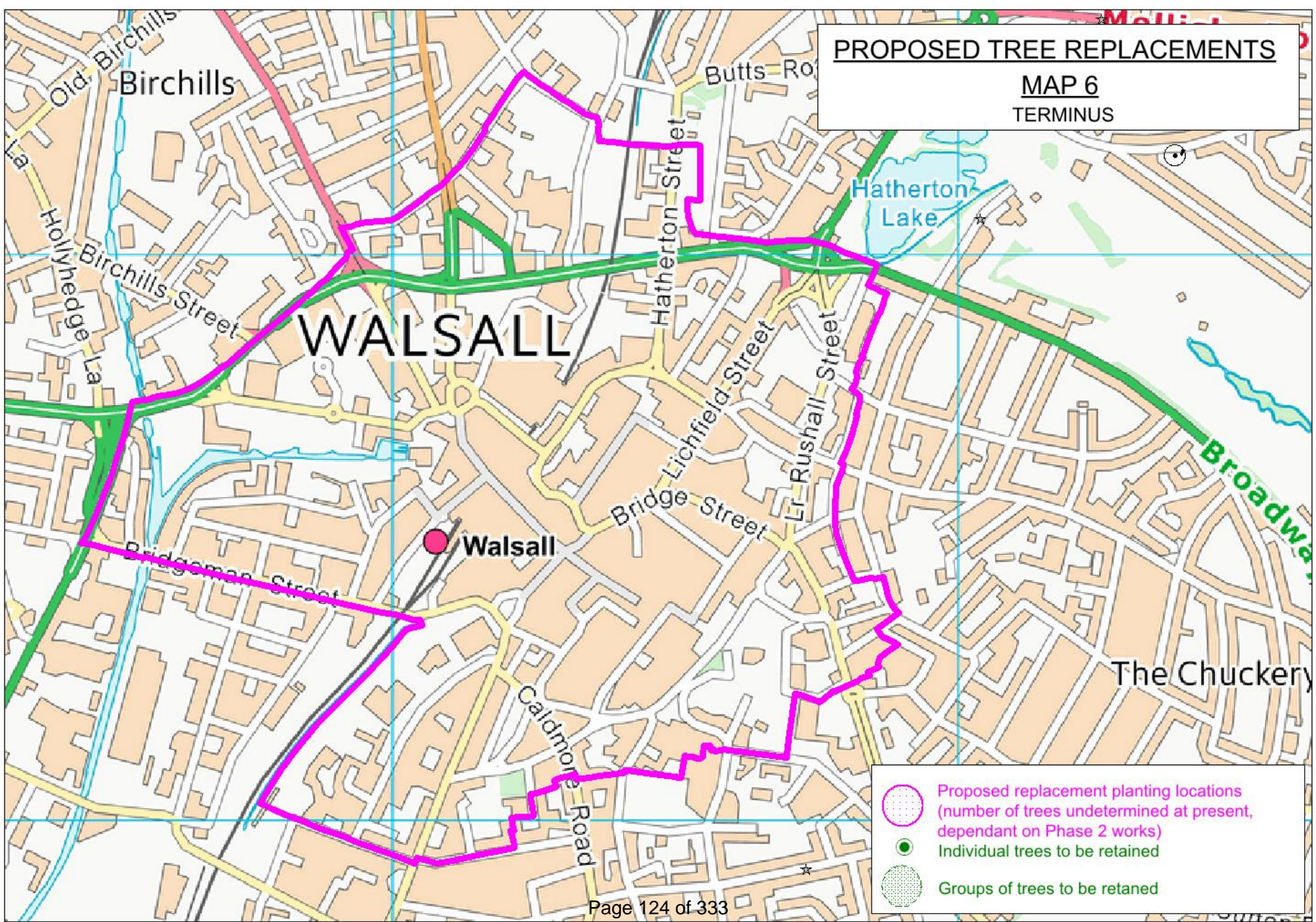
METRO INNS-KEEPERS GATE





# PROPOSED TREE REPLACEMENTS

MAP 6  
TERMINUS





## Appendix E – A34 Sprint Equality Impact Assessment

### EQUALITY IMPACT ASSESSMENT

An Equality Impact Assessment (EqIA) is a review of a new or existing policy which establishes whether the policy has a differential impact on specific equality groups and identifies how the policy can help promote inclusion and improve equality of opportunity for different groups of people. The term policy is interpreted broadly and refers to anything that describes what we do and how we expect to do it. It can range from policies and procedures, to strategies, projects, schemes and everyday customs and practices that contribute to the way our policies are implemented and how our services are delivered. An EqIA aims at improving the WMCA's work, by promoting equality and ensuring that the proposed or existing policy promotes equality can benefit a wide range of people and will not disbenefit

<b>DIRECTORATE</b>	TfWM
<b>PEOPLE RESPONSIBLE FOR CONDUCTING AND OVERLOOKING ASSESSMENT</b>	Duncan Fry
<b>NAME OR TITLE</b>	Sprint A34 route
<b>DATE OF COMPLETION</b>	January 2019
<b>DATE DUE FOR REVIEW</b>	N/A
<b>PERSON RESPONSIBLE FOR ARRANGING REVIEW AND MONITORING</b>	N/A

#### A. ABOUT THE POLICY

**1. Describe the main aims, objectives, activities and outcomes of the policy. Who is expected to benefit?**

Sprint is a brand new public transport service. It runs on the road, with dedicated bus lanes and priority through areas of congestion, making journey times much more reliable. It has been designed to deliver shorter and more dependable journey times for passengers. It will do this by providing priority over areas of congestion. A total of 7 routes will make up the Sprint network and these will be operational by 2026 in line with HS2. Three of these routes have been prioritised. They are:

## Appendix E – A34 Sprint Equality Impact Assessment

- Birmingham Airport and Solihull to Birmingham City Centre (A45)
- Walsall to Birmingham City Centre (A34)
- Sutton Coldfield to Birmingham City Centre via Langley (SBL)

Sprint will provide a level of service, comfort and presence close to a tram. The vehicles used on sprint will deliver a similar level of customer experience to Metro and will serve limited stops.

The scheme will deliver:

- An increase in public transport patronage evidenced through PRISM. The patronage forecast and modal shift for Sprint will help reduce highway congestion.
- Improved journey times evidenced through impact assessment of interventions.
- Improved reliability evidenced through impact assessment of interventions and PRISM.
- A range of sustainable transport choices available within the corridor will encourage future inclusive growth.
- Other bus services using parts of the route will benefit from additional bus priority (such as 51, 52, 77, 424, 907, 937, and X51) evidenced through PRISM.
- Environmental benefits from the use of low emission vehicles.

The overall impact of the scheme will improve access to sustainable modes, providing enhanced connectivity from residential and industrial development within the corridor. The key destinations which will be linked by high standard public transport will be: Birmingham City Centre, Alexander Stadium, Aston Regional Investment Site (via interchange), Perry Barr, and Walsall and other new developments.

### B. EQUALITY RELEVANCE/IMPACT

**2.Does the policy affect the public or employees directly or indirectly? In what ways?**

**3. What information is available on the equality issues in the key target groups<sup>1</sup>?** (what inequalities, discrimination /and health inequalities currently exist in relation to the target groups? What information/data do you have that explains why these inequalities exist and how they are maintained?)

Key A34 area data (**demographics** as per 2011 Census)

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<sup>1</sup> Equality target groups: Age, gender disability, race, religion and belief, pregnancy and maternity, socio-economic, sexual orientation

## Appendix E – A34 Sprint Equality Impact Assessment

The 4 constituencies affected by the scheme are Ladywood, Perry Barr, West Bromwich and Walsall

**Demographics for Ladywood:** Over half the population live in the 5% most deprived neighbourhoods in England. The entire constituency lives in the 40% most deprived areas in the country. Ladywood Ward includes the city centre of Birmingham and an area to the west of it. It has a much younger age profile than the City average (21% are 20-24 compared to the 9% city average and the 7% England average). The percentage of ethnic minority residents is above the city average. Worklessness is below the city average but unemployment is similar to the city average. Over three quarters (78%) of Ladywood's population live in deprived neighborhoods, compared to 40% of the city as a whole. 43% of children in the Ladywood constituency are defined as being in poverty above the city rate of 37.1%. Within the constituency there is disparity in the levels of deprivation and child poverty, with Washwood Health having the highest levels and Hodge Hill ward the lowest levels. The constituency has a very diverse population with only 32% of the working age population from the White group, compared to 59% for Birmingham as a whole. Around 40% are Asian and 20% Black. In terms of language proficiency, 0.4% of the population cannot speak English at all while 3% do not speak English well.

**Demographics for Perry Barr:** In the 2011 census the population of Perry Barr was 23,652 and is made up of approximately 52% females and 48% males. The ward has a slightly older age profile than the city as a whole and a slightly higher BME share. The average age of people in Perry Barr is 36, while the median age is lower at 33. 78.0% of people living in Perry Barr were born in England. Other top answers for country of birth were 3.5% India, 3.3% Pakistan, 2.5% Jamaica, 1.8% Bangladesh, 1.4% Ireland, 0.8% China, 0.6% Nigeria, 0.5% Wales, 0.4% Scotland. In terms of language barriers, 2.9% of the population in Perry Barr whose main language is not English cannot speak English well and 0.6% cannot speak English at all. It is one of the least deprived wards in Birmingham. Resident employment rates are above the city average and claimant count unemployment proportions are below the Birmingham average.

**Demographics for West Bromwich:** In the 2011 census the population of West Bromwich Central was 13,290 and is made up of approximately 49% females and 51% males. The average age of people in West Bromwich Central is 38, while the median age is lower at 36. 66.2% of people living in West Bromwich Central were born in England. 40.9% of the population is BME. In West Bromwich 15% of residents do not have English as a main language, but this does not mean that they are not fluent English speakers. In Sandwell overall, 64.5% of residents whose main language is not English can speak English well or very well. Only a

## Appendix E – A34 Sprint Equality Impact Assessment

very small proportion cannot speak English at all (0.8% of all residents aged 3 and over).

Demographics for Walsall Central: The ward has 15,088 residents (2011 census) with a split of 49% females and 51% males. The average age of people is 36, with the median age at 33. 76.2% of people living in St. Matthew's were born in England and 82.9% speak English as a main language. 53.1% are White British and 46.9% are BME. St Matthew's ward is the 8<sup>th</sup> most deprived ward of 20 wards in Walsall. 42.6% of households do not own a car/van (which compares to 28.8% in Walsall and 25.6% in England).

### Transport inequalities

- Around a fifth of disabled people report having difficulties related to their disability in accessing transport
- Low income groups spend a high percentage of their income on transport (15-25% of weekly expenditure). Transport costs can even exceed wages for some on very low incomes, after tax and benefits withdrawal.
- Low income groups are more likely to travel less/shorter distances due to cost and car availability. A quarter of all households and almost half of those from the poorest quintile do not have access to a car. Two-thirds of job seekers are without access to a car. Car availability also tends to be lower amongst BME groups and that may be linked to the fact that poverty is higher amongst BME groups. Other groups heavily reliant on public transport, largely due to lower car ownership, are disabled people and older age groups as well as single parents.
- More bus trips and walk trips are made by the lowest income group than any other group whereas more rail and bicycle trips are made by those from high income group than others
- For young people on low incomes (student, care leavers etc.) affordability is a key barrier to accessing education, training and social activities.
- Only 14% of households in the richest fifth did not have access to a car, compared to almost half of those in the poorest fifth (48%). Car ownership is also much lower amongst BME people, disabled people, older people and young people. Fewer women hold driver's licenses and fewer women own cars. All these groups are more reliant on public transport.
- A third of young people who are NEET or in jobs without training think they would have done something better after Year 11 at school if they had received more assistance with travel costs.

## Appendix E – A34 Sprint Equality Impact Assessment

**4. Is the policy likely to have a positive or negative impact on any equality target groups? Please elaborate** (Is it likely to affect some groups differently in either a positive or negative way? What elements of the policy will have a differential impact?)

The scheme is likely to have a positive impact on the general public as it will increase travel options for residents in the affected wards and improve transport connectivity, journey time and journey reliability. Positive impact is also anticipated for those groups that are more reliant on public transport – BME, young people, women and people with disabilities. The route also serves 4 of the most deprived wards in England – people from lower socio-economic backgrounds are more likely to be reliant on public transport.

**5. Have you consulted interested parties (including representatives from the equality target groups ) who will/may be affected by the policy? What were the outcomes of the consultation? If you haven't conducted consultation, is there need for consultation and who are you planning to consult?**

Public consultation ran from 23<sup>rd</sup> August to 15<sup>th</sup> October. Members of the public had their say via:

- An online survey
- On-street interviews
- Self-completion paper survey made available at public consultation events and on request
- Comments by letter, email, telephone helpline and social media.

Events/interviews

30<sup>th</sup> August – Sutton Parade

4<sup>th</sup> September – Scott Arms

13<sup>th</sup> September – Station Road, Solihull

17<sup>th</sup> September – Walsall

20<sup>th</sup> September – Birmingham Colmore Row/Bull St/Moor St Queensway

Every shelter along each route had a poster advertising ways they can get involved/have their say.

The consultation was also communicated to over 200 community and equality groups in the region.

The response rate to the consultation was high. In relation to the A34 route consultation, 569 responses were received on the A34 scheme during the consultation, with 73% fully supporting or partially supporting the scheme. 24%

## Appendix E – A34 Sprint Equality Impact Assessment

did not support the Sprint proposal for the A34 Walsall to Birmingham. Support peaked amongst bus users (84% supported), dipping amongst car users (49% supported). The small group of cyclists also had a high level of support for the proposals (87%). Support was highest amongst those who travelled along the route for work (82% fully/partially support) or education purposes (92%, fully partially support). It dipped amongst those who lived on or near the route (68%, fully/partially support) with the share of respondents who do not support Sprint rising to 30%.

The main objections were from residents between Scott Arms and Perry Barr (where the proposal is to remove parking laybys) whose issues relate to loss of parking combined with safety and comparison to the X51. A separate petition was received from residents in this area, whose main objections to the scheme relate to these issues. The detailed design phase will look to mitigate parking issues where possible and this will be resolved prior to Full Business Case.

### **6. Is further research needed (i.e. consultations, working groups, surveys, data) to properly assess impact on the different equality target groups? If yes, how will it be undertaken and by when?**

Engagement will continue throughout the project with all the stakeholders to ensure there is awareness of the impact of the scheme. The local highway authorities will need to present the final scheme for approval to their relevant council meetings, which will provide permission for WMCA to deliver works on the highway and provides another opportunity to express support of the proposals.

### **7. What measures does, or could, the policy or strategy include to help promote inclusion and equality of opportunity for and/or foster good relations between people from different equality groups?**

- The scheme offers accessible and more spacious vehicles that are likely to improve the travel experience of disabled people, older people and people with children and buggies/prams
- Ticketing will remain in line with N network prices to ensure there are no barriers for people from lower economic backgrounds. On-board paying options should be retained to ensure that groups are not excluded due to their age, disability or/and employment status (for instance, a significant % of older people do not use debit cards)
- Disruption is anticipated during the construction phase. Any disruption information needs to be communicated effectively and widely to ensure

## Appendix E – A34 Sprint Equality Impact Assessment

- that people are aware – this is especially important for disabled people who often pre-plan their journeys
- Sprint shelters are longer and wider – pathway accessibility is key in ensuring safe pedestrian access in line with key access design standards
  - A number of on-street parking spaces are being removed on the A34 route in the Perry Barr section though all existing off street parking is to be retained. Where properties do not have off street parking the existing on street parking will remain. 4 properties to date have advised that there are accessibility/mobility needs and the scheme will ensure that on street parking is retained for those properties to access. Additional measures will help ensure that on-street parking is offered where possible

**8. Do you think that the policy in the way it is planned and delivered will have a negative, positive or no impact on any of the equality target groups (please tick as appropriate)?**

**Positive impact:** where the impact on a particular group of people is more positive than for other groups

**Negative impact:** where the impact on a particular group of people is more negative than for other groups

**Neutral impact:** neither a positive nor a negative impact on any group or groups of people, compared to others.



## Appendix E – A34 Sprint Equality Impact Assessment

EQUALITY TARGET GROUP	AGE	GENDER (including gender reassignment)	DISABILITY	MATERNITY	RACE	RELIGION/BELIEF	SEXUAL ORIENTATION	SOCIO-ECONOMIC
POSITIVE IMPACT	√	√	√		√			√
NEGATIVE IMPACT								
NEUTRAL IMPACT				√		√	√	

12. If adverse/negative impact is noted to any of the listed equality target groups, can it be justified, i.e. on the grounds of promoting equality of opportunity for any other group/s?

Not applicable

### 13. ACTION PLAN

What practical actions can be taken to promote inclusion and reduce/remove any adverse/negative impact?

Issues to be addressed	Actions required	Responsible officer	Timescales	How would you measure impact/outcomes in practice
Disruption during implementation of the	Changes need to be communicated	Project manager	During implementation	-Few or no complaints



## Appendix E – A34 Sprint Equality Impact Assessment

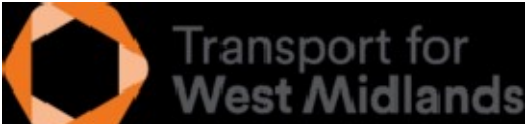
scheme	effectively to the public including equality groups in a number of ways – talking news, communication to community organisations etc.			
Pathway accessibility may be an issue	<p>Explore options (land purchase etc.) to ensure key access standars are retained</p> <p>Engagement with key equality groups throughout the detailed design process</p>	Project manager	Design stage	<ul style="list-style-type: none"> <li>- Key accessibility standards met</li> </ul>
Need to reduce the negative impact of the removal of on-street parking along the route (Perry Barr section)	Where properties do not have off street parking the existing on street parking will remain. 4 properties to date have advised that there are accessibility/mobilit	Project manager	Design stage	<ul style="list-style-type: none"> <li>- Satisfied residents, few complaints</li> <li>- Retention of accessibility for households</li> </ul>

## Appendix E – A34 Sprint Equality Impact Assessment

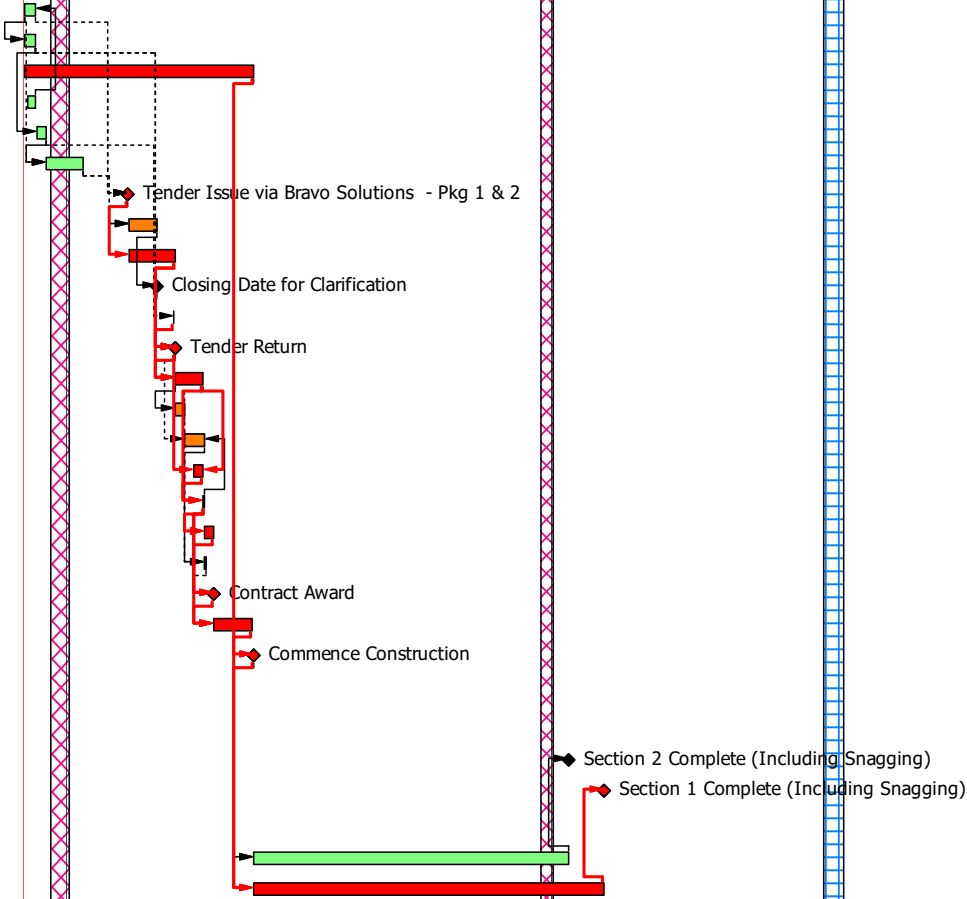
	y needs and the scheme will ensure that on street parking is retained for those properties to access. Additional measures will help ensure that on-street parking is offered where possible			
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Appendix F - A34 SPRINT Programme  
(January 2021)

Package A Schedule



Activity ID		Activity Name		Responsible Manager	Original Duration	Remaining Duration	Start	Finish	2021												2022															
									Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov		
A34 & A45 DRAFT Rv17					291	291	01-Dec-20	08-Feb-22																												
Target Cost and Contract					111	111	01-Dec-20	21-May-21																												
Plan B					111	111	01-Dec-20	21-May-21																												
A34					111	111	01-Dec-20	21-May-21																												
A34					111	111	01-Dec-20	21-May-21																												
Package A (Section 1 & 2)					111	111	01-Dec-20	21-May-21																												
A3740	Develop Tender Packs(Including Quality, Price Questions,Evaluation Criteria & Contract Data Part 1)			SW & CP	7	7	01-Dec-20*	09-Dec-20																												
A3750	Collate Detailed Tender Pack(Drawings,Spec & BoQs)			AECOM & MD	7	7	01-Dec-20	09-Dec-20																												
A4940	Package A				111	111	01-Dec-20	21-May-21																												
A4300	Governance Process - Produce Procurement Strategy & Price Quality Report for Authorisation by Senior Management			SW	5	5	03-Dec-20	09-Dec-20																												
A4270	OJEU Compliance Review Undertaking by F&G			F&G	5	5	10-Dec-20	16-Dec-20																												
A3760	F&G Collate Tender Information & Finalise Tender Packs			F&G	10	10	17-Dec-20	13-Jan-21																												
A3770	Tender Issue via Bravo Solutions - Pkg 1 & 2			SW	0	0		16-Feb-21*																												
A3780	Clarification Period (including cut-off)				15	15	17-Feb-21	09-Mar-21																												
A3790	Tender Period				25	25	17-Feb-21	23-Mar-21																												
A3800	Closing Date for Clarification				0	0		09-Mar-21																												
A4280	Agree Budget Estimates			OJ	1	1	22-Mar-21	22-Mar-21																												
A3810	Tender Return				0	0		23-Mar-21																												
A3820	Evaluate Tenders & Identify Supplier			F&G & Team	14	14	24-Mar-21	13-Apr-21																												
A3850	Preparation of Draft Contract ready for Contract Award			Legal	5	5	24-Mar-21	30-Mar-21																												
A4290	Governance Process - Produce Contract award Report for Authorisation by Senior Management			SW	10	10	31-Mar-21	14-Apr-21																												
A3830	Contract Discussions & Finalise Contract				5	5	07-Apr-21	13-Apr-21																												
A3840	Sprint Programme Board to Approve Contract Award				1	1	14-Apr-21	14-Apr-21																												
A3870	Contract Signature				5	5	15-Apr-21	21-Apr-21																												
A3860	Mobilisation Meeting				1	1	15-Apr-21	15-Apr-21																												
A3880	Contract Award				0	0		21-Apr-21																												
A3890	Mobilisation				20	20	22-Apr-21	20-May-21																												
A3900	Commence Construction				0	0	21-May-21																													
Construction					180	180	21-May-21	08-Feb-22																												
A34 Construction					180	180	21-May-21	08-Feb-22																												
A4250	Section 2 Complete (Including Snagging)				0	0		12-Jan-22																												
A4260	Section 1 Complete (Including Snagging)				0	0		08-Feb-22																												
Pre-Commonwealth					180	180	21-May-21	08-Feb-22																												
A1430	Section 2 - Scott Arms A4041 to Aston University Recreation Centre CH4370 to 6300				161	161	21-May-21	12-Jan-22																												
A1060	Section 1- Broadway A4148 to Walsall TC CH0 to 2400				180	180	21-May-21	08-Feb-22																												



- Actual Work
- Remaining Work
- Critical Remaining Work
- Near CP
- Milestone
- Critical Milestone

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Revision:SPR.Rv17  
Checked: admin    Approved by:  
Every minute spent in planning saves 10mins in execution

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TFWM\_Sprint\_Full Schedule(Package A)

# **West Midlands Enhanced Partnership Scheme**

Green highlighting = reference to a specific section or another document

Yellow highlighting = reminder, query or acknowledgment that text needs to be updated

Agenda item 6b

## Cabinet – 10 February 2021

### West Midlands Enhanced Partnership Plan and Scheme

**Portfolio:** Councillor Adrian Andrew, Deputy Leader and Regeneration

**Related portfolios:** None

**Service:** Highways and Transport

**Wards:** All

**Key decision:** Yes

**Forward plan:** Yes

#### 1. Aim

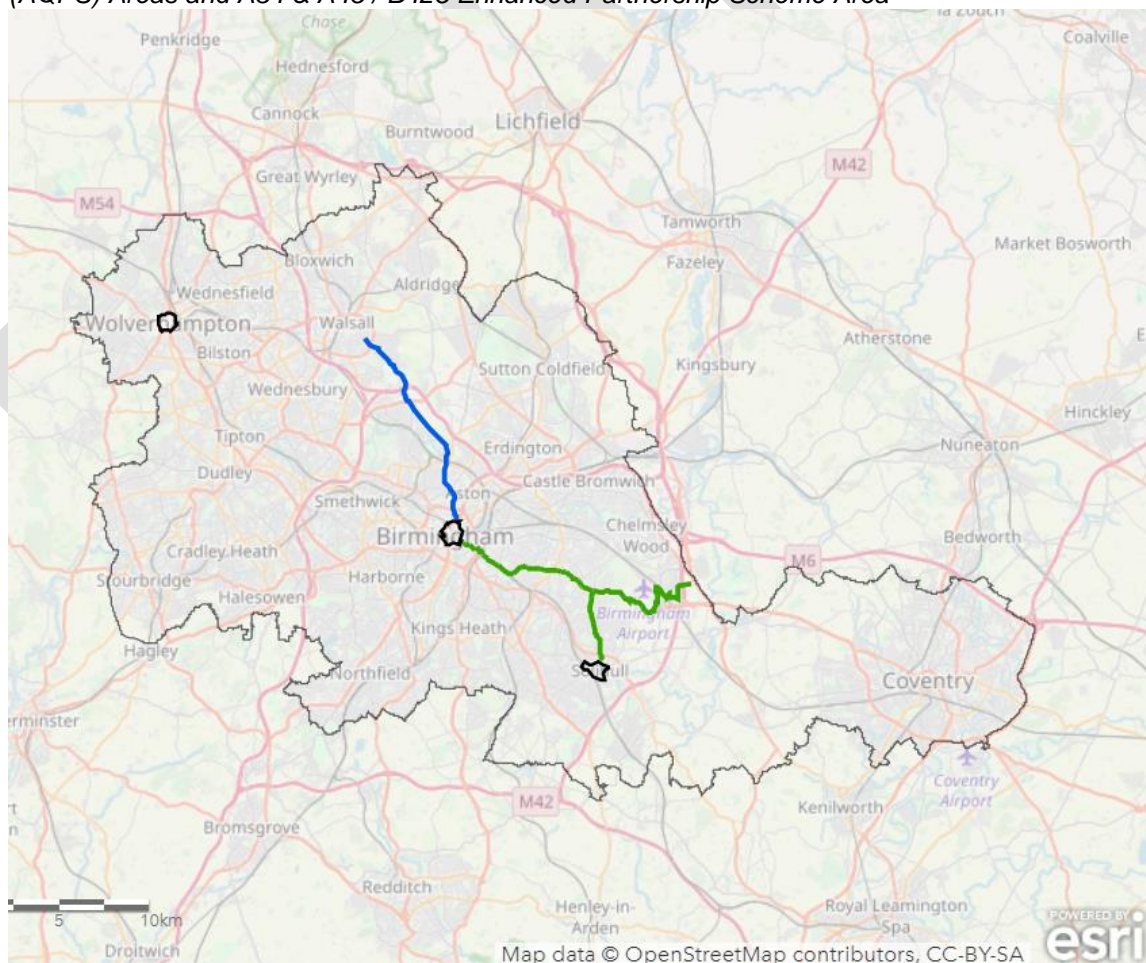
- 1.1 The improvement of bus services across the West Midlands through an improvement plan for the whole of the West Midlands Combined Authority area and a more-detailed improvement scheme for the A34(N) and A45 / B425 that will allow the subsequent implementation of SPRINT (bus rapid transit) services standards, including along the A34 between Walsall town centre and Birmingham city centre.

#### 2. Summary

- 2.1 The Bus Services Act 2017 inserts new powers in the Transport Act 2000 (the “TA 2000”) to enable formal arrangements for partnership working between bus operators, the West Midlands Combined Authority (WMCA) and local authorities in the West Midlands (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton) through an Enhanced Partnership (EP). An EP is a strategic document which sets out a clear vision of the envisaged improvements (known as an ‘Enhanced Partnership Plan’) and accompanying actions to achieve them (set out in one or more ‘Enhanced Partnership Schemes’). An EP Plan cannot exist without at least one EP Scheme and vice-versa. The delivery of the EP Plan and Schemes is based on the agreed ‘Strategic Vision for Bus’ published by Transport for West Midlands (TfWM). TfWM will lead on the EP Plan and Schemes for the West Midlands on behalf of the seven constituent authorities and the WMCA.
- 2.2 The ‘Strategic Vision for Bus’ prepared by TfWM sets out the objective to achieve modal shift by providing exceptional service and reliability along with comfort and accessibility. It was adopted by the WMCA Board on the 9th November, 2018.

- 2.3 The EP will be used as a mechanism to deliver the 'Strategic Vision for Bus'; an EP Plan will cover the whole of the West Midlands and there will be a single EP Scheme for the initial SPRINT routes (A34 and A45 / B425), which will be operated as one single cross-conurbation service (Walsall – Birmingham – Solihull/Airport).
- 2.4 The introduction of these SPRINT Phase 1 corridors by 2022 provides a major opportunity for investment by the public and private sector to achieve a step-change in public transport that will set the foundations for benefits and improvements across the integrated transport system throughout the region.
- 2.5 Two SPRINT routes (A34 and A45) have been identified by TfWM as a priority to facilitate the transport element of the 2022 Commonwealth Games. Delivering Phase 1 of these routes in time for the Commonwealth Games is a commitment that has been made to the Commonwealth Games Federation, and the EP Plan and Scheme is the chosen mechanism to deliver this.
- 2.6 WMCA approved a revised phasing plan (over two phases) for the A34 and A45 SPRINT routes at the WMCA Board meeting on 14 February 2020, and approved the funding for A34 Phase 1 (£32.4m) and A45 Phase 1 (£55.4m). Phase 1 works are to be delivered by June 2022, and Phase 2 works by December 2024, with the latter phase subject to a separate funding approval (and any associated highway approvals).

*Figure 1: West Midlands Enhanced Partnership Plan Area, Advanced Quality Partnership Scheme (AQPS) Areas and A34 & A45 / B425 Enhanced Partnership Scheme Area*



- 2.7 TfWM undertook a review of the new statutory powers and opportunities set out in the TA 2000 in order to assess the most appropriate mechanism to ensure the timely delivery of the first two SPRINT schemes ahead of the 2022 Commonwealth Games, whilst protecting the significant investment levels being made by the authorities and potential operator(s).
- 2.8 The TA 2000 provides local transport authorities, local authorities and bus operators with new powers to enable improvements to be made to services in their area. The new arrangements as set out in the TA 2000 (as amended by the Bus Services Act 2017) which are Advanced Quality Partnership Schemes, Enhanced Partnership and Franchising. The details of each arrangement and their differences are summarised below as follows: -
- 2.9 Advance Quality Partnership Scheme (AQPS)
- An area-based statutory partnership replacing Quality Partnerships
  - Minimum five-year duration
  - The Local Transport Authority commits to bus facilities and measures
  - The Local Transport Authority can prescribe vehicle standards, payment methods, information and publicity requirements
  - The Local Transport Authority can additionally prescribe maximum fares and service frequency/timing, but only if there are no 'admissible objections' from relevant operators
- 2.10 Subject to consultation, AQPS will be available where the local transport authority is satisfied they will: -
- Contribute to implementing local transport policies; and
  - Improve service quality; or
  - Reduce/limit congestion, noise or air pollution; or
  - Increase, or prevent decline in, patronage.
- 2.11 Enhanced Partnership (EP)
- An EP is a new statutory-based partnership to facilitate the Local Transport Authority, local authorities and the majority of their bus operators to work together to improve local bus services;
  - It includes a clear vision of improvements that the EP is aiming for which is set out in the EP Plan and accompanying actions to achieve them;
  - The EP Plan cannot exist on its own and must be accompanied by one or more EP Schemes;
  - Can be indefinite, varied and/or revocable;
  - There is no mandatory requirement for the Local Transport Authority to commit bus facilities or measures. The Local Transport Authority can prescribe not only the same characteristics as an Advanced Quality Partnership Scheme but also entitlement passes, on-bus information equipment, vehicle and ticket appearance, ticketing arrangements (including multi-operator ticket prices, timetable change windows and other scheme facilitating arrangements);
  - Plans and schemes cannot be made where a 'sufficient number' of 'operators of qualifying local services' object.



- 2.12 Subject to consultation, EP Plans will be available where the local transport authority is satisfied they will: -
- Improve service quality or effectiveness; or
  - Reduce/limit congestion, noise or air pollution.
- 2.13 An EP places a legal duty on all members of the partnership including the Local Authority to deliver against commitments made to facilities, measures and performance standards.
- 2.14 Franchising
- Replaces Quality Contracts;
  - Initially available only to Mayoral Combined Authorities;
  - Enables granting of an exclusive right to operate specified local services on specified terms (including frequency, fares and standards) and which may include public authority payments;
  - Service permits may be granted to others to operate in a franchise area if it benefits local service users in the area and 'will not have an adverse effect' on franchised services.
- 2.15 Subject to consultation, Franchising will be available where a Mayoral Combined Authority has: -
- Compared a franchising proposal to 'one or more other courses of action';
  - Assessed the proposal following a 'consideration' of a five-case business case covering strategic fit, value for money, feasibility, affordability, and deliverability;
  - Obtained an independent audit of the quality of its assessment (information and analysis) and compliance with guidance.
- 2.16 The case for Franchising, an AQPS and an EP has been considered and assessed by TfWM and their conclusion was presented at WMCA Board on 28<sup>th</sup> June 2019. The assessment concluded that AQPS legislation does not provide the level of protection for local authorities and bus operators when considering the value and scale of investment. In addition, franchising was not considered suitable based on the ability to deliver it within the required timescale, but it should also be noted that franchising would also likely not have been recommended or suitable for such a small geographical area e.g. a corridor route. Based on this assessment, TfWM have concluded that the most suitable mechanism for delivering and managing SPRINT ahead of the 2022 Commonwealth Games is through an EP.
- 2.17 The creation of the EP Plan requires approval from all the local authorities within the West Midlands Combined Authority area.
- 2.18 The EP Scheme requires approval from the local authorities through which the qualifying bus services operate.
- 2.19 In light of the recommendation below, Cabinet is asked to note the Transport for West Midlands intention to make an Enhanced Partnership Plan and Scheme in order to deliver improvements to bus travel as outlined in 'Strategic Vision for Bus'



and deliver SPRINT in the A34 and A45 corridors in advance of the 2022 Commonwealth Games.

- 2.20 Cabinet is asked to note that elsewhere on the agenda it has been asked to approve A34 SPRINT Phase 1 infrastructure works, which will implement the first phase of facilities and measures set out in the EP Scheme for the A34 corridor within Walsall. The SPRINT Phase 1 capital investment will provide the initial facilities and measures that Walsall Council is obligated to deliver by the EP Scheme for the A34 corridor.
- 2.21 The making of the EP Plan and EP Scheme for the A34(N) and A45 / B425, together with the A34 SPRINT Phase 1 investment, will provide the confidence to bus operating companies to invest in the necessary vehicles for the relevant commercially operated bus routes as required by the EP.

### **3 Recommendations**

#### **3.1 It is recommended that Cabinet: -**

- 3.1.1 Agree to make the Enhanced Partnership Plan annexed as **Appendix A**, which has been successfully tested by an operator objection process and public consultation exercise concluding in November 2020.
- 3.1.2 Agree to make the Enhanced Partnership Scheme for the A34(N) and A45 annexed as **Appendix B**, which has been successfully tested by an operator objection process and public consultation exercise concluding in December 2020.

### **4. Report detail – know**

#### **Context**

- 4.1 As stated above, the case for franchising, AQPS and EP has been considered by TfWM and Walsall officers.
- 4.2 Officers from both TfWM and Walsall have concluded that there are several compelling reasons why an EP compared to franchising and an AQPS is the preferable mechanism to deliver SPRINT for the following reasons: -
- The ability to manage access to infrastructure by SPRINT and other services as the council is able to make commitments under the EP scheme by the provision of facilities and measures;
  - The powers to set maximum frequencies or restrict access to only SPRINT vehicles on individual route sections (which cannot be achieved with an AQPS);
  - The flexibility to trigger a review of the EP at certain points of the EP lifetime (whereas an AQPS has a minimum five-year lifespan);
  - The ability to develop additional EP Schemes at a later date in the region if they are deemed an appropriate mechanism without having to create a new EP Plan;

- Supports the timescales for the operating model where commercial operators are required to procure the vehicles for use on the service;
  - Provides clear accountability for all partners including bus operators; and
  - An EP scheme can be implemented for a specific route, rather than a geographic area.
- 4.3 TfWM have prepared an EP Plan that covers the whole of the West Midlands Combined Authority<sup>1</sup> area excluding the three existing AQPS areas (Birmingham and Wolverhampton city centres and Solihull town centre). An EP and AQPS cannot operate alongside each other in the same geographical area. The guidance '*The Bus Services Act 2017 New powers and opportunities*' prepared by the Department of Transport on the 2017 Act states that if an authority is unsure of the geographical area to include at this stage, it recommends including the entirety of the authority's area – as this links to the powers to request information from operators set out in the TA 2000.
- 4.4 On 17<sup>th</sup> July 2019, TfWM issued a notice of intention to prepare an EP. From this time, formal discussions have taken place with both local authorities and local bus operators. No significant objections were received during the notice period.
- 4.5 On 4<sup>th</sup> November 2019 TfWM sought approval to consult on the EP Plan from the WMCA Transport Delivery Committee. This then allowed TfWM to issue a notice that an EP Plan and EP Scheme have been prepared. The Local Bus Operation Objection Mechanism Period for both the Plan and Scheme were successfully completed in 2020.
- 4.6 Following the Local Bus Operation Objection Mechanism Periods, a formal public consultation commenced on 6 July 2020 and closed on 13 September 2020. The EP Plan was unaltered following this consultation. The EP Scheme for the A34(N) and A45 / B425 was modified in line with the consultation feedback.
- 4.7 Transport Delivery Committee (which is a WMCA sub-committee) reviewed the consultation outcomes and give approval to 'make' the EP Plan and a modified EP Scheme. A further operator objection process was then undertaken for the modified EP Scheme and this successfully concluded in December 2020.
- 4.8 The EP Plan provides the framework to contribute towards meeting the nine objectives set out in the '*Strategic Vision for Bus*': -
- UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
  - Fully integrated bus network, including demand responsive and rapid transit services supporting interchange with rail, coach and Metro to form one network.
  - Simple, convenient and easy to use payment options, including full capping, providing a network which is value for money and affordable for customers.
  - Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change.

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<sup>1</sup> As defined in the West Midlands Combined Authority Constitution

- Creating a safe, secure and accessible mode for all and tackling long-held barriers and perceptions.
  - Accountable network performance management, tackling issues causing congestion and reliability problems.
  - World-leading customer information, utilising 5G and all available technologies and platforms.
  - All young people under 25 supported by discounted travel, as well as addressing barriers for excluded groups.
  - Evolve a network to support a 24/7 thriving economy, connecting people to new and developing destinations and attractions.
- 4.9 The Plan provides the backdrop for specific EP Schemes that will detail actions and developments to be taken jointly by partners to deliver a marked improvement in bus services on certain corridors or in defined areas that will help meet the above objectives, particularly by speeding-up bus journey times and improving journey time reliability. Such schemes may be suggested and promoted by TfWM, constituent local authorities or bus operators.
- 4.10 The actions, requirements and commitments to achieve improvements within the Plan are then set out in one or more accompanying EP Schemes. For the first two SPRINT routes, it is proposed that there is a single EP Scheme. The fact that an EP Plan is made for the region allows for the exact geography of the EP Scheme and the corridor to be agreed and determined through the preparation of the EP. This will be particularly helpful when looking at boundaries around connecting bus services and adjacent routes, as well as the Plan itself.
- 4.11 Within each EP Scheme the details of the infrastructure commitments, service specification and standards, customer standards, performance requirements and maintenance are agreed between partners – the EP Scheme for the A34(N) and A45 is annexed as **Appendix B**. Further explanation of the EP Plan and Schemes can be found in the Public Consultation booklet at **Appendix C**. The local authority will commit to provide and maintain facilities and measures – please refer to **Appendix B** for details.
- 4.12 TfWM have been the lead organisation on discussions with operators and preparing the EP. Once the EP Scheme is made, Walsall Council will be under a legal obligation to provide and maintain facilities and measures as set out in the EP Scheme's schedules – please refer to **Appendix B, Section 3 for an overview and Appendix B, Schedule B for details**. The facilities and measures to be provided by the Council under the Scheme are as follows: -
- New and existing bus lanes
  - Bus gates
  - Pedestrian crossing upgrades
  - Traffic signal upgrades.

- 4.13 The commitment made by the Council to provide the facilities and measures set out in the EP scheme is a legal obligation which will remain binding on the Council for the duration of the scheme, until such time it is varied to remove the obligation.

#### ***Council Corporate Plan priorities***

- 4.14 The EP Plan and Scheme support the Council's vision that '*Inequalities are reduced and all potential is maximised*' as set out in the Corporate Plan 2018-2021. The EP Plan and Scheme will facilitate better public transport services on the A34, which will help 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.

#### ***Risk management***

- 4.15 Failure to secure approval would have an impact on the deliverability of the Sprint schemes either in achieving the timescales set out or in achieving the standards and levels of protection for the investment.

#### ***Financial implications***

- 4.16 The costs for preparing, consulting and making of the EP for Walsall Council will be met by the West Midlands Combined Authority.
- 4.17 The capital costs of delivering the SPRINT schemes will be met by West Midlands Combined Authority. The total estimated cost of A34 Phase 1 is £32.4m, with £22.1m from WMCA funding and £10.3m from other central government contributions. (A45 Phase 1 has a cost of £55.4m with £20.2m of WMCA funding and £35.2m of other central government funding.) Phase 2 costs for the combined (A34 and A45) scheme are estimated at £50.3m. Phase 1 is fully funded. Phase 2 is subject to further funding being approved by WMCA.
- 4.18 Costs associated with the EP Schemes are agreed through the development and finalisation of those projects. For equipment assets delivered as part of the Sprint scheme (e.g. bus lane enforcement cameras, traffic signal equipment), equipment is being purchased with a maintenance package for the upkeep of such assets for a period aligned to the Enhanced Partnership Scheme.
- 4.19 Obligations on Walsall Council regarding the EP Scheme will be as follows: -
- Maintenance of highways will be in line with the Council's current reactive and planning maintenance procedures and will be managed within existing budgets;
  - Maintenance of bus lane enforcement cameras post the initial maintenance period will be between £2,500 and £3,500 per year per site for four sites, which has no committed budget at present;

- Maintenance cost of bus priority equipment at traffic signals post the initial maintenance period will be up to £750 per year per site for seven sites, which has no committed budget at present.

4.20 Any rapid electric vehicle re-charging infrastructure subsequently installed as part of the SPRINT scheme will be owned and maintained by WMCA/TfWM, at nil cost (both capital and revenue) to the Council.

### ***Legal implications***

4.21 The Bus Services Act 2017 (the “2017 Act”) amends the TA 2000 by inserting the new provision.

4.22 The TA 2000 provides Local Transport Authorities with a new wide range of powers to improve the local bus market, which includes franchising and two forms of partnership working.

4.23 Sections 113C – 113O of the TA 2000 now creates AQPS, which is a new mechanism based around the existing Quality Partnership Schemes (QPS) set out in s114 of the TA 2000.

4.24 Under the Quality Partnership Model a local transport authority (‘LTA’) (or two LTA’s acting jointly agrees to invest in facilities at specific locations along bus routes (e.g. bus stops or bus lanes) and the operator who wished to use those facilities undertake to provide a service of a particular standard (e.g. new buses or driver training standards). Only those operators prepared to provide the facilities to the standard specified in the Scheme are permitted to use the facilities.

4.25 The new AQPS model is more flexible than a QPS. Under AQPS, schemes can continue to be route- or corridor-specific, cover a larger network of routes, or even a geographical area. AQPS allows an LTA to specify requirements as to ticketing arrangements, information provided to passengers, and provisions about how bus services are marketed and publicised. It also removes the requirement that local authorities should always provide facilities and introduces the new concept of local authority ‘measures’ that can be taken to directly or indirectly encourage bus use.

4.26 In a franchising scheme, LTAs will determine the details of the services to be provided, where they run and the standard of the service. Typically, bus operators provide their services under contract to the LTA. No other services can operate in franchised areas without the agreement of the franchising Authority.

4.27 The EP powers are contained in Sections 138A-138S of the TA 2000. An EP is an agreement between a LTA and local bus operator to work together to improve bus services. It includes a clear vision of the improvements that the EP is aiming for (known as the EP Plan) and accompanying actions to achieve them (the EP Scheme).

4.28 In meeting, the statutory requirements an EP Plan should include at least include: -

- A map of the geographical area it covers;

- All the relevant factors that the parties consider will affect, or have the potential to affect, the local bus market over the life of the plan;
- A summary of any available information on passengers' experiences of using bus services in the area and the priorities of users and non-users for improving them;
- A summary of any available data on trends in bus journey speeds and the impact of congestion on local bus services;
- What outcomes need to be delivered to improve local bus services in the plan area; and
- What overall interventions the partnership believes need to be taken to deliver those outcomes.

4.29 Section 138 A and 138 H the TA 2000 impose legal requirements in relation to EP Schemes and the Scheme must state: -

- The area to which it relates;
- The requirements imposed on local bus services under it;
- Whether the operation of the scheme is to be reviewed and, if so, how and by which dates;
- The date on which it is to come into operation; and
- The period for which it is to remain in operation.

4.30 Section 138 of the TA 2000 also provides that the scheme must: -

- Specify the 'facilities' (if any) that are to be provided by the authority (and the date from which they are to be provided if it is not the date when the scheme comes into operation);
- Specify the 'measures' (if any) that are to be taken by the authority (and the date from which they are to be provided if it is not the date when the scheme comes into operation); and
- Include provision (if any) about its variation or revocation (including any dates on which they come into force or cease to apply).

4.31 The LTA must comply with the notice requirements set out in S138 F and S138 G, which relate to the intention to make and prepare EP Plans and Schemes.

Under Section 138 A (10) of the TA 2000, an EP Plan may not be made unless the authority or authorities are satisfied that the scheme will contribute to the implementation of: -

- (a) The Policies set out in the related EP Plan, and
- (b) The Local Transport Policies.

4.32 In addition, an EP Scheme may not be made unless the authority or authorities are satisfied that the scheme will: -



- (a) Bring benefits to persons using the Local services in the whole or any part of the area to which the scheme relates by improving the quality or effectiveness of those services; or
- (b) Reduce or limit congestion, noise or air pollution.

4.33 The commitments made by the by the authority or by a bus operator once a formal EP is made are legally binding. An authority that does not fulfil its obligations can face legal action by the bus operators in the Courts. Likewise, an operator not meeting its service standards could be in breach of its bus service registration and face its bus registration being cancelled by a traffic commissioner.

4.34 Under Section 138(11) of the TA 2000, an EP Plan or EP Scheme may not be made unless the authority or authorities have complied with the requirements in:

- (a) Section 138F (preparation, notice and consultation), and
- (b) Section 138 G (1) to (4) (making of plan and scheme).

4.35 Further under s138 (12) an EP Plan may not be made without also making an EP Scheme.

4.36 If a Local Authority includes any facilities or measures under a scheme they have a legal obligation in accordance with s138 J of the TA 2000: -

- Provide the facilities and take the measures not later than the date(s) specified in the Scheme; and
- Continue to provide those facilities and take those measures throughout the lifetime of the scheme or until a scheme is varied to remove the obligation to do so.

The only exception to this rule is if: -

- The scheme is formally postponed ; or
- If the local authority is temporarily unable to provide a facility or take a measure due to circumstances beyond their control.

4.37 The LTA has formal responsibility for making the Scheme, but at set points in the process they can only proceed with the proposals if they have the support of a defined number of bus operators on the expiry of the objection periods.

#### ***Procurement Implications/Social Value***

4.38 There are no procurement implications.

#### ***Property implications***

4.39 There are no property implications.

#### ***Health and wellbeing implications***

4.40 The EP Plan has been tested against the 'Marmot Objectives'. These are:-

- Giving every child the best start in life – *the EP will see bus-based schemes deliver measures to support travel to school by sustainable modes. Schemes will also positively improve air quality throughout the borough.*
- Enabling all children, young people and adults to maximize their capabilities and have control over their lives – *the EP goal is to deliver bus-based sustainable travel which help promote healthy and independent travel choices;*
- Creating fair employment and good work for all – *improved public 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 public transport networks;*
- Creating and developing sustainable places and communities – *schemes delivered through the EP all promote and assist with active travel and travel by public transport, which support sustainable places and communities;*
- Strengthening the role and impact of ill-health prevention – *healthy travel choices, such as walking or cycling to and from bus based public transport routes, can help prevent ill health, as well as positively impacting on improving air quality.*

#### **Staffing implications**

4.41 There are no staffing implications.

#### **Reducing Inequalities**

4.42 WMCA have undertaken a Stage 1 initial analysis of the equalities implications and there are no concerns that the proposal affects or could affect people differently or that the needs of certain groups would not be met. This has been reviewed by Walsall Council officers who are satisfied with the assessment. The Equality Impact Assessment is available at **Appendix D**.

#### **Consultation**

4.43 The WMCA Board gave approval for TfWM to give notice of its intention to prepare an EP Plan for the area of the West Midlands Combined Authority and an EP Scheme for the initial SPRINT routes (A34(N) and A45 / B425), on behalf of its constituent authorities, on the 28<sup>th</sup> June, 2019.

4.44 It was a legal requirement that formal consultation took place on the Plan and Scheme with at the least the following statutory consultees: -

- All local bus operators
- Passenger Organisations
- Other Local Authorities affected by the proposals
- Traffic Commissioners
- Chief of Police for the West Midlands
- Transport Focus
- Competition and Markets Authority
- Any other person as WMCA sees fit

- 4.45 TfWM issued the notice of intent to prepare an EP Plan for the area of the West Midlands Combined Authority and an EP Scheme for the first SPRINT routes (A45 and A34) on 17<sup>th</sup> July, 2019.
- 4.46 Following the preparation of the EP and operator objection periods, formal consultations on the prepared EP Plan and EP Scheme for A34(N) and A45 / B425 were undertaken and led by TfWM, on behalf of the WMCA's constituent authorities, and this process concluded in November 2020 for the EP Plan and December 2020 for the modified EP Scheme.

## **5. Decide**

- 5.1 As discussed in paragraphs 4.1 and 4.2, options for the best mechanism to deliver the first two SPRINT schemes ahead of the 2022 Commonwealth Games have been fully explored.
- 5.2 Cabinet is asked to agree to make the EP Plan and EP Scheme, as both the resolution of objections and the consultation process have now successfully concluded for the EP Plan and the EP Scheme.
- 5.3 Granting this authority will not in itself give the Council authority to proceed with SPRINT, but to prepare and ultimately deliver the legislative framework under which the SPRINT scheme will be delivered and subsequently managed.

## **6. Respond**

- 6.1 Following the formal discussions stage and the preparation of a Plan, it is for operators of qualifying services within the EP area to determine whether the next stage of the process can go ahead – in this case to a formal consultation exercise. The legislation requires that any objection should be made within the deadline set by the authority – but this deadline cannot be less than 28 days after the date on which the notification was sent.
- 6.2 Assuming that the operator objection stage does not raise sufficient objections to meet either of the two criteria outlined in the legislation, the next stage is a formal consultation exercise. Consultation is an important element in the delivery process and TfWM prepared a consultation strategy, which was agreed by the WMCA Transport Delivery Committee. Following the objection stage, consultation must be undertaken for a minimum eight-week period, consulting the statutory consultees and the wider public and bus passengers.
- 6.3 Once the consultation exercise has completed and the responses have been properly analysed, and the necessary changes made, the authority must decide whether to 'make' the Plan and Scheme ('make' being the legal term for finalising the content of both and then implementing the requirements of the scheme 'on the ground').
- 6.4 This can be on the basis of the plan to be put to consultation, or a modified version of either that takes into account the responses to consultation. If a modified version is to be made, the authority must inform all operators of qualifying local

bus services of the intention to proceed with a modified version and that will be subject to a further operator objection period.

6.5 Once the objection process has been completed and if there are not sufficient objections to prevent the Plan being made, the authority can then make the Plan. The date that the Plan are made are for the authority to determine.

6.6 The same process to that described above will also be undertaken for the EP Scheme. This process for both the Plan and Scheme could be undertaken concurrently, which is what is now proposed.

## **7. Review**

7.1 As part of developing the EP Plan and subsequent Scheme, how the Scheme is to be monitored, managed and what the triggers are for variation and revocation have been agreed.

## **Appendices**

Appendix A – Enhanced Partnership Plan (TfWM)

Appendix B – Enhanced Partnership Scheme for the A34(N) and A45 / B425 (TfWM)

Appendix C – Enhanced Partnership Public Consultation Booklet (TfWM)

Appendix D – Enhanced Partnership Equality Impact Assessment (TfWM)

## **Background papers**

WMCA Board Paper 'Vision for Bus Next Steps – Part B. Enhanced Partnership for Sprint', 28<sup>th</sup> June 2019.

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10 February 2021

10 February 2021



# West Midlands Enhanced Partnership Plan

October 2020



Transport for  
**West Midlands**



West Midlands Combined Authority (WMCA) seeks to develop and promote a fully integrated transport system, where each public transport mode (rail, Metro, bus and demand responsive transport) contributes towards the overall objective of enabling all residents to have easy access to a range of services and facilities. Bus is central to this and an Enhanced Partnership offers a mechanism to help achieve the objective.

Drawing on Transport for West Midlands' Strategic Vision for Bus, this document fulfils the statutory requirements set out by the Bus Services Act 2017 of an Enhanced Partnership (EP) Plan for the West Midlands. Initially, this will facilitate the introduction of an EP Scheme for the first two Sprint corridors (A34 and A45) that have been prioritised to support the 2022 Commonwealth Games. However, over the Plan period, other potential EP Schemes may be put forward by Transport for West Midlands (TfWM), constituent authorities or bus operators and promoted through the West Midlands Bus Alliance.

Whilst significant progress in improving bus services is being achieved through the Bus Alliance and the Advanced Quality Partnership Schemes already in place in central Birmingham, Wolverhampton and Solihull, an Enhanced Partnership is considered the best way of ensuring that some of the more ambitious plans to transform bus travel are achieved. Amongst these are the Sprint bus rapid transit corridors, which will rely on investment both in vehicles (by operators) and infrastructure (by local authorities). The EP will place binding commitments on partner organisations to provide the necessary enhancements, as well as ensuring on-going provision of high-quality bus services.

In accordance with statutory requirements for an EP Plan, this document includes:

- Details of the area covered
- Factors affecting the local bus market
- A summary of passengers' experiences of using bus services and the priorities of users and non-users for improvements
- Trends in bus journey speeds and the impact of congestion on bus services
- Objectives that are sought for bus service provision
- Interventions needed to achieve the desired outcomes





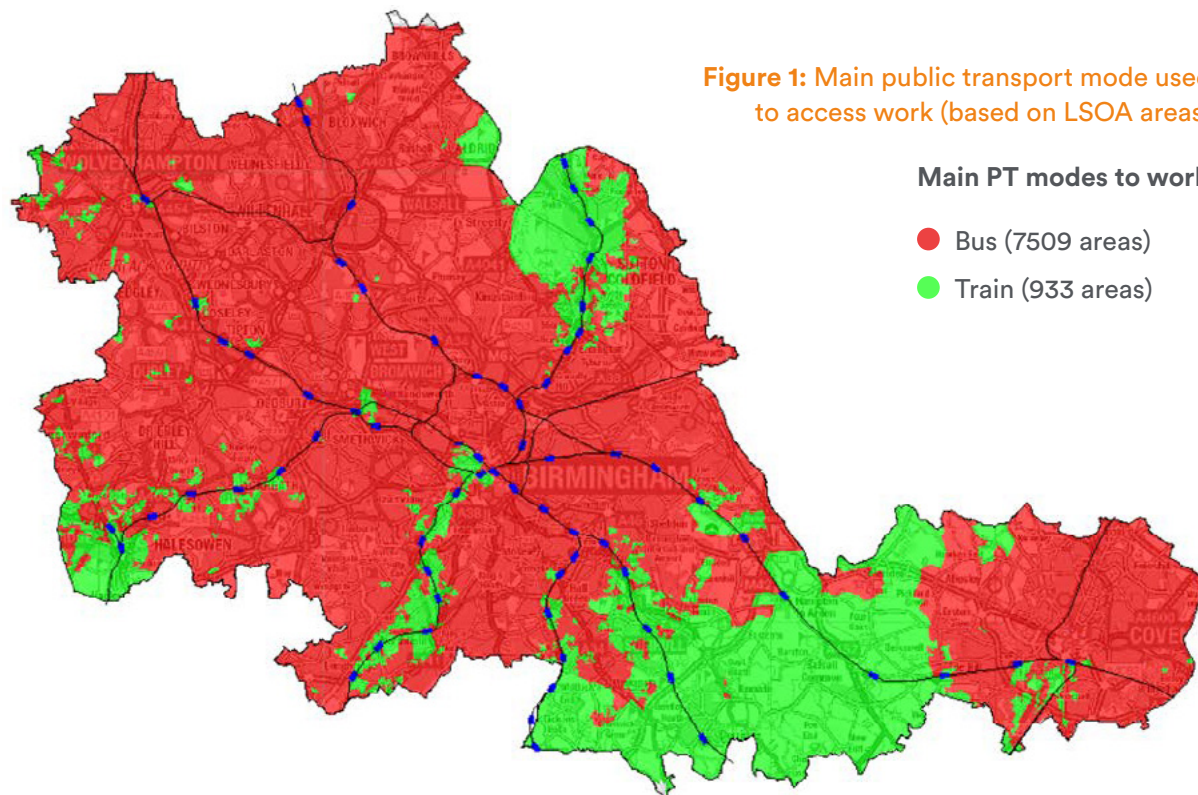
## Overview

The West Midlands has strong growth ambitions to improve productivity and the quality of life for everyone who lives and works in the region. The development of HS2, 2021 UK City of Culture in Coventry, and the 2022 Birmingham Commonwealth Games will help transform the region and drive investment, offering opportunities for the bus to play an important role in meeting existing and new travel demands.

Transport is key to economic growth, but traffic congestion can constrain this ambition. TfWM is supporting local authority partners and investing to develop a world-class integrated transport system that will allow seamless, convenient travel across the region, thereby reducing the need for journeys to be made by car.

In 2017/18, 71.9<sup>1</sup> million bus service miles were operated in the West Midlands by 26 bus operators. This represents the largest number of bus service miles for a metropolitan area in England (outside of London) and the largest commercially-provided bus network (66.5 million bus service miles). Some 5.4 million bus service miles operate with financial support from TfWM and local authority partners.

With its widespread coverage, bus plays a vital role across the region. The bus accounts for 4 out of 5 public transport journeys and remains the most important, adaptable and flexible mode, serving and supporting a better quality of life for West Midlands residents. The importance of the bus for access to employment is illustrated in Figure 1.



**Figure 1: Main public transport mode used to access work (based on LSOA areas)**

## Bus passengers' views

The 2018 Bus Passenger Survey, undertaken by Transport Focus, reported that overall satisfaction with bus travel in the West Midlands stood at 84%. While this demonstrates high levels of satisfaction, this was slightly below the levels in the equivalent metropolitan areas of West Yorkshire (85%) and Greater Manchester (87%) and somewhat lower than Merseyside and Tyne & Wear (both 91%).

**66%**  
Bus driver  
greeting/welcome



**66%**  
Value for money  
fare-payers only

**82%**  
Journey time



**84%**  
Overall journey



**71%**  
Punctuality

**84%**  
Availability of seating  
or space to stand

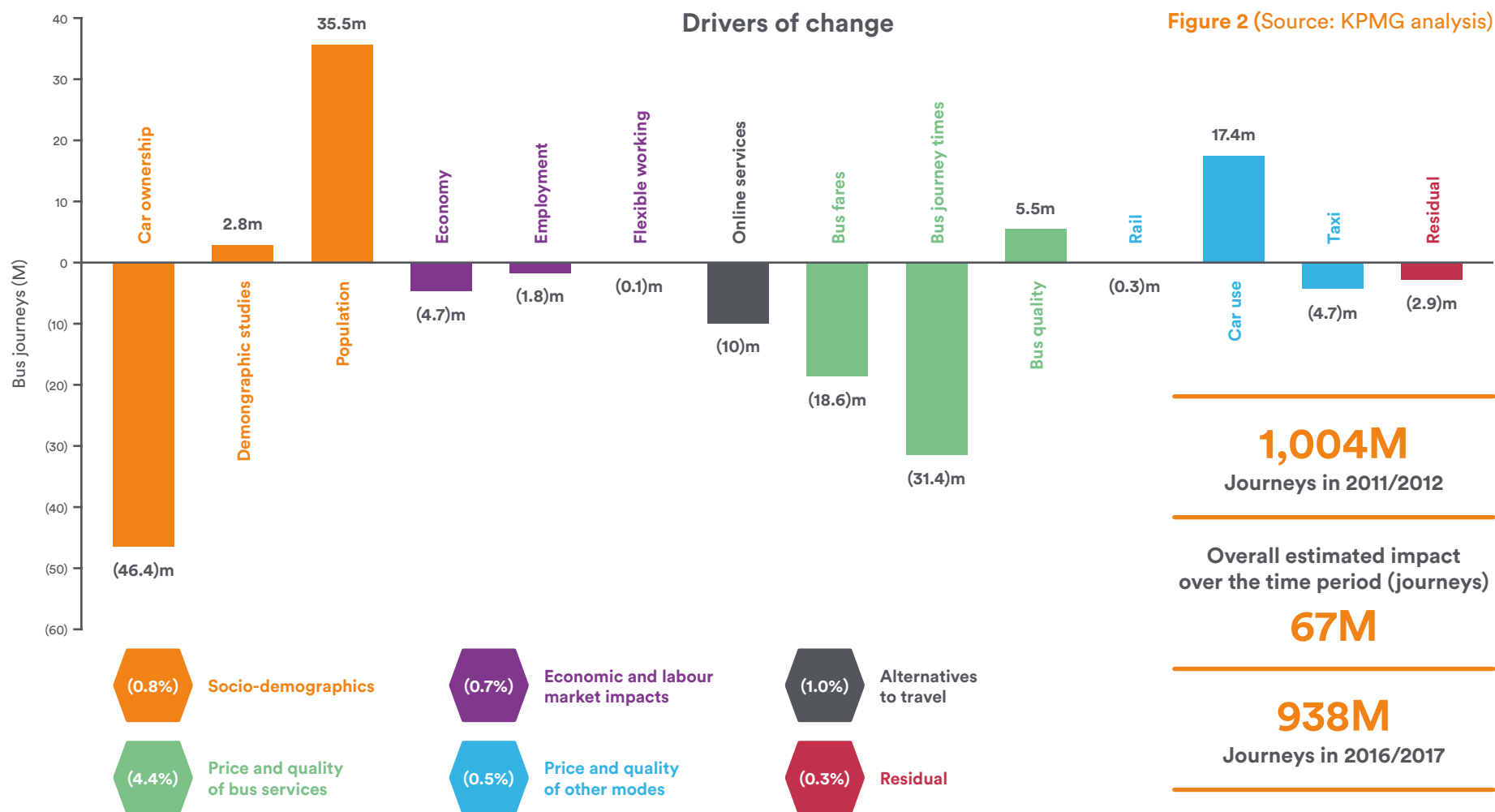


**74%**  
Interior cleanliness  
and condition

## Influences on bus travel

Across the UK, bus use has been in general decline, mainly due to growing car ownership and use. However, in recent years, some areas or specific bus routes have seen growth.

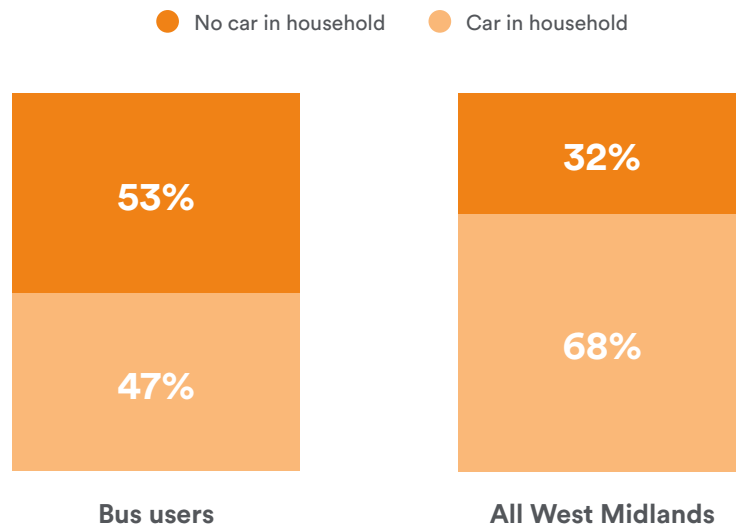
Research into changing patterns of bus use (illustrated in Figure 2) suggests that about a half of the reduction in bus patronage can be explained by changing customer needs, particularly due to changes in car ownership and economic circumstances and the availability and acceptability of alternatives to travel, such as online services. Much of the remainder of the reduction in bus patronage is explained by increases in bus journey times (linked to increasing traffic levels) and rises in bus fares. In contrast, there are some factors that have helped to increase bus use, attributable to population growth and reduced car use.



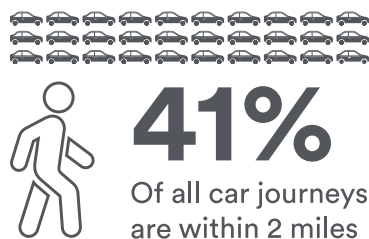
## Car ownership

In the West Midlands, over half of bus users have no access to a car and so rely on public transport for their travel needs. Where people have access to a car, their likelihood of using the bus reduces<sup>2</sup>, from on average of 181 bus journeys per year to 55 (part access to a vehicle) and 14 (full access to a vehicle).

**Figure 3: Car ownership in the West Midlands**



**Figure 4: Car ownership usage and characteristics in the West Midlands**



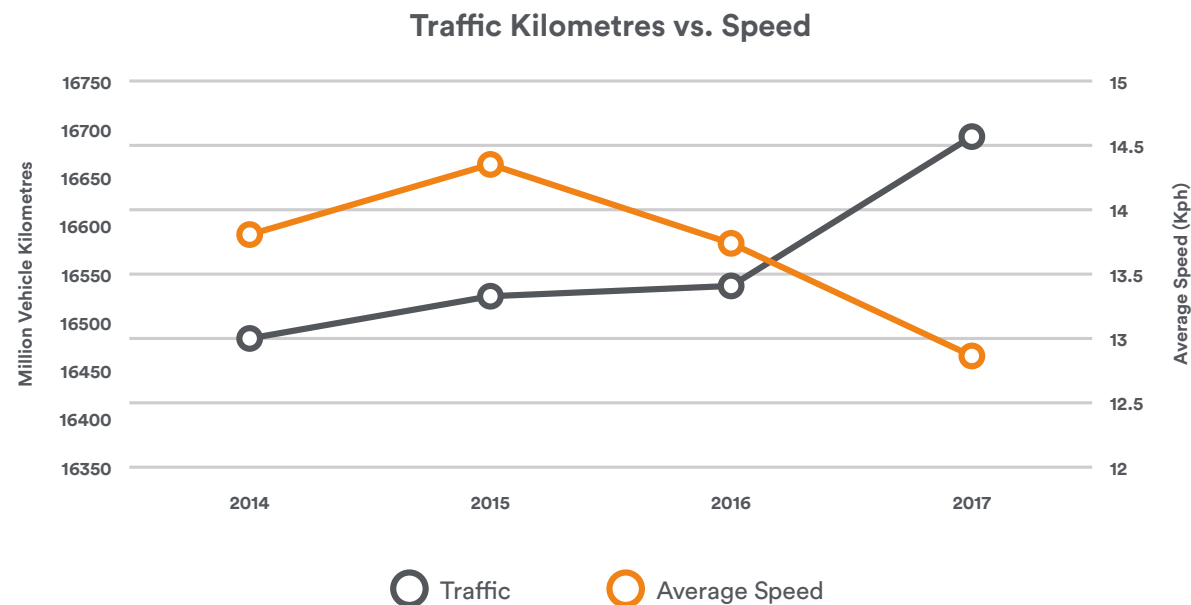
## Car parking

In Birmingham city centre, the region's strategic economic centre, there are about 60,000 public and private non-residential car parking spaces available, both on-street and off-street. This is against an average weekday vehicle demand for parking spaces in the city centre of about 45,000 vehicles. This suggests an over-supply of parking, which undermines local and regional policies to see a shift towards reducing private car use and encouraging more sustainable forms of travel.

The high level of parking availability in Birmingham city centre also contributes to peak period traffic congestion and associated travel unreliability, together with problems of poor air quality.

## Congestion

Traffic congestion is a significant challenge for buses, restricting their ability to reach their potential by increasing journey times and impacting negatively on service reliability. Since 2015, average traffic speeds have fallen as levels of traffic have increased. If congestion is unmanaged, it will continue to have detrimental impacts on people and businesses, increasing business costs, affecting productivity and reducing accessibility to labour markets, as well as being responsible for harmful emissions. Equally, if unchecked, congestion could worsen from increased travel demand resulting from development and population growth. Also, major infrastructure projects, such as HS2, might have impacts on bus services during their construction period.



Without addressing major sources of congestion, buses will continue to suffer delays, variability and increases in journey times and operating costs, leading to declining attractiveness of the service and thus fewer passengers. Bus operators are forced to respond to congestion in one of two ways – both with a similar outcome in terms of patronage decline. First, to maintain levels of service where congestion worsens, bus operators may need to run more buses, which adds to the costs of providing services. A second response is to operate services less frequently.

### Congestion causes:

- **Journey time increases and variability** – whereby bus services become unreliable, with journey times varying from advertised timetables and overall journeys taking longer.

- **Decreasing accessibility** – slower average bus speeds lead to reduced accessibility, as fewer people can access places in a reasonable journey time.
- **Decreasing attractiveness of bus** – greater journey time variability and declining accessibility reduce the appeal of buses, meaning they are at risk of further patronage decline.
- **Higher bus operating costs** – a 10 per cent decrease in operating speeds leads to an 8 per cent increase in operating costs. If this is passed on to passengers through higher fares it results in a 5.6 per cent fall in patronage<sup>3</sup>.

Reduced use of the bus may lead to greater car use, creating further congestion.

One measure of the passenger experience is the real journey time incurred and the reliability of journey times. A tool to measure this has been devised and is shown in Appendix B, with some example journeys listed to highlight what it shows.

Accessibility analyses are another way of highlighting the relative ability of buses to provide services that people want. Such analysis shows that while 54.5% of residents could access at least three main centres within 45 minutes by public transport in October 2011, this had fallen to 44.8% in October 2017.

The impact of slower average traffic speeds on levels of accessibility is illustrated in Appendix A. For example, in the context of Birmingham between 2008 and 2018 increasing bus journey times resulted in 216,000 fewer people being within a 45-minute bus journey of the city centre.



## Air Quality

Air pollution in the West Midlands affects some 2.8 million people, reducing average life expectancy by up to 6 months, and is responsible for economic costs estimated at £860 million per year. It is estimated that road transport emissions account for around 1,460 premature deaths in the region each year, with 890 in Birmingham alone.

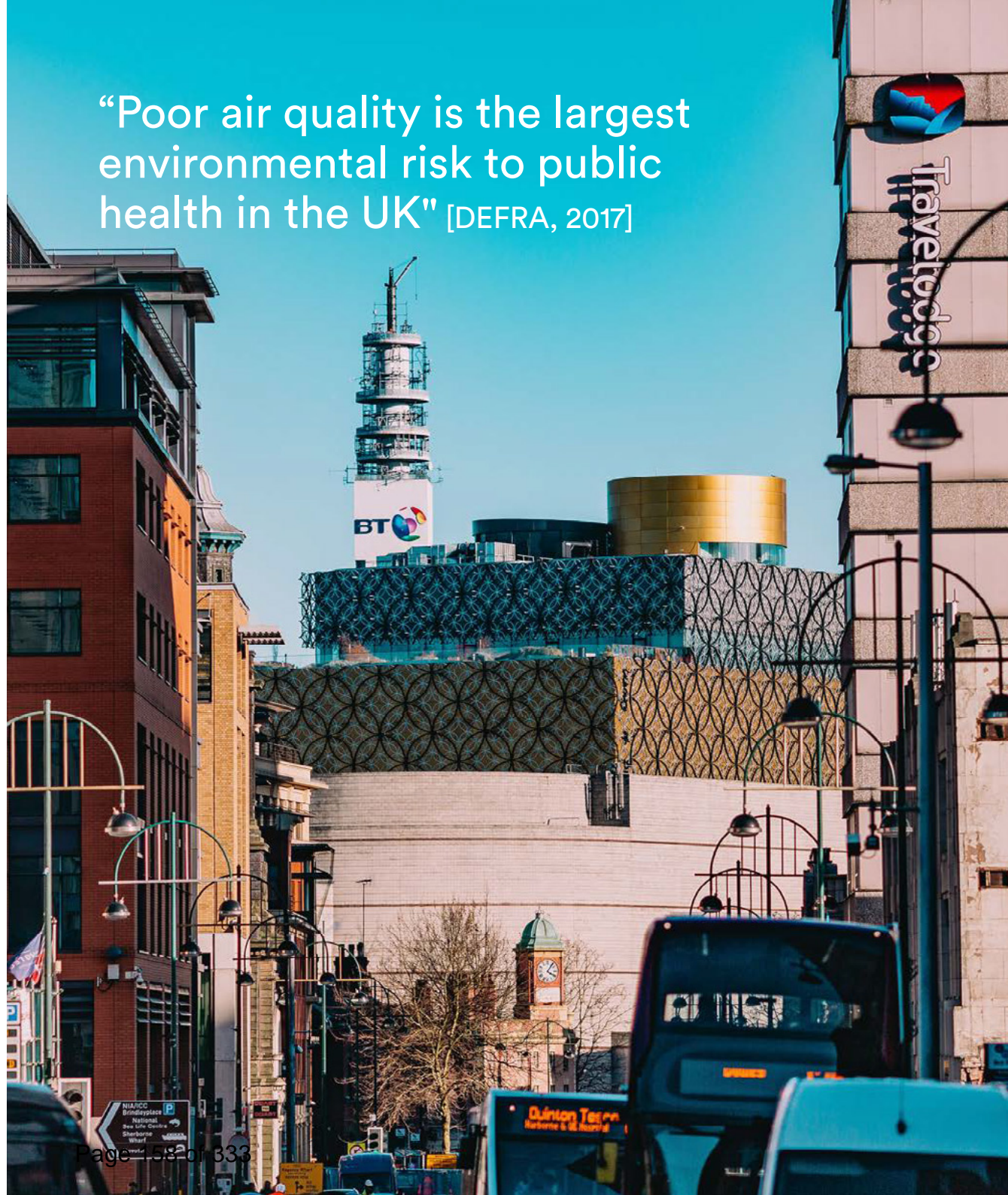
In all seven constituent authorities in the region, nitrogen dioxide (NO<sub>2</sub>) and/or particulate matter concentration thresholds are currently exceeded (relative to EU limits). The authorities have been instructed by DEFRA to take local action. Birmingham City Council plans to implement a Class D Clean Air Zone, no earlier than July 2020.

Reducing bus emissions is an important vital part of the programme to improve people's health and quality of life by cleaning up the air in the West Midlands. The Mayor of the West Midlands and West Midlands Bus Alliance have committed to create the cleanest bus fleet in the UK, outside London. The aim is for the entire bus fleet in the West Midlands metropolitan area to meet at least Euro VI emissions standards by April 2021<sup>4</sup>, cutting harmful pollution from buses by up to 95 per cent.

Since 2015, over 350 new vehicles have entered service, older vehicles retrofitted to Euro VI standards, supported bus contracts specified as Euro VI standard, and orders placed for zero-emission buses (electric and hydrogen).

<sup>4</sup> West Midlands Combined Authority Board  
28 June 2019 <https://governance.wmca.org.uk/ieListDocuments.aspx?CId=137&MId=221&Ver=4>

“Poor air quality is the largest environmental risk to public health in the UK” [DEFRA, 2017]





This section sets out the policy background to the EP Plan.

## Strategic Economic Plan

The bus has a significant role to play in helping overcome the strategic challenges outlined in the SEP, with transport interventions that:



**500,000**

new jobs



**20,000**

more businesses



**16,000**

additional  
hectares of  
employment land



**215,000**

additional homes

- **Support an accessible network**

Addressing transport barriers (accessibility, availability and affordability) for excluded groups.

- **Deliver support that connects people to key employment and skills opportunities**

Ensuring growth is inclusive by helping the most vulnerable and isolated groups share in economic prosperity.

- **Ensure alignment with the Public Service Reform agenda and Local Industrial Strategy**

Targeting interventions which secure better for less from public services, improving the life changes and the health and wellbeing of local communities.

## Movement for Growth

'Movement for Growth', the West Midlands Strategic Transport Plan, sets out improvements to the transport system to support the economic growth and regeneration of the region, support new developments and housing and improve air quality, the environment and social inclusion.

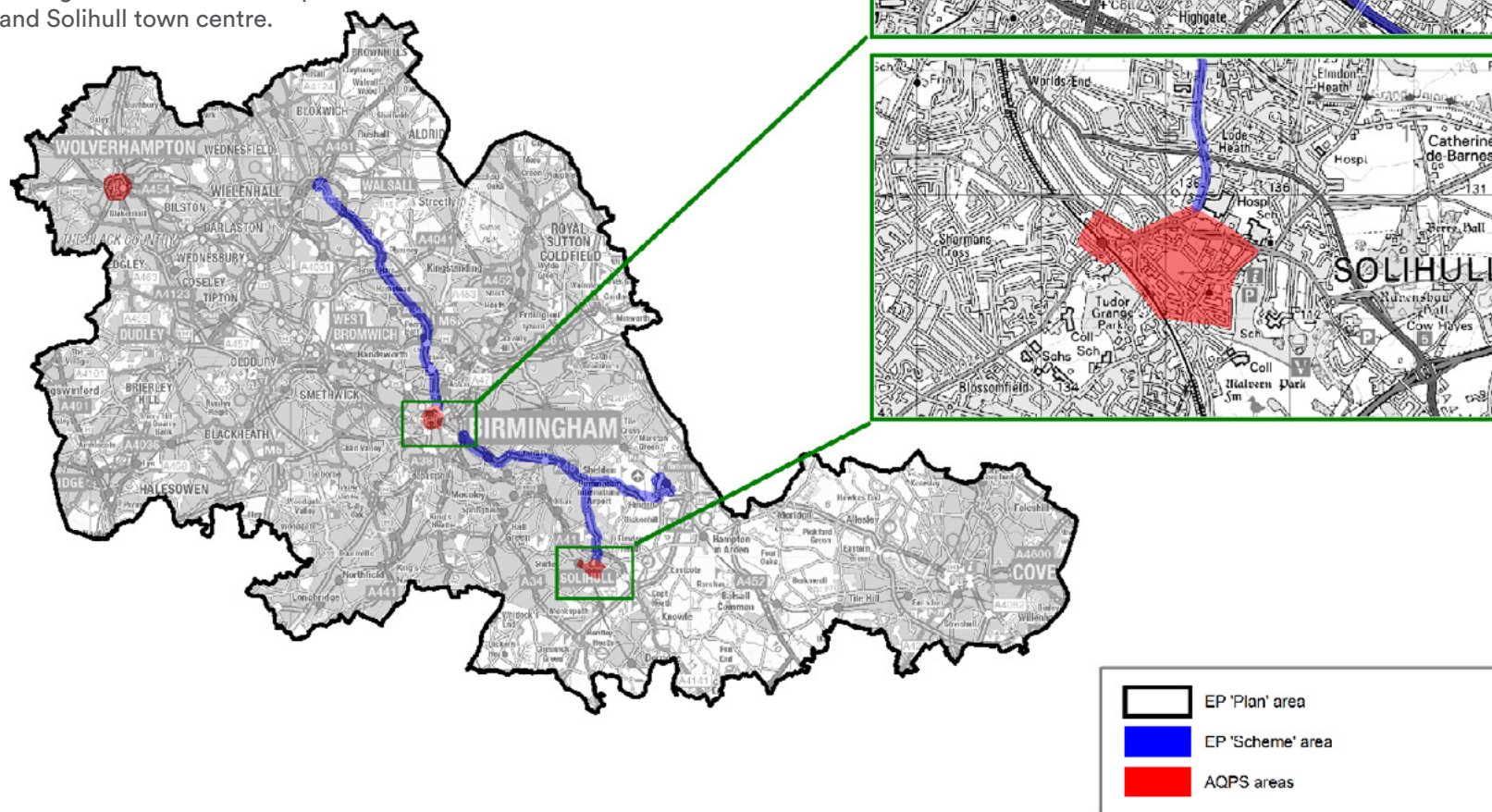




## Map of Enhanced Partnership 'Plan' and 'Scheme' areas

### Plan area

The EP Plan covers the entire area of the West Midlands Combined Authority (WMCA), excluding the areas within the existing Advanced Quality Partnership Schemes (AQPS) for Birmingham and Wolverhampton city centres and Solihull town centre.



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## Objectives

The EP Plan provides the framework to contribute towards meeting the 9 objectives set out in the 'Strategic Vision for Bus':

- UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
- Fully integrated bus network, including demand responsive and rapid transit services supporting interchange with rail, coach and Metro to form one network.
- Simple, convenient and easy to use payment options, including full capping, providing a network which is value for money and affordable for customers.
- Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change.
- Creating a safe, secure and accessible mode for all and tackling long-held barriers and perceptions.
- Accountable network performance management, tackling issues causing congestion and reliability problems.
- World-leading customer information, utilising 5G and all available technologies and platforms.
- All young people under 25 supported by discounted travel, as well as addressing barriers for excluded groups.
- Evolve a network to support a 24/7 thriving economy, connecting people to new and developing destinations and attractions.

The Plan provides the backdrop for specific EP Schemes that will detail actions and developments to be taken jointly by partners to deliver a marked improvement in bus services on certain corridors or in defined areas that will help meet the above objectives, particularly by speeding up bus journeys times and improving journey time reliability. Such schemes may be suggested and promoted by TfWM, constituent local authorities or bus operators.

The first EP Scheme to be introduced will support the implementation of two Sprint corridors, including improved infrastructure and the operation of high-quality buses, as follows:

- Birmingham Airport and Solihull to Birmingham City Centre (A45)
- Walsall to Birmingham City Centre (A34)

Ultimately, a network of Sprint corridors will be established across the West Midlands, as shown in Figure 5.

The Plan supports the key principles underpinning the provision of Sprint corridors, in respect of:

- Providing confidence to operators to invest in high quality vehicles
- Ensuring reliable journey time performance
- Managing access at certain stops
- Enhanced vehicle standards
- Enhanced vehicle environmental standards
- Vehicle, driver and customer service standards are enhanced and maintained
- Infrastructure is maintained and enforced
- Continued availability of inter-operable ticketing

- Ensuring incident conditions are managed effectively on a collaborative basis
- Providing a mechanism for sharing data and reporting on corridor performance

## Strategic Vision for Bus

Outlining the role of bus in supporting the overall transport aspirations, 'Strategic Vision for Bus' sets out the following vision:

**“A world-class integrated, reliable, zero emission transport system providing inclusive travel for all across the West Midlands, with excellent customer service and simple payment and ticketing options. Customers will be able to make easy and safe door-to-door journeys, benefiting from new innovative transport solutions that meets the needs of a modern and diverse 21st Century economy, reducing the reliance on private single occupancy car journeys.”**



## Governance

A Reference Group, comprising the following, developed this Plan:

- TfWM
- Constituent local authorities
- Bus operators
- Confederation of Passenger Transport
- Local Enterprise Partnerships
- Bus Users UK
- Transport Focus
- Birmingham Airport
- Neighbouring authorities (as observers)

The Group will be reconvened in the future if variations to the Plan are necessary.

The Enhanced Partnership is overseen by the West Midlands Bus Alliance and WMCA, who will also monitor progress made towards achieving the EP Plan objectives.

An EP Plan can only exist if there is at least one associated EP Scheme in place. Therefore, for as long as an EP Scheme is in place, a Plan must also be in place.





## Small and medium-sized operators

The needs of small and medium-sized operators (SMOs) have been considered in the development of the Enhanced Partnership, with opportunities for all bus operators to participate throughout, either through individual discussions or through attendance at the Reference Group meetings. The Plan seeks to support improvements in all aspects of bus provision, regardless of the size of operators providing services. With the Enhanced Partnership Scheme area, smaller operators have been given extended periods to comply with the improved standards.

## Competition

The Enhanced Partnership has been subject to the Competition Test as set out in Part 1 of Schedule 10 of the Transport Act 2000. The assessment, undertaken by TfWM and shared with the Competition and Markets Authority, concluded that there will be no adverse impact on competition.

The implementation of an Enhanced Partnership Plan and associated Scheme is aimed at delivering improvements to bus services for passengers in a deregulated environment. In particular, this will include improved quality of vehicles and emission standards (minimum standard of Euro VI). All operators in the Enhanced Partnership Scheme area will be required to make improvements in their fleet, which are considered proportionate in respect of the Climate Emergency declared by the WMCA. The Enhanced Partnership will not impact on competition, as operators will be free to amend and introduce services in the area, provided that the standards that apply to all operators are met.





## Variations to the Plan

Consideration will be given to potential EP Plan variations highlighted either by one of the organisations represented on the EP Reference Group or an operator of qualifying local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to [busalliance@tfwm.org.uk](mailto:busalliance@tfwm.org.uk).

On receipt of a valid request for a variation, TfWM will reconvene the EP Plan Reference Group, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operator and local highway authority and TfWM representatives present, TfWM will make the EP Plan variation with the relevant local highway authorities. Stakeholders not represented at the meeting will be deemed to be abstaining from the decision.

If there is not full agreement of all stakeholders present, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection period of 14 days replacing Part 2 of the Transport Act 2000 section 138L (2) (c). The proposed variation will be advertised on the TfWM website and emailed to operators of qualifying local services in the EP Plan area. If the proposed variation passes the operator objection mechanism, TfWM will make the EP Plan variation, subject to the approval of the relevant local highway authorities and TfWM.



## Review of the EP Plan

Once the EP Plan is made, it will be reviewed by the EP Plan Reference Group at least annually. TfWM will initiate each review and it will take no longer than 6 months to complete.

As part of the review process, at least every 2nd year consideration will be given to the appropriateness of the milestone dates for the implementation of non-diesel vehicles, which will take into account changes in national and regional guidance and policy.

Depending on the outcome of the Outline Business Case<sup>5</sup> assessment to consider the best future delivery model for bus services in the West Midlands from the Bus Services Act 2017, due to be completed in 2021, it may be necessary to review the EP Plan.

## Revocation of the EP Plan

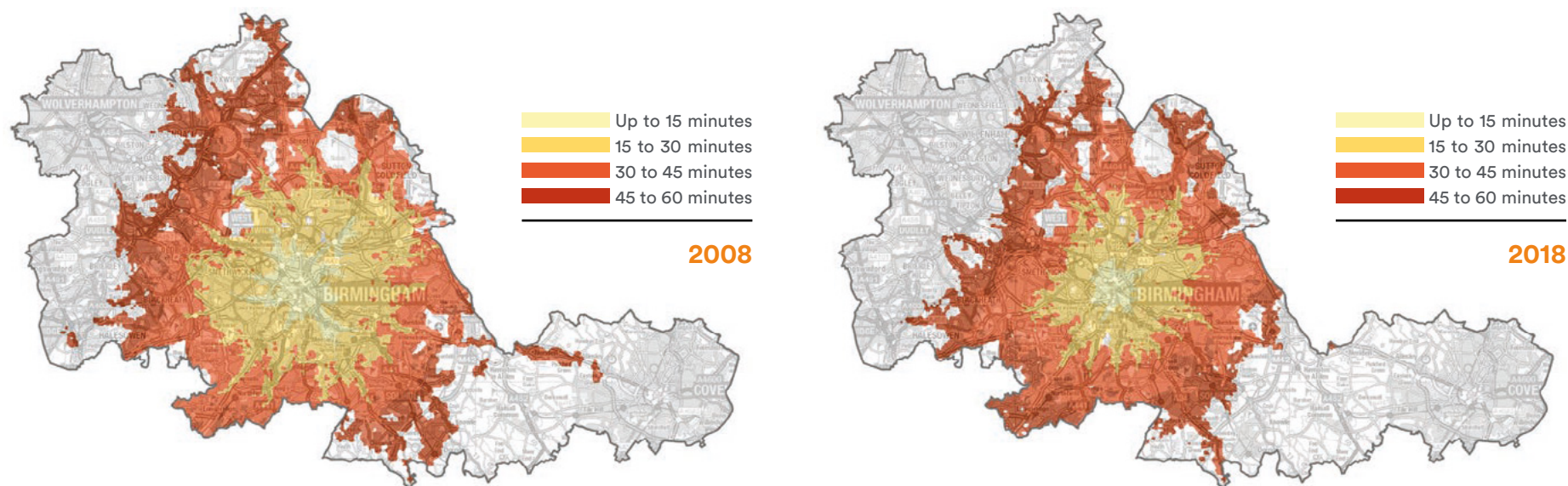
If, for some reason, it becomes necessary for the EP Plan to be revoked, the EP Plan Reference Group will be reconvened and follow the same process as outlined in the section 'Variations to the Scheme' (noting that the agreement will be for revocation and not variation).

If at any point in the future the EP Plan area is included in a Bus Franchising Area, the relevant requirements set out in this EP Plan document will cease to apply from the commencement date of the Franchising Scheme.

<sup>5</sup> As approved by the WMCA Board at its meeting on the 28 June 2019: <https://governance.wmca.org.uk/ieListDocuments.aspx?CId=137&MIId=221&Ver=4>

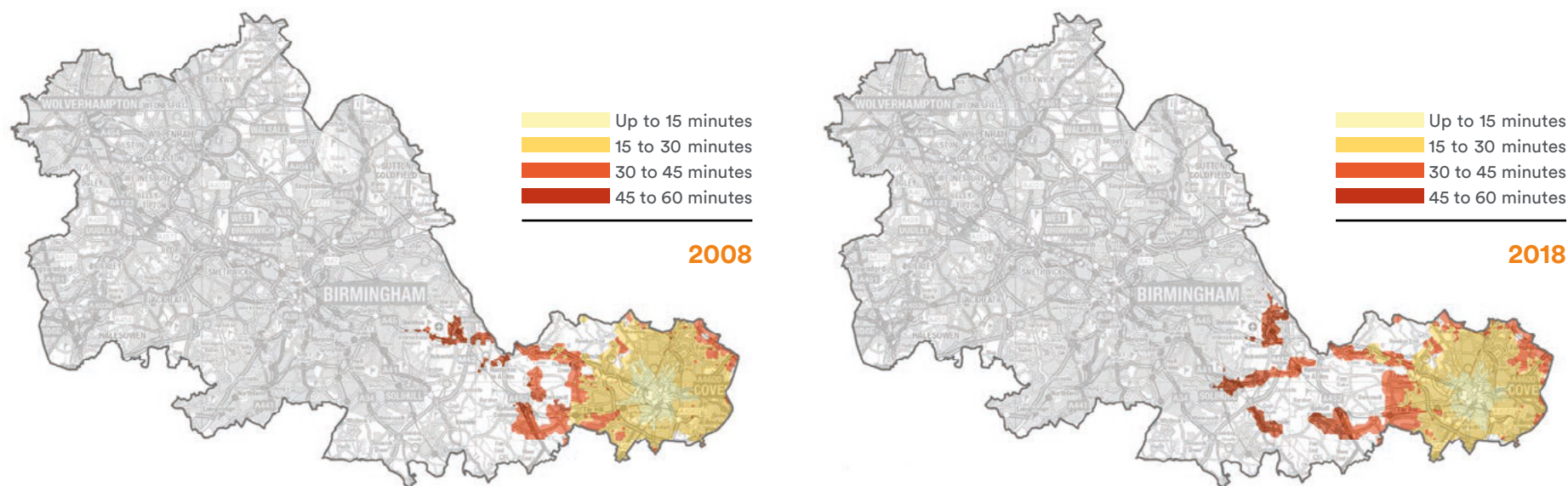


Figure A1: AM Peak Journey Times to Birmingham City Centre by Bus (2008 and 2018)



Population living within 60 minutes by bus from Birmingham: 1,511,350 in 2008, 1,287,810 in 2018.

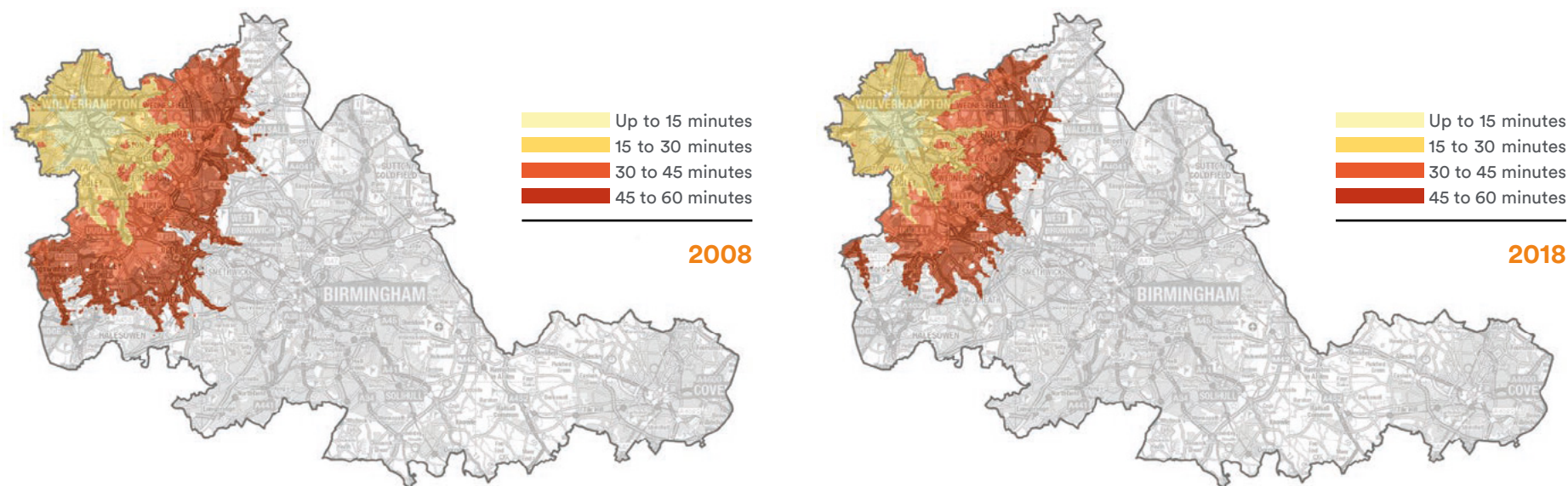
Figure A2: AM Peak Journey Times to Coventry City Centre by Bus (2008 and 2018)



Population living within 60 minutes by bus from Coventry: 288,603 in 2008, 295,594 in 2018. The increase is due to improved service provision to Solihull.

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**Figure A3: AM Peak Journey Times to Wolverhampton City Centre by Bus (2008 and 2018)**



Population living within 60 minutes by bus from Wolverhampton: 712,552 in 2008, 569,458 in 2018.

## APPENDIX B: MEASURE OF BUS JOURNEY TIME (actual and scheduled)

**Real Journey Time (RJT)** is a measure of how long passengers allow for a bus journey. This is not just a slowly-extending timetabled journey time, but also the contingency they add for delay, as passengers seek to reduce the risk of significant lateness more than to minimising their total travel time. Research suggests the contingency typically added to make up the RJT is that needed to cover the 95th percentile journey time.

An online tool ([www.realjourneytime.co.uk](http://www.realjourneytime.co.uk)) can be used to measure RJT for many services in the West Midlands. The output of the RJT for a selection of routes (April 2019) highlights some of the poorest passenger experiences of RJT compared with timetabled journey speed (TJS).

Journey from >to	Service	AM Peak journey times (mins)			Performance measures	
		Timetable	Real journey time	Must add	Current (all day) % service punctual	Additional (AM peak) RJ Speed /TJ Speed
Bloxwich > Walsall	31/32	12	21	9	65%	57%
Cape Hill > Birmingham	82/87	21	25	4	76%	84%
Foleshill > Coventry	20	13	21	8	69%	62%
Great Bridge > Birmingham	74	59	68	9	63%	87%
Halesowen > Birmingham	9	63	73	10	74%	86%
Harborne > Birmingham	23/24	25	41	16	80%	61%
Keresley > Coventry	16/A	31	47	16	77%	66%
Maypole > Birmingham	50	31	46	15	58%	67%
Solihull > Birmingham	4	45	55	10	63%	82%
Walsall > Oldbury	4	41	50	9	76%	82%
Wednesfield > Wolverhampton	59	14	22	8	82%	64%
Willenhall > Walsall	529	19	27	8	61%	70%
Wolverhampton > Dudley	1	47	51	4	69%	92%

One approach to improving network performance is to reduce the amount of contingency that passengers need to allow for their journeys, particularly targeting the worst ones first.



THIS DEED IS DATED: .....

PARTY SEALS

(1) THE WEST MIDLANDS  
COMBINED AUTHORITY  
(WMCA) of 16 Summer Lane,  
Birmingham, B19 3SD affixed  
hereto in the presence of its  
duly Authorised Officer

.....

(2) BIRMINGHAM CITY  
COUNCIL of The Council  
House, Victoria Square,  
Birmingham B1 1BB affixed  
hereto in the presence of its  
duly Authorised Officer

.....

(3) COVENTRY CITY  
COUNCIL of Council House,  
Earl Street, Coventry, CV1 5RR  
affixed hereto in the presence  
of its duly Authorised Officer

.....

(4) DUDLEY METROPOLITAIN  
BOROUGH COUNCIL of  
Council House,  
Priory Road, Dudley, DY1 1HF  
affixed hereto in the presence  
of its duly Authorised Officer

.....

(5) SANDWELL  
METROPOLITAN BOROUGH  
COUNCIL of Sandwell Council  
House, Freeth Street, Oldbury,  
B69 3DE affixed hereto in  
the presence of its duly  
Authorised Officer

.....

(6) SOLIHULL  
METROPOLITAN BOROUGH  
COUNCIL of Council House,  
Manor Square, Solihull, West  
Midlands, B91 3QB affixed  
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duly Authorised Officer

.....

(7) WALSALL  
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COUNCIL of Civic Centre,  
Darwall Street, Walsall,  
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the presence of its duly  
Authorised Officer

.....

(8) CITY OF  
WOLVERHAMPTON  
COUNCIL of Civic  
Centre, St. Peter's Square,  
Wolverhampton, WV1 1SH  
affixed hereto in the presence  
of its duly Authorised Officer

.....





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## **West Midlands Enhanced Partnership Scheme for Buses**

**Supporting the development of bus services  
on two corridors:**

**A34(N) Walsall – Birmingham City Centre and**

**A45 Birmingham Airport / B425 Solihull – Birmingham City  
Centre**



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**Organisations Making the Enhanced Partnership Scheme for A34(N) and A45 / B425**

**THE WEST MIDLANDS ENHANCED PARTNERSHIP SCHEME FOR BUSES IS  
MADE IN ACCORDANCE WITH SECTION 138R(1) OF THE TRANSPORT ACT  
2000 BY:**

**(1) THE WEST MIDLANDS COMBINED AUTHORITY (WMCA) of 16 Summer  
Lane, Birmingham, B19 3SD;**

**(2) BIRMINGHAM CITY COUNCIL of The Council House, Victoria Square,  
Birmingham B1 1BB;**

**(3) SANDWELL METROPOLITAN BOROUGH COUNCIL of Sandwell Council  
House, Freeth Street, Oldbury, B69 3DE;**

**(4) SOLIHULL METROPOLITAN BOROUGH COUNCIL of Council House, Manor  
Square, Solihull, West Midlands, B91 3QB;**

**(5) WALSALL METROPOLITAN BOROUGH COUNCIL of Civic Centre, Darwall  
Street, Walsall, WS1 1TP.**



## Definitions used in the document

**AQPS** – means an Advanced Quality Partnership Scheme made pursuant to section 114(1) of the Transport Act 2000 [as amended by the Local Transport Act 2008 and the Bus Services Act 2017].

**Automatic Vehicle Location (AVL)** – is a means for automatically determining and transmitting the geographic location of a vehicle, allowing it to be tracked in real time.

**Bus Franchising Area** – an area in which a statutory franchising scheme operates, as prescribed in the Transport Act 2000, as amended by the Bus Services Act 2017 (section 123). Bus services in the area are controlled and specified by the transport authority, with bus operators providing services under one or more contracts.

**Bus Gate** – is a short stretch of road carriageway that is restricted to use by buses and (where specified) taxis and other authorised vehicles as indicated on appropriate signage on the approach.

**Bus Lane** – is a signposted lane, designated for use by buses and (where specified) taxis and other authorised vehicles, at the times also indicated by signage.

**Bus lane enforcement** – means the action taken to ensure that bus lanes are used only by authorised vehicles. This is often carried out by using cameras to record unauthorised use, with the issue of civil penalties to offenders under section 144 of the Transport Act 2000.

**Bus Stand** – means a bus stop clearway as defined in accordance with paragraph 1(a) of Part 1 to Schedule 19 of The Traffic Signs Regulations and General Directions 2002 but which will permit a local bus to stand within the clearway for as long as maybe necessary up to a maximum period of 10 minutes.

**CCTV** – means closed circuit television system, whereby static or mobile cameras are used to record offences or for surveillance and security purposes.

**CVRAS** – means Clean Vehicle Retrofit Accreditation Scheme (CVRAS) and is a certification scheme for manufacturers of retrofit emissions reduction technology that will enable Clean Air Zone (CAZ) compliance of legacy fleet vehicles to address the air pollution emissions from buses.

**Designated feeder service** – means a bus service that is specifically designed by the operator and accepted by Transport for West Midlands as one that connects with another service allowing passengers to interchange at designated stops or stands

**Enforcement camera** – means a roadside camera that records and produces suitable evidence of unauthorised use of bus lanes or bus gates for the local highway authority to issue civil penalties under section 144 of the Transport Act 2000.

**EP Scheme Area** – means the area to which this EP Scheme document applies; namely the A34 (Birmingham to Walsall), A45 (Birmingham to Birmingham Airport) and B425 Lode Lane (Yardley to Solihull) corridors.

**Euro VI equivalent standards** – Euro VI diesel bus or a bus with CVRAS approved technologies retrofitted to a diesel bus to reduce NOx and PM emissions and achieve Euro VI equivalent standards

**Facilities** – means the physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of section 138D(1) of the Transport Act 2000.

**Measures** – means the improvements with the aim of:

- Increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use; or
- Improving the quality of local bus service.

**Slot Booking System** – means the system and process set out to manage the number of buses using a particular bus stop and their headway.

**Local Authorities** – as prescribed under section 23 of the Local Government Act 2003.

**Local Highway Authorities** – this is a local authority with responsibility for the maintenance of highway infrastructure in its local authority area. In the case of this EP Scheme, this means either Birmingham City Council, Solihull Metropolitan Borough Council, Sandwell Metropolitan Borough Council or Walsall Metropolitan Borough Council.

**Local transport authority** – collectively means the West Midlands Combined Authority (WMCA) and Transport for West Midlands (TfWM).

**Local Qualifying Bus Services** – means those Registered Local Bus Services operating within the EP Scheme area that must meet the requirements and obligations set out in the EP Scheme document.

**Multi-Operator Capping** – means a common fares and ticketing system, applied across multiple bus operators, that will cap a user's travel cost according to the lowest price available for the journey or journeys made.

**Multi-Operator Ticketing** – means a common fares and ticketing system applied and accepted by multiple operators. In the West Midlands this currently means nBus and nNetwork products.

**Network Stability Protocol** – this covers the specified dates through the year, agreed between WMCA and bus operators, on which local bus service changes take place.

**Real Time Information** – using technology to track the location of buses in real time, information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

**Registered Local Bus Service** – has the meaning set out in Section 2 of the Transport Act 1985.

**Strategic Vision for Bus** – approved in November 2018 by the WMCA to provide a clear view of what the region requires from its bus network. The Vision supports the region's Strategic Economic Plan and supporting West Midlands Strategic Transport Plan "Movement for Growth" in defining a longer-term strategy for bus in the West Midlands.

**Highway Works Permit** – is a permit issued by local highway authorities to any organisation that wishes to undertake street works promoted by a public utility company or highway works promoted by the Local Highway Authority, with the aim of managing all works on the public highway. Local authorities have powers to operate permit schemes under Part 3 of the Traffic Management Act 2004 and The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015.

**Swift** – is the brand name for smartcard ticketing products promoted and managed by Transport for West Midlands and that can be used on all public transport modes.

**TRO** – means a Traffic Regulation Order, made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

**Transport for West Midlands (TfWM)** – means the organisation within the West Midlands Combined Authority with responsibility for transport.

**West Midlands Bus Alliance** – established in 2015, this is an alliance of bus operators, local councils, and other partners that have agreed to work together to deliver high levels of passenger satisfaction and drive forward investment in bus services.

**West Midlands Enhanced Partnership Plan** – means the document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

**Zero emission vehicle** – means a vehicle that emits no pollutants at its tailpipe.

## 1. Introduction

- 1.1 This document fulfils the statutory requirements set out by the Bus Services Act 2017 for an Enhanced Partnership (EP) Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, this EP Scheme document sets out:
- Area covered (Section 2)
  - Commencement date (Section 2)
  - Overall interventions to be made by the authorities (Section 3)
  - Requirements imposed on local qualifying bus services (Section 4)
  - Details for reviewing the operation of the EP Scheme (Section 5)
- 1.2 The EP Scheme can only be put in place if an associated Enhanced Partnership Plan has been made. Therefore, this document should be considered alongside the West Midlands Enhanced Partnership Plan.
- 1.3 The EP Scheme has been jointly developed by Transport for West Midlands (TfWM), local highway authorities and those bus operators that provide local qualifying bus services in the EP Scheme area. The EP Scheme aims to support improvements to bus services on two corridors. It sets out obligations and requirements on both the local transport authority, local highway authorities and operators in order to achieve the intended improvements, with the aim of passengers benefitting from attractive and convenient bus services.
- 1.4 The EP Scheme aims to contribute towards meeting the 9 objectives set out in the '*Strategic Vision for Bus*<sup>1</sup>:
1. UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
  2. Fully integrated bus network, including demand responsive and rapid transit services supporting interchange with rail, coach and Metro to form one network.
  3. Simple, convenient and easy to use payment options, with fare capping, providing a network which is value for money and affordable for customers.

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<sup>1</sup> <https://www.tfwm.org.uk/media/38969/final-strategic-vision-for-bus.pdf>



4. Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change.
5. Creating a safe, secure and accessible mode for all and tackling long-held barriers and perceptions.
6. Accountable network performance management, tackling issues causing congestion and reliability problems.
7. World-leading customer information, utilising 5G and all available technologies and platforms.
8. All young people under 25 years supported by discounted travel, as well as addressing barriers for excluded groups.
9. Evolve a network to support a 24/7 thriving economy, connecting people to new and developing destinations and attractions.

## **2. Scope of the EP Scheme**

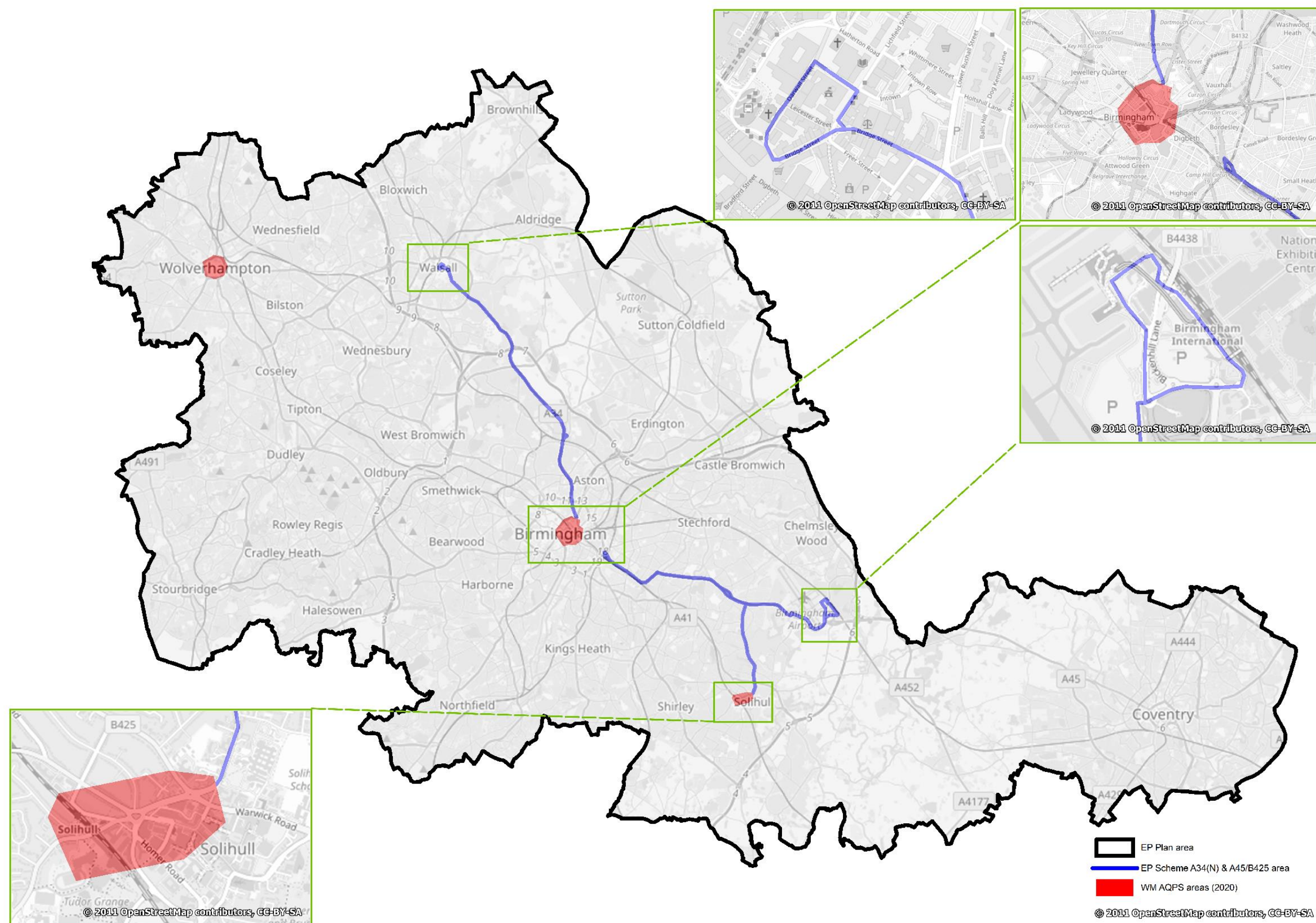
- 2.1 The EP Scheme will support the improvement of all local bus services operating in the following two corridor areas:
- 2.1.1 Walsall to Birmingham City Centre (A34(N))
  - 2.1.2 Birmingham City Centre to Birmingham Airport and Solihull Town Centre (A45 / B425)
- 2.2 The EP Scheme does not include the areas of the current Advanced Quality Partnership Scheme (AQPS) for Birmingham City Centre and Solihull Town Centre, as there can be no overlap between different types of AQPS and EP Schemes. A map of the EP Plan and EP Scheme is shown in Figure 1.
- 2.3 The EP Scheme start date will be 70 days after it has been made, with subsequent milestone dates by which certain facilities and measures (Section 3) and bus service operator obligations will be introduced (Section 4). The EP Scheme will have no specific end date but will be subject to a review by TfWM at least annually (Section 5).
- 2.4 Registered Local Bus Services with one or more stopping places within the EP Scheme area are classed as 'qualifying local services', except those with locally-agreed exemptions, as set out below:
- 2.4.1 Services run under sections 89 to 91 of the Transport Act 1985 where the authority retains all the revenue.
  - 2.4.2 Registered local services that are excursions or tours.
  - 2.4.3 Services operated under section 22 of the Transport Act 1985 (community bus services).
  - 2.4.4 Services that have 10% or less of their overall distance registered as local bus services.
  - 2.4.5 Services operated by vehicles that by law do not permit standing.
  - 2.4.6 Services operating under contract to local transport authorities outside of the area of the West Midlands Combined Authority<sup>2</sup>.
- 2.5 Bus services where all journeys operate under contract to WMCA through TfWM, will not need to comply with the vehicle requirements set out in this document for the duration of the current contract period, with the exception of the Euro VI equivalent standards engine standard or better by 28<sup>th</sup> April 2021. Any services procured after the making of the EP Scheme must comply with the Scheme requirements.

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<sup>2</sup> As defined in the West Midlands Combined Authority Constitution

- 2.6    A list of qualifying local bus services (as of 9<sup>th</sup> November 2020) is given in Schedule A.
- 2.7    Before the expiry of the Birmingham City Centre AQPS (9<sup>th</sup> July 2022) and Solihull Town Centre AQPS (20<sup>th</sup> November 2027), TfWM will review these schemes to determine whether the boundaries between the AQPS and EP Scheme areas should be amended. Such reviews will commence by July 2021. Any proposed amendments to the EP Scheme will be determined through the EP Scheme variation process outlined in section 5.

Figure 1 Map of the EP Plan and EP Scheme



### **3. Requirements of the Authorities**

#### **Facilities – Transport for West Midlands**

- 3.1 TfWM will provide the Facilities detailed in Schedule B2 to B6. These include:
1. New bus lanes
  2. Bus Gates
  3. Pedestrian crossing upgrades
  4. Traffic signal upgrades
- 3.2 TfWM will provide new bus stop infrastructure at locations listed in Schedule C1 to C3, prior to the introduction of the standards for buses of 15m-18.75m length.
- 3.3 The bus stops to be improved, as detailed in Schedule C1 to C3, will incorporate:
1. Real time information displays
  2. Lighting
  3. CCTV for security
  4. Bench seating
- 3.4 TfWM will maintain bus stop infrastructure in accordance with the standards set out in Schedule D5.

#### **Facilities – Local Highway Authorities**

- 3.5 Each local highway authority will maintain all existing (Schedule B1) and new facilities (Schedules B2 to B6) in good order for the use of qualifying local bus services in accordance with its published Highway Maintenance policies and procedures.
- 3.6 Local highway authorities will endeavour to protect these bus stops, where required by partners, by appropriate Bus Stop Clearway Orders, or other suitable action to ensure passengers have un-restricted access to the qualifying local bus services. Any changes requiring the introduction of a Traffic Regulation Order (TRO) will be subject to the statutory consultation process.



## **Provision of Measures – Local Highway Authorities**

- 3.7 The following measures will be provided by the local highway authorities in the EP Scheme Area:
1. Local Highway Authority Mechanisms and Procedures
  2. Bus lane enforcement
  3. Junction enforcement
  4. Managing highway works in the EP Scheme Area
  5. Management and co-ordination of specific highway works

### **Local Highway Authority Mechanisms and Procedures**

- 3.8 The reporting mechanisms for each local highway authority are shown in Schedule D (D1 to D4). Should the telephone numbers, email addresses or other aspects of the reporting procedures provided in Schedule D1 to D4 change, local highway authorities will inform TfWM and bus operators operating in the EP Scheme area at least 1 week in advance of the change via email to the bus operators and to [busalliance@tfwm.org.uk](mailto:busalliance@tfwm.org.uk).
- 3.9 Each local highway authority will use its powers and resources to enforce Traffic Regulation Orders, to improve compliance and make journey times for bus reliable.

### **Bus lane enforcement**

- 3.10 Local highway authorities will use the discretionary powers granted in the Traffic Management Act 2004 to enforce bus lanes with CCTV equipment. The local highway authorities are approved local authorities under The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 for the purposes of section 144 of the Transport Act 2000 (Civil Penalties for Bus Lane Contraventions).
- 3.11 The Enforcement cameras and recording systems will be approved in accordance with the requirements of The Bus Lanes (Approved Devices) (England) Order 2005.
- 3.12 Local highway authorities will implement an evidence-based assessment process to help determine the initial need and continued operational business case of any enforcement system used under this EP scheme, which must be provided and operated with due consideration to the whole enforcement process and the requirements of the Investigatory Powers Commissioner's Office.

- 3.13 Should a local highway authority deem it necessary to relocate an Enforcement camera then it will provide a response as to the reasons why to the EP Reference Group.
- 3.14 A list of potential sites for Enforcement cameras to be installed is provided in Schedule B3, Table 11.

### **Junction Enforcement**

- 3.15 If additional powers are provided to local highway authorities or WMCA to deter vehicles from blocking junctions, these will be taken up and used in the EP Scheme area. Bus operators will be able to report problem areas for enforcement action through the same processes given by the local highway authorities in Schedule D, unless otherwise notified.

### **Managing Highway works in the EP scheme area**

- 3.16 Each local highway authority will establish mechanisms by the EP Scheme commencement date to minimise disruption to qualifying local bus services from both planned and emergency highway works, in accordance with the New Roads and Street Works Act (1991) available under a noticing scheme.
- 3.17 Each local highway authority will commit to investigating implementation of Highway Lane Rental Schemes 12 months after the implementation of the relevant permitting scheme referenced in section 3.16.
- 3.18 Where bus operators report a highway issue affecting bus travel to a local highway authority for investigation, they must also report the matter to TfWM using the [busalliance@tfwm.org.uk](mailto:busalliance@tfwm.org.uk) email address.

### **Management and co-ordination of specific highway works**

- 3.19 Birmingham City Council (BCC) will work with TfWM, Sandwell Metropolitan Borough Council, Walsall Metropolitan Borough Council and relevant local bus operators to maximise the benefits to bus users of the changes to the transport network in the Perry Barr area. This will include BCC holding meetings with those partners, at least monthly, through the Perry Barr Cross Partner (Transport) Mitigations Group, to minimise bus disruption during construction by seeking to coordinate programmed activities, maximise available road space for bus and minimise traffic demand along the whole corridor, but particularly through the Perry Barr area, before and during the changes to the transport network in the Perry Barr area.
- 3.20 When necessary for future major highway works impacting bus travel in the scheme area, the relevant lead local highway authority will work with the relevant partners, including local bus operators, to maximise the benefits to bus

users of the changes to the transport network and minimise bus disruption during construction. Any partner can make a request for partner mitigation groups to major highway works, as they deem necessary.

## **Provision of Measures – Transport for West Midlands**

3.21 The following measures will be provided by TfWM in the EP Scheme Area:

1. Promoting and prioritising bus travel
2. Monitoring of bus journey times
3. Helping the delivery of transport during Birmingham Commonwealth Games 2022
4. Working closely with stakeholders
5. Integration with other sustainable travel modes
6. Slot Booking System

### **Promoting and prioritising bus travel in the EP Scheme Area**

3.22 TfWM will actively promote bus travel in the EP Scheme area through the actions within its Communication Strategy and those of the Bus Alliance Communications and Marketing Steering Group.

### **Monitoring of bus journey times**

3.23 TfWM will monitor bus journey times in the EP Scheme area by collecting and analysing Automatic Vehicle Location (AVL) data and reporting these on a quarterly basis. The following measures will be made and compared with a first quarter baseline (after the EP Scheme is made) for each service that operates more than two journeys per day between defined stop points (as detailed in section 3.25):

1. RJT or Real Journey Time (95th percentile journey time)
2. TJT or Timetabled Journey Time
3. CT or Contingency Time passengers must allow =  $RJT - TJT$
4. Performance against TJT of TJT with CT added =  $\% (TJT / (TJT + CT))$   
=  $\% (TJT / RJT)$

3.24 Measurements will be made on stop pairs (defined by TfWM) during the morning and afternoon peak periods (07:00-10:00 and 15:30-18:30) within the EP Scheme Area linking:

1. A local centre with its nearest district centre
2. A local centre with its nearest strategic centre
3. A district centre with its nearest strategic centre
4. Two strategic centres

3.25 This data will be published on TfWM's website and used to identify the need for further possible measures, facilities and influence on the management of roadworks in the EP Scheme area.

3.26 Through its monitoring of bus journey times, TfWM will influence the management and mitigation of roadworks by local highway authorities in order

to minimise disruption to bus services and inconvenience to bus passengers in the EP Scheme Area.

### **An EP scheme to help the delivery of transport during Birmingham Commonwealth Games 2022**

- 3.27 The EP Scheme will be used as a tool in the 'Games Strategic Transport Plan', compiled by TfWM to ensure people in the EP Scheme area can continue to travel around the region during the Commonwealth Games. Certain key improvements and works will be completed by the start of the Games, helping to minimise disruption. This will include the development of an interchange at Perry Barr, offering a gateway for the games.

### **Working closely with stakeholders**

- 3.28 TfWM will work with key stakeholders at Birmingham Airport and Network Rail to promote the best possible interchange facilities and routing around Birmingham Airport and Birmingham International Station.

### **Integration with other sustainable travel modes**

- 3.29 Improved access for people to and from bus stop infrastructure, and to board and alight buses will be considered. Pavement audits provide one means to identify improvements for the needs of pedestrians in areas of interchange, which can be investigated when identified by partners.
- 3.30 The current Local Cycling and Walking Investment Plan (LCWIP) identifies infrastructure within the Scheme area<sup>3</sup>. Bus and active travel modes need to be integrated to ensure high quality improvements are delivered that enhance sustainable travel. This will consider improvements to bus stop design to allow for safe bus passenger access, whilst considering the needs of other non-motorised users as referenced in the West Midlands Cycle Design Guidance<sup>4</sup>.

### **Slot booking system**

- 3.31 TfWM may introduce a 'Slot Booking System' at a stop in the EP Scheme area in situations where TfWM or an operator highlight the inability of that stop to accommodate all scheduled departures. Stops in this position will be considered on a case by case basis. An operator wishing to request consideration of slot booking at a particular stop should do so by emailing [busalliance@tfwm.org.uk](mailto:busalliance@tfwm.org.uk).
- 3.32 TfWM will review the slot booking system, together with any stops to which such a system is applied, based on demand and quality, when requested or when the threshold of a full slot allocation is reached at a bus stop. This will be

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<sup>3</sup> [https://www.tfwm.org.uk/media/47547/feb19-759487472899466-lcwip-roadmap\\_v30.pdf](https://www.tfwm.org.uk/media/47547/feb19-759487472899466-lcwip-roadmap_v30.pdf)

<sup>4</sup> <https://www.tfwm.org.uk/media/2713/2019-07-15-wm-guidance-wcovers.pdf>



reviewed against a quality framework process agreed through the West Midlands Bus Alliance within a 28-day period.

- 3.33 Operators wishing to use a stop that is subject to slot booking must submit a request for slots to TfWM. Such requests should be emailed to [busalliance@tfwm.org.uk](mailto:busalliance@tfwm.org.uk) at least 14 days prior to submitting the service registration or variation to TfWM (itself at least 70 days before the service takes effect).

#### 4. Requirements in respect of qualifying local bus services

##### Vehicle standards

- 4.1 Vehicles used on qualifying local bus services will be required to meet specified standards, dependent on their type and age. These will apply differently according to the number of vehicles deployed on local bus services by each operator.
- 4.2 The implementation period for completing obligations for buses of 15m-18.75m length are detailed in Table 1:

**Table 1 Obligations for buses of 15m-18.75m length**

Phase	Obligations for buses of 15m-18.75m length	Milestone date
1	<p><b>All vehicles will have:</b></p> <ul style="list-style-type: none"> <li>• Multiple doors for boarding and alighting</li> <li>• Zero emission (at tailpipe), as deemed zero emission (at tailpipe) by TfWM.</li> <li>• Heating and cooling for customer comfort</li> <li>• Ability to pay for tickets by contactless payment</li> <li>• Audio visual announcements: <ul style="list-style-type: none"> <li>○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats.</li> <li>○ Next stop visual announcements.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle.</li> </ul> </li> <li>• A display showing onward connection details by bus (including Designated feeder services), train, Metro or air, where applicable, from open data sources.</li> <li>• CCTV installed. This will provide images inside the vehicle for the safety and security of passengers. A forward-facing camera will help identify issues with traffic and road conditions.</li> <li>• Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system</li> <li>• USB charging available, including at every wheelchair spaces and priority seats</li> <li>• Free Wi-Fi</li> <li>• A specific livery agreed with TfWM</li> </ul>	<p>On completion of enhanced infrastructure listed in</p> <p>Table 9</p> <p>Table 11</p> <p>Table 12</p> <p>Table 18</p> <p>Table 19</p> <p>Table 20</p> <p>Table 21</p>

4.3 The implementation period for completing obligations for **Double Deck** vehicles not operating on Designated feeder services are detailed in Table 2:

**Table 2 Obligations for Double Deck vehicles not operating on designated feeder services**

Phase	Obligations for Double Deck vehicles not operating on designated feeder services	Milestone date
1	<p><b>New vehicles registered on or after the EP scheme start date must meet the following requirements:</b></p> <ul style="list-style-type: none"> <li>• Euro VI equivalent standards or better</li> <li>• CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues.</li> <li>• Free Wi-Fi</li> <li>• Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system</li> <li>• Heating and cooling for customer comfort</li> <li>• USB charging available, including at every wheelchair space and priority seats</li> <li>• Audio visual announcements: <ul style="list-style-type: none"> <li>○ Next stop audio announcements on both decks, including through an induction hearing loop at every wheelchair space and priority seats.</li> <li>○ Next stop visual announcements on both decks.</li> <li>○ Take all reasonable steps to alert passengers on both decks to route diversions through audio announcements on the vehicle.</li> <li>○ Take all reasonable steps to alert passengers on both decks to route diversions through visual displays on the vehicle.</li> </ul> </li> <li>• A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources.</li> <li>• Option to pay for tickets through contactless ticketing.</li> </ul>	Scheme start date
2	<p><b>All vehicles will have:</b></p> <ul style="list-style-type: none"> <li>• Euro VI equivalent standards or better</li> <li>• CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues</li> <li>• Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system</li> <li>• Heating and cooling for customer comfort</li> <li>• Option to pay for tickets through contactless ticketing.</li> </ul>	28/04/2021
3	<p><b>All vehicles will have:</b></p> <ul style="list-style-type: none"> <li>• Audio visual announcements: <ul style="list-style-type: none"> <li>○ Next stop audio announcements on both decks, including through an induction hearing loop at every wheelchair space and priority seats.</li> <li>○ Next stop visual announcements on both decks</li> </ul> </li> </ul>	29/05/2022

	<ul style="list-style-type: none"> <li>○ Take all reasonable steps to alert passengers on both decks to route diversions through audio announcements on the vehicle.</li> <li>○ Take all reasonable steps to alert passengers on both decks to route diversions through visual displays on the vehicle.</li> <li>• A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources.</li> <li>• Free Wi-Fi</li> </ul>	
4	<b>New Vehicles registered on or after 25/05/25 will have:</b> <ul style="list-style-type: none"> <li>• Vehicles must be non-diesel.</li> </ul>	25/05/2025
5	<b>All vehicles will have:</b> <ul style="list-style-type: none"> <li>• Vehicles must be non-diesel.</li> </ul>	26/05/2030

- 4.4 The implementation period for completing obligations for standard **Single Deck** vehicles not operating on Designated feeder services of operators with less than 21 local service buses, are detailed in Table 3:

**Table 3 Obligations for Single Deck vehicles not operating on designated feeder services of operators with less than 21 local service buses**

Phase	Obligations for Single Deck vehicles not operating on designated feeder services of operators with less than 21 local service buses	Milestone date
1	<p><b>New vehicles registered on or after the EP scheme start date must meet the following requirements:</b></p> <ul style="list-style-type: none"> <li>• Euro VI equivalent standards or better</li> <li>• CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues.</li> <li>• Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system</li> <li>• Heating and cooling for customer comfort</li> <li>• USB charging available, including at every wheelchair space and priority seats</li> <li>• Audio visual announcements: <ul style="list-style-type: none"> <li>○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats.</li> <li>○ Next stop visual announcements.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle.</li> </ul> </li> <li>• Option to pay for tickets through contactless ticketing.</li> </ul>	Scheme start date
2	<p><b>All vehicles will have:</b></p> <ul style="list-style-type: none"> <li>• Euro VI equivalent standards or better</li> <li>• CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues</li> <li>• Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system</li> <li>• Heating and cooling for customer comfort</li> <li>• Option to pay for tickets through contactless ticketing.</li> </ul>	28/04/2021
3	<p><b>All vehicles will have:</b></p> <ul style="list-style-type: none"> <li>• Audio visual announcements: <ul style="list-style-type: none"> <li>○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats.</li> <li>○ Next stop visual announcements.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle.</li> </ul> </li> </ul>	25/05/2026

	<ul style="list-style-type: none"><li>• A display showing onward connection details by bus, train, metro or air, where applicable from open data sources</li></ul>	
4	<b>New Vehicles registered on or after 25/05/26 must meet the following requirements:</b> <ul style="list-style-type: none"><li>• Vehicles must be non-diesel.</li></ul>	25/05/2026
5	<b>All vehicles will have:</b> <ul style="list-style-type: none"><li>• Vehicles must be non-diesel.</li></ul>	29/05/2033



- 4.5 The implementation period for completing obligations for standard **Single Deck** vehicles not operating on Designated feeder services of operators with more than 20 local service buses, are detailed in Table 4:

**Table 4 Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses**

Phase	Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses	Milestone date
1	<p><b>New vehicles registered on or after the EP scheme start date must meet the following requirements:</b></p> <ul style="list-style-type: none"> <li>• Euro VI equivalent standards or better</li> <li>• CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues.</li> <li>• Free Wi-Fi</li> <li>• Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system</li> <li>• Heating and cooling for customer comfort</li> <li>• USB charging available, including at every wheelchair space and priority seats</li> <li>• Audio visual announcements: <ul style="list-style-type: none"> <li>○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats.</li> <li>○ Next stop visual announcements.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle.</li> </ul> </li> <li>• Option to pay for tickets through contactless ticketing.</li> </ul>	Scheme start date
2	<p><b>All vehicles will have:</b></p> <ul style="list-style-type: none"> <li>• Euro VI equivalent standards or better</li> <li>• CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues</li> <li>• Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system</li> <li>• Heating and cooling for customer comfort</li> <li>• Option to pay for tickets through contactless ticketing.</li> </ul>	28/04/2021
3	<p><b>All vehicles will have:</b></p> <ul style="list-style-type: none"> <li>• Audio visual announcements: <ul style="list-style-type: none"> <li>○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats.</li> <li>○ Next stop visual announcements.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle.</li> </ul> </li> </ul>	29/05/2022

	<ul style="list-style-type: none"><li>• A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources.</li></ul>	
4	<b>New Vehicles registered on or after 25/05/25 will have:</b> <ul style="list-style-type: none"><li>• Vehicles must be non-diesel.</li></ul>	25/05/2025
6	<b>All vehicles will have:</b> <ul style="list-style-type: none"><li>• Vehicles must be non-diesel.</li></ul>	26/05/2030

4.6 If requested by an operator and in agreement with TfWM or designated by TfWM, a service that is specifically designed to connect with services at interchange points outlined in Schedule C3 Table 24, may be defined as a Designated feeder Service. Vehicles on such services will carry additional branding and have a co-ordinated timetable to facilitate connections.

4.7 The implementation period for completing obligations for vehicles used on Designated feeder services are detailed in Table 5:

**Table 5 Obligations for vehicles of operators on Designated feeder services**

Phase	Obligations for vehicles of operators on Designated feeder services	Milestone date
1	<p><b>New vehicles registered on or after the EP scheme start date must meet the following requirements:</b></p> <ul style="list-style-type: none"> <li>• Euro VI equivalent standards or better</li> <li>• CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues.</li> <li>• Free Wi-Fi</li> <li>• Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system</li> <li>• Heating and cooling for customer comfort</li> <li>• USB charging available, including at every wheelchair spaces and priority seats</li> <li>• Audio visual announcements: <ul style="list-style-type: none"> <li>○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats.</li> <li>○ Next stop visual announcements.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle.</li> </ul> </li> <li>• A display showing onward connection details for bus services operating in the Scheme area.</li> <li>• Option to pay for tickets through contactless ticketing.</li> <li>• A specific livery agreed with TfWM</li> </ul>	Scheme start date
2	<p><b>All vehicles will have:</b></p> <ul style="list-style-type: none"> <li>• Euro VI equivalent standards or better</li> <li>• CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic and road maintenance issues</li> <li>• Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system</li> <li>• Heating and cooling for customer comfort</li> <li>• Option to pay for tickets through contactless ticketing.</li> </ul>	28/04/2021
3	<p><b>All vehicles will have:</b></p>	29/05/2022

	<ul style="list-style-type: none"> <li>• Audio visual announcements: <ul style="list-style-type: none"> <li>○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats.</li> <li>○ Next stop visual announcements.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle.</li> <li>○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle.</li> </ul> </li> <li>• A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources.</li> <li>• A specific livery agreed with TfWM</li> </ul>	
4	<b>New Vehicles registered on or after 25/05/25 will have:</b> <ul style="list-style-type: none"> <li>• Vehicles must be non-diesel.</li> </ul>	25/05/2025
5	<b>All vehicles will have:</b> <ul style="list-style-type: none"> <li>• Vehicles must be non-diesel.</li> </ul>	26/05/2030

**Timetable changes**

- 4.8 Qualifying local bus services within the EP Scheme Area may only be changed on the dates agreed with TfWM and in line with the Network Stability Protocol. In exceptional circumstances, and in agreement with TfWM, services may be changed on other dates.
- 4.9 Copies of registration applications and variations must be submitted to TfWM with at least 70 days' notice before the service takes effect.

**Ticketing schemes.**

- 4.10 The following ticket types must be offered and accepted by relevant services in the EP Scheme Area, subject to their validity in the given ticket types area. Services offering no more than 2 journeys in each direction per day (as highlighted in the Tables of qualifying services in Schedule A), will not be required to participate in the multi-operator ticketing scheme. The overall schemes for these tickets will be managed by TfWM. The following ticket types must be offered:
1. nBus (full suite)
  2. nNetwork (full suite)
- 4.11 Ticket vending machines may be provided by TfWM at some selected bus stops. These will be capable of selling operators' own tickets, as well as network tickets. Operators wishing to use this facility will need to agree an arrangement and fee with TfWM.
- 4.12 Subject to TfWM progressing multi-operator capping schemes, the following ticket types must be offered and accepted by all services in the EP scheme (excluding those services offering no more than 2 journeys in each direction per day):
1. Multi-operator capping on TfWM's Swift smartcard
  2. Multi-operator capping contactless
- 4.13 Advertisements carried on ticket rears on qualifying services (including campaigns on behalf of TfWM) should not conflict with the required standards outlined below, which supplement the requirements of the Advertising Codes. The regulation of advertising in the UK is the responsibility of the Advertising Standards Authority (ASA). The ASA applies the Advertising Codes which are written by the Committees of Advertising Practice (CAP). Advertising will not be acceptable if:
1. It is likely to cause widespread or serious offence to reasonable members of the public on account of the product or service being advertised, the content or design of the advertisement, or by way of implication;

2. It relates to lap-dancing, 'gentlemen's clubs', escort agencies, massage parlours, or unproven health and weight loss products;
3. It promotes (directly or indirectly) food or non-alcoholic drink which is high in fat, salt and/or sugar ('HFSS' products), according to the Nutrient Profiling Model managed by Public Health England. It is for the advertiser to demonstrate (in case of any doubt) that any product is not HFSS, and/or that an advertisement is not promoting HFSS products, and/or that there are exceptional grounds.
4. It is unacceptable for some other substantial reason (which TfWM will identify and explain as reasonably required).

### **Providing information to the public**

- 4.14 Operators providing multi-operator tickets will display a range of nBus and nNetwork day ticket prices at the point of entry to buses on qualifying local bus services using information posters provided by TfWM.
- 4.15 nBus and nNetwork information will be provided and maintained by TfWM on displays at bus stops.
- 4.16 Operators will display details of relevant planned route changes and timetable changes on vehicles at least 2 weeks prior and 1 week following the change.
- 4.17 Operators will publish the bus journey times data collected and processed by TfWM (referred to in section 3.23 – 3.26) on their website and on buses in the scheme area, as a minimum for the public.

### **The West Midlands Bus Alliance Customer Charter**

- 4.18 Operators of qualifying local bus services will display the principles of the West Midlands Bus Alliance Customer Charter on all their buses in the EP Scheme Area. This must include a means of contacting the local bus service operator with comments or complaints and an escalation option if the passenger is not satisfied with the response they receive. This escalation option should be a registered Alternative Dispute Resolution body. Copies of the Customer Charter can be provided by TfWM if requested to [busalliance@tfwm.org.uk](mailto:busalliance@tfwm.org.uk).



## **5. EP Scheme Management .**

### **Governance**

- 5.1 The EP Scheme has been developed by an EP Scheme Reference Group of partners and directly impacted and interested stakeholders, comprising:

#### ***Partners***

- 5.1.1 Transport for West Midlands (part of the West Midlands Combined Authority)
- 5.1.2 Birmingham City Council
- 5.1.3 Sandwell Metropolitan Borough Council
- 5.1.4 Solihull Metropolitan Borough Council
- 5.1.5 Walsall Metropolitan Borough Council
- 5.1.6 Bus operators providing qualifying local bus services

#### ***Stakeholders***

- 5.1.7 Birmingham Airport
- 5.1.8 Bus Users UK
- 5.1.9 Confederation of Passenger Transport (CPT)
- 5.1.10 Greater Birmingham & Solihull Local Enterprise Partnership
- 5.1.11 Transport Focus

- 5.2 The Group will be responsible for considering future variations, in accordance with the processes detailed in sections 5.3 to 5.5.

### **Variations to the EP Scheme**

- 5.3 Consideration will be given to potential EP Scheme variations highlighted either by one of the organisations represented on the EP Reference Group or an operator of qualifying local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to [busalliance@tfwm.org.uk](mailto:busalliance@tfwm.org.uk).
- 5.4 On receipt of a valid request for a variation, TfWM will reconvene the EP Scheme Reference Group, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operator and local highway authority and TfWM representatives present, TfWM will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and TfWM. Partners not represented at the meeting will be deemed to be abstaining from the decision.
- 5.5 If there is not full agreement of all partners present, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection

period of 14 days replacing Part 2 of the Transport Act 2000 section 138L (2) (c). The proposed variation will be advertised on the TfWM website and emailed to operators of qualifying local services in the EP Scheme area. If the proposed variation passes the operator objection mechanism, TfWM will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and TfWM.

## **Review of the EP Scheme**

- 5.6 Once the EP Scheme is made, it will be reviewed by the EP Scheme Reference Group at least annually, commencing no later than on the anniversary of the scheme commencement date. TfWM will initiate each review and it will take no longer than 6 months to complete.
- 5.7 As part of the review process, at least every 2<sup>nd</sup> year consideration will be given to the appropriateness of the milestone dates for the implementation of non-diesel vehicles, which will take into account changes in national and regional guidance and policy.
- 5.8 Depending on the outcome of the Outline Business Case<sup>5</sup> assessment to consider the best future delivery model for bus services in the West Midlands from the Bus Services Act 2017, due to be completed in 2021, it may be necessary to review the EP Scheme.
- 5.9 Should Traffic Regulation Orders (TRO) required for the facilities listed in Schedule B2, Table 9, not be made, TfWM will recognise the need to vary the EP Scheme for section 4.2 (Table 1) through the variation process set out in sections 5.3 to 5.5. Any such necessary changes will be considered as part of the first annual review.
- 5.10 Any changes to the future target dates within Table 13, Table 15, Table 17, Table 22 and Table 23 will be agreed, as required, between TfWM and the relevant local highway authority responsible for maintaining the infrastructure, and automatically varied in the EP Scheme, without the need to follow the variation process set out in sections 5.3 to 5.5.
- 5.11 The audio visual announcement requirements, set out in Table 1 to Table 5 inclusive, will be automatically amended, as necessary, to align with national legislation, when adopted, without the need for a variation to the EP Scheme. This will not change the milestone dates in the EP Scheme or the requirements specified for every wheelchair space.

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<sup>5</sup> As approved by the WMCA Board at its meeting on the 28 June 2019:  
<https://governance.wmca.org.uk/ieListDocuments.aspx?CId=137&MId=221&Ver=4>

- 5.12 Any changes to the contact information contained in Schedule D, will be automatically updated, without the need to follow the variation process set out in sections 5.3 to 5.5. This only applies to amendments to existing contact information or additional information with regard to the mechanism for reporting issues. Any proposal to remove a mechanism for reporting issues will be subject to the variation process set out in sections 5.3 to 5.5.

### **Revocation of the EP Scheme**

- 5.13 An EP Scheme can only exist if an EP Plan is in place. If, for any reason, the EP Plan is revoked, it would automatically mean that the EP Scheme would cease. Equally, if all EP Schemes ceased, the EP Plan would be revoked.
- 5.14 If, for some reason, it becomes necessary for the EP Scheme to be revoked, the EP Scheme Reference Group will be reconvened and follow the same process as outlined in sections 5.3 to 5.5 (noting that the agreement will be for revocation and not variation).
- 5.15 If at any point in the future the EP Scheme area is included in a Bus Franchising Area, the relevant requirements set out in this EP Scheme document will cease to apply from the commencement date of the franchising scheme.

**Schedule A: List of qualifying local services as of 09/11/2020****Schedule A1: A45 / B425 Corridor****Table 6 Qualifying services on the A45 / B425 corridor as of 04/12/2020**

<b>Service</b>	<b>Description</b>	<b>Operator</b>
58	Kingshurst – Solihull	West Midlands Travel Ltd.
60	Birmingham – Cranes Park	West Midlands Travel Ltd.
71W	Buckland End – Jaguar Land Rover	West Midlands Travel Ltd.
72	Chelmsley Wood – Solihull	West Midlands Travel Ltd.
72A	Chelmsley Wood – Solihull	West Midlands Travel Ltd.
73	Heartlands Hospital – Solihull	West Midlands Travel Ltd.
75	Birmingham International – Birmingham Business Park	Diamond Bus Ltd.
75A	Birmingham International Stn – Bishop Walsh School	Claribels Coaches Ltd.
89	Coventry – Solihull	Diamond Bus Ltd.
844*	King Edward VI School – Sheldon*	The Green Bus Company Ltd.
871*	King Edward VI School – Sheldon*	The Green Bus Company Ltd.
876*	Blossomfield – South Yardley*	West Midlands Travel Ltd.
877*	Bordesley – St Peters School*	West Midlands Travel Ltd.
883*	Hockley – King Edwards VI Five Ways	The Green Bus Company Ltd.
891*	Bordesley – Cosehill School*	West Midlands Travel Ltd.
897*	Sheldon – Lode Heath School*	West Midlands Travel Ltd.
898*	Sheldon – St Peters RC School*	West Midlands Travel Ltd.
A1	Solihull – Damsonwood circular <b>Tendered until 24/04/2021</b>	Diamond Bus Ltd.
A2	Solihull circular <b>Tendered until 24/04/2021</b>	Diamond Bus Ltd.
A10	Cranes Park – Solihull	Silverline Landflight Ltd.
S16	Yardley – Solihull <b>Tendered until 05/06/2021</b>	Claribel Coaches Ltd.
X1	Birmingham – Airport – Coventry	West Midlands Travel Ltd.
X2	Birmingham – Solihull	West Midlands Travel Ltd.
X12	Birmingham – Solihull	West Midlands Travel Ltd.

\* - These services are exempt from the multi-operator ticketing scheme requirements.

**Schedule A2: A34 (N) Corridor****Table 7 Qualifying services on the A34 (N) corridor as of 04/12/2020**

<b>Service</b>	<b>Description</b>	<b>Operator</b>
7	Birmingham – Perry Common	West Midlands Travel Ltd.
28	Heartlands – Great Barr	West Midlands Travel Ltd.
33	Birmingham – Pheasey	West Midlands Travel Ltd.
46	West Bromwich – Great Barr	West Midlands Travel Ltd.
51	Birmingham – Walsall	West Midlands Travel Ltd.
52	Birmingham – Perry Beeches	West Midlands Travel Ltd.
54	Perry Barr – Hamstead	West Midlands Travel Ltd.
54A	Perry Barr – Hamstead	West Midlands Travel Ltd.
61	Perry Barr – Handsworth <b>Tendered until 02/01/2021</b>	Diamond Bus Ltd.
68A	Perry Barr and Aston circular <b>Tendered until 23/01/2021</b>	Diamond Bus Ltd.
68C	Perry Barr and Aston circular <b>Tendered until 23/01/2021</b>	Diamond Bus Ltd.
74	Walsall – Gillity Village <b>Tendered until 28/10/2023</b>	Diamond Bus Ltd.
77	Sutton Coldfield – Walsall	West Midlands Travel Ltd.
424	Birmingham – Queslett <b>Tendered until 23/01/2021</b>	Claribel Coaches Ltd.
700*	Darlaston Comp School - Ryecroft	West Midlands Travel Ltd.
705*	Gillity Village – Barr Beacon School*	West Midlands Travel Ltd.
788*	Walsall – Barr Beacon School*	West Midlands Travel Ltd.
842*	Hill Hook – King Edward VI Aston *	The Green Bus Company Ltd.
848*	Great Barr – King Edward VI Aston*	The Green Bus Company Ltd.
851*	Edgbaston – Queen Mary's School*	The Green Bus Company Ltd.
881*	Palfrey – Barr Beacon School*	West Midlands Travel Ltd.
888*	Birmingham – Perry Beeches School*	West Midlands Travel Ltd.
907	Birmingham – Sutton Coldfield	West Midlands Travel Ltd.
907A	Birmingham – Sutton Coldfield	West Midlands Travel Ltd.
934	Birmingham – Walsall	West Midlands Travel Ltd.
935	Birmingham – Walsall	West Midlands Travel Ltd.
936	Birmingham – Brownhills West	West Midlands Travel Ltd.
937	Birmingham – Brownhills	West Midlands Travel Ltd.
937A	Birmingham – Brownhills West	West Midlands Travel Ltd.
997	Birmingham – Walsall	West Midlands Travel Ltd.
X51	Birmingham – Cannock	West Midlands Travel Ltd.

\* - These services are exempt from the multi-operator ticketing scheme requirements.

## Schedule B: Facilities provided and maintained by local highway authorities

### B1 Current bus lanes

The current bus lanes detailed in Table 8 will be maintained by the relevant local highway's authority as part of the EP Scheme. Maps of the proposed bus lanes on the two corridors are shown in Schedule E:

**Table 8 Current bus lanes to be maintained**

Intervention number	Bus lane description	Hours of operation	Category of vehicle permitted	Responsibility for Maintaining
1.	Bus lane from the junction of Birchfield Rd/Heathfield Rd to Perry Barr Island (northbound)	7 am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
2.	Bus lane from Aston Six Ways to junction of New Town Row/New Town Middleway junction (southbound)	7 am to 10 am and 4pm to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
3.	Bus lane from after Dovehouse Lane to before Rowood Drive (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles.	Solihull MBC
4.	Bus lane from the junction of Lode Lane/Lighthorne Rd to the junction of Lode Lane/Hermitage Rd (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Solihull MBC
5.	Bus lane from o/s 42 Lode Lane to EP scheme boundary north of Solihull (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Solihull MBC



6.	Bus lane from Walsall Rd bridge over River Tame to Cliveden Avenue bus stop (northbound)	7 am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
7.	Bus lane from after Livingstone Road bus stop to the junction of Walsall Rd/Trinity Rd (southbound)	7 am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
8.	Bus lane on the A34 flyover of Junction 7 of the M6 (southbound)	24hrs	Bus services, bicycles, hackney carriage vehicles	Sandwell MBC
9.	Bus lane from before Marathon Point to the junction of Walsall Rd/Church Road (southbound)	7am to 10am	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
10.	Bus lane from New Town Row canal bridge to before Aston Six Ways (northbound)	7 am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
11.	Bus lane from after Aston Six Ways to junction of Birchfield Rd/Wilson Rd (northbound)	7 am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council

## B2 New bus lanes

The new bus lanes detailed in Table 9 will be implemented by TfWM by 30<sup>th</sup> June 2022, and then maintained by the local highway authority as part of the EP Scheme.

**Table 9 New bus lanes to be provided by 30/06/2022**

Intervention number	Bus lane description	Hours of operation	Category of vehicle permitted	Responsibility for maintaining
12.	Bus lane from Clay Ln/Coventry Rd to the junction of Coventry Rd/Charles Edward Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
13.	Bus lane from junction of Coventry Rd/Forest Rd to the junction of Coventry Rd/Redhill Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
14.	Bus lane from junction of Small Heath Highway/Energy Rd to the proposed Poets Corner bus stop (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
15.	Bus lane on Small Heath Highway from approx. 40959, 285240 OSGR co-ordinates to approx. 408851, 285709 OSGR co-ordinates (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
16.	Bus lane from junction of Lawden Rd/Small Heath Highway to Small Heath Highway before Bordesley Circus (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
17.	Bus lane from approx. 408873, 285722 OSGR co-ordinates to Small Heath Highway before Poets Corner (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
18.	Bus lane from after Poets Corner to proposed Poets Corner bus stop (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
19.	Offside bus lane from approx.. 410210, 284767 OSGR co-ordinates to after Heybarnes Circus (eastbound)	24hrs	Bus services	Birmingham City Council
20.	Bus lane from junction of Coventry Rd/Deakins Rd to junction of Coventry Rd/Howard Rd (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
21.	Bus lane from junc. of Birmingham Rd/Skip Lane to	7 am to 7pm	Bus services, bicycles, hackney	Walsall MBC

	Walsall boundary(southbound)		carriage vehicles, Motorcycles	
22.	Bus lane from Walsall Boundary to junction of Birmingham Rd/Chapel Ln (southbound)	7 am to 7pm	Bus services, bicycles, hackney carriage vehicles.	Sandwell MBC
23.	Bus lane from Scott Rd stop to the junction of Walsall Rd/Sundial Ln (southbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Sandwell MBC
24.	Bus lane from after Booths Farm Rd to the Beeches Rd bus stop (southbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
25.	Bus lane from Marathon Point to opposite Cliveden Avenue (southbound)	7am to 10am	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
26.	Bus lane from junction of Birchfield Rd/Trinity Rd to Arden Road (southbound)	7am to 10am	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
27.	Offside Bus lane from after Mansfield Road to before Aston Six Ways	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
28.	Northbound underpass between James Watt Queensway and New Town Row under Lancaster Circus	24hrs	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
29.	Bus lane from Tennis Court bus stop to o/s 392 Walsall Rd (northbound)	4pm to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
30.	Bus lane from o/s 514 Walsall Rd to o/s 616 Walsall Rd (northbound)	4pm to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
31.	Bus lane from after the junction of Walsall Rd/Booths Farm Rd to before Old Walsall road (northbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
32.	Bus lane from after the junction Old Walsall road to Scott Arms junction (northbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles.	Sandwell MBC
33.	Bus lane from the junction of New Town Row/Manchester Street to New Town Row canal bridge (southbound)	24hr	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
34.	Bus lane from Chapel Lane bus stop to Peak House Road	7am to 7pm	Bus services, bicycles, hackney carriage vehicles.	Sandwell MBC
35.	Bus Peak House Road to Walsall Boundary	24hrs	Bus services, bicycles, hackney carriage vehicles.	Sandwell MBC

36.	Bus lane from Walsall Boundary to o/s The Bell Inn PH (northbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Walsall MBC
37.	Contraflow bus lane on Ablewell Street towards, Walsall	24hrs	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Walsall MBC
38.	Bus lane on Lancaster Street from Bagot St to Lancaster Circus Queensway	7am to 7pm	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Birmingham City Council
39.	Bus lane on James Watt Queensway from Lancaster Circus Queensway to Coleshill Street	7am to 7pm	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Birmingham City Council

TfWM will look to implement the new bus lanes detailed in Table 10 by a future target date, which will then be maintained by the local highway authorities under the terms of the EP Scheme.

**Table 10 New bus lanes to be provided by a future target date of 31/12/2024**

Intervention number	Bus lane description	Hours of operation	Category of vehicle permitted	Responsibility for Maintaining
40.	Bus lane from junction Coventry Rd/Horse Shoes Ln to the junction of Coventry Rd/Sheaf Ln (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
41.	Bus lane from junction of Coventry Rd/Arden Oak Rd to the junction of Coventry Rd/Terminal Rd (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council and Solihull MBC
42.	Bus lane from junction of Hobs Moat Rd/Jillcot Rd to the junction of Coventry Rd/Hobs Moat Rd (northbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council and Solihull MBC
43.	Bus lane on Darwall Street, Walsall	24hrs	Local bus services	Walsall MBC
44.	Bus lane from junction of Birmingham Rd/Queens Rd to the junction of Birmingham Rd/Broadway (northbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Walsall MBC
45.	Offside bus lane from junction of Springhill Rd/Hill St to the junction of Ablewell St/Town Hill	24hrs	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Walsall MBC
46.	Bus lane from Jaguar-Landrover works Lode Lane North Gate to Jaguar-Landrover main gate (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Solihull MBC
47.	Offside bus lane from junction of Birmingham Rd/Chapel Ln to the southern end of M6 Motorway J7 flyover (southbound)	24hrs	Bus services, bicycles, hackney carriage vehicles	Sandwell MBC
48.	Bus lane from junction of Coventry Rd/Damson Parkway to junction of Coventry Rd/Glencroft Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
49.	Bus lane from before the junction of Coventry Rd/Lyndon Rd to the junction of Coventry Rd/Clay Lane	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
50.	After Dyas Avenue (658 Walsall Rd) to Opp Booths Farm Rd (northbound)	7am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council

51.	Bus lane from after Walsall Rd/Stanford Avenue to Booths Farm Rd (southbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
52.	Bus lane from Canal Bridge Marathon Point (southbound)	7am to 10am	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
53.	Bus lane from junction of Coventry Rd/Glencroft Rd to the junction of Coventry Rd/Hobs Moat Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council



### B3 Bus lane enforcement

Bus lane Enforcement cameras will be provided in at least 10 locations across the EP Scheme Area and will be implemented or retained as agreed by TfWM with the relevant local highway authority from 30/06/2022, subject to approved business cases where applicable. These will be maintained and operated by the local highway authorities as part of the EP Scheme. These, minimum 10 locations will be provided at locations listed in Table 11:

**Table 11 Bus lane enforcement locations**

Intervention number	Description	Responsibility for Maintaining
54. – 63.	Install bus lane enforcement from Ada Road to Redhill Rd (westbound)	Birmingham City Council
	Install bus lane enforcement from Holder Rd to Howard Rd (eastbound)	Birmingham City Council
	Install bus lane enforcement from Lawden Rd to Bordesley Circus (westbound)	Birmingham City Council
	Install bus lane enforcement from Poets Corner to Camp Hill Line Rail Bridge (westbound)	Birmingham City Council
	Install bus lane enforcement from Small Heath Bridge to Poets Corner (eastbound)	Birmingham City Council
	Install bus lane enforcement from Ackers to Poets Corner (westbound)	Birmingham City Council
	Install bus lane enforcement in the central reserve before Heybarnes Circus	Birmingham City Council
	Install bus lane enforcement before Old Walsall Rd (northbound)	Birmingham City Council
	Install bus lane enforcement before Dyas Avenue (southbound)	Birmingham City Council
	Install bus lane enforcement before Cliveden Avenue (southbound). In operation at peak hours only.	Birmingham City Council
	Install bus lane enforcement before Trinity Rd (southbound)	Birmingham City Council
	Install bus lane enforcement from Mansfield Rd to Aston Six Ways (southbound)	Birmingham City Council
	Install bus lane enforcement before Aston Six Ways (northbound)	Birmingham City Council
	Install bus lane enforcement from Milton Street to Newton Road (northbound)	Birmingham City Council
	Install bus lane enforcement from Moorsom Street to Newtown Middleway (southbound)	Birmingham City Council
	Install bus lane enforcement from Price Street to Princip St (northbound)	Birmingham City Council
	Install bus lane enforcement at the Lancaster Circus Underpass (southbound)	Birmingham City Council
	Install bus lane enforcement from Birmingham/Solihull boundary to Wells Rd (westbound)	Birmingham City Council
	Install bus lane enforcement from Damson Parkway to Birmingham/Solihull boundary (westbound)	Solihull MBC
	Birmingham/Solihull boundary to Damson Parkway (eastbound)	Solihull MBC
	To retain bus lane enforcement from JLR South Entrance to Henley Crescent (southbound)	Solihull MBC

	Install bus lane enforcement on the approach to the junction of Walstead Road (northbound)	Walsall MBC
	Install bus lane enforcement on the approach to the junction of Broadway (northbound)	Walsall MBC
	Install bus lane on the approach to the junction of Botts Lane (northbound)	Walsall MBC
	Install bus lane enforcement for the Ablewell Street/Town Hill bus gate (northbound)	Walsall MBC

## B4 Bus Gates

The bus gates detailed in Table 12 will be implemented by TfWM by 30<sup>th</sup> June 2022 and then maintained by the relevant local highway authority as part of the EP Scheme.

**Table 12 Bus gates to be implemented by 30/06/2022**

Intervention Number	Description	Implementation	Responsibility for Maintaining	Hours of Operation
64.	Bus gate at Haybarns Circus (eastbound)	TfWM	Birmingham City Council	24hrs
65.	Bus gate at the southern end of M6 motorway J7 flyover (southbound)	TfWM	Sandwell MBC	24hrs
66.	Bus gate at junction of Birmingham Road/Chapel Lane (southbound)	TfWM	Sandwell MBC	24hrs
67.	Bus gate at the entry to northbound underpass as Lancaster Circus	TfWM	Birmingham City Council	24hrs

TfWM will look to implement the new bus gates detailed in Table 13 by a future date, which will then be maintained by the local highway authority as part of the EP Scheme.

**Table 13 Bus gates to be implemented by a future target date of 31/12/2024**

Intervention Number.	Description	Implementation	Responsibility for Maintaining	Hours of Operation
68.	Bus gate southbound at Lancaster Circus Underpass	TfWM	Birmingham City Council	24hrs

### B5 Traffic Signal upgrades to include priority for local bus services

The traffic signal upgrades detailed in Table 14 will be implemented by TfWM by 30<sup>th</sup> June 2022 the dates given and the maintained by the relevant local highway authority as part of the EP Scheme.

**Table 14 Traffic signal upgrades to be implemented by 30/06/2022**

Intervention number	Description	Implementation	Responsibility for Maintaining
69.	Coventry Rd/Kings Rd	TfWM	Birmingham City Council
70.	Coventry Rd/Berkeley Rd	TfWM	Birmingham City Council
71.	Coventry Rd/Holder Rd	TfWM	Birmingham City Council
72.	Lode Ln/Moat Ln	TfWM	Solihull MBC
73.	New Town Row/New John St West	TfWM	Birmingham City Council
74.	New Town Row/St. Stephens St	TfWM	Birmingham City Council
75.	High St/Newbury Rd/Park Ln	TfWM	Birmingham City Council
76.	Walsall Rd/Cliveden Ave	TfWM	Birmingham City Council
77.	Walsall Rd/Church Rd	TfWM	Birmingham City Council
78.	Walsall Rd/Rocky Ln	TfWM	Birmingham City Council
79.	Walsall Rd/Beeches Rd	TfWM	Birmingham City Council
80.	Walsall Rd/Old Walsall Rd	TfWM	Birmingham City Council
81.	A34/Walstead Rd	TfWM	Walsall MBC

TfWM will look to implement traffic signal upgrades detailed in Table 15 by a future target date, which will then be maintained by the local highway authorities under the terms of the EP Scheme.

**Table 15 Traffic signal upgrades to be implemented by a future target date of 31/12/2024**

Intervention number	Description	Implementation	Responsibility for Maintaining
82.	Coventry Rd/Gilbertstone Ave	TfWM	Birmingham City Council
83.	Coventry Rd/Wagon Ln	TfWM	Birmingham City Council
84.	Coventry Rd/Lyndon Rd	TfWM	Birmingham City Council
85.	Coventry Rd/Sheaf Ln/Hobs Moat Rd	TfWM	Birmingham City Council
86.	Coventry Rd, Morrisons access	TfWM	Birmingham City Council
87.	Coventry Rd/Hatchford Brook	TfWM	Birmingham City Council

88.	Jaguar Landrover north access	TfWM	Solihull MBC
89.	Lode Ln/Dovehouse House	TfWM	Solihull MBC
90.	Birchfield Rd/Trinity Rd	TfWM	Birmingham City Council

## B6 Pedestrian Crossing upgrades

The pedestrian crossing upgrades detailed in Table 16 will be implemented by TfWM by the dates given and maintained by the local highway authority as part of the EP Scheme:

**Table 16 Pedestrian crossings to be upgraded by 30/06/2022**

Intervention number	Description	Implementation	Responsibility for Maintaining
91.	E2916/7 – Walsall Rd nr Tuckers Fasteners Crossing	TfWM	Birmingham City Council
92.	E2911/3 – Walsall Rd nr Tennis Court Crossing	TfWM	Birmingham City Council
93.	C0711 – Sundial Lane Dual Crossings	TfWM	Sandwell MBC
94.	Beacon Rd Dual Crossings	TfWM	Walsall MBC
95.	Ablewell St / Town Hill dual crossings (bus gate)	TfWM	Walsall MBC

TfWM will look to implement pedestrian crossing upgrades detailed in Table 17 by a future date, which will then be maintained by the local highway authorities as part of the EP Scheme.

**Table 17 Pedestrian crossings to be upgraded by a future target date of 31/12/2024**

Intervention number	Description	Implementation	Responsibility for Maintaining
96.	E2124/5 Coventry Rd nr Clay Ln Crossing	TfWM	Birmingham City Council
97.	E2004/5 Coventry Rd nr Steyning Rd Crossing	TfWM	Birmingham City Council
98.	E2106/7 Coventry Rd Nr Brays Rd Crossing	TfWM	Birmingham City Council
99.	E2002 Coventry Rd nr Arden Oak	TfWM	Birmingham City Council
100.	New pedestrian crossing nr Old Lode Ln	TfWM	Solihull MBC
101.	B0966 – Nr Queen's Rd Crossing	TfWM	Walsall MBC
102.	Nr Metro Inns Crossing	TfWM	Walsall MBC
103.	New crossings nr Hill Street	TfWM	Walsall MBC
104.	E2000/1 Coventry Rd nr Wells Green Crossing	TfWM	Birmingham City Council
105.	E2113 Coventry Rd nr Wells Rd Crossing	TfWM	Birmingham City Council
106.	E2918/9 – Walsall Rd nr Perry Park Cres	TfWM	Birmingham City Council
107.	E2906 – Walsall Rd nr Booths Farm Rd	TfWM	Birmingham City Council



**Schedule C: Bus stops, shelters and information****C1 Enhanced Bus Stops**

The enhanced bus stops detailed in Table 18, Table 19, Table 20, Table 21 will be equipped to accommodate vehicles of 15m-18.75m length by TfWM, facilitating multi-door boarding and alighting, by 30<sup>th</sup> June 2022 and maintained by TfWM as part of the EP Scheme.

The enhanced bus stops detailed in Table 22 will be equipped to accommodate vehicles of 15m-18.75m length by TfWM, facilitating multi-door boarding and alighting by a future target date of 31/12/2024 and maintained by TfWM as part of the EP Scheme.

These bus stops will also include:

- Real time information displays
- Lighting
- CCTV for security
- Bench seating

Local highway authorities will be responsible for maintaining bus stop clearway orders associated with the enhanced bus stops.

Although all stops will allow multi-door boarding.

Enhanced bus stops will be available to all local bus services to use.

**Table 18 Enhanced bus stops on the A34 towards Birmingham City Centre**

<b>Intervention number</b>	<b>Location</b>
108.	Walsall Town Centre (location to be confirmed)
109.	Walsall Six Ways, Birmingham Road
110.	Jesson Road, Birmingham Road
111.	Travelodge, Birmingham Road
112.	Queens Road, Birmingham Road
113.	Bell Inn, Birmingham Road
114.	Chapel Lane, Birmingham Road
115.	Scott Road, Birmingham Road
116.	Scott Arms, Walsall Road
117.	Beeches Road, Walsall Road
118.	Rocky Lane, Walsall Road
119.	The Tennis Court, Walsall Road
120.	Cliveden Avenue
121.	Perry Barr One Stop Birchfield Rd
122.	Livingstone Road
123.	Trinity Road, Birchfield Road
124.	Six Ways Aston, Birchfield Road
125.	Swimming Baths, Newtown Row
126.	St Stephens Street, Newtown Row
127.	Lower Tower Street

**Table 19 Enhanced bus stops on the A34 towards Walsall**

<b>Intervention number</b>	<b>Location</b>
128.	Lower Tower Street, Newtown Row
129.	Milton Street, Newtown Row
130.	Six Ways Aston, Birchfield Road
131.	Heathfield Road, Birchfield Road
132.	Livingstone Road
133.	Perry Barr Interchange
134.	Cliveden Avenue
135.	The Tennis Court, Walsall Road
136.	Rocky Lane, Walsall Road
137.	Beeches Road, Walsall Road
138.	Scott Arms, Walsall Road
139.	Cross Lane, Birmingham Road
140.	Chapel Lane, Birmingham Road
141.	Bell Inn, Birmingham Road
142.	Queens Road, Birmingham Road
143.	Travelodge, Birmingham Road
144.	Jesson Road, Birmingham Road
145.	Walsall Six Ways, Springhill Road

**Table 20 Enhanced bus stops on the A45 towards Birmingham City Centre**

<b>Intervention number</b>	<b>Location</b>
146.	Keresley Close, Lode Lane OR Solihull Hospital (this stop lies OUTSIDE the EP Scheme area)
147.	Lode Heath School, Lode Lane
148.	Henley Crescent, Lode Lane
149.	Castle Lane, Lode Lane)
150.	Solihull Ice Rink, Lode Lane
151.	Old Lode Lane, Lode Lane
152.	The Wheatsheaf, Coventry Road
153.	Lyndon Road, Coventry Road
154.	Brays Road, Coventry Road
155.	Steyning Road, Coventry Road
156.	Swan Island, Coventry Road
157.	Kathleen Road, Coventry Road
158.	Kings Road, Coventry Road
159.	Small Heath Highway, Poets Corner

**Table 21 Enhanced bus stops on the A45 towards Birmingham Airport/Solihull**

<b>Intervention number</b>	<b>Location</b>
160.	Small Heath Highway, Poets Corner
161.	Kings Road, Coventry Road
162.	Kathleen Road, Coventry Road
163.	Swan Island, Coventry Road
164.	Sunnymead Road, Coventry Road
165.	Brays Road, Coventry Road
166.	Lyndon Road, Coventry Road
167.	Old Lode Lane, Lode Lane
168.	Ulleries Road, Lode Lane
169.	Lode Lane, (opp Olton Tavern)
170.	Dovehouse Lane, Lode Lane
171.	Henley Crescent, Lode Lane
172.	Rowood Drive, Lode Lane
173.	Solihull Hospital

**Table 22 Enhanced bus stops to be delivered by a future target date of 31/12/2024**

<b>Intervention number</b>	<b>Location</b>
<b><i>A34 towards Birmingham City Centre</i></b>	
174.	Walsall Town Hall
175.	Skip Lane
176.	Fentham Road
<b><i>A34 towards Walsall</i></b>	
177.	Swimming Baths
178.	Hatfield Rd
179.	Old Walsall Road
180.	Skip Lane
<b><i>A45 / B425 towards Birmingham city centre</i></b>	
181.	The Hermitage
182.	Keswick Road
<b><i>A45/ B425 towards Solihull</i></b>	
183.	The Hermitage
184.	Keswick Road



**C2 Enhanced Bus Stands**

TfWM will look to implement the new bus stands detailed in Table 23 by a future target date. These will be designated as bus stands capable of accommodating vehicles of 15-18.75m length, with buses able to stand for up to 10 minutes depending on the location.

**Table 23 Enhanced bus stands to be implemented by a future target date of 31/12/2024**

<b>Intervention number</b>	<b>Stand location</b>
185.	Swan Island, Coventry Road
186.	Sandwell/Walsall boundary
187.	Walsall Town Centre (position to be confirmed)
188.	Perry Barr One Stop, Birchfield Road

### C3 Designated Feeder Bus Stands

TfWM will look to implement Designated feeder service Bus Stands listed in Table 24 at a future date. These stands will be specifically for 'feeder bus services' that are advertised to connect with other key bus services in the corridor, with buses able to stand for up to 10 minutes depending on the location. TfWM will define when these locations will be designated as feeder bus stands, as and when required. Standing buses will not be permitted to idle. These stops may be used by other qualifying local bus services.

**Table 24 Designated feeder service Bus Stands**

<b>Intervention number</b>	<b>Stop location</b>
189.	Birmingham International Stn, Station Way (NEC Grounds)
190.	Perry Barr One Stop, Birchfield Road
191.	Swan Island, Coventry Road
192.	Sandwell/Walsall boundary
193.	Walsall Town Centre (position to be confirmed)

## **Schedule D: Reporting Mechanisms to Local Highway Authorities and Transport for West Midlands**

### **Schedule D1: Birmingham City Council reporting mechanisms**

#### **Highway Issues**

All highway defects reported to Birmingham City Council will be dealt with in accordance with the City Council's current highway maintenance and management service contract requirements. Highway defects should be reported through:

[https://www.birmingham.gov.uk/info/20110/report\\_road\\_and\\_pavement\\_issues](https://www.birmingham.gov.uk/info/20110/report_road_and_pavement_issues)

This includes:

- a. Potholes (or other road and pavement problems);
- b. Faulty or broken street lights;
- c. Faulty traffic lights, signs or signals;
- d. Flooding or drainage issues; and
- e. Defects with or damage to other council street furniture.

Response times to defects will be prioritised according to their assessed urgency and the council's current service provisions.

#### **Parking Issues**

For specific parking issues, operators can report these by using the online form at:

[https://www.birmingham.gov.uk/info/20109/parking/1983/report\\_an\\_illegally\\_parked\\_vehicle](https://www.birmingham.gov.uk/info/20109/parking/1983/report_an_illegally_parked_vehicle)

The parking team can be contacted at: [Parking@birmingham.gov.uk](mailto:Parking@birmingham.gov.uk)

#### **Roadwork notifications**

Information on roadworks, including Urgent, Emergency and notified roadworks, can be requested from [BHM.Streetworks@kier.co.uk](mailto:BHM.Streetworks@kier.co.uk)

Any operators wanting to join the list should contact [BHM.Streetworks@kier.co.uk](mailto:BHM.Streetworks@kier.co.uk)

**Schedule D2: Sandwell Metropolitan Borough Council reporting mechanisms****Highway Issues**

In the first instance all highway related defects related to carriageways, footways, potholes, manhole covers, road markings, road signs, streetlights, traffic lights, bridges and structures and blocked drains should be reported through the 'Report a Problem' page on Sandwell Council's website:

<http://www.sandwell.gov.uk/reportit>

Alternatively, defects can be reported through Sandwell Council's call centre (currently 0121 368 1177). In the event of an emergency response being required, this is the route we would encourage.

Defects will be automatically allocated to the correct team. Highway Safety Inspections will typically be assigned and undertaken the following working day. Defects will be prioritised and rectified in line with Sandwell Council's Asset Management Plan

**Parking Issues**

For the reporting of specific parking issues, operators can notify the council through the MySandwell Web Portal or contact centre by calling (currently) 0121 368 1177.

**Roadwork notifications**

Sandwell use one.network to make roadwork information available to operators on a self-help basis through a link on the council's website:

<https://one.network/custom/sandwell/>.

Operators can also follow on twitter on @sandwellroads.

Upcoming traffic management information is emailed on a weekly basis, normally a Wednesday. If any bus operators wish to be added to the weekly email distribution, they should request this via TfWM using [busalliance@tfwm.org.uk](mailto:busalliance@tfwm.org.uk).

**Schedule D3: Solihull Metropolitan Borough Council reporting mechanisms****Highway Issues**

Solihull has a dedicated web page for reporting highway related issues, including potholes, street lights and flooding: <https://www.solihull.gov.uk/About/report>

In using this website it is possible to create an account on which a response to an enquiry will be posted. There is a daytime Contact Centre telephone (currently) 0121 704 8001 and an out of hours telephone (currently) 0121 704 8000.

Response to any reported defect will be assessed depending on the severity and risk, any repairs required will be prioritised using a risk-based approach with a standard defect response within 28 days.

**Parking Issues**

For specific parking issues, bus operators can notify the council by calling (currently) 0121 704 611 or e-mail [parkingservices@solihull.gov.uk](mailto:parkingservices@solihull.gov.uk)

**Highway work notifications**

Details of all planned and approved works are published on the One Network system at: <https://www.solihull.gov.uk/solihullroadworks>

**Schedule D4: Walsall Metropolitan Borough Council reporting mechanisms****Highway Issues**

Walsall Council specifies that all defects relating to roads and pavements, potholes, manhole covers, road markings, road signs and blocked drains be reported through its 'Report a street problem within Walsall' webpage: <https://go.walsall.gov.uk/forms/Report-A-Street-Problem-Within-Walsall>

All Street lighting defects should be reported via:  
[www.walsallstreetlighting.amey.co.uk](http://www.walsallstreetlighting.amey.co.uk)

All Traffic Signal Defects should be reported to Walsall and Wolverhampton shared urban traffic control service by:

Calling (currently) 01902 555795 or through:  
[utc.controlroom@wolverhampton.gov.uk](mailto:utc.controlroom@wolverhampton.gov.uk)

Defects will be rectified in line with Walsall Council's procedures (shown on page [https://go.walsall.gov.uk/highway\\_maintenance](https://go.walsall.gov.uk/highway_maintenance)), giving priority to those sites which are most urgent.

**Parking Issues**

For specific parking issues operators can notify the Civil Parking Enforcement Team by calling (currently) 01922 652433 or e-mail [carparks@walsall.gov.uk](mailto:carparks@walsall.gov.uk).

**Roadwork notifications**

Roadworks Notices will be e-mailed to operators and other stakeholders on a mailing list managed by the Traffic Management Team. They are also available on Walsall Council's website: -

<https://go.walsall.gov.uk/roadworks>

Any operators wanting to join the list should contact: -  
[trafficmanagement@walsall.gov.uk](mailto:trafficmanagement@walsall.gov.uk).



## **Schedule D5: Transport for West Midlands Bus stop infrastructure maintenance**

We know that sometimes things can get damaged, dirty or show the wrong information and we want you to tell us as soon as you see anything wrong so we can Fix It. This should be done via the following link:

**<https://www.networkwestmidlands.com/get-in-touch/report-a-problem/>**

TfWM will maintain bus stop infrastructure in accordance with the following standards.

**Response within 4 hours of being reported**, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 48 hours**:

- Bus shelter

**Response within 4 hours of being reported**, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 5 working days** to ensure all elements are fully functional:

- Advertisement panel
- Lighting panel
- Digital screen
- Stop flag
- CCTV
- Real time information

**Response within 4 hours of being reported**, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 10 working days**:

- Feeder pillar

**Response and removal within 24 hours of being reported**

- Bus shelter offensive graffiti

**Response within 4 hours of being reported**, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use:

- Ticket machine

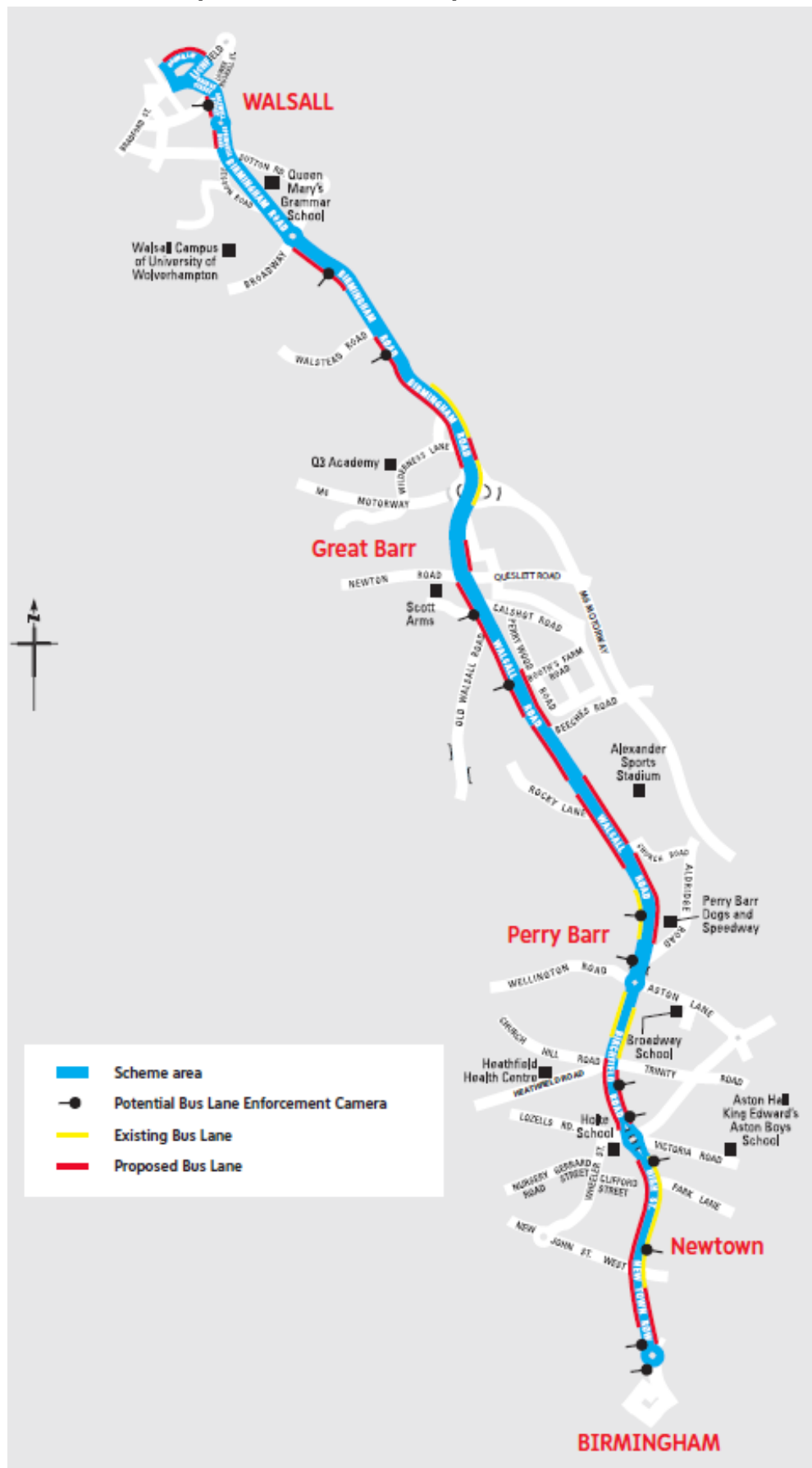
Planned maintenance of bus stop infrastructure:

- Weekly shelter and floor cleaning within the shelter footprint, including litter removal
- Annual shelter roof clean
- Every 5 years full electrical tests and inspections

## Schedule E: Maps of the EP Scheme area

**Figure 2 Indicative map of enhanced bus stops to be provided on the A34 corridor**



**Figure 3 Indicative map of bus lanes to be provided on the A34 corridor**

**Figure 4 Indicative map of enhanced bus stops to be provided on the A45 and B425 Lode Lane corridor**

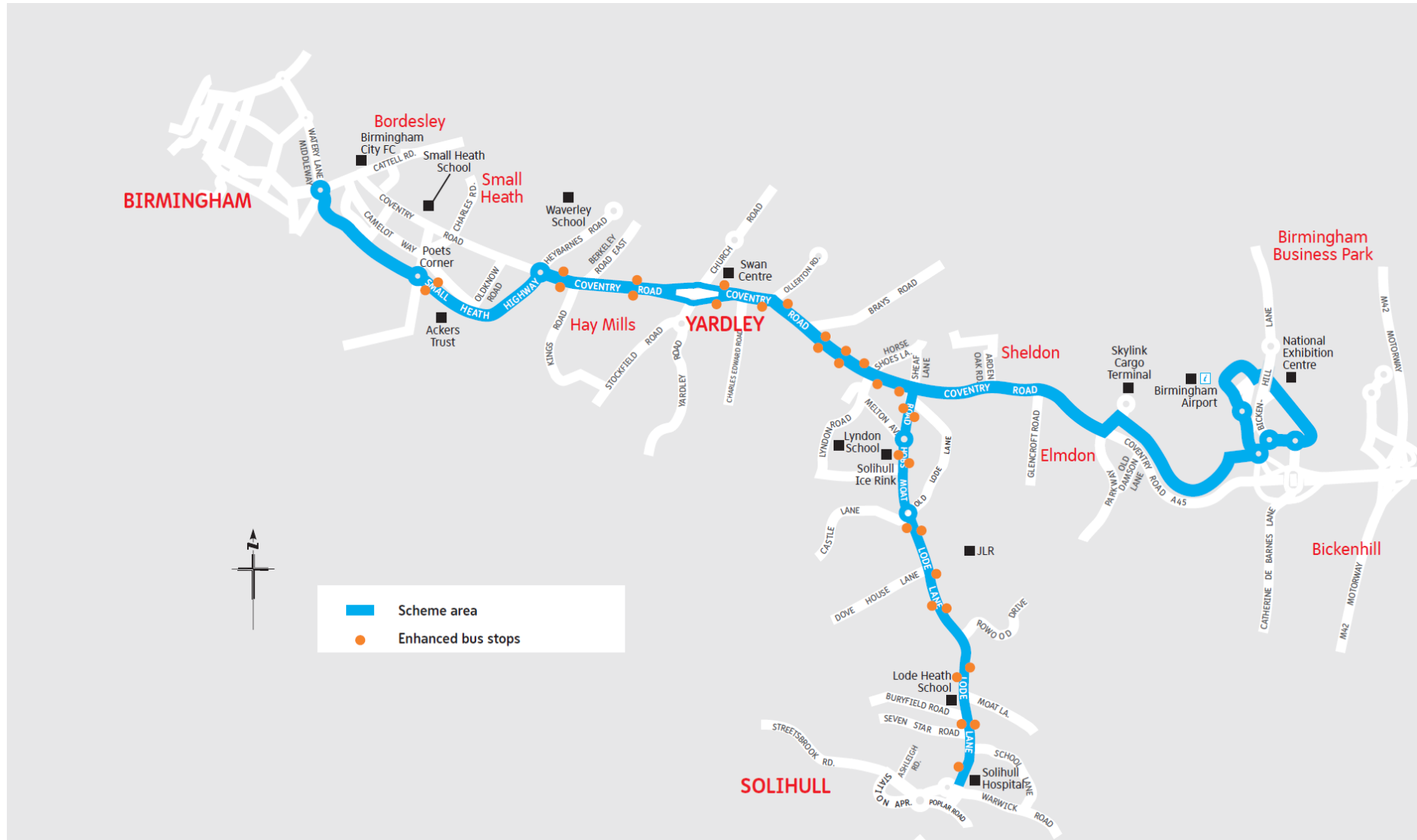
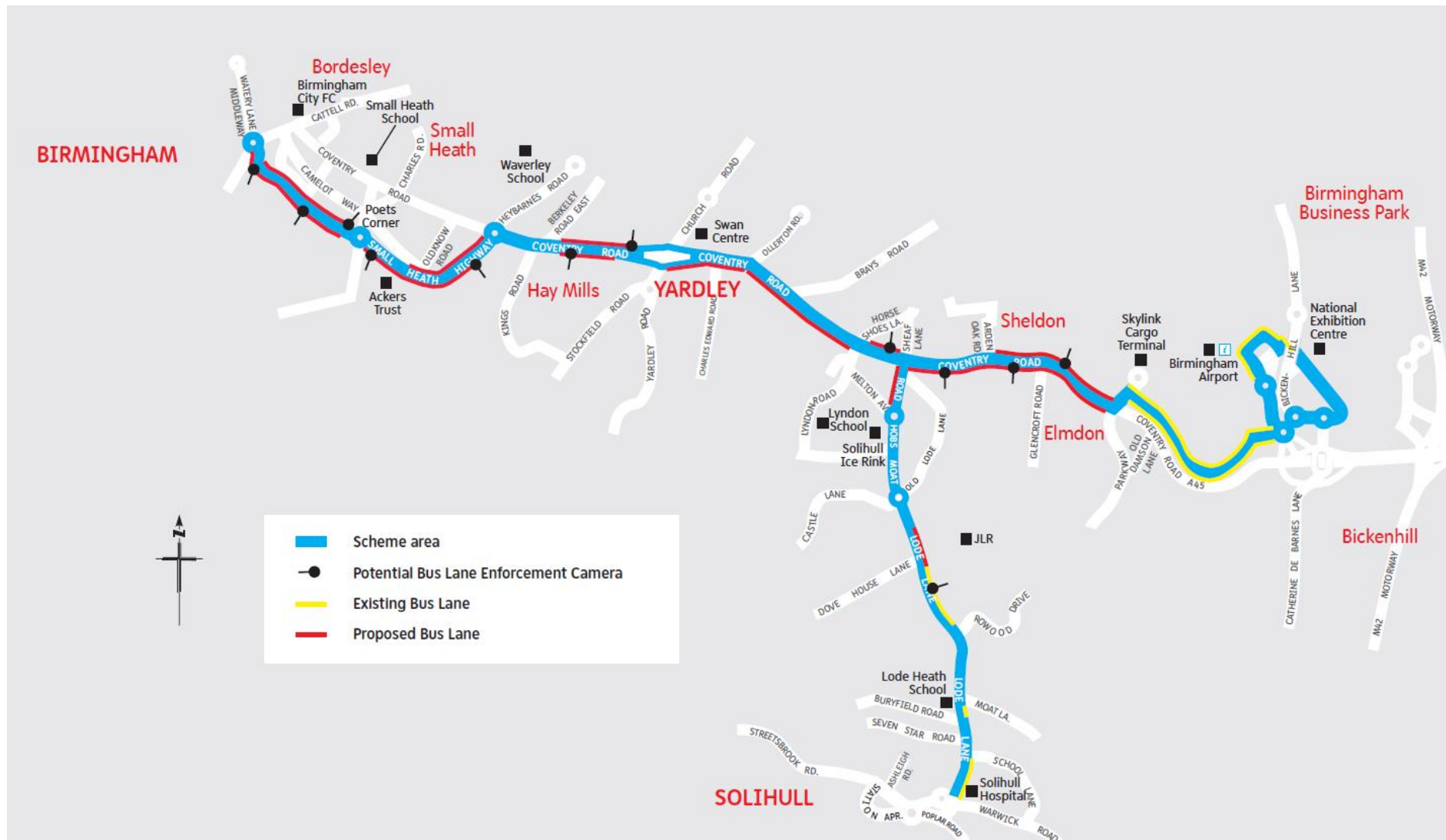


Figure 5 Indicative map of bus lanes to be provided on the A45 and B425 Lode Lane corridor





**Signatory page**

THIS DEED is dated \_\_\_\_\_

**PARTY SEALS**

**(1) THE WEST MIDLANDS COMBINED AUTHORITY (WMCA) of 16 Summer Lane, Birmingham, B19 3SD** affixed hereto in the presence of its duly Authorised Officer

\_\_\_\_\_

**(2) BIRMINGHAM CITY COUNCIL of The Council House, Victoria Square, Birmingham B1 1BB** affixed hereto in the presence of its duly Authorised Officer

\_\_\_\_\_

**(3) SANDWELL METROPOLITAN BOROUGH COUNCIL of Sandwell Council House, Freeth Street, Oldbury, B69 3DE** affixed hereto in the presence of its duly Authorised Officer

\_\_\_\_\_

**(4) SOLIHULL METROPOLITAN BOROUGH COUNCIL of Council House, Manor Square, Solihull, West Midlands, B91 3QB** affixed hereto in the presence of its duly Authorised Officer

\_\_\_\_\_

**(5) WALSALL METROPOLITAN BOROUGH COUNCIL of Civic Centre, Darwall Street, Walsall, WS1 1TP** affixed hereto in the presence of its duly Authorised Officer

\_\_\_\_\_

# Public consultation

## Proposals to transform bus services in the West Midlands



Transport for  
West Midlands





## Transforming bus services in the West Midlands

Transport for West Midlands (TfWM) is responsible for making transport “happen”. We are accountable for delivering improvements in transport across the region, to create a happier, healthier, better connected and more prosperous West Midlands.

The Bus Services Act 2017 offers us new powers and opportunities to bring together local authorities and bus operators in an Enhanced Partnership (EP) to develop a coordinated approach to improving bus travel in the West Midlands. This will help all partners involved in the EP to achieve the ambition to deliver a world-class integrated transport system which is clean, safe and affordable. More information about the act itself is available on the consultation webpage [www.EPConsultation.tfwm.org.uk](http://www.EPConsultation.tfwm.org.uk)

The Enhanced Partnership is formed by a Plan and a Scheme. The EP Plan sets out our overall vision to improve bus services. This is accompanied by the EP Scheme which sets out how we aim to achieve this vision along the A34 (north) Walsall – Birmingham City Centre, the A45 and Lode Lane Corridors, from Birmingham Airport / Solihull – Birmingham City Centre.

### **We would like to hear your views on the proposed Enhanced Partnership, Plan and Scheme.**

This document summarises the proposals, or you can find a copy of the full Enhanced Partnership Plan and Enhanced Partnership Scheme by visiting the consultation webpage [www.EPConsultation.tfwm.org.uk](http://www.EPConsultation.tfwm.org.uk)

**We will be running a 10-week consultation from Monday 6 July 2020. All responses must be received by 11.59pm on Sunday 13 September 2020.**

Further information about the consultation process and how to take part can be found in the ‘**Have your say**’ section of this document.

The EP Scheme follows some of the bus corridors that are included within the proposed Sprint programme, which will deliver a Bus Rapid Transit (BRT) service. Work on the first stages of the project is due to commence in the second half of 2020. For more information about proposed infrastructure improvements related to the delivery of Sprint, please go to [www.tfwm.org.uk/development/sprint/](http://www.tfwm.org.uk/development/sprint/)

## Why change?

The EP will see all partners invest in bus improvements to support the delivery of a world class integrated transport system that will allow seamless, convenient and more reliable journeys by public transport, and help to reduce journeys made by car.

Buses are key to the provision of public transport in the region, with around 4 out of 5 public transport journeys taken by bus. Between April 2018 and the end of March 2019, 267 million journeys were made using bus services across the region – the equivalent of 71.5 million vehicle miles. The West Midlands has the largest commercially operated bus network in Western Europe.

Given the importance of bus travel to the region's society and economy, better bus services are vital to achieving inclusive growth in the West Midlands.

Unemployed residents and those on low incomes are much more reliant on bus services and as a result, improvements to bus travel are essential to tackling transport inequalities.

## Our Enhanced Partnership (EP)

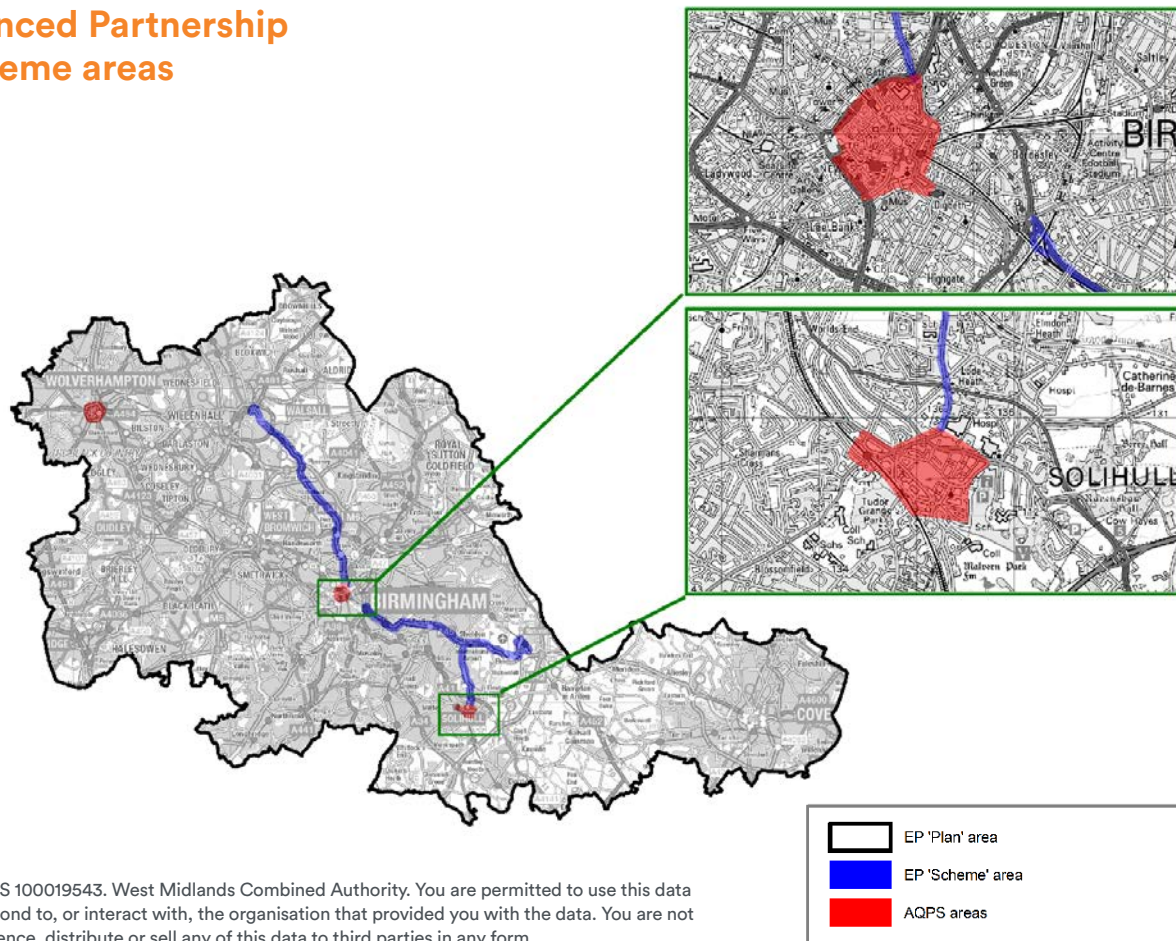
An EP is a formal agreement between local transport authorities and local bus operators to work together to improve local bus services. It provides a legally binding commitment on all parties that will ensure delivery of our vision for better bus travel, setting the standard across the West Midlands.

Whilst significant progress in improving bus services is being achieved through the Bus Alliance and the existing Advanced Quality Partnership Schemes in place in central Birmingham, Wolverhampton and Solihull, these schemes do not cover the whole of the West Midlands. The EP Plan provides the strategic vision across the West Midlands, adopting the objectives from our Strategic Vision for Bus<sup>1</sup>, with the EP Scheme ensuring the delivery of specific improvements to transform bus travel.

<sup>1</sup> <https://www.tfwm.org.uk/media/38969/final-strategic-vision-for-bus.pdf>



## Map of Enhanced Partnership Plan and Scheme areas



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## How was the EP Plan and Scheme developed?

In June 2019, the West Midlands Combined Authority (WMCA) gave approval for TfWM to proceed with the development of the EP Plan (or vision for improvement) and Scheme (the actions to be taken to deliver the vision).

The EP Plan and Scheme have been developed with the agreement of participating partners (TfWM, the seven local authorities and local bus operators) as well as other key stakeholders, including passenger groups, industry and business.

Further information on the EP Plan and Scheme documents can be found by visiting the consultation webpage [www.EPConsultation.tfwm.org.uk](http://www.EPConsultation.tfwm.org.uk)

## The EP Plan

The EP Plan sets out our overall vision to improve bus services in the region, building on the 9 objectives set out in TfWM's Strategic Vision for Bus:

1. UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
2. Fully integrated bus network including local demand responsive and rapid transit services supporting rail, coach and Metro interchange as one network.
3. Simple, convenient and easy to use payment options including full capping providing a network which is value for money and affordable for customers.
4. Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change.
5. Creating a safe, secure and accessible mode for all and tackling long held barriers and perceptions.
6. Accountable network performance management – tackling issues causing congestion and reliability problems.
7. World-leading customer information, utilising 5G and all available technologies and platforms.
8. All younger people under 25 supported by discounted travel, as well as addressing barriers for excluded groups.
9. Evolve a network to support the 24/7 thriving economy, connecting people to new and developing destinations and attractions.



## The EP Scheme - A34 (north), A45 and Lode Lane Corridor improvements

The EP Scheme provides the framework to improve and deliver better bus travel in the scheme area. The first Scheme put forward will set minimum standards for the delivery of bus services along the A34 (north), A45 and Lode Lane Corridors, forming part of our integrated transport network. More schemes may be brought forward under the EP Plan in the coming years, if it is necessary to formally agree bus improvements for an area.

This EP Scheme involves the delivery of facilities and measures to provide better bus travel, alongside improved bus service standards. These corridors will run from:

- **A34 (north):** Walsall to Birmingham City Centre (passing the Commonwealth Games Athletes Village and Games venue The Alexander Stadium at Perry Barr).
- **A45 and Lode Lane:** Birmingham Airport and Solihull to Birmingham City Centre (passing the Games venues at the NEC).

We have developed this Scheme as a priority to help facilitate the transport element of the 2022 Commonwealth Games. This will see significant investment both in vehicle standards (by operators) and infrastructure (by authorities), as well as complementary supporting measures (by the authorities).

Delivered by TfWM and the local highway authorities, the EP Scheme includes many new bus lanes, 77 enhanced bus stops and improvements to traffic signal priority. The Scheme will set minimum standards for 52 existing bus services and the 320 buses that serve these routes, covering approximately 550 miles across the West Midlands. Any new routes introduced into the Scheme area will also need to meet these standards.

Due to begin in 2021, this Scheme aims to deliver the following improvements in collaboration with bus operators and authorities:

- Investment in bus priority facilities and bus stop upgrades, providing pleasant waiting environments and real-time information that will provide reassurance to passengers, on the next bus arrival.
- A safer and more enjoyable travel experience including minimum standards for buses to ensure a high quality. This will include CCTV, Wi-Fi, USB charging points, audio/visual next stop announcements, provision of induction hearing loops at every wheelchair space and priority seat, and integrated travel information onboard, enabling passengers to link journeys with other transport modes.
- Setting of minimum vehicle specifications for emission standards that will help improve air quality in the region and provide a roadmap towards a zero-emission fleet.
- Contactless payment options available for every operator. Continued availability of operators ticketing products, as well as network-wide multi-operator tickets, enabling passengers to easily interchange between services within the scheme area without payment of a separate fare.
- Provision of better integrated bus services which will help support the shift towards use of more sustainable forms of transport, reducing the need for private car trips.
- More joined-up maintenance of infrastructure and traffic enforcement at roads, bus stops and traffic signals.
- Better managed and a more joined-up response to highway disruption such as roadworks.
- Improved sharing of bus performance data.

## Benefits of the EP Scheme

Investment in bus priority infrastructure and bus measures will provide a more enjoyable, more reliable and safer travel experience relative to current bus provision, with the improvement of bus journey times. The EP Scheme improvements will help to support a greater use of bus services – encouraging people to use bus in place of private transport. This proposed EP Scheme runs through some of the most deprived areas of the region, with 11 of the 14 areas served being in the 50% most deprived in the West Midlands. The EP will help to tackle transport inequalities in the region.

Reducing bus emissions is an important and vital part of the programme to improve people's health and quality of life by cleaning up the air in the West Midlands. Andy Street, the Mayor of the West Midlands, and West Midlands Bus Alliance have committed to create the cleanest bus fleet in the UK, outside of London.

In addition to setting standards for electric/zero emission buses, encouraging people to use bus services instead of private vehicles will also help improve air quality in the region by reducing congestion.

The EP Scheme will ensure clear accountability of partners to deliver, maintain and manage better bus services that is more binding than traditional partnerships, to ensure a better passenger experience.

Whilst improvements are made to the network we will work together with partners to manage disruption and keep this to a minimum.

The EP Plan and Scheme are available from the consultation webpage and provides more detailed information on the objectives and the expected benefits of the scheme.  
[www.EPConsultation.tfwm.org.uk](http://www.EPConsultation.tfwm.org.uk)





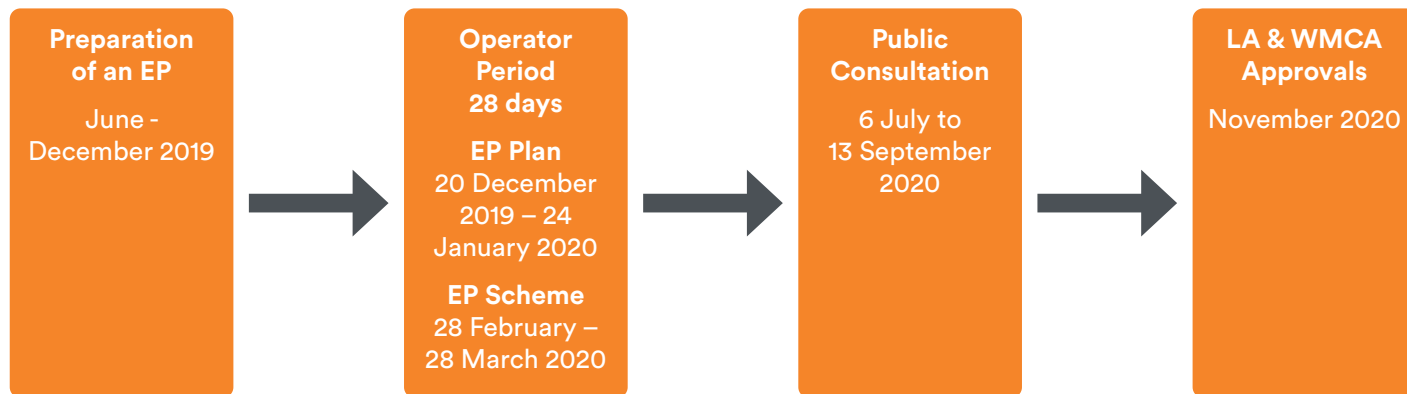


## Next steps

Once the consultation closes on Sunday 13 September 2020, we will carefully consider all feedback received and prepare a consultation report. This report will summarise the key themes and note how your responses have been used to inform the final EP Plan and EP Scheme. The report will be published on the TfWM website.

The EP Partners, including operators, will consider how the proposed EP Plan and Scheme need to change to reflect suggestions made in this consultation. If changes are made to the EP Plan and/or Scheme, the EP will be subject to another operator period, for a minimum 28 days. Once agreed, the EP Plan and EP Scheme will go to the WMCA Transport Delivery Committee for approval. The EP Plan and EP Scheme will

then be made by the WMCA and the local authorities. The figure below provides our current timeline for the making of the Enhanced Partnership.



## Have your say

Our public consultation will run between Monday 6 July to Sunday 13 September 2020. **All responses must be received by 11.59pm Sunday 13 September 2020.**

There are a number of ways for you to comment on our proposals during the consultation period:

- **Online:**

[www.EPConsultation.tfwm.org.uk](http://www.EPConsultation.tfwm.org.uk)  
and completing the questionnaire

- **By email:**

[EPConsultation@tfwm.org.uk](mailto:EPConsultation@tfwm.org.uk)

- **By post:** Request a printed copy of the questionnaire and Business Reply envelope by contacting TfWM

To support the environment, we encourage you to respond using the online questionnaire if you can.

Printed copies of this consultation booklet, questionnaire and business reply envelope are available by request from Transport for West Midlands.

For digital copies of all consultation materials and further details please visit the consultation webpage [www.EPConsultation.tfwm.org.uk](http://www.EPConsultation.tfwm.org.uk)

**To request a copy of these documents  
in a different format please contact  
Transport for West Midlands.**

**Phone: 0345 303 6760**

**Email: [EPConsultation@tfwm.org.uk](mailto:EPConsultation@tfwm.org.uk)**



**This consultation will close on  
Sunday 13 September 2020**



**Transport for  
West Midlands**



## **Appendix D – Enhanced Partnership Equality Impact Assessment (TfWM)**

An Equality Impact Assessment (EqIA) is a review of a new or existing policy which establishes whether the policy has a differential impact on specific equality groups and identifies how the policy can help promote inclusion and improve equality of opportunity for different groups of people. The term policy is interpreted broadly and refers to anything that describes what we do and how we expect to do it. It can range from policies and procedures, to strategies, projects, schemes and everyday customs and practices that contribute to the way our policies are implemented and how our services are delivered. An EqIA aims at improving the WMCA's work, by promoting equality and ensuring that the proposed or existing policy promotes equality can benefit a wide range of people and will not disbenefit

<b>DIRECTORATE</b>	TfWM
<b>PEOPLE RESPONSIBLE FOR CONDUCTING AND OVERLOOKING ASSESSMENT</b>	Edmund Salt
<b>NAME OR TITLE</b>	Enhanced Partnership Plan and Scheme
<b>DATE OF COMPLETION</b>	March 2020
<b>DATE DUE FOR REVIEW</b>	To be updated following consultation and once EP drafted
<b>PERSON RESPONSIBLE FOR ARRANGING REVIEW AND MONITORING</b>	Edmund Salt

### **A. ABOUT THE POLICY**

#### **1. Describe the main aims, objectives, activities and outcomes of the policy. Who is expected to benefit?**

The Enhanced Partnership Scheme will provide binding commitments on all participating parties (TfWM, LAs, operators etc.) to support delivery of improved bus measures, facilities and standards along the first two Sprint corridors and will facilitate the delivery of the EP Plan objectives that will be designed to make a marked improvement in bus services on certain corridors or in defined areas. It sets out obligations and requirements that will transform bus services on identified corridors. Initial outcomes will be the delivery of the necessary infrastructure and



bus service operating model for the first two Sprint corridors (on the A34 and the A45) in readiness for the Commonwealth Games.

The Enhanced Partnership Plan covers the entire area of the West Midlands Combined Authority, excluding the areas of the existing Advanced Quality Partnership Schemes for Birmingham, Wolverhampton and Solihull town/city centres. Initially the scheme will cover the following two Sprint corridors that have been prioritised:

- Birmingham Airport and Solihull to Birmingham City Centre (passing the Games venues at the NEC)
- Walsall to Birmingham City Centre (passing the Athletes Village at Perry Barr and Alexander Stadium)

The introduction of an Enhanced Partnership is a way of ensuring bus travel transformation can be accelerated.

Scheme obligations for local authorities/WMCA include:

- Providing and maintaining the necessary facilities and measures to facilitate the effective operation of Sprint on the corridors in this EP scheme and making them available until the end of the scheme
- Introducing additional bus priority facilities and undertaking enforcement of bus lanes
- Providing new highway bus stop infrastructure at articulated bus stops and articulated bus stands equipped with real time information displays

Scheme obligations for operators include:

- Registering and varying services with the Traffic Commissioner, providing an undertaking to comply with all requirements of the EP scheme
- Registering services that have fixed stopping points only in the Scheme area

Vehicles within the scheme area will need to meet the standard to be fully accessible and will need to be fitted with audio-visual equipment throughout with on-board displays and announcements of next stops, be emission friendly and offer a high quality passenger experience; they need to offer wi-fi and fitted with equipment to provide location data to the real time information system. Sprint vehicles will be equipped to provide enhanced levels of passenger information including interchange information and feeder service buses will be equipped to provide passenger information regarding connections with Sprint Services.

## B. EQUALITY RELEVANCE/IMPACT

### 2. Does the policy affect the public or employees directly or indirectly? In what ways?

The Enhanced Partnership Plan and Scheme will have a direct impact on bus users as it will involve the delivery of infrastructure and services/measures that will affect people's bus travel experience.

### 3. What information is available on the equality issues in the key target groups<sup>1</sup>? (what inequalities, discrimination /and health inequalities currently exist in relation to the target groups? What information/data do you have that explains why these inequalities exist and how they are maintained?)

#### Key area data/demographics

The 4 districts affected by the scheme are Birmingham, Solihull, Sandwell and Walsall

Demographics for Walsall: Walsall has an estimated resident population of 269,323. Walsall has an above average proportion of the resident population made up of children and older people, and a correspondingly lower proportion of working age people. 23.1% of residents in Walsall are from ethnic minority backgrounds. The largest ethnic minority group is Asian. Minority ethnic groups are highly concentrated in certain parts of the borough. Nine out of ten Walsall residents were born in the U.K. Levels of English proficiency in Walsall are high and in line with the England average with 93% speaking English as their first language and a further 5% speaking English well. Over 6,200 residents cannot speak English well, 1,200 of which cannot speak English at all. People in Walsall have a greater level of religious affiliation than in England and Wales overall, with almost three quarters identifying with a religion compared to two thirds nationally. Top Religion is Christianity, followed by Islam. Overall health is poorer in Walsall than in England and Wales. One in five residents has a health condition that limits their day to day activities. There are slightly more cars and vans than households in Walsall, giving an average of 1.1 cars per household. Car availability is slightly lower than England and Wales but higher than Sandwell and Wolverhampton where there are fewer vehicles than households. Almost three in ten Walsall households have no car or van, which is higher than the 25.6% found nationally. This equates to over 31,000 households who are dependent on public transport to access employment, education and recreation opportunities. Economic activity in Walsall

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<sup>1</sup> Equality target groups: Age, gender disability, race, religion and belief, pregnancy and maternity, socio-economic, sexual orientation

is lower than the national average and unemployment is higher. Disability wise, one in twenty of Walsall adults are economically inactive because they are long-term sick or disabled (compared to 4.2% nationally). Walsall also has a higher proportion of residents over 16 with no qualifications or low qualifications. One in three Walsall adults has no formal qualification – this is much higher than the national average. Deprivation is deeply entrenched in Walsall. 34 out of 167 neighbourhoods (LSOAs) are amongst the most deprived 10% in England. The 2015 Index of Multiple Deprivation now ranks Walsall as the 33rd most deprived English local authority (out of 326), nudging Walsall just outside the most deprived 10% of districts in the country. There are extremes of deprivation, with central and western areas typically much more deprived than eastern areas, although pockets of deprivation exist even in the more affluent parts of the borough. Walsall fares particularly badly in terms of income (18<sup>th</sup>), employment (30<sup>th</sup>) and education, skills & training deprivation (12<sup>th</sup>), and many of the issues that challenge the borough match the geography of deprivation. 1 in 3 (29.9%) aged under 16 years are living in low income families, higher than the national average of 20.1% (HMRC, 2016). By the end of January 2017, 20.8% of primary school pupils were entitled to free school meals compared to the national average of 14.5% and 19.1% of secondary school pupils compared to 13.2% nationally (DfE June 2016).

**Demographics for Solihull:** Solihull is a broadly affluent borough in both the regional and national context, characterised by above-average levels of income and home ownership. Levels and extent of deprivation are limited with only 22 of the borough's 134 Lower Super Output Areas (LSOAs) in the most 20% deprived areas in the country and just eight in the bottom 5%. Solihull as an authority is, however, challenged by a prosperity gap, with performance indicators in the Regeneration area, framed by the wards of Chelmsley Wood, Kingshurst & Fordbridge and Smith's Wood to north of Birmingham International Airport, significantly lagging the rest of the borough. Alongside below average income levels the regeneration area is notable for a relatively higher population density, less green space per head and a substantially greater proportion of socially rented housing (62% of the borough's total). The regeneration area contains the 20 most deprived LSOA neighbourhoods in Solihull, with 23 of the areas 29 LSOAs in the bottom 25% nationally. The impacts of this are felt across a broad range of outcomes including educational attainment, employment, crime and health. Solihull is in the midst of dynamic and rapid socio-demographic change. The Black and Asian Minority Ethnic (BAME) population has more than doubled since the 2001 Census and now represents nearly 11% of the total population. On this basis the borough is less diverse than England as a whole (and significantly less so than neighbouring Birmingham), but with BAME groups representing a relatively higher proportion of young people in Solihull (over 17% of those aged 15 and under) this representation is set to increase.

The second significant demographic change is Solihull's ageing population. Between 1996 and 2016 the population aged 65 and over increased by 40% and from 16% to 21% of the total population. As a result, there are now over 9,100 more residents aged 65 to 84 years and nearly 3,600 more aged 85 years and over than 20 years ago. Population projections based on the 2016 population estimates indicate the relative ageing of the Solihull population will continue and by 2036 those aged 65 and over will account for one in four of the borough population, with those aged 85+ numbering over 11,600 (5% of total). The growth in the numbers of those aged 85 and over represents a significant and growing challenge in terms of health and social care.

#### Demographics for Sandwell:

The latest population estimate for Sandwell is 327,378, this is the 2018 mid-year estimate produced by the Office for National Statistics. Sandwell has a relatively young age profile compared with the population of England & Wales as a whole. There are particularly high proportions of young people and lower proportions of older people. Younger people in Sandwell, 0 to 14 year olds, accounted for 21.4% of the Sandwell's total population and 15.0% were aged 65 plus. This compares to 18.1% for 0 to 14 year olds and 18.3% for the 65 plus age group for England and Wales. Sandwell is the 13th most deprived local authority out of a total of 326 (where 1 is the most deprived). On most measures Sandwell is the most deprived local authority within the Black Country. Sandwell's deprivation is spread across the borough rather than being concentrated in certain hotspots. As per the Census in Sandwell overall 34.2% of residents are from Minority Ethnic groups Smethwick town has the highest ranked proportion of residents from Minority Ethnic groups in Sandwell. These groups make up 62.1% of the town's population, which is considerably higher than West Bromwich town which ranks second with 40.9% of its population from Minority Ethnic groups. In 2016, 4% of full-term babies have a low birth weight in Sandwell, compared with an England average of 2.79%. This is the 2nd highest in the region. Infant mortality (deaths aged under 1 year) in Sandwell stands at 5.8 per 1,000 live births, compared with 3.9 per 1,000 in England. For 2015/17, male (77.1 years) and female (81.3 years) life expectancy at birth is significantly lower in Sandwell than England (79.6 and 83.1 respectively). The pattern is the same for healthy life expectancy - male (57.1 years) and female (59.0 years) figures are significantly lower in Sandwell than England (63.4 and 63.8 respectively). In terms of child obesity, for 2015/16 Sandwell has the 2nd highest rate in the region and is among the worst in England (ranked 141 out of 150 local authorities). In March 2011, 35% of Sandwell residents had no qualifications, compared to 29% in the West Midlands and 23% in England & Wales.

#### Demographics for Birmingham:

1,141,400 people live in Birmingham according to the 2018 mid-year population estimates. Birmingham's population has been increasing and this trend is set to continue. There has been an increase of 9.9% since 2008.

**Age:** 22.8% are children, 64.3% are of working age and 13% are pensioners. In Birmingham there are fewer people in the older age groups than in the younger age, showing Birmingham's young age structure. Compared with England, Birmingham has more people in the younger age and less in the older age groups. The proportion of children in Birmingham (22.8%) is markedly higher than in the region (19.7%) and England (19.2%). At 13% Birmingham has a relatively small proportion of pensioners compared with the regional and national averages (of 18.5% and 18.2% respectively).

**Gender:** There are more males than females in the younger age groups up to 18 but there are generally more females than males in the adult ages. The difference between the number of males and females is most marked in the older age groups due to female longevity.

**Ethnicity:** The proportion of White British residents in Birmingham decreased by 13% between 2001 and 2011. As per the latest Census, 53% of Birmingham residents are White British (lower than the England average of 80% and most other core cities), followed by Pakistani at 13%, Black or Black British at 9% and other Asian or Asian British at 7%. 6% are Indian, 5% is Other White group and 4% is Mixed/multiple ethnic groups.

**Languages spoken as per the 2011 Census:** There were 47,000 people who said they did not speak English well or at all, which represents 2.4% of the population aged three years or more. This is more than twice the regional and national averages. Children were more likely to speak English well, than the working age and pensioner populations. Where English was not the main language the most commonly spoken were Southern Asian languages.

**Religion/belief:** 74.1% of residents identified themselves as belonging to a particular faith in the 2011 Census, while 19.3% stated they had no religion and a further 6.5% did not answer the question. 46.1% of Birmingham residents said they were Christian. Over 1 in 5 people that responded to the religion question said they were Muslim, making Islam the 2nd largest religion in Birmingham. This differed from the region and England, where the proportion of people who said they had no religion was greater. However, Birmingham does follow the upward trend of people saying they do not have a religion.

**Socio-economic:** The latest Indices of Deprivation (2015) published by the Department of Communities and local Government show that Birmingham has high levels of deprivation with 40% of the population living in SOAs in the 10%

most deprived in England and is ranked the 6<sup>th</sup> most deprived authority in England. It is the 6<sup>th</sup> most deprived when measured by extent of deprivation. The city is ranked the most deprived of all the Greater Birmingham and Solihull LEP authorities. Birmingham is also the most deprived authority in the West Midlands Metropolitan area and the third most deprived core city after Liverpool and Manchester. While there are pockets of deprivation in all parts of the city, deprivation is most heavily clustered in the area surrounding the city centre. Sparkbrook, Aston and Washwood Heath are the most deprived wards while Hodge Hill is the most deprived constituency. Birmingham is ranked as being slightly less deprived for employment than income. This may reflect relatively low average earnings for those in work compared to other authorities.

#### Key transport inequalities (national and regional statistics)

- Mobility and accessibility inequalities are highly correlated with social disadvantage. Some social groups are therefore more at risk from mobility and accessibility inequalities
- Car owners and main drivers in households are least mobility constrained across all social groups. They make more trips over longer distance for all journey purposes giving them higher levels of access to activity opportunities;
- Lowest income households have higher levels of non-car ownership, 40% still have no car access – female heads of house, children, young and older people, black and minority ethnic (BME) and disabled people are concentrated in this quintile;
- In addition, there are considerable affordability issues with car ownership for many low-income households.
- Inequalities in the provision of transport services are strongly linked with where people live, and the associated differences in access to employment, healthcare, education, and local shops. The lack of private vehicles in low-income households, combined with limited public transport services in many peripheral social housing estates, considerably exacerbates the problem
- Transport problems have been linked to low participation in post-16 education and to college dropouts which mostly impacts low income households
- Cost of transport constraints access to key activities for a number of lower income groups
- Lower income households travel much less and travel over much shorter distances than higher income household. They make nearly 20% fewer trips and travel 40% less distance than the average household.



- Approximately 38% of all people with mobility difficulties are main drivers, while approximately 40% have access to a private vehicle. People with disabilities are more reliant on public transport than other groups.
- Around a fifth of disabled people report having difficulties related to their disability in accessing transport. Key barriers reported: lack of accessible railway stations, getting to and from bus stops or bus/train stations, the lack of integration between the different modes of transport, staff ignorance and attitudes, inaccessible or inadequate information provision, passenger attitudes, safety concerns etc.
- People on low incomes and unemployed people, including people working part time and those claiming state benefits are much more reliant on public transport. A quarter of all households and almost half of those from the poorest quintile do not have access to a car. Two-thirds of job seekers are without access to a car. Car availability also tends to be lower amongst BME groups and that may be linked to the fact that poverty is higher amongst BME groups. Other groups heavily reliant on public transport, largely due to lower car ownership, are disabled people and older age groups as well as single parents.
- Fear of safety in using public transport is more prevalent amongst BME groups, women, people with disabilities and young people.

**4. Have you consulted interested parties (including representatives from the equality target groups ) who will/may be affected by the policy? What were the outcomes of the consultation? If you haven't conducted consultation, is there need for consultation and who are you planning to consult?**

Consultation has taken place with key stakeholders (Birmingham Airport, Bus Users UK, operators etc.). Public consultation will take place within 2019 once an Enhanced Partnership Plan and Scheme is drafted and approved by operators

**5. Is further research needed (i.e. consultations, working groups, surveys, data) to properly assess impact on the different equality target groups? If yes, how will it be undertaken and by when?**

The EqIA will need to be updated following public consultation and once the final EP is to be 'made'.

**6. What measures does, or could, the policy include to help promote equality of opportunity for and/or foster good relations between people who share a protected characteristic?**

The Enhanced Partnership Scheme will introduce measures that are likely to help promote equality of opportunity for a number of protected groups (as identified in question 4) – namely those who are more likely to be reliant on public transport and those who face increased barriers to using public transport (as identified in question 4)

Measures include:

- Higher quality, accessible vehicles
- Higher quality, RTI enabled stops/shelters
- RTI/audio-visual information and free wi-fi on board
- Enhanced information provision on board and in stops/shelters
- Faster services through the implementation of bus priority facilities and bus lane enforcement measures
- Implementation of a slot booking system that will help reduce overcrowding and help improve passenger experience in shelters/stops as it will help manage the spread of buses and number of buses using high frequency stops

**7. Do you think that the policy in the way it is planned and delivered will have a negative, positive or no impact on any of the equality target groups (please tick as appropriate)?**

**Positive impact:** where the impact on a particular group of people is more positive than for other groups

**Negative impact:** where the impact on a particular group of people is more negative than for other groups

**Neutral impact:** neither a positive nor a negative impact on any group or groups of people, compared to others.

EQUALITY TARGET GROUP	AGE	GENDER (including gender reassignment)	DISABILITY	MATERNITY	RACE	RELIGION/BELIEF	SEXUAL ORIENTATION	SOCIO-ECONOMIC
POSITIVE IMPACT	√	√	√		√			√
NEGATIVE IMPACT								
NEUTRAL IMPACT				√		√	√	

Please explain in detail

As identified above, some groups of people are more likely to be reliant on public transport and are more likely to face barriers to public transport. The Enhanced Partnership is likely to enhance the travel experience for everyone but will especially positively impact these groups. From a disability perspective measures such as audio-visual availability will help address some of the key information barriers.

The implementation of cashless ticketing options (currently considered) may exclude individuals who rely on cash as a means of purchase. This can have an adverse effect on individuals who do not have access to a bank account (only a small %) thus being unable to use debit/credit cards to make transactions. Similarly, some of the elderly population feel more comfortable using cash to purchase tickets. In addition, those from a low socio-economic background may not have enough cash within their bank accounts to reach the cap threshold via contactless/card and therefore will rely on cash purchasing being available. Cashless ticketing may restrict the accessibility for these groups.

To ensure the measures do not have negative impact on a number of groups (disabled people, people from lower socio-economic backgrounds and different age groups) it is important to ensure a) ticketing options are broad and cash payments continue to be an option, and b) pricing remains at the same level for Enhanced Partnership area services as with other services.

**7. If adverse/negative impact is noted to any of the listed equality target groups, can it be justified, i.e. on the grounds of promoting equality of opportunity for any other group/s?**

N/A

## 8. ACTION PLAN

**What practical actions can be taken to promote inclusion and reduce/remove any adverse/negative impact?**

Issues to be addressed	Actions required	Responsible officer	Timescales	How would you measure impact/outcomes in practice
EP includes key equality/accessibility considerations	Consult with key equality groups during public consultation  Update this EqlA once EP drafted	Anna Sirmoglou Edmund Salt	By January 2020	-consultation took place -EqlA updated -Equality/accessibility considerations embedded within EP
Pricing and ticketing policy is inclusive	Consider pricing and ticketing options for customers	Edmund Salt	By January 2020	-pricing and ticketing not restrictive for customers

# **Transport for West Midlands Presentation**

# **Black Country Transport Team Collaboration Presentation**



# **Council Carbon Neutral**

## **Economy and Environment OSC – 21 January 2021**

### **Carbon Neutral Council**

**Portfolio:** Leader of the Council

**Related portfolios:** Not applicable

**Service:** Economy, Environment & Communities

**Wards:** All

#### **1. Aim**

1.1 To set out the challenges the Council faces in working towards becoming a carbon neutral council by 2050

1.2 To agree the six themes that underpin and inform the Council's Climate Emergency Action Plan.

#### **2. Summary**

2.1 This report sets out for Scrutiny the Cabinet decision in October 2020 to adopt a programme that will make the Council carbon neutral by 2050. The policy framework and an initial action plan (covering the period to 2025) follows on from the Council's previous decision to declare a climate emergency in September 2019.

2.2 The declaration of a climate emergency requires the Council to work in partnership to drive major change. An internal working group was established to shape the action plan and officers have engaged APSE Energy, Midland Energy Hub and West Midlands Combined Authority (WMCA) to develop an initial baseline of activity. Six key themes have emerged from discussions, which cover all areas of Council activity and help deliver a carbon free future:

1. Strategy (Taking the Lead)
2. Energy
3. Waste & Consumption
4. Transport
5. Nature
6. Resilience & Adaptation

2.4 This report gives an overview of the plan with an outline of activity in Appendix 1. To deliver the programme of work resource will be required and a business case will be created to integrate a fixed term Climate Change Programme Manager into the Clean and Green service structure as part the wider Proud Transformation Programme. The return on investment is substantial; it is estimated that energy saving initiatives will financially benefit the Council by £6million per annum by 2050.

2.5 Engagement with external partners and experts will continue to form a critical component of the action plan. WMCA recently launched #WM2041 Plan sits alongside the Council's commitments proposed in this report. It makes sense to align ambitions and to work together to make the case for investment into the region that is required to bring about the desired change. The Council will need to engage with residents, businesses, schools and the wider community as part of a longer-term vision to decarbonise the region.

### **3. Recommendations**

3.1 That Scrutiny note the contents of this report and the steps being taken to respond to the Climate Emergency Declaration.

3.2 That Scrutiny note the governance structure set out in the report to integrate a fixed term Climate Change Officer into the Clean and Green service structure as part of the wider Proud Transformation Programme.

### **4. Report detail - know**

#### ***Context***

4.1 In June 2019, the UK became the world's first major economy to legislate a commitment to cut emissions to net zero by 2050. The Environment Bill 2020 is one of the government's key vehicles for delivering the bold vision as set out in the 25 Year Environment Plan. It is part of a step-change in environmental protection and recovery, setting a new and ambitious domestic framework for environmental governance and one, which places greater responsibility on councils specifically in their roles as Local Planning Highways and Drainage Authorities.

4.2-Walsall Council declared a climate change emergency on 16<sup>th</sup> September 2019 and committed to becoming a net zero carbon authority by 2050. In 2020, the WMCA pledged a commitment to reach net zero carbon emissions no later than 2041 publishing "WM2041 – A Programme for Implementing an Environmental Recovery." The Council continues to play a key role working alongside regional partners to tackle climate change and is operating within the framework established by the UK Parliament.

4.3 The Cabinet approved in October 2020 a climate emergency action plan to address the commitments of the declaration passed in 2019. The declaration set the target for the Council to become carbon neutral by 2050 encompassing its own assets and operations. To be clear the first phase of the Council's action plan will cover 'Scope 1' and 'Scope 2' emissions using best practice guidance as set by the Greenhouse Gas Protocol:

- **Scope 1** – All direct emissions from the activities of the Council or under the Council's control. Including fuel combustion on site such as gas boilers, fleet vehicles and air-conditioning leaks.
- **Scope 2** - Indirect emissions from electricity purchased and used by the organisation. Emissions are created during the production of the energy and eventually used by the organisation.

- **Scope 3** – All Other Indirect Emissions from activities of the organisation, occurring from sources that the Council does not own or does not control.

4.4 The plan sets out the initial opportunities the Council has identified to reduce carbon emissions relating to its own estate and operations but the authority recognises that this is only a starting point. The Council will continue to engage staff and stakeholders to expand the range of actions that will enable us to meet our target. The appointment of a fixed term Climate Change Programme Manager will enable this work to be accelerated and further funding obtained.

4.5 In order to meet the net zero target, the Council will need to ensure that reducing emissions and increasing resilience is central to its work, embedded within strategy and day-to-day delivery. The first phase of the action plan will cover a five-year period. There are established tools available to support carbon budgeting and reporting, and these will be utilised to set specific targets as individual project detail is developed.

### ***Progress to date – baseline assessment***

4.6 The Council's carbon footprint of 17,872 tCO<sub>2</sub>e from Scope 1 and 2 emissions has been calculated using data that was available to the Council during the reporting year (2018) including gas, electricity and fleet. The carbon footprint has been undertaken in accordance with best practise guidance by the Greenhouse Gas Protocol and calculated using 2018 conversion factors for the carbon dioxide equivalent (CO<sub>2</sub>e) published by the Department for Business, Energy & Industrial Strategy (BEIS).

**Scope 1&2 carbon emissions by source for 2018**

Emissions Source	Scope	% Split	TonnesCO <sub>2</sub> e
Natural Gas	1	30%	5,406
Council Vehicles	1	6%	1,135
Electricity	2	64%	11,331
<b>Total</b>	-	<b>100%</b>	<b>17,872</b>

Emissions Source	% Split	TonnesCO <sub>2</sub> e
Scope 1	37%	6,541
Scope 2	63%	11,331
<b>Total</b>	<b>100%</b>	<b>17,872</b>

4.7 It is estimated that there will be 3,482 tCO<sub>2</sub>e from hard to reduce sources that will be unavoidable by 2050 that will need to be offset, and it assumed that this can be achieved through offsetting initiatives including tree planting schemes, solar energy and solar farm(s). It is estimated that energy saving initiatives will financially benefit the Council by £6million annually by 2050.

4.8 Although the net zero carbon target year is 2050, it is assumed that the majority of interventions could be in place by 2035 as ageing building services and vehicles should be upgraded by this point through routine maintenance. Likewise, the Government plans a ban on selling new petrol, diesel or hybrid vehicles in the UK by 2035. The Council should be able to achieve significant carbon and cost savings by reviewing its maintenance policies to specify highly efficient plant and services, and electric vehicles, rather than replacing like-for-like. Changing policies to specify materials with low embodied carbon should also reduce Scope 3 emissions by considering the carbon life cycle cost in terms of the supply chain, operation and decommissioning. It is recommended that a detailed audit and feasibility study is carried out for all assets to determine the site-specific initiatives. This will provide an indication of the realistic interventions that could be provided and the likely financial and carbon savings.

4.9 The initial plan seeks to capture actions from the working group, incorporating recommendations from stakeholders and align (where appropriate) to regional strategy. This approach recognises the scale of the agenda, the importance of building momentum and encouraging widespread action. The plan is attached to Appendix 1; it is presented using 6 key themes:

### ***Theme 1: Strategy (Taking the Lead)***

4.10 Addressing the climate emergency is a formidable task that will require all services and employees to contribute fully. To achieve net zero whole scale system change is required; staff and Members need to understand why an emergency has been declared and what actions are required. Climate change activity should be embedded into service delivery and investment will be required to communicate the vision and strategy.

4.11 To ensure that every aspect of the Council's work is seen through the lens of the climate emergency, measures have been identified to embed carbon reduction objectives into Council decision-making and to raise staff and Member awareness. These include 'officer champions', briefing programmes, carbon reduction e-learning and sustainability appraisal of Cabinet reports.

### ***Theme 2: Energy***

4.12 This programme of work will align climate action with the Council's Estates Strategy, reducing energy use and improving building efficiency. The Council has been taking steps for some time to reduce energy consumption and it is imperative that improvements continue to be made. A biomass boiler is supplying heat at the depot, a 49.8KW photovoltaic system is installed on the roof of the Civic Centre, new inverter drive systems have replaced air conditioning systems in the ICT suite, and a feasibility study is being progressed into the development of heat networks in the borough.

4.13 There has been an estimated 47% per cent reduction in the Council House electricity usage since lockdown and 33% in the Civic Centre highlighting the positive impact of changing the way we work. Enhanced opportunities for remote working will make a continued positive contribution to reduced energy consumption, staff travel and CO<sub>2</sub> pollution. Other proposed measures include a feasibility of building removal / seasonal closures, cost effective improvements for 'high energy users' such as Active Living Centres, Crematoria, and Streetly, energy savings campaigns and integration of low carbon and renewable energy options where feasible.

### ***Theme 3: Waste & Consumption (Generated by the Council & its operation)***

4.14 How the Council manages its waste has a direct impact on climate change. Defra's Resources & Waste Strategy (2018) demonstrates just some of the performance step changes, policy interventions and new solutions now required to contribute to a net zero carbon future. The strategy combines actions with the longer-term policy direction of the Governments 25 Year Environment Plan, setting out the blueprint for eliminating avoidable waste of all kinds by 2050.

4.15 The Council's role in determining disposal options and influencing consumption and waste generation means this will form an important area of action. Projects are ongoing; 700 tonnes of biomass generated from the Council's tree / grounds operations was sold as biomass and Clean and Green led on 54 litter picks, attended by 555 individuals with a return on investment of £13k. Measures to build on this work involve technological and behavioural change, promotion of waste minimisation methods, 'buy local' campaigns, and work towards the Council becoming single-use plastic free.

### ***Theme 4: Transport***

4.16 Redressing poor air quality has long been a statutory function for the Council and is an important focus that spans multiple service areas. The Council's Transport in Walsall Strategy 2017-22 supports the promotion of Low Emission Zones and Ultra Low Emission Vehicles in accordance with the West Midlands Strategic Transport Plan. The Council is taking a lead role in the development of the Black Country's ULEV Strategy and Action Plan, which sets out a series of recommendations for Black Country Councils in order to prepare for the anticipated 2035 Government ban on the sale of petrol and diesel vehicles.

4.17 Fuel use by the Council's fleet is estimated at around 6% of direct Council emissions. Opportunities to improve the efficiency of the fleet are therefore required to achieve a net zero target. This will involve installation of adequate electric vehicle infrastructure / charge points at Council offices, depots, car parks and leisure facilities, a review of the car pool scheme and development of a green staff travel plan.

### ***Theme 5: Nature***

4.18 The Council is committed to improving the green infrastructure across the borough. Walsall sites encompass the recently awarded Black Country UNESCO Global Geopark and work is underway to improve local habitat quality and ecological networks as part of the 'Black Country Blue Network' ERDF programme. Continued enhancements to increase meadow, wetland and green areas in Walsall can help towards offsetting residual emissions whilst delivering a very wide range of co-benefits. Planting 20ha of new woodland in Walsall will sequester between 5500 to 7000 tCO<sub>2</sub>e by 2050.

### ***Theme 6: Resilience & Adaptation***

4.19 Whilst the climate emergency action plan will enable the Council to mitigate the impacts of climate change, the Council and its partners will need to work together to make sure that it is resilient and adaptable to long-term pressures on services and infrastructure. This programme of action will result in the development of practical and cost-effective actions to adapt to the impacts of climate change. This includes a 'Walsall



Flood Community Resilience Scheme' to provide local communities and businesses with the necessary information and support to prepare, respond and recover from emergency situations.

### ***Resourcing***

4.20 The management and implementation of the action plan will require appropriate capacity and resource. Additional expertise is also required to meet new statutory requirements placed upon the Council through the Environment Bill and other government programmes and policy changes.

4.21 A business case will be created to integrate a fixed term dedicated Climate Change Programme Manager into the Clean and Green service structure as part of the wider Proud Transformation Programme. The Council will look to cover the costs of this post through external funding opportunities for future sustainability.

4.22 The new officer should provide the resource to ensure central co-ordination to a corporate priority. The Council will explore a wide range of external funding options to help support implementation of the plan. These include:

- The Government's £3billion Green Investment Package includes £1billion for public retrofit to reduce emissions and invest in green heating technology.
- £40million **Green Jobs Challenge Fund** for environmental charities and public authorities to help create and protect 5,000 jobs in England.
- £50million **Social Housing Decarbonisation Fund**.
- Defra / Environment Agency **£200M Innovative Flood and Coastal Resilience Programme** to support 25 areas (including Walsall) affected by flooding.
- Defra **£40M Green Recovery Challenge Fund** to support nature restoration, nature-based solutions, and sustainable jobs.
- Defra **£2M Air Quality Grant Scheme 2020-21**.

### ***Council Corporate Plan priorities***

4.23 Responding to climate change is critical to the future of the borough's quality of life and therefore is fully consistent with the 5 strategic priorities identified in the Council's Corporate Plan.

### ***Financial implications***

4.24 There are financial implications to declaring a climate emergency and setting a new priority for the Council. A business case will be created to integrate a 3 year fixed term Climate Change Programme Manager into the Clean and Green service structure as part of the wider Proud Transformation Programme at a cost of £158k. In the unlikely event of external funding not being found this would need to be funded through Council resources.

### ***Legal implications***

4.25 The legal framework for this work is set out in the Climate Change Act 2008 (CCA2008) and the Climate Change Act 2008 (2050 Target Amendment) Order 2019. The Order sets the expectation that the UK will achieve net zero by 2050.

### ***Reducing Inequalities***

4.26 Climate change affects all sections of society, however some groups may require additional support to make the necessary lifestyle and behavioural changes than others. Equality analysis will be undertaken against each proposed action.

## **5. Decide**

5.1 To approve the contents of this report and the steps being taken to respond to the Climate Emergency Declaration.

5.2 To confirm the governance structure set out in the report to integrate a fixed term Climate Change Officer into the Clean and Green service structure as part of the wider Proud Transformation Programme.

5.3 To support the recommendation to require all future Cabinet reports to include an impact assessment on climate change mitigation and resilience (as is currently the case for equalities).

5.4 To note the measures detailed in Appendix 1 that have been proposed by services in support of the delivery of carbon reduction priorities.

## **6. Respond**

6.1 Over the next 12 months the Council will prepare a final version of the Climate Emergency Action Plan, following which a series of business cases will be brought forward on each of the items it contains.


## **7. Review**

7.1 The Council will monitor achievements against measures set out in the action plan, using established tools to support carbon budgeting and reporting. A 6-month and annual review of the action plan will take place, with appropriate oversight provided through scrutiny committees and Cabinet.

### **Background papers**

Appendix 1: Draft Walsall Council Climate Change Emergency Action Plan

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Economy, Environment & Communities

13th January 2021

Councillor Hicken  
Climate Change Champion

13<sup>th</sup> January 2021

# Appendix 1

## Draft Walsall Council Climate Emergency Action Plan 2020 - 2025



**Walsall Council**

October 2020

# Walsall Council Climate Emergency Action Plan

Walsall Council declared a climate change emergency on 16<sup>th</sup> September 2019 and committed to becoming a net zero carbon authority by 2050. This plan describes the actions the council will take to achieve carbon neutrality and has been categorised in target areas of action:

1. Strategy (Taking the Lead)
2. Energy
3. Waste & Consumption
4. Transport
5. Nature
6. Resilience & Adaptation

Walsall Council has a long-held commitment and track record of climate change action having first signed the Nottingham Declaration in November 2006. Considerable progress has been made in reducing carbon emissions by reducing energy use and improving the efficiency of our buildings. However, to achieve the 2050 target we will have to go further.

The plan sets out the initial opportunities we have identified to reduce carbon emissions relating to the council's own estate and operations but we recognise that this is only a starting point. As a council, we will continue to engage staff and stakeholders to expand the range of actions that help us to meet our target and recruitment of a dedicated Climate Change Programme Manager will enable this work to be accelerated and further funding obtained.

The plan encompasses 'Scope 1' and 'Scope 2' emissions using best practice guidance as set by the Greenhouse Gas Protocol.

- **Scope 1** - All Direct Emissions from the activities of the Council or under the Council's control. Including fuel combustion on site such as gas boilers, fleet vehicles and air-conditioning leaks.
- **Scope 2** - Indirect Emissions from electricity purchased and used by the organisation. Emissions are created during the production of the energy and eventually used by the organisation.
- **Scope 3** - All Other Indirect Emissions from activities of the organisation, occurring from sources that the Council does not own or does not control.

In order to meet the net zero target, the Council will need to ensure that reducing emissions and increasing resilience is central to its work, embedded within strategy and day-to-day delivery. The first phase of the action plan will cover a five-year period. There are established tools available to support carbon budgeting and reporting, and these will be utilised to set specific targets as individual project detail is developed.

# WALSALL COUNCIL CLIMATE EMERGENCY ACTION PLAN 2020-2025 (Scope 1 & 2 Emissions)

ACTION	MEASURE	CORPORATE PLAN	DELIVERY TEAM	OWNER	TIMELINE Short (0-1 year). Medium (1-4 years). Long term (4+ years)
<b>THEME 1. STRATEGY</b>					
1.1 Establish effective governance for the #WalsallZero2050 Programme & identify dedicated resource.	a) Formalised internal governance structure with the establishment of an internal Climate Action Taskforce meeting every 4 weeks with regular online communication via 'office teams'.	All	Place & Environment (Must be cross directorate & include representation from members)	Climate Change Programme Manager (CCPM)	SHORT
	b) Prepare business case for fixed term Climate Change Programme Manager (CCPM) to lead on programme planning & evaluation	All	Place & Environment	Head of C&G	SHORT
	c) Council to establish an internal project team identifying Officer 'champions' within each service area for cross-departmental engagement & aligned to change management process.	All	Place & Environment (Across all services areas - Within PROUD programme)	CCPM	SHORT
	d) Consultant procured to support full assessment of impacts, risks; identify measures and opportunities against Council functions and to inform future actions.	All	Place & Environment	CCPM	SHORT
	e) Annual performance review for Cabinet and full Council.	All	Place & Environment (CC Working Group)	CCPM	SHORT
1.2. Climate Change embedded within decision-making.	a) Climate Change integrated into Council Reset Strategy.	Internal Focus	CMT	CCPM	SHORT
	b) Climate Change considered as part of the Corporate Plan refresh & future updates of relevant service plans and policies.	Internal Focus	CMT	CCPM	SHORT
	c) Climate Change reflected within committee reporting process i.e. sustainability appraisal.	Internal Focus	Governance	Democratic Services	SHORT
	d) Climate Change integrated into immediate to longer-term financial strategy & external funding priorities.	Internal Focus	External Funding Team	External Funding Manager	SHORT
	e) Climate Change risk assessment undertaken on key high-level decisions and public announcements.	Internal Focus	Communications	Media & Coms Officer	SHORT
	f) Encourage the West Midlands Pension Fund with its strategy to manage its climate change risks.	Internal Focus	Resources & Transformation	Finance	SHORT
1.3. Raise awareness of Climate Change amongst Councillors & Staff.	a) Develop identifiable programme branding & communications programme, which promotes progress & celebrates success & positive changes in environmental practice.	Internal Focus	Communications	CCPM & Media & Coms Officer	SHORT
	b) Environmental sustainability embedded within recruitment documentation, staff induction plans and mandatory e-learning module developed & rolled out.	Internal Focus	Human Resources / Organisation Development	CCPM	SHORT
	c) Internal newsletter briefings & dedicated intranet page.	Internal Focus	Place & Environment (with Communications)	CCPM	SHORT
	d) Employee assistance (Care First) webinars on the benefits of carbon reduction, active travel etc	Internal Focus	Place & Environment (with Communications)	CCPM	SHORT
	e) Ongoing internal communications & linked to key events e.g. climate change week.	Internal Focus	Communications	CCPM	SHORT



1.4 Learning from, working with and supporting our partners.	a) Support for #WMCA2041 campaign & attendance at WMCA Environment Board / Low Carbon Officers Group.	All	Place & Environment	CCPM	SHORT
	b) Engagement with Low Carbon Regional Partners e.g. Midland Energy Hub, Sustainability West Midlands and other stakeholders to progress joint carbon reduction initiatives e.g. College, Universities, NHS, Transport etc	All	Place & Environment	CCPM	SHORT
	c) Ensure planning is integrated with climate change declarations, regional and UK policy and strategy e.g. Environment Bill.	All	Place & Environment	CCPM	SHORT
1.5 Climate Change aligned to PROUD.	a) Climate change integrated across key workstreams.	Internal Focus	Transformation & Digital	CCPM	SHORT
1.6 Promote Sustainable Procurement.	a) Review Procurement Policy & consider extent to which Social Value Act can be used to help achieve Council's Climate Change Strategy	Internal Focus	Resources & Transformation	Procurement	MEDIUM
1.7 As part of a longer term vision of a net zero carbon borough, to encourage environmental education and promote climate action amongst communities, schools and businesses.	a) Engage with residents, community groups and schools to promote environmental education and introduce longer term vision of a net zero borough.	Communities	Place & Environment	CCPM	MEDIUM
	b) Encourage a low carbon economy by supporting local businesses to adopt energy efficiency measures and signposting to relevant services and funding opportunities.	Economic Growth	Regeneration & Economy	Employment Growth Team	SHORT
	c) Support green jobs recovery in the borough.	Economic Growth	Regeneration & Economy	Employment Growth Team	MEDIUM
	d) Roll out of the successful 'ACT' (A Cleaner Tomorrow) Education Initiative in schools focused on litter, recycling and the environment, with links to the national curriculum and in support of 'eco-schools'.	Communities	Place & Environment	Clean & Green	SHORT
	e) Work in partnership with local businesses to reduce litter through promotion and sign up to Walsall's Litter Charter and development of 'Green' Corporate Social Responsibility Programmes.	Economic Growth	Place & Environment	Clean & Green	MEDIUM
	f) Implementation of a Green Community Engagement Programme including Volunteer Litter Picker Leader Training, Community Group Workshops & Events to promote behavioural change.	Economic Growth	Place & Environment	Clean & Green	MEDIUM

THEME 2. ENERGY					
2.1 Estates Strategy aligned with climate action'	a) Review usage of Council properties & consider removal (by disposal, sale or demolition) of the most energy inefficient buildings.	Internal Focus	Transformation & Digital / Corporate Landlord	Proud/IFM	LONG
	b) Align climate action closely with refreshed Estate Strategy.	Internal Focus	Transformation & Digital / Corporate Landlord	Proud / IFM	LONG
2.2 Implement and review a Council wide Energy Savings Campaign Programme (gas/ electricity) across Council buildings and schools where practical.	a) Ongoing review of the Council's energy purchasing strategy and the potential for green supplies.	Internal Focus	Corporate Landlord	IFM	SHORT
	b) Dependent on 2.1.a - New heating and ventilation system for the Civic Centre & Council House designed with A rated boilers and more manageable heating controllers to improve efficiency (Estimate 2 year programme).	Internal Focus	Corporate Landlord	IFM	MEDIUM
	c) Dependent on 2.1.a - Installation of LED lighting within buildings and light dimming technology expanded from Civic Centre to Council House. (Estimate 18 month programme).	Internal Focus	Corporate Landlord	IFM	MEDIUM
	d) Continue purchase of white goods - A or A* rated electrical equipment only.	Internal Focus	Corporate Landlord	IFM	SHORT
	e) Dependent on 2. a - Replacement of windows to energy efficient units (A+) in the Civic Centre and Council House as part of a 2 year programme.	Internal Focus	Corporate Landlord	IFM	MEDIUM
	f) Review Civic Centre air conditioning systems including staff feedback survey on civic centre ventilation.	Internal Focus	Corporate Landlord	IFM	MEDIUM
	g) Implement Energy Performance of Buildings (Certificates & Inspections)	Internal Focus	Corporate Landlord	IFM	SHORT
	h) Support Walsall schools to implement a schools energy policy & investigate Invest-to-Save and Salix for Schools funds to implement energy/ carbon efficiency measures.	Internal Focus	Corporate Landlord	IFM	MEDIUM
	i) Review energy usage of Active Living Centres, Crematoria, and Streetly and implement any cost effective improvements as a matter of priority.	Internal Focus	Corporate Landlord	IFM / CCPM	MEDIUM
2.3 Encourage and enable energy saving behaviour by all Council staff.	a) Improve individual accountability. Energy savings achieved through awareness campaigns aimed at Council staff will cut energy bills and reduce carbon emissions each year.	Internal Focus	Place & Environment	CCPM	SHORT
2.4 Replace streetlights with energy efficiency lighting systems by 2023.	a) 22,856 LED street light bulbs will be installed across Walsall by September 2023 (ERDF funded).	Communities	Place & Environment (Highways & Transport)	Highways Road Traffic Network	MEDIUM
	b) Application of multi-use sockets across the 22,856 street lamps, with 22,856 light sensors and 250 temperature sensors, for improved localised environmental and traffic monitoring leading to more efficient public services. Sensors attached to street lamp columns allow for 'remote controlling' and 'targeting' of public services and more localised use of gritting in bad weather for energy efficiency savings.	Communities	Place & Environment (Highways & Transport)	Highways Road Traffic Network	MEDIUM
	c) Installation of 5,000 transmission nodes for 4G/5G internet network capability.	Communities	Place & Environment (Highways & Transport)	Highways Road Traffic Network	MEDIUM

2.5 Conduct a viability study on Council property to integrate low carbon and renewable energy options such as solar thermal, PV or heat pumps.	a) Conduct feasibility study, obtain quotes & submit CMT/cabinet report for use of solar panels / PV across Council property.	Internal Focus	Place & Environment (Highways & Transport) / Corporate Landlord (Facilities)	CCPM	MEDIUM
	b) Monitor impact of 49.8KW solar panel system on Civic Centre for possible replication on Town Hall.	Internal Focus	Corporate Landlord	Facilities	LONG
	c) Investigate low carbon & renewable energy options for leisure centres.	Internal Focus	Place & Environment (Leisure)	CCPM	MEDIUM
	d) Deliver the heat mapping and masterplanning programme.	Internal Focus	Regeneration & Economy	Housing Standards	LONG
	e) Identify and evaluate potential volumes of biomass building on success of Pelsall depot.	Internal Focus	Place & Environment (Clean & Green)	CCPM	MEDIUM
	f) Investigate use of suitable sites for solar farm development.	Economic Growth	Regeneration & Economy	CCPM & Midland Energy Network	LONG
2.6 Tackle fuel poverty and improve home energy as part of the Council's long term vision of a net zero borough.	a) Implementation of the Council's HECA Plan to tackle fuel poverty, excessive winter deaths, residential carbon emissions, and poor health resulting from cold / damp homes.	Economic Growth	Resources and Transformation	Money. Home, Job	MEDIUM
	b) Continue promotion of the Council's home energy saving initiatives and collective energy switching schemes to residents (From autumn 2020 the fuel switches will require all bidding companies to use 100% renewable power).	Economic Growth	Resources and Transformation	Money. Home, Job	MEDIUM
	c) Work with our partners (including energy companies, Registered Social Landlords, NHS Walsall, Private Landlords) to reduce fuel poverty by targeting any discretionary assistance (capital investment, advice and support) and seeking external funding /advice to help residents of these properties.	Economic Growth	Resources and Transformation	Money. Home, Job	MEDIUM
	d) Continue to ensure that landlords, agents and those selling or letting their homes are aware of their legal obligation to provide and make available Energy Performance Certificates (EPCs) and take appropriate action against those who fail in this obligation.	Economic Growth	Resources and Transformation	Money. Home, Job	MEDIUM

THEME 3. WASTE & CONSUMPTION					
3.1 Reduce the total volume of waste and associated costs through technological and behavioural change.	a) Develop an action plan to reduce waste arisings and increase reuse & recycling across council premises and operations.	Internal Focus	Place & Environment	Clean & Green	MEDIUM
	b) Develop a communication strategy which engages residents, schools, communities and businesses with measures to reduce the volume of waste they produce and increase participation / quality of reuse & recycling. Explore incentive schemes via external funding.	Communities	Place & Environment	Clean & Green	MEDIUM
	c) Continue to support and promote community initiatives to reduce waste & fly-tipping e.g. Walsall Litter Charter, Green CSR Programmes, ACT Initiative, and WASSUP 2022 Litter Challenge.	Communities	Place & Environment	Clean & Green	MEDIUM
	d) Increase the amount of waste composted from council and school premises. Waste from parks / green spaces is composted/ biomass and sold for power generation.	Internal Focus	Place & Environment	Clean & Green	MEDIUM
3.2 Work towards the Council becoming single-use plastic free.	a) Phase out use of single-use plastics within Council offices and buildings	Internal Focus	Corporate Landlord	IFM	MEDIUM
	b) Investigate hot and cold drinks and food and water consumption in Council buildings and measures to reduce single use plastics e.g. ban plastic cutlery, promote reusable cups, review waste at functions.	Internal Focus	Corporate Landlord (Facilities)	CCPM and Commerical	SHORT
	c) Review and reduce postage and packaging waste and stationery supplies.	Internal Focus	Transformation & Digital	Proud	SHORT
	d) Walsall Refill Bottle campaign to minimise against single use plastics	Communities	Place & Environment	CCPM / Healthy Spaces	SHORT
	e) Work with local businesses to develop ambitious alternative to plastics (for example by accessing Innovate UK funding).	Economic Growth	Regeneration & Economy	Employment Growth	MEDIUM
3.3 Reduce the Council's paper waste.	a) Explore feasibility of moving to mandatory e-payslips.	Internal Focus	Human Resources / Finance	Payroll	MEDIUM
	b) Implement a print reduction campaign e.g. reduced printer availability, limit colour printing, MFD removal, staff awareness campaigns, promote use of Office 365, and publish service usage.	Internal Focus	Transformation & Digital	Proud / ICT	SHORT

THEME 4. TRANSPORT					
4.1 Development and implementation of a Staff Green Travel Plan.	a) Corporate Staff Travel Survey conducted, which provides baseline for a new Council Staff Green Travel Plan. Integrate planning into Culture & Behaviours workstream as part of Thrive Workplace Health Programme.	Internal Focus	Resource & Transformation ( Culture & Behaviour Workstream)	Governance with CCPM	MEDIUM
	b) Development of smarter working initiatives including permanent agile / home working arrangements and use of technology to reduce employee travel to workplace.	Internal Focus	Resource & Transformation / HR	Human Resources / Proud	SHORT
	c) Explore feasibility of a 'car share' database promoted via the staff intranet (subject to social distancing restrictions).	Internal Focus	Resource & Transformation / HR	CCPM	MEDIUM
	d) Research and introduce measures to encourage active travel including expanding staff cycling schemes.	Internal Focus	Place & Environment/Public Health	CCPM	SHORT
4.2 Develop public transport initiatives which enable a rapid shift towards active and sustainable travel modes.	a) Explore and develop digital wayfinding measures and provide real time travel updates via e-totems (ERDF funded).	Economic Growth	Place & Environment / TfWM	Highways & Transport/ TfWM	MEDIUM
	b) Implement the Emergency Active Travel Fund Grant 2020-21 to encourage more / safer cycling and walking in the borough including temporary traffic management measures, a new 'pedestrian and cyclist friendly zone' in Walsall Town Centre, installing additional cycle parking on council owned land, as well as remarking and resigning existing cycle routes/infrastructure.	Economic Growth	Place & Environment / TfWM	Highways & Transport/ TfWM	SHORT
	c) Implement Local Cycling & Walking Infrastructure Plan (LCWIP) Cycling and Walking Measures to make significant improvements to cycling and walking infrastructure (subject to funding) including: 1) LCWIP Corridor: Rushall to Brownhills via B4152 2) LCWIP Corridor: Darlaston to Walsall town centre via A4038 3) LCWIP Corridor: Wolverhampton City Centre to Walsall 4) LCWIP Corridor: A34 Perry Barr Extension through to Walsall 5) Core Walking Zone: Walsall to Willenhall.	Economic Growth	Regeneration & Economy / TfWM	Strategic Transport / TfWM	LONG
	d) Review potential railway station developments,	Economic Growth	Place & Environment / TfWM	Highways & Transport / TfWM	LONG
	e) Review electric bus feasibility options.	Economic Growth	Place & Environment / TfWM	Highways & Transport / TfWM	LONG

4.3 Promote and encourage ultra-low and low emission vehicles in Walsall and sustainable transport options in accordance with the Transport in Walsall Strategy 2017-22 and the West Midlands / Black Country Ultra Low Emission Vehicle Strategy.	a) To accelerate and amplifying the EV / hydrogen transition in anticipation of a 2035 ban on the sale of conventional vehicles, including coordinating with TfWM to support installation of additional rapid and ultra-rapid chargers.	Economic Growth	Place & Environment / TfWM	Highways & Transport / TfWM	LONG
	b) Publishing a local public transport decarbonisation action plan.	Economic Growth	Place & Environment / TfWM	Highways & Transport / TfWM	LONG
	c) Review off-street electric vehicle charging in Council owned car parks.	Economic Growth	Place & Environment	Highways & Transport	LONG
	d) Using planning policy to deploy charge points at retail and business car parks.	Economic Growth	Place & Environment	Highways & Transport	LONG
	e) Monitor and review air quality across the borough to determine whether national air quality objectives are being met	Economic Growth	Place & Environment	Highways & Transport	SHORT
	f) Promote behavioural change and establishing a programme to inform and encourage public / business switch to EV / hydrogen	Economic Growth	Place & Environment	Highways & Transport & TfWM	MEDIUM
4.4 Explore and deliver a transition of the council's own fleet to electric	a) Development of a fully costed 'Green Fleet Proposal' to manage and reduce the environmental impact of Council fleet on emissions.	Internal Focus	Place & Environment (Highways & Transport)	CCPM / Fleet	MEDIUM
	b) Reduce unnecessary miles/trips and fuel costs by investigating optimum routes and maximising performance of the vehicles making use of Quartix telematics system currently installed on all vehicles.	Internal Focus	Place & Environment (Highways & Transport)	CCPM / Fleet	LONG
	c) To review and ensure that adequate infrastructure is in place to facilitate the greening of the Council and contractors' fleet by equipping all council offices, depots, car parks and sports facilities with charge points.	Internal Focus	Place & Environment (Highways & Transport)	CCPM / Fleet	LONG
	d) Review car pool scheme & consider the use of electric vehicles.	Internal Focus	Resources & Transformation	CCPM	LONG



THEME 5. NATURE					
5.1 Enhancing the borough's parks and green spaces to increase meadow, wetland, and green areas in Walsall.	a) Implementation of the Black Country Blue Network 2 ERDF Programme from September 2020 to March 2023- 16.85 hectares of woodland management, wildflower meadows, linear habitat features, hedge planting, pond desilting and enhancement, bulb planting, interpretation and sign posting and upgrading access. Delivered at several sites that are connected by greenways, canal network and public rights of way including Victoria Park, Kingshill Park, George Rose Park, Moorcroft Wood and Walsall Canal in Darlaston.	Communities	Place & Environment (Clean and Green)	Operations	MEDIUM
	b) Build on the Black Country's UNESCO Geopark status to attract investment into the area's geological heritage.	Communities	Place & Environment	Healthy Spaces	MEDIUM
	c) Secure external funding for the development of a 'Love Exploring App' which using augmented reality, mapping and trails, engages people with nature and encourages walking and active travel.	Communities	Place & Environment	Healthy Spaces	SHORT
	d) When new development is considered in areas with nature conservation value to ensure that risks can be managed through suitable adaptation measures.	Economic Growth	Regeneration & Economy	Planning	MEDIUM
5.2 Investigate and cost opportunities to increase urban greening.	a) Develop greening strategy and Identify land to offset carbon through increased tree planting and creating wildlife friendly corridors.	Communities	Place & Environment (Clean and Green)	Operations	MEDIUM
	b) Integrate the management of green spaces with town centre master planning and regeneration strategies to allow the mitigation and adaptation benefits to be realised.	Economic Growth	Place & Environment (Healthy Spaces)	Operations	SHORT
	c) Conduct survey of Council car parks, estate, and buildings that could be suitable for greening, living walls and/or roofs.	Internal Focus	Regeneration & Economy	CCPM	MEDIUM
	d) Improve green environment around Council buildings to encourage walking during the working day. Further development of work with all schools to increase walking and to reduce car usage.	Communities	Place & Environment	CCPM & Clean & Green	MEDIUM
	e) Alignment with WMCA Virtual Forest Campaign and carbon offsetting.	Communities	Place & Environment (Healthy Spaces)	Operations	SHORT
5.3 Conduct a viability study on parks and green spaces to integrate renewable energy such as solar thermal, PV or heat pumps and LED technology.	a) Conduct audit and costable options to introduce of lighting across parks building on installation of LED lighting in the Arboretum to increase efficiency savings.	Communities	Place & Environment	Clean & Green	MEDIUM
	b) Review equipment and replace with more efficient or battery operated technology.	Communities	Place & Environment	Clean & Green	MEDIUM
	c) Assess feasibility of solar panel installation at Bar Beacon & other Council parks/sites.	Communities	Place & Environment	Clean & Green	LONG
5.4 Review of the Green Spaces Strategy and findings of the Walsall Open Space Study 2020	a) Green Space Strategy renewal in 2022 to consider an increase of parks to Green Flag status.	Communities	Place & Environment (Healthy Spaces)	Operations	MEDIUM
	b) Volunteers Coordinators (litter picking) to support and engage with Friends Groups and the local community in helping our greenspaces achieve green flag standard.	Communities	Place & Environment	Clean & Green	MEDIUM

## THEME 6. RESILIENCE & ADAPTATION

6.1 Ensure all Council services and operations are adaptable to a changing climate.	a) Review of Walsall Resilience Strategy ensuring plans are updated to reflect the changing climate risk.	All	Place & Environment	Emergency Planning Team	SHORT
	b) Work with our partners to understand the current and future risks of flooding and review plans with West Midlands Local Resilience Forum & Black Country Local Resilience Forum.	All	Place & Environment	Emergency Planning Team	SHORT
	c) The development of Walsall Resilience Risk Register.	All	Place & Environment	Emergency Planning Team	MEDIUM
	d) We will ensure business continuity planning at the council is resilient to climate impacts - preparing and assessing business continuity plans.	All	Place & Environment	Emergency Planning Team	MEDIUM
6.2 Align climate action with regeneration, construction and planning policy to enable economic prosperity and promotion of sustainability.	a) Review of the Black Country Plan with further regard to sustainable development and the governments emerging proposals in the Environment Bill and other planning policy regulations.	All	Regeneration & Economy	Planning	MEDIUM
	b) Promote sustainable design in construction & planning to reflect changes in national policy inc support for new homes built to net zero carbon standards.	All	Regeneration & Economy	Planning	MEDIUM
	c) Determine planning applications requiring approval for Sustainable Urban Drainage (SUDs) systems.	All	Regeneration & Economy	Planning	MEDIUM
6.3 Reduce risk of flooding to estate, properties and infrastructure	a) Review and update of Walsall Flood Management Plan 2020-23.	All	Place & Environment	Emergency Planning Team	SHORT
	b) Annual training and exercise (multi agency every 3 years)	All	Place & Environment	Emergency Planning Team	SHORT
6.4 Plans in place for emergencies - Issuing alerts in the events of severe weather, increased temperatures and flooding	a) To review and update ' Warning & Informing Policy' to reflect climate change risk.	All	Place & Environment	Emergency Planning Team	MEDIUM
	b) Work with communities and businesses to increase resilience to future changes in climate including the development of an engagement programme (briefing events / toolkit) to support Walsall businesses and community groups with continuity planning.	All	Place & Environment	Emergency Planning Team	MEDIUM



## **Agenda Item 8**

# Town Deal Board

**Introduction to the - Bloxwich and Walsall Towns Fund**

**Ward(s):** All

**Portfolios:** Councillor Adrian Andrew, Deputy Leader and Regeneration.  
Councillor Mike Bird, Leader of the Council

**1. Aim**

To introduce the Town Fund programme to the Overview and Scrutiny Committee, highlighting the significant progress made so far in the development of the first stage funding submissions and the next steps; including the offer to return annually or as requested to update members on progress.

**2. Recommendations**

- 2.1 That the Economy and Environment Overview and Scrutiny Committee considers the contents of this report, and notes the progress being made in the development of the main programme submissions, together with the successes so far in securing £1.5million of investment through our Accelerated Funds Submission.
- 2.2 That committee members agree to receive annual updates on progress, together with further updates as and when requested, to assist in their scrutiny and review of the Bloxwich and Walsall Town Deal programmes, as part of the Towns Fund.

**3. Report detail – know**

- 3.1 In September 2019, the government launched the Towns Fund programme, inviting around a 100 places to develop their £25million proposals for each identified (by government) place. In June 2020, the government released further detailed guidance on the Towns Fund, available through the following link: <https://www.gov.uk/government/publications/towns-fund-further-guidance>
- 3.2 For Walsall, this includes both Bloxwich and Walsall towns, together with their qualifying surrounding eligible areas as set by Government; a map setting these out is included as attachment 1. Officers, stakeholders and community groups, assisted by consultants are working on the development of the Town Deal Investment Plans (TIP's), which have to be submitted to government before the end of January 2021.
- 3.3 If agreed, we will have a further period of time (to be determined) to work up a full Business Case for each project in line with government requirements. Once these are accepted, this will lead to a Town Deal being agreed and signed between the Council, the Town Deal Board and Government, funds will then be released for this 5 year programme.

Public Report

- 3.4 In June 2020, the Prime Minister announced £5bn of Accelerated Towns Fund capital funding to bring forward investment projects that supported jobs and economic recovery, complementing the main programmes under development. In response officers, stakeholders, partners and the Deputy Leader worked together to develop the projects that formed Walsall Councils submission.
- 3.5 Government approved Walsall Councils application in full for the £1.5million; agreements and contracts are now in place to ensure that funds are spent before the 31.03.2021. The projects, as set out in attachment 2 have been approved by the Town Deal Board (11 August 2020), the Council's Corporate Management Team (13 August 2020) and Cabinet on the 9 September 2020.
- 3.6 Both the main Towns Fund and Acceleration programme projects and spending has to be in line with the Towns Fund intervention framework, summarised below.

Table 3.6.1 Towns Fund intervention framework headlines

Intervention Theme	Outputs	Target Outcomes
<b>Local transport</b>	Increase in the number of bus services; new or upgraded cycle and walking routes; new or upgraded road infrastructure; pedestrianised streets	<ul style="list-style-type: none"> <li>• Improved affordability, convenience, reliability, and sustainability of travel options to and from places of work</li> <li>• Improved affordability, convenience, reliability, and sustainability of travel options to and from places of interest (especially shops and amenities).</li> <li>• Reduced congestion within the town</li> <li>• Enhanced high street and town centre experience that prioritises the health, safety and mobility of pedestrians</li> </ul>
<b>Digital connectivity</b>	Provision of full fibre infrastructure with local authority as anchor tenant	<ul style="list-style-type: none"> <li>• Increased utilisation of digital channels, by businesses, to access and/or supply goods and services</li> <li>• Increased ability for individuals to work remotely/flexibly</li> <li>• Encouraging further investment from network operators</li> </ul>
<b>Urban regeneration, planning and land use</b>	Remediation and/or development of previously abandoned or dilapidated sites	<ul style="list-style-type: none"> <li>• Enhanced townscape that is more attractive and more accessible to residents, businesses and visitors</li> </ul>
<b>Arts, culture and heritage</b>	New or upgraded museums, theatres, community spaces, etc.	<ul style="list-style-type: none"> <li>• Improved arts, cultural and heritage offer that is more visible and easier for residents/visitors to access</li> </ul>
<b>Skills infrastructure</b>	Increase in the capacity and accessibility to new or improved skills facilities	<ul style="list-style-type: none"> <li>• Increased share of young people and adults who have relevant skills for employment and entrepreneurship</li> </ul>
<b>Enterprise infrastructure</b>	Increase in the amount of high-quality and affordable commercial floorspace; increase in the number of shared workspaces or innovation facilities	<ul style="list-style-type: none"> <li>• Increased number of enterprises utilising high-quality, affordable and sustainable commercial spaces</li> <li>• Increased number of start-ups and/or scale-ups utilising business incubation, acceleration and co-working spaces.</li> </ul>

*Note this is a summary, full information is set out within the governments guidance.*



3.7 As referenced in paragraph 3.1, government's Towns Fund guidance includes requirements that Walsall Council must fulfil, if we are to successfully develop and secure approval for the £25million available for both Bloxwich and Walsall towns and their eligible surrounding areas. This Includes the formation of a Town Deal Board, Terms of Reference, included in attachment 3. This new body approved by Walsall's Cabinet on the 9 September 2020, includes the following roles and responsibilities, as set by Government through its guidance;

- Town Deal Boards are responsible for producing Town Investment Plans, including putting forward suitable projects, which align with the objectives of the Towns Fund, and for overseeing compliance with the Heads of Terms Agreement with government.
- A Town Deal Board should operate in a transparent and objective way for the benefit of the town it represents. These requirements are set out by government through their guidance and should fit within and complement existing arrangements for governance, assurance, audit etc. in the local authority.
- The Town Deal Board's membership should reflect the diversity of the town and surrounding area. The Towns Fund Prospectus stated that membership of Town Deal Boards should comprise:
  - A private sector chair
  - All tiers of local government for the geography of the town
  - The MP(s) representing the town
  - The Local Enterprise Partnership
  - Local businesses and investors
  - Community/local voluntary community sector representatives
  - Other relevant local organisations, such as FE colleges or Clinical Commissioning Groups.
- All Town Deals will need to have an Accountable Body which will be a council through which funding will flow. Walsall Council will deliver this responsibility through the Programme Management service area, having a seat on the board in a secretariat capacity as a non- voting member, and be represented at all board meetings.
- Lead Councils will also have a seat on the board as a voting member and will take responsibility for ensuring that all decisions made by the Town Deal Board are in accordance with good governance principles. These principles will be set into place and published on the council website, together with other information as required by government through its published guidance.

3.8 Now established the Town Deal Board holds the following responsibilities:

#### **Town Deal Board - Roles and responsibilities**

- The Town Deal Board will sign off each stage of a Town Investment Plan and Town Deal
- Upholding the Seven Principles of Public Life (the Nolan Principles)
- Developing and agreeing an evidence-based Town Investment Plan
- Establishing a clear programme of interventions
- Embedding arrangements in local plans (where appropriate) and undertaking Environmental Impact Assessments, and fulfilling duties on public authorities under the Equalities Act, in particular, and the public sector equality duty.
- Coordinating resources and engaging stakeholders

- Ensuring communities' voices are involved in shaping design and decision making at each phase of development
- Ensuring diversity in its engagement with local communities and businesses
- Helping develop detailed business cases
- Overseeing each step of agreeing a Town Deal, and overseeing compliance with the Heads of Terms Agreement with government

- 3.9 The Town Deal Board is supported by two Advisory Boards, each tasked with representing and championing their respective areas against an agreed Terms of Reference, included within attachment 3. These boards have a private sector chair and draw membership from locally based key stakeholders, employers, community groups / representatives and anchor institutions, including housing associations and learning institutions; together with members / organisations also represented at the Town Deal Board itself.
- 3.10 The Towns Fund includes both the Acceleration and the significantly larger Main Town Deal programmes, which are central to the government's ambition to level up the country – creating jobs and building stronger and more resilient local economies and communities. Walsall Council, together with the Town Deal Board are responsible for developing the Town Investment Plans, including a clear vision for each of the towns. Once agreed by Government these details will be used as the basis for agreeing the Town Deal, including the projects that will be funded, the values captured in the appropriate agreements.

Members of the Advisory Boards have worked together to recommend a tailored Vision for each of the two areas, which have now been approved by the Town Deal Board for use in both submissions to Government, they are;

### **Bloxwich**

*'Bloxwich will build on its reputation as a thriving Black Country market town at the heart of the country, with exceptional transport links and strong community values. Amid an eclectic but integrated mix of Walsall and West Midlands centres, we will forge a new identity for our town, developing a true sense of place that builds on our 'village feel' advantage and our strong built heritage, leafy park and canal assets.'*

### **Walsall**

*'In the historic home of leather and locks – 'the town of a hundred trades' - we will build on our culturally rich and industrious past, to transform the historic market town centre of Walsall, into a peaceful and prosperous place that empowers its wider residents, encourages enterprise and welcomes visitors to share in a creative and sustainable future.'*

Both visions are complemented by supporting statements, these are included in full in attachment 4.

- 3.11 Council Officers together with appointed consultants are completing the drafting of the Town Investment Plans (TIPs) for both Bloxwich and Walsall areas. Plans are broken down into key sections including Introduction, Context, Strategy and Engagement & Delivery. Typically, this includes a Vision for each area, details of Stakeholder Engagement undertaken, together with details of the Projects proposed, the Funding Requested, Delivery / Funding Plans and the Outcomes Expected.
- 3.12 Projects have been assisted in their development by the Advisory Boards for both the Bloxwich and Walsall areas. Following presentation by the chairs of these groups, the Town Deal Board on the 14.01.21 approved the projects for inclusion in the appropriate Town Deal Implementation Plans (TIP's) submitted to Government.

#### **4. *Financial information***

- 4.1 The Towns Fund is a capital grant, whereas some of the initial project costs are to support development works. Therefore, there is a risk of these costs not being eligible capital spend if the work does not result in an asset. However, the Programme Management service manages the same risks in other programmes, this risk is considered low, as all development work and subsequent expenditure will focus on projects to be submitted as part of the Bloxwich and Walsall Town Investment Plans, utilising the £25million available for each area.
- 4.2 Once the TIPs are approved, there is a period of up to 12 months available for the development of the full business cases for each individual project. Development work required prior to and involved in the development of these business cases will be recorded and where possible the costs built into the Towns Fund submissions.
- 4.3 Business case submissions will also include as capitalised expenditure, all anticipated development, programme management and accountable body costs required to deliver a successful programme. It is therefore anticipated that there will be no net costs falling onto the Council for the Accountable Body management and implementation of the Town Deal Programmes.

#### **5. *Reducing Inequalities***

- 5.1 The Towns Fund programme aims to underpin the success of the chosen towns and their eligible surrounding areas (appendix 1), with activities proposed including projects that will enhance the support provided for local people who are disadvantaged in terms of their skills and ability to compete and enter the labour market. Projects and programmes under development will include enhanced opportunities for training and support for local people, together with support in the creation of new businesses and self-employment opportunities.

5.2 The Marmot Review ('Fair Society, Healthy Lives') presented a national strategic review of health inequalities post 2010. It concluded that reducing inequalities will require action on six policy objectives, being:

1. Give every child the best start in life.
2. Enable all children, young people and adults to maximise their capabilities and have control over their lives.
3. Create fair employment and good work for all.
4. Ensure a healthy standard of living for all.
5. Create and develop healthy and sustainable communities.
6. Strengthen the role and impact of ill-health prevention.

The Towns Fund Programme, together with matching funds secured through for example; EU funded Impact, the Economic Growth Programme support for Walsall Works, together with partners including Walsall College has the potential to make significant contributions towards these policy objectives.

## **6. Decide**

- 6.1 The decision to develop and submit the Towns Fund applications for both the Accelerated and main programme funds through the Town Investment Plans (TIPs) was a direct response to the Government's offer to take up the £25.75million available for each of the Bloxwich and Walsall Towns and eligible areas.
- 6.2 To ensure that the TIPs are developed and submitted on time, before the end of January 2021, officers and Cabinet members are working with key partners, stakeholders to ensure the submission before the end of January 2021.
- 6.3 Scrutiny of the programme is to be achieved through the utilisation of existing arrangements, as part of this Economy and Environment Overview and Scrutiny Committee. Members are asked to receive an annual update on progress, complemented by additional reports and briefings as requested.

## **7. Respond**

- 7.1 Cabinet have approved the management arrangements for the Towns Fund programme, together with the formation of the Town Deal Board, and will be updated regularly on progress.
- 7.2 Officers will, if accepted provide annual updates and attend the Economy and Environment Overview and Scrutiny Committee as requested, to provide additional updates and information as requested.

## **8. Review**

- 8.1 Progress is reviewed on a regular basis against individual project plans to ensure continued progress towards achieving government requirements of spending the Accelerator Programme funding on or before the 31 March 2021. Lessons learnt and any good practice developed, will be captured and shared so that officers and indeed the council can benefit.
- 8.2 Officers are working together with appointed consultants to a time bound programme to ensure the development of key projects that can be included within the Town Investment Plans (TIPs) for submission on or before the end of January 2021.

## **Background papers**

The Ministry of Housing, Communities and Local Government (MHCLG), Towns Fund Guidance (June 2020).

## **Attachments**

Attachment 1 – Bloxwich & Walsall Towns Fund area Map's (as set by Government).

Attachment 2 – Bloxwich & Walsall Accelerator Programme Submission to Government.

Attachment 3 – Town Deal and Advisory Boards Terms of Reference

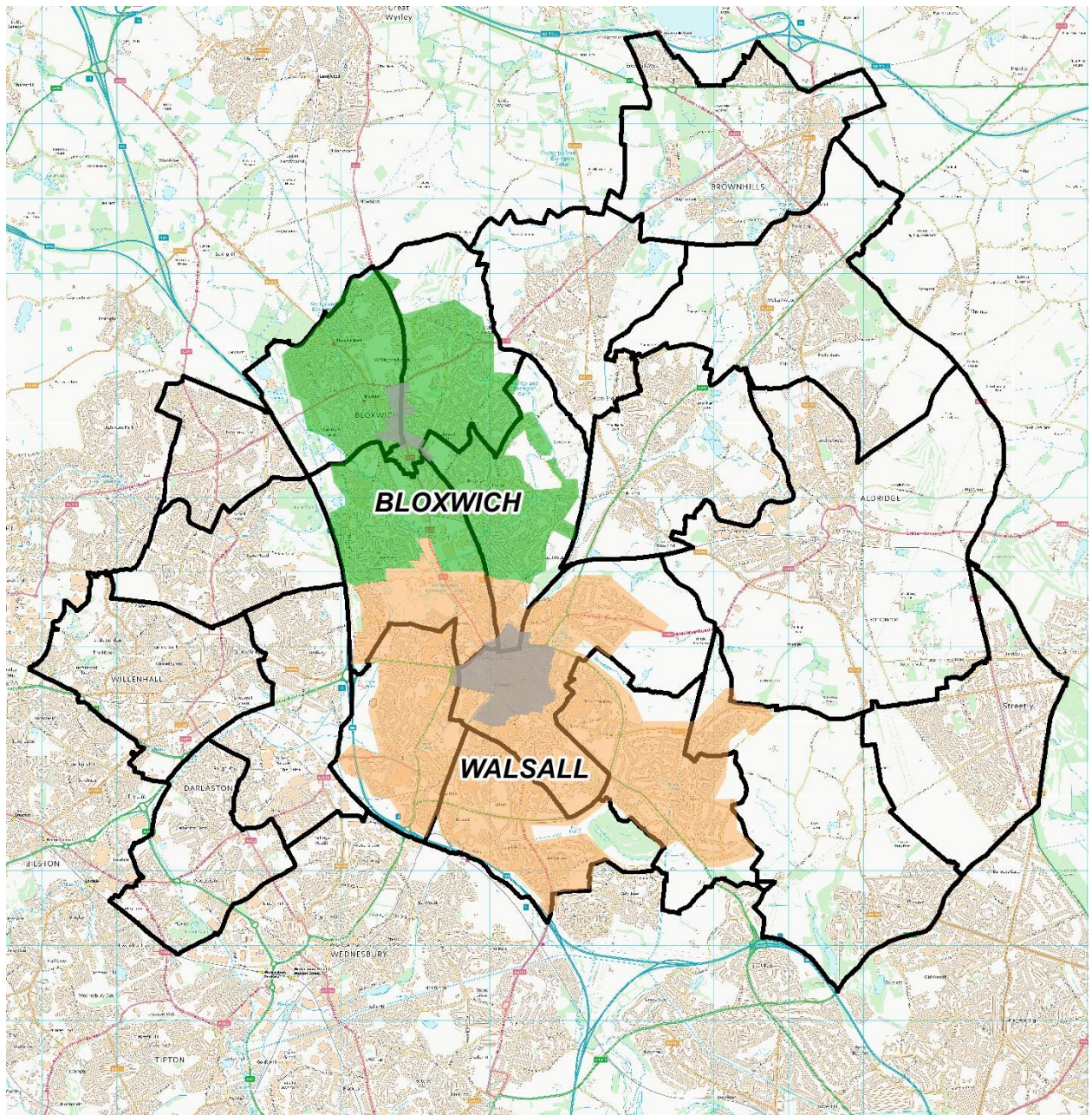
Attachment 4 - Bloxwich & Walsall Vision's and Supporting Statements

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## Attachment 1 – Bloxwich & Walsall Towns Fund Areas (set by government)





## **Attachment 2 – Bloxwich & Walsall Towns Fund Accelerator Programmes**

## Attachment 2: BLOXWICH - Acceleration Fund Projects

Intervention	C/ R	Description	Early Interventions Alignment/Potential	Intervention Framework Area	Cost	Recommendation
<b>Sustainable Transport Interventions</b>  The planning and design of transport interventions, linking local people with jobs and training opportunities.	C	Bloxwich-wide plan developed for interventions which can be delivered in a phased way to transform access to jobs and training, provides clear target for future investment and early outputs to influence Town Fund submission. With a focus on high unemployment and low skills areas.	✓ Parks/greenspace ✓ Sustainable transport links ✓ Improvements to town centres	✓ Local transport ✓ Urban regeneration ✓ Skills infrastructure ✓ Enterprise infrastructure	Budget £75k	Provides a framework for future investment in Bloxwich.  Revenue activity that can be capitalised.
<b>Bloxwich Town Area Environmental Improvements</b>  A kick start package of Improvements to public realm and environments to encourage people into the Bloxwich Town area.	C	Physical improvements to promote a feeling of well being and safety, promoting footfall that connects people to jobs, training and businesses.	✓ Sustainable transport links ✓ Improvements to town centres ✓ Improved perceptions of the place by residents, businesses and visitors.	✓ Local transport ✓ Arts/Culture/Heritage ✓ Skills infrastructure ✓ Enterprise infrastructure	Budget £85k	Progress as capital ask, confidence in delivery, aligned to framework and addresses issues identified through partners.
<b>Improved Community Safety</b>  Upgraded / additional CCTV in Bloxwich Town Centre, identified local shopping areas and business parks.	C	Improvements to CCTV in shopping areas Bloxwich Town and local community shopping and Business Park areas. To support a feeling of wellbeing and community safety within and around key economic centres. To encourage trade, investment and footfall.	✓ Improvements to town and local centres ✓ Improved perceptions of the place by residents, businesses and visitors.	✓ Urban regeneration ✓ Enterprise infrastructure	Budget £250	Progress as capital ask, as well aligned with guidance and supports community desire for improved safety.

## Attachment 2: BLOXWICH (continued) - Acceleration Fund Projects

Intervention	C/ R	Description	Early Interventions Alignment/Potential	Intervention Framework Area	Cost	Recommendation
<b>Park &amp; Green Spaces Improvements</b>  Variety of rapid interventions in parks and greenspaces, enhancing the environment and outdoor sports facilities.	C	Schedule of interventions in parks and green spaces across Bloxwich to improve quality of spaces and enhanced sports facilities, to promote health and wellbeing for residents and the workforce.	<ul style="list-style-type: none"> <li>✓ Parks/greenspace</li> <li>✓ Improvements to town and local centres</li> <li>✓ Upgraded community spaces / assets linked to inclusive growth.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Urban regeneration</li> <li>✓ Arts/Culture/Heritage</li> </ul>	Budget £100k	Progress as capital ask, as well aligned with guidance and supports community desire for investment in green spaces.
<b>Improving Transport access Across Bloxwich.</b>  Transport control improvements to Bloxwich High Street to improve traffic flow and safety.	C	Improved traffic flow in Bloxwich, including journey time, traffic flow rates and energy efficiency improvements to traffic lights to improve the experience for visitors to the Town Centre, for pedestrians, cyclists and drivers.	<ul style="list-style-type: none"> <li>✓ Sustainable transport links</li> <li>✓ Improvements to town and local centres</li> </ul>	<ul style="list-style-type: none"> <li>✓ Local transport</li> <li>✓ Urban regeneration</li> </ul>	£240k	Progress as capital ask, as well aligned with guidance, aligns with transport plans and supports community desire for improvements to Bloxwich High Street.
				<b>TOTAL</b>	<b>£750K</b>	

## Attachment 2: WALSALL - Acceleration Fund Projects

Intervention	C/ R	Description	Early Interventions Alignment/Potential	Intervention Framework Area	Cost	Recommendation
<b>Improving the Economy of the Walsall Town area.</b>  By Identifying areas for improvement to encourage use by the public and businesses, to increase footfall, trade and investment.	C	Building on the work of the Walsall Town Centre masterplan, the development of a Walsall Town Area Plan to enhance our public realm. To include; wayfinding, public art, lighting, seating, planting etc. This work will inform the development of the Walsall area Town Deal Bid.	✓ Parks/greenspace ✓ Improvements to town and local centres	✓ Local transport ✓ Urban regeneration ✓ Arts/Culture/Heritage	Budget £75k	Provides details and a framework for consistency for future investment in Walsall.  Revenue activity that can be capitalised.
<b>Walsall Town Area Environmental Improvements</b>  A kick start package of Improvements to public realm and environments to encourage people into the Walsall Town area.	C	Building from the work in the masterplan, to design and deliver a range of improvements to the environment that promotes a feeling of well being and safety, increasing footfall that connects people to jobs, training and businesses; and promotes economic growth.	✓ Parks/greenspace ✓ Sustainable transport links ✓ Improvements to town and local centres ✓ Improved perceptions of the place by residents, businesses and visitors.	✓ Local transport ✓ Digital connectivity ✓ Urban regeneration ✓ Arts/Culture/Heritage	Budget £325k	Progress as capital ask, as well aligned with guidance, supports community desires for town, delivers on masterplan ambitions etc
<b>Park &amp; Green Spaces Improvements</b>  Variety of rapid interventions in parks and greenspaces, enhancing the environment and outdoor sports facilities.	C	Schedule of interventions in local community parks and green spaces across Walsall Town area; to improve quality of spaces and enhanced outdoor sports facilities, promoting health and wellbeing for residents and the workforce.	✓ Parks/greenspace ✓ Improvements to town and local centres ✓ Upgraded community spaces / assets linked to inclusive growth.	✓ Urban regeneration ✓ Arts/Culture/Heritage	Budget £100k	Progress as capital ask, as well aligned with guidance and supports community desire for investment in green spaces.

## Attachment 2: WALSALL (continued) - Acceleration Fund Projects

Intervention	C/ R	Description	Early Interventions Alignment/Potential	Intervention Framework Area	Cost	Recommendation
<b>Improved Community Safety</b> Upgraded / additional CCTV in Walsall Town Centre, identified local shopping areas and business parks.	C	Improvements to CCTV in shopping areas Walsall Town and local community shopping and Business Park areas. To support a feeling of wellbeing and community safety within and around key economic centres. To encourage trade, investment and footfall.	<ul style="list-style-type: none"> <li>✓ Improvements to town and local centres</li> <li>✓ Improved perceptions of the place by residents, businesses and visitors.</li> </ul>	✓ Urban regeneration	Budget £250k	Progress as capital ask, as well aligned with guidance and supports community desire for improved safety.
				TOTAL	£750k	

### Attachment 3 – Town Deal Board Terms of Reference

Meeting: Town Deal Board - Terms of Reference			
Purpose		Inputs	Outputs
<b>Purpose</b> <ul style="list-style-type: none"> <li>• To steer and ensure the timely production and submission of the Town Investment Plans (TIP's) for both Bloxwich and Walsall Towns.</li> <li>• For the Chair to sign the Heads of Terms Agreement with government and for the Board to oversee compliance with this agreement.</li> </ul> <b>In the delivery of this work:</b> <ul style="list-style-type: none"> <li>• To seek input to their work from a variety of sources, including existing and newly created partnerships, bodies and contacts to ensure that a balance of views are heard to create opportunities.</li> <li>• To ensure transparency and objectivity in the delivery of their work throughout, for the benefit of the towns represented.</li> </ul> <b>Once delivery has started to:</b> <ul style="list-style-type: none"> <li>• Actively support and oversee the delivery and monitoring of those projects that sit within / form the Town Deal for both Bloxwich and Walsall.</li> </ul>		Government guidance Input from Board Members & Appointed Consultants Data and local evidence Members Communities Local Businesses Invited Specialists	Town Investment Plan A Clear programme of interventions Better co-ordination of Resources Stakeholder involvement Detailed Businesses Cases Diversity Successful Delivery & Compliance
Key Responsibilities		Constraints	Assumptions
The Town Deal Board will sign off each stage of a Town Investment Plan and Town Deal. The Board is responsible for: <ul style="list-style-type: none"> <li>• Upholding the Seven Principles of Public Life (the Nolan Principles)</li> <li>• Developing and agreeing an evidence-based Town Investment Plan</li> <li>• Establishing a clear programme of interventions</li> <li>• Embedding arrangements in local plans (where appropriate) and undertaking Environmental Impact Assessments and fulfilling duties on public authorities under the Equalities Act</li> <li>• Coordinating resources and engaging stakeholders</li> <li>• Ensuring communities' voices are involved in shaping design and decision making at each phase of development</li> <li>• Ensuring diversity in its engagement with local communities and businesses</li> <li>• Helping develop detailed business cases</li> <li>• Overseeing each step of agreeing a Town Deal, overseeing compliance with the Heads of Terms Agreement with government and monitoring / overseeing performance</li> </ul>		Quorum - minimum of 6 voting members, with at least one representative from: Private, Local Government and Communities membership categories, together with Walsall Council.	Attendees will review inputs and papers prior to each meeting. Advisory Board Chairs will report on progress etc. All members will declare interests / conflicts etc.
		Schedule	Duration
		Meetings taking place at least 6 times per year, with additional meetings called as required.	As required dependent upon workload and timeframes / limits set by government.
		Location	Attendance
		Virtual meetings via Teams unless stated otherwise.	Representatives drawn from the Walsall Economic Board, together with invitees from bodies mentioned below.
Agenda	In Scope	Membership	
Standing items including: Conflicts of Interest Action Plan Monitor and Review Tracker Items proposed by members Items required by the Accountable Body / Walsall Council	All aspects of the Town Deal Programmes as set out by the Government Guidance (June 2020)	The Town Deal Board should reflect the diversity of the town and surrounding area. Membership should comprise of : A private sector chair All local government tiers for the geography of the town The MP(s) & Political Leadership representing the town The Local Enterprise Partnership Local Businesses and investors Community / local voluntary community sector representatives Other relevant local government organisations, such as FE Colleges, Health Bodies, etc. The Accountable Body	
Transparency	Out of Scope		
Code of Conduct for Membership Conflict of Interest Policy & Arrangements Publication of Agendas, papers and minutes on Council Website	Decisions relating to non-Town Deal Programme Activity		



### Attachment 3 – Advisory Board Terms of Reference.

Meeting: Town Deal Advisory Board - Terms of Reference (Vr2)		
Purpose	Inputs	Outputs
<b>Purpose</b> <ul style="list-style-type: none"> <li>Through the membership and wider links to request and support the active development of projects that can be developed for considered by the Town Deal Board for inclusion as part of the Town Investment Plans (TIP's) for the allocated area, and in the completion of this:</li> <li>To input into projects and to act as critical friends etc. to support projects further development</li> <li>To add value / participate in project development where possible.</li> <li>To question as necessary to strengthen or aid in the evaluation of projects</li> <li>To ensure the timely development, production and submission of projects into the Town Investment Plans (TIP's) for the allocated area.</li> <li>To seek input to their work from a variety of sources, including existing and newly created partnerships, bodies and contacts to ensure that a balance of views are heard to create opportunities.</li> <li>To ensure transparency and objectivity in the delivery of their work throughout, for the benefit of the towns represented.</li> </ul> <b>Once delivery has started to:</b> <ul style="list-style-type: none"> <li>Actively support and oversee the delivery and monitoring of those projects that sit within / form the Town Deal for their allocated area.</li> </ul>	Government guidance Input from Board Members & Appointed Consultants Data and local evidence Members Communities Local Businesses Invited Specialists	Town Investment Plan A Clear programme of interventions Better co-ordination of Resources Stakeholder involvement Detailed Businesses Cases Diversity Successful Delivery & Compliance
Key Responsibilities	Constraints	Assumptions
<ul style="list-style-type: none"> <li>The Town Deal Advisory Board will work to develop projects for consideration by the Town Deal Board for inclusion in the programme.</li> <li>Uphold the Seven Principles of Public Life (the Nolan Principles)</li> <li>Contribute towards the development of an evidence-based Town Investment Plan</li> <li>Support the development of a clear programme of projects and interventions</li> <li>Coordinating resources and engage local stakeholders</li> <li>Help to ensure that communities' voices are involved in shaping design and decision making at each phase of development</li> <li>Ensuring diversity in its engagement with local communities and businesses</li> <li>That the Chair of the Advisory Board reports regularly into the Town Deal Board on progress</li> </ul>	Quorum - minimum of 6 members, with at least one representative from: Private, Local Government and Communities membership categories, together with Walsall Council.	Attendees will review inputs and papers prior to each meeting. Advisory Board Chairs will report on progress etc. All members will declare interests / conflicts etc.
	Schedule	Duration
	Meetings taking place at least 6 times per year, with additional meetings called as required.	As required dependent upon workload and timeframes / limits set by government.
	Location	Attendance
	Virtual meetings via Teams unless stated otherwise.	Representatives drawn from local community members and representatives as mentioned but not exclusive to those below.
Agenda	In Scope	Membership
Project Development Action Plan Monitor and Review Tracker Items proposed by members Items required by the Accountable Body / Walsall Council	All aspects of the Town Deal Programmes as set out by the Government Guidance (June 2020)	The Town Deal Board should reflect the diversity of the town and surrounding area. Membership should comprise of : A private sector chair Portfolio Holder for Regeneration Local Businesses and investors Community / local voluntary sector representatives Other relevant local government organisations, such as FE Colleges, Health Bodies, Public Health etc. Local Housing Associations / providers Local government officers / Accountable Body Environmental Bodies / Key players, such as the Canals & River Trust
Transparency	Out of Scope	
Openness amongst membership	Decisions relating to project approval, this sits with the Town Deal Board	

## Attachment 4 – Bloxwich & Walsall Vision's and Supporting Statements

### Bloxwich Vision

*Bloxwich will build on its reputation as a thriving Black Country market town at the heart of the country, with exceptional transport links and strong community values. Amid an eclectic but integrated mix of Walsall and West Midlands centres, we will **forge a new identity** for our town, developing a **true sense of place** that builds on our 'village feel' advantage and our strong built heritage, leafy park and canal assets.*

### Supporting Statements

We will capitalise on the competitive advantage of exceptional connectivity to further our role a **key supplier of Black Country jobs** by radically **refreshing our living offer**. Bloxwich will be the destination of choice for **upwardly mobile** and **increasingly enterprising residents**.

Supported by a growing population and a **home-grown business community**, our town will not only offer easy access to jobs elsewhere, but we will extend our offer as a location to do business, thereby **raising our towns productivity** and **supporting sustainable growth**.

**Active travel to accessible job opportunities** will be commonplace and our increasingly **innovative business community** will efficiently contribute to our ambition for a **more sustainable greener town**.

By 2030, our town will be known for its **quality housing, employment and recreation offer** and for its **aspirational, happy, prosperous and healthy residents**.

Our community will be at the heart of renewed town identity and **increasingly engaged, upwardly aspirational and active communities** will proudly call Bloxwich home.

## Walsall Vision

*'In the historic home of leather and locks – 'the town of a hundred trades' - we will build on our culturally rich and industrious past, to transform the historic market town centre of Walsall, into a peaceful and prosperous place that empowers its wider residents, encourages enterprise and welcomes visitors to share in a creative and sustainable future.'*

## Supporting Statements

We will build on almost a **millennia of production success and reinvention**, to extend our strategic position as a **leading and inclusive Black Country and West Midlands economic hub**.

Investment in our town will spark **local-led innovations** and our **increasingly talented communities** will be empowered to showcase their abilities, ensuring our businesses can grow with an **enterprising and dynamic labour force**.

Walsall will attract more inward investment and build our reputation for **nurturing local entrepreneurs to raise our productivity and economic vibrancy**. As our **well-connected, sustainable town** thrives, **active travel modes** will be commonplace and carbon emissions will be reduced.

Walsall town centre will become a destination of choice, where our residents and visitors of all ages benefit from a **strong learning, living, working and leisure offer** in a **high quality urban setting**. **Our community will be the heart** of our ambition, driving our future reputation as a proud, Black Country town with a **resilient and confident spirit**.

## By 2030,

- **Our high streets will be a place where people will want to work, live, play and learn.**
- **We will develop dynamic zones, festivals, and governance, that will change Spaces, Moods, and Voices, facilitating regeneration, enterprise and social benefits to the residents and businesses within the high street, and beyond.**

**Draft Revenue  
Budget Feedback  
and Draft Capital  
Programme 2021/22  
to 2023/24**

**Economy and Environment Overview and Scrutiny  
Committee**

**21 JANUARY 2021**

**Draft Revenue Budget Feedback and Draft Capital Programme 2021/22  
to 2023/24**

**Ward(s)** All

**Portfolios:** Cllr A Andrew – Deputy Leader, Regeneration  
Cllr O Butler – Clean and Green  
Cllr G Perry – Deputy Leader, Resilient Communities

**Executive Summary:**

The second budget report to Cabinet on 9 December 2020 includes feedback from this Committee on the draft budget plan as reported to Cabinet on 28 October 2020, along with a draft Capital Programme for the period 2021/22 to 2023/24.

The draft capital programme for 2021/22 totals £65.99m. It sets out new capital investment funded from the council's own resources of £28.17m (funded by capital receipts and borrowing) and externally funded schemes of £37.82m (funded by capital grants) and represents a balanced programme for 2021/22. In addition, the report sets out a further two years of indicative proposals to 2023/24.

Capital programme resources are limited. The financing for capital investment is heavily reliant on grants and funding received from the Government. The remaining flexibility is currently through capital receipts and borrowing. Capital receipts projections however are limited, and fully dependent on when council assets are sold.

This report provides an extract of the draft capital programme that relates to the services within the remit of the Economy and Environment Overview and Scrutiny Committee, split into 2 areas –

1. Council funded schemes – those schemes funded from the councils own resources (borrowing and capital receipts) – see **Appendix 1**. These include a refresh of the draft programme reported to Council in February 2020, along with additional schemes deemed as being high priority based on three categories (health & safety, council priority and unavoidable infrastructure). For 2022/23 onwards, the full impact of these projects will be reviewed, and funding revisited as part of the rolling annual budget process. There may be a number of schemes

that will require match funding in year to secure external resources, which will be reviewed in year and funds drawn down as projects are confirmed.

2. Externally funded schemes – those schemes funded from grant or other external contributions – see **Appendix 2**.

Any additional receipts received in year (excluding those earmarked for specific schemes) will be considered to fund those projects on the reserve list. These are summarised at **Appendix 3**.

Walsall Proud Programme work streams will identify one off revenue and capital investment required to ensure the required savings are delivered. Regular Proud programme updates will be provided to Cabinet and Scrutiny, and the S151 Officer will report throughout the budget process on the robustness of budget estimates to ensure that a legally balanced 2021/22 budget is set in February 2021.

Feedback from this Committee on the content of this report will be reported back to Cabinet on 10 February 2021 prior to the recommendation of the final revenue and capital budget plan to Council on 25 February 2021.

#### **Reason for scrutiny:**

For Economy and Environment Overview and Scrutiny Committee to consider the draft Capital Programme as reported to Cabinet on 9 December 2020, specifically in relation to capital schemes that fall with services under the remit of this Committee, and for feedback to be taken into account in the finalisation of the budget by Cabinet on 10 February 2021 for recommendation to Council on 25 February 2021.

#### **Recommendations:**

##### **That:**

1. The Committee are recommended to consider the draft capital budget proposals attached that relate to the remit of this committee.
2. The Committee are asked to note that consultation continues on all revenue policy proposals previously reported, and that feedback will be presented to Cabinet on 10 February 2021, along with further revenue options to close the gap to ensure we set a balanced budget for 2021/22.



**Resource and legal considerations:**

Cabinet, on 9 December 2020, were presented with the draft capital programme for 2021/22 to 2023/24. The full Cabinet report can be accessed at the following link:

[Draft Revenue Budget Feedback and Draft Capital Programme 2021/22 to 2023/24](#)

**Background papers:**

Draft Revenue Budget Feedback and Draft Capital Programme 2021/22 to 2023/24 as approved by Cabinet on 9 December 2020 (attached).

**Contact Officers:**

Simon Neilson - Executive Director, Economy, Environment & Communities,  
☎ 01922 652004, ✉ [simon.neilson@walsall.gov.uk](mailto:simon.neilson@walsall.gov.uk)

Vicky Buckley – Interim Director of Finance, Corporate Performance Management and Corporate Landlord, ☎ 07983 604698, ✉  
[Vicky.Buckley@walsall.gov.uk](mailto:Vicky.Buckley@walsall.gov.uk)



Simon Neilson  
Executive Director

12 January 2021



## Appendix 1: Draft Capital Programme 2021/22 to 2023/24 – Council Funded Schemes

Capital Scheme	Detail of Capital investment	2021/22 £	2022/23 £	2023/24 £
<b>Rolling Programme Schemes</b>				
Memorial Safety Management in Cemeteries	The continued inspection and making safe of memorials in Walsall cemeteries and to discharge the council's duty of care within the cemeteries. Increased safety of memorials benefits the residents of Walsall by delivering a safer environment within Walsall cemeteries.	20,000	20,000	20,000
Highways Maintenance Programme	As Highway Authority the Council has a legal responsibility to maintain the highway network. Failure to do so inevitably leads to a deterioration of our roads, increasing the likelihood of accidents and would ultimately expose the council to increased risk of third party claims.	2,800,000	2,800,000	2,800,000
<b>Total Rolling Programme Schemes</b>		<b>2,820,000</b>	<b>2,820,000</b>	<b>2,820,000</b>
<b>Prior Year Approvals</b>				
Traffic Signals Infrastructure	The Council has a statutory duty to maintain all its traffic signal infrastructure. This programme of planned pedestrian crossing replacements will ensure the safe and efficient movement of pedestrians across the borough (Traffic Mgt Act 2004). Also supports delivery of councils CO2 reduction targets.	200,000	200,000	200,000
Provision of Community Dropped Crossings	These are dropped kerbs at strategic points along footways which permit access for wheelchairs, pushchairs, mobility scooters etc. to cross roads. The investment will allow the Council to provide a rolling programme of community crossing points.	20,000	20,000	20,000
Promotion of Community Health and Road Safety	To fund road safety schemes, to address local community concerns, which fail to achieve the strategic priorities associated with the Local Transport Plan funding in terms of casualty reduction. In supporting the delivery of these local schemes it is possible to improve local quality of life and safety creating safer communities. Year 4 of 4.	120,000	0	0
Open Water Safety Schemes - Signage etc.	Health and safety upgrades to Council owned open water sites per the Council's proposed open water policy. Year 4 of 4.	2,000	0	0
M6 Junction 10 - Widening of Bridges	Walsall Council is working in partnership with Highways England to improve Junction 10 of the M6 motorway. The scheme will include the widening of the existing bridges over the motorway to improve traffic flow and reduce congestion. In addition improvements will be made to the junction of A454 Wolverhampton Road/Bloxwich Lane/Tempus Drive and the A454 Black Country Route.	0	650,000	0
Walsall Arboretum Extn/ Park - Infrastructure Improvements	To widen and resurface the main footpath running from the Grange Car Park to the children's play area and historic core of the park, to replace the currently used wheelie bins and to improve access into and around the country park area.	190,000	0	0
New Rail Stations at Willenhall, Darlaston and Aldridge – highways package	The new rail stations at Darlaston and Willenhall are promoted by WMCA/TfWM and WMRE at an estimated total package cost of £56m based on the end of GRIP Stage 4 design. This cost is for the rail infrastructure only – track, signalling, overhead line equipment, platforms, car park and ancillary infrastructure. A package of complementary highway works is required to be developed in 2021/22 and delivered in 2022/23 by the Council ahead of the stations opening in 2023. This highways investment represents the Council	1,500,000	1,500,000	0

	contribution to these stations. Aldridge Station is entering GRIP Stage 3 and an ongoing Council commitment to scheme development is required.			
<b>Capital Scheme</b>	<b>Detail of Capital investment</b>	<b>2021/22 £</b>	<b>2022/23 £</b>	<b>2023/24 £</b>
Yorks Bridge (Top Up)	Yorks Bridge has suffered over recent decades and the bridge is currently the subject of a 7.5 tonne weight limit. The replacement scheme will be funded using a combination of WMBC capital funding and the Department for Transport Maintenance Block.	0	750,000	750,000
Town Centre Strategic Acquisition for Third Sector Hub	Purchase of accommodation in Walsall Town Centre to support the formation of a third sector co-located hub and provide additional office accommodation for the Council to support its ongoing rationalisation of its operational estate. Year 3 of 3. As approved by Cabinet March 2019.	219,373	0	0
Regional Materials Recycling Facility Project	Cabinet on 4 September 2019 approved for the council to enter into a Joint Working Arrangement with 5 partner councils in order to facilitate the delivery stage of a LA owned Materials Recycling Facility.	4,758,000	2,722,000	0
Enterprise Zones	Required for the Council to cash-flow borrowing costs associated with capital investment into the Enterprise Zone. Financial modelling forecasts that these costs are expected to be recovered from future business rates generated from within the zone, although the Black Country LEP are the decision making body in relation to where business rates within the zone are invested. Therefore on the basis that the BCLEP approve that costs on Walsall sites can be recovered through the business rates mechanism, then the Council will only be required to cash-flow these costs.	2,937,001	13,938,273	4,072,473
<b>Total Prior Year Approvals</b>		<b>9,946,374</b>	<b>19,780,273</b>	<b>5,042,473</b>
<b>Current Year Approvals (2020/21)</b>				
Waste Mgt Strategy	Strategic Acquisition of property to support the future delivery of the Council's Waste Mgt strategies.	8,890,338	3,004,788	0
<b>Total Current Year Approvals</b>		<b>8,890,338</b>	<b>3,004,788</b>	<b>0</b>
<b>Proud investment</b>				
Bloxwich Active Living Centre landing devpt	Development of landing and office space to extend fitness suite, create bespoke indoor cycle studio, and install virtual instructor will deliver c.£90k per annum additional income.	0	170,000	0
<b>Total Proud investment</b>		<b>0</b>	<b>170,000</b>	<b>0</b>
<b>New Capital Schemes – Health and Safety</b>				
Walsall Gala pool filters	Filters clean the pool water, with all of the 1.4 million litres of water passing through them every 6 hours. Project proposal is to replace current failing system with ceramic filters (new technology) which offer efficiency savings, energy savings, and are fully portable.	104,000	0	0
Brine pool air handling	The air handling system supplying the brine pool has been recommended for replacement.	65,000	0	0
<b>Total Capital Schemes – Health and Safety</b>		<b>169,000</b>	<b>0</b>	<b>0</b>
<b>Total Draft Capital Programme – Council Funded Schemes within remit of Economy and Environment Overview &amp; Scrutiny Committee</b>		<b>21,825,712</b>	<b>25,775,061</b>	<b>7,862,473</b>

## Appendix 2: Draft Capital Programme 2021/22 to 2023/24 – Externally Funded Schemes

Capital Scheme	Detail of Capital investment	2021/22 £	2022/23 £	2023/24 £
Growth Deal	The Black Country Growth Deal, 'Made in the Black Country, Sold around the World', was agreed with Government in July 2014. The Growth Deal will create the skills, connections and locations for further high value manufacturing success and support growth in the Black Country's automotive, aerospace and construction sectors. To date the programme has committed c£148m and received claims c£77m. It has contracted 3,532 jobs excluding apprenticeships and over 6,000 including them (Dep't of Communities & Local Gov). In January 2019 the Black Country Joint Committee appointed Walsall Council as its Single Accountable Body, as a result the balance of the Growing Places Fund (£5.4m) was transferred from Sandwell Council, with the funds to be used to over-programme Growth Deal.	0	5,439,498	0
LTP Highway Maintenance Programme	This capital funding, known as the maintenance block, is distributed by the Integrated Transport Authority (ITA). As the Highway Authority we have an extremely high profile duty to maintain our highway network. This money is provided, by DfT as a capital grant via the ITA with the condition that it should be spent on the classified road network. (Department for Transport via ITA).	1,943,000	1,943,000	1,943,000
Pothole Fund	This capital funding, known as Pothole Action fund, is distributed by the Integrated Transport Authority (ITA), specifically to repair pothole / prevent them forming in the first place. Based on road length data.	154,600	154,600	154,600
West Midlands Strategic Transport Plan (STP) 'Movement for Growth'	The Government provides each locality with grant funding to help implement the Local Transport Plan in their area. The grant is used for the implementation of small scale capital schemes; development of major capital schemes and to part fund major schemes implementation costs. The programme is designed to address road safety issues, progress the Council's major scheme aspirations; and resource the required 'local contributions' to approved major schemes. (Dpt for Transport / West Midlands ITA).	1,276,300	1,276,300	1,276,300
Land and Property Investment Fund	In January 2019 the Black Country Joint Committee appointed Walsall Council as its Single Accountable Body, as a result the Land and Property Investment Fund transferred from Wolverhampton Council. This is a grant which is part of the Investment Programme of the West Midlands Combined Authority for Black Country brownfield sites, and is drawn down in arrears. The Black Country LEP has agreed to deliver 1,860 new jobs, 1,600 new houses and 126,000 sqm of commercial floorspace through deployment of the first tranche (£53m) of the total fund allocated to the Black Country LEP (£150m in total).	8,548,000	0	0
Get Britain Building Fund	Funding of £66m was awarded to the WMCA by the Secretary of State for Housing, Communities and Local Government, from what is now known as the 'Get Britain Building Fund'. This fund is seen as one of many platforms to enable the Covid-19 recovery plan across the country and boost local economies. Projects submitted must be deemed Value for Money (VfM) with a strong Benefit Cost Ratio (BCR), 'Shovel Ready' with planning permission approved and able to deliver within an 18-month timescale. Two of these projects were Black Country projects, and the WMCA are passporting the funds for these two projects (NBI and VLR) to Walsall Council as the Single Accountable Body for the BCLEP. £13m in 2020/21.	17,447,800	0	0
<b>Total Draft Capital Programme</b>		<b>29,369,700</b>	<b>8,813,398</b>	<b>3,373,900</b>

- Externally Funded Schemes within remit of Economy and Environment Overview & Scrutiny Committee			
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### Appendix 3: Draft Capital Programme 2021/22 to 2023/24 – Council Funded Schemes - Reserve List Allocations

Capital Scheme	Detail of Capital investment	2021/22 £	2022/23 £	2023/24 £
Cemetery & Crematorium - replacement roads and pathways, along with selected pothole works	The bid is to fund the pro-active repairs of roads and pathways. The council manages in excess of 125 acres of cemetery land in eight cemeteries. The repairs would be scheduled on a priority basis dependent on footfall and condition.	100,000	100,000	100,000
Registry Office Phase 2 - redesign to reception and ceremony areas	Access by the public to the facilities is divided without internal public access. The small reception area for all appointments, births and death registration as well as marriage notices, is located on one side of the ceremony rooms. Access to offices for taking notices of marriage is on the other side. Customers are required to leave the reception and go around the outside of the building to these offices. The relocation has the potential for the main ceremony room to be upgraded and extended to provide room for larger marriage ceremonies. This will generate increased income and offer an appealing choice of marriage venue.	350,000	0	0
Oak Park meeting room remodel - Spend to Save	Opportunity to remodel the vacant office area to income generating facilities (meeting room).	50,000	0	0
Darlaston Boilers	Boiler replacement (all hot water and heating).	250,000	0	0
<b>Total Draft Capital Programme – Council Funded Schemes Reserve List - within remit of Economy and Environment Overview &amp; Scrutiny Committee</b>		<b>750,000</b>	<b>100,000</b>	<b>100,000</b>

# **Areas of Focus**

## **2020/21**



## Economy and Environment Overview and Scrutiny Committee – Area of Focus – 2020/21

Committee responsible for all aspects and general services related to the economy and environment including:

Responsibility of scrutiny of flood risk management functions which may affect the Local Authority's area as required by the Flood and Water Management Act 2010

Agenda Items				
Theme	6 October 2020	19 Nov 2020	21 Jan 2021	25 March 2021
<b>Economy</b>		Budget setting Directorate Action Plans	Town Deal Board	Road safety action plan Black Country Consortium Presentation.
<b>Environment</b>		Council run events (Bonfires/Fireworks)  Cycling in Walsall Update  Petition: Road Safety at Doe Bank Lane	Presentation from bus operators in Walsall.  Council Waste Strategy Carbon Neutral Council Strategy	The Council's Waste Strategy.
<b>Cross cutting both Economy and Environment</b>	M6 Junction 10 Update.  Quarter 1 Financial Outturn 2020/21*	Quarter 2 2020/21	Budget setting  A34 Walsall to Birmingham SPRINT  Black Country Transport Team Collaboration  West Midlands Enhanced Partnership Scheme	Quarter 3 Financial Outturn 2020/21*

## **Economy and Environment Overview and Scrutiny Committee – Area of Focus – 2020/21**

\*Quarter 1 and Quarter 3 Financial reports will be circulated via e-mail to Members of the Committee and will not form part of the Committee's Agenda.

Items to be scheduled:

1. Employment, Growth and Skills;
2. District Town Centres Update;
3. M6 Junction 10 Update - *Scheduled for 2021*



**Walsall Council**

## **FORWARD PLAN OF KEY DECISIONS**

**Council House,  
Lichfield Street,  
Walsall, WS1 1TW**  
[www.walsall.gov.uk](http://www.walsall.gov.uk)

**3 February 2020**

## FORWARD PLAN

The forward plan sets out decisions that are termed as “key decisions” at least 28 calendar days before they are due to be taken by the Executive (Cabinet). Also included on the plan are other decisions to be taken by the Cabinet (“non-key decisions”). Preparation of the forward plan helps the Council to programme its work. The purpose of the forward plan is to give plenty of notice and an opportunity for consultation on the issues to be discussed. The plan is updated each month with the period of the plan being rolled forward by one month and republished. The plan is available for public inspection at the Civic Centre Reception, Darwall Street, Walsall. Copies of the plan can be obtained from Democratic Services, Walsall MBC, Council House, Walsall, WS1 1TW, 01922 654522. The forward plan can also be accessed from the Council’s website at [www.walsall.gov.uk](http://www.walsall.gov.uk). The Cabinet is allowed to make urgent decisions which do not appear in the forward plan, however, a notice will be included on the agenda for the relevant Cabinet meeting which explains the reasons why.

Please note that the decision dates are indicative and are subject to change. Please contact the above addressee if you wish to check the date for a particular item.

Cabinet responsibilities are as follows

- Leader of the Council – Councillor Bird
- Deputy Leader and Regeneration – Councillor Andrew
- Adult social care – Councillor Martin
- Children’s – Councillor Wilson
- Clean and green – Councillor Butler
- Community, leisure and culture – Councillor Perry
- Education and skills – Councillor Towe
- Health and wellbeing – Councillor Craddock
- Personnel and business support – Councillor Chattha

The Cabinet agenda and reports are available for inspection by the public 7 days prior to the meeting of the Cabinet. The papers can be seen at First Stop Shop at the Civic Centre, Walsall. The papers are also available on the Council’s website referred to above shortly before the meeting. Background papers are listed on each report submitted to the Cabinet and members of the public are entitled to see these documents unless they are confidential. The report also contains the name and telephone number of a contact officer. These details can also be found in the forward plan.

Meetings of the Cabinet are open to the public and take place in Conference Room 2 at the Council House, Walsall. Occasionally there are items included on the agenda which are confidential and for those items the public will be asked to leave the meeting. The forward plan will show where this is intended and the reason why the reports are confidential. Enquiries regarding these reasons should be directed to Democratic Services on 01922 654522.

“Key decisions” are those decisions which have a significant effect within the community or which involve considerable expenditure or savings. With regard to key decisions the Council’s Constitution states:

- (1) A key decision is:
  - (i) any decision in relation to an executive function which results in the Council incurring expenditure which is, or the making of savings which are, significant, having regard to the Council’s budget for the service or function to which the decision relates or
  - (ii) any decision that is likely to have significant impact on two or more wards within the borough.
- (2) The threshold for “significant” expenditure/savings is £250,000.
- (3) A decision taker may only make a key decision in accordance with the requirements of the Executive Procedure Rules set out in Part 4 of this Constitution.

#### **Dates of meetings 2019/20**

2019 19 June  
17 July  
4 September  
23 October  
18 December

2020 12 February  
18 March  
22 April

## FORWARD PLAN OF KEY DECISIONS

**MARCH TO JUNE 2020 (3.2.20)**

1	2	3	4	5	6	7
Reference No./ Date first entered in Plan	Decision to be considered (to provide adequate details for those both in and outside the Council)	Decision maker	Background papers (if any) and Contact Officer	Main consultees	Contact Member (All Members can be written to at Civic Centre, Walsall)	Date item to be considered
56/19 (4.11.19)	<b>Corporate Plan delivery – Quarter 3 monitoring:</b> To present up-to-date information regarding performance against the Council priorities	Cabinet  (Non key decision)	Helen Dudson 01922 653732	Internal	Councillor Bird	18 March 2020
27/19 (8.7.9)	<b>A34 Walsall to Birmingham sprint scheme:</b> To approve the sprint scheme	Cabinet  (Key decision)	Matt Crowton 01922 654358	Internal	Councillor Andrew	18 March 2020
68/19 (2.12.19)	<b>West Midlands Enhanced Partnership Scheme for the A34:</b> To approve a plan to improve bus travel in the A34 Walsall to Birmingham corridor through delivery of a new SPRINT service.	Cabinet  (Key decision)	Matt Crowton 01922 654358	Internal	Councillor Andrew	18 March 2020
3/20 (6.1.20)	<b>Strategic development at Moxley Road, Darlaston Private session:</b> Report contains information relating to the financial or business affairs of any particular person	Cabinet  (Key decision)	Joanne Nugent 01922 654752 Joel Maybury 01922 654748	Internal	Councillor Andrew	18 March 2020
60/19 (4.11.19)	<b>Walsall Housing's Strategy 2020 to 2025:</b> To approve the strategy	Cabinet  (Key decision)	Neil Hollyhead 01922 655411	Public, housing providers, internal	Councillor Andrew	18 March 2020

67/19 (2.12.19)	<b>Visionary Investment Enhancement (VIEW) Board:</b> To approve the dissolution of the VIEW Board which is the joint arrangement with whg to agree a programme of spend for housing related regeneration funded by a VAT shelter. To approve new working arrangements for any existing surplus VIEW funds and future VAT sharing arrangements	Cabinet  (Key decision)	Mark Lavender 01922 654772 Zoey West 01022 5998	Internal and whg	Councillor Andrew	18 March 2020
11/20 (3.2.20)	<b>Section 75 Partnership Agreement.</b> To approve the partnership agreement between Walsall Council and NHS Trust as part of the Walsall Together Alliance programme. <b>Private session:</b> Report contains commercially sensitive information	Cabinet  (Key decision)	Kerrie Allward 01922 654713	Internal, Walsall Healthcare NHS Trust, NHS Walsall CCG, Dudley and Walsall Mental Health Partnership NHS Trust	Councillor Martin	18 March 2020
15/20 (3.2.20)	<b>Council tax for care leavers living outside the borough:</b> To consider a recommendation from Corporate Parenting Board on 7 January 2020 to approve that care leavers living outside the borough are financially supported in respect of their Council tax	Cabinet  (Non key decision)	Colleen Male 01922 653718	Internal	Councillor Wilson	18 March 2020
57/19 (4.11.19)	<b>High Needs Funding Formula:</b> To approve recommended changes to the High Needs Funding Formula to be used for the allocation of High Needs Dedicated Schools Grant funding for the 2020/21 academic year	Cabinet  (Key decision)	Lloyd Haynes 652340	Internal	Councillor Towe	18 March 2020
58/19 (4.11.19)	<b>Early Years Funding Formula:</b> To approve the Early Years Formula, as agreed by Schools Forum, to be used for the allocation of funding early years providers in Walsall	Cabinet  (Key decision)	Lloyd Haynes 652340	Schools Forum	Councillor Towe	18 March 2020



9/20 (3.2.20)	<b>Goldsmith Academy:</b> To review the outcome of consultation and determine the proposed school expansion revocation	Cabinet (Key decision)	Alex Groom 01922 652583 07920 500528	School staff, governors	Councillor Towe	18 March 2020
10/20 (3.2.20)	<b>Falls Prevention programme:</b> To make a decision on the future of the service, based on the proposals contained within the report following full review of the service	Cabinet (Key decision)	Paulette Myers 01922 653744 017944 274468	Internal, Walsall Healthcare Trust, NHS Walsall CCG	Councillor Craddock	18 March 2020
13/20 (3.2.20)	<b>Fire Alarm maintenance:</b> To award the maintenance contract	Cabinet (Key decision)	Ian Lister 01922 652536	Internal	Councillor Chattha	18 March 2020
14/20 (3.2.20)	<b>Review of achievements 2019/20:</b> The report presents a review of some of the key achievements during the 2019/20 year in relation to the Council's Corporate Plan 2018-2021	Cabinet (Non key decision)	Helen Dudson 01922 653732	Internal	Councillor Bird	22 April 2020
43/18 (8.10.18)	<b>Lighting Invest to Save:</b> To consider proposals for a major investment in the highway lighting infrastructure by replacing all existing lighting with energy efficient LED lighting	Cabinet (Key decision)	Paul Leighton 01922 654695	Public, Walsall Public Lighting Ltd., industry companies, internal	Councillor Andrew	22 April 2020
59/19 (4.11.19)	<b>Walsall's Allocations policy:</b> To approve the policy which determines who is given priority for affordable housing	Cabinet (Key decision)	Neil Hollyhead 01922 655411	Public, Housing Associations, internal	Councillor Andrew	22 April 2020
8/20 (3.2.20)	<b>Black Country Transport Team Collaboration Agreement:</b> To approve the agreement to facilitate the delivery of a strategic transportation function across the four Black Country local authorities	Cabinet (Non key decision)	Matt Crowton 01922 654358	Internal	Councillor Andrew	22 April 2020

12/20 (3.2.20)	<p><b>Surveillance and access to communications data:</b> To recommend to Council for approval:</p> <ul style="list-style-type: none"> <li>• Regulation of Investigatory Powers Act 2000: The Council's Corporate Policy and Procedures</li> <li>• Investigatory Powers Act 2016 : The Council's Corporate Policy and procedures on the Acquisition of Communications Data</li> </ul> <p>To delegate authority to the Executive Director Economy and Environment to make minor amendments to the above policies</p>	<p>Cabinet/ Council</p> <p>(Non key decision)</p>	<p>Lorraine Boothman 01922 653065</p>	Internal	<p>Councillor Perry</p>	<p>22 April 2020 (Council 19 May 2020)</p>
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## **BLACK COUNTRY EXECUTIVE JOINT COMMITTEE**

### **FORWARD PLAN OF KEY DECISIONS**

**Published up to May 2021 (for publication 04/01/2021)**

Date first entered into the plan	Project Name	Key Decision to be considered (to provide adequate details for those both in and outside of the Council)	Background papers (if any) and Contact Officer	Main consultees	Date Item to be considered
05/10/2020	Accessing Growth – Springfield Interchange Change Request	Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Wolverhampton City Council, to deliver the Local Growth Fund (LGF) funded elements of the Accessing Growth Springfield Interchange project with delivery to continue in the 2020/21 financial year.	Papers TBC – Richard Lawrence <a href="mailto:Richard.Lawrence@wolverhampton.gov.uk">Richard.Lawrence@wolverhampton.gov.uk</a>	Wolverhampton City Council	17/02/2021
07/09/2020	School of Architecture and Built Environment – Change Request	Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with the University of Wolverhampton, to deliver the Local Growth Fund (LGF) funded elements of the School of Architecture and Built Environment project with delivery to continue in the 2020/21 financial year.	Papers TBC – Richard Lawrence <a href="mailto:Richard.Lawrence@wolverhampton.gov.uk">Richard.Lawrence@wolverhampton.gov.uk</a>	Wolverhampton City Council	17/02/2021
06/07/2020	Fab Kit PTP Ltd – Change Request	Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Performance Through People (PTP) Ltd, to deliver the Local Growth Fund (LGF) funded elements of the Fab Kit PTP Ltd project with delivery to continue in the 2020/21 financial year.	Papers TBC – Simon Neilson <a href="mailto:simon.neilson@walsall.gov.uk">simon.neilson@walsall.gov.uk</a>	Walsall Council	17/02/2021
05/10/2020	Dudley Canal Trust (Trips) Limited – Change Request  <b>PRIVATE SESSION - Not for publication by virtue of paragraph 3 of Schedule 12(A)</b>	Approval for Sandwell Council to proceed to amending the funding repayment schedule with the Dudley Canal Trust (Trips) Limited, funded from within the Growing Places Fund (GPF), with delivery to continue in the 2020/21 financial year.	Papers TBC – Alison Knight <a href="mailto:alison.knight@sandwell.gov.uk">alison.knight@sandwell.gov.uk</a>	Sandwell Council	17/02/2021

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	<b>of the Local Government Act1972 (as amended)</b>				
07/12/2020	Sandwell Housing Gap Funding - Phase 1 – Change Request	Approval for the Accountable Body for the Land and Property Investment Fund (Walsall Council) to proceed to amending the Grant Agreement with Sandwell Council to deliver the Land and Property Investment Fund (LPIF) funded elements of the Sandwell Housing Gap Funding - Phase 1 project with delivery to commence in the 2020/21 financial year.	Papers TBC – Alison Knight <a href="mailto:alison.knight@sandwell.gov.uk">alison.knight@sandwell.gov.uk</a>	Sandwell Council	17/02/2021
04/01/2021	Review of the Black Country Executive Joint Committee Governance and Black Country LEP Assurance Framework	Approval of the revised Black Country Executive Joint Committee Governance process.  Approval of the Black Country LEP Assurance Framework, following the implementation requirements of the new arrangements, and the programme of continuous improvement to further enhance the BC LEP governance and transparency above and beyond published government standards, included as Attachment 1 to this report.	Dr Helen Paterson <a href="mailto:chiefExecutive@walsall.gov.uk">chiefExecutive@walsall.gov.uk</a>  Simon Neilson <a href="mailto:simon.neilson@walsall.gov.uk">simon.neilson@walsall.gov.uk</a>	Dudley MBC Sandwell MBC Walsall MBC Wolverhampton CC	17/02/2020

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04/01/2021	Growth Hub - EU Transition Business Readiness Funding	Approval for the Accountable Body (Walsall Council) to enter into a Grant Agreement with the Black Country Consortium Ltd for the additional award of EU Transition Business Readiness Growth Hub Grant Funding with delivery to commence in the 2020/21 financial year.	Papers TBC – Simon Neilson <a href="mailto:simon.neilson@walsall.gov.uk">simon.neilson@walsall.gov.uk</a>	Walsall Council	17/02/2021
04/01/2021	Hub to Home Transport Innovation Centre and Test Track Project: Very Light Rail and Autonomous Technologies – National Innovation Centre	Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to enter into a Grant Agreement with Dudley Council to deliver the Local Growth Deal Fund (LGF) funded elements of the Hub to Home Transport Innovation Centre and Test Track Project: Very Light Rail and Autonomous Technologies – National Innovation Centre project with delivery to commence in the 2020/21 financial year.	Papers TBC – Helen Martin <a href="mailto:helen.martin@dudley.gov.uk">helen.martin@dudley.gov.uk</a>	Dudley Council	31/03/2021
04/07/2021	Getting Building Fund –Capital and Revenue Funding Approval	Approval for the Accountable Body (Walsall Council) to use the revenue funding and capital contingency funding for: <ul style="list-style-type: none"> <li>• Walsall Council to carry out its role as Accountable Body to the Getting Building Fund programme;</li> <li>•the Black Country Consortium for the Management and Administration functions of the Getting Building Fund, and;</li> <li>•Walsall Council to cover the costs of the external legal and technical fees in support of managing the programme.</li> </ul>	Papers TBC – Simon Neilson <a href="mailto:simon.neilson@walsall.gov.uk">simon.neilson@walsall.gov.uk</a>	Walsall Council	31/03/2021

## **BLACK COUNTRY EXECUTIVE JOINT COMMITTEE**

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07/01/2021	Land & Property Investment Fund – Programme Extension	<p>Approval for the Black Country Land and Property Investment Fund programme (LPIF), be re-profiled to allow expenditure and outputs to be claimed up to March 2025.</p> <p>Approval for the programme management costs, within this fund be reprofiled for an additional year to March 2026, to ensure that the expenditure and outputs are audited in line with the Black Country Assurance Framework.</p>	Papers TBC – Simon Neilson <a href="mailto:simon.neilson@walsall.gov.uk">simon.neilson@walsall.gov.uk</a>	Walsall Council	31/03/2021
05/10/2020	Dudley Advanced Construction Centre – Change Request	Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Dudley College, to deliver the Local Growth Fund (LGF) funded elements of the Dudley Advanced Construction Centre project with delivery to continue in the 2020/21 financial year.	Papers TBC – Helen Martin <a href="mailto:helen.martin@dudley.gov.uk">helen.martin@dudley.gov.uk</a>	Dudley Council	31/03/2021
05/10/2020	Advanced Science Engineering and Technology – Change Request	Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Halesowen College, to deliver the Local Growth Fund (LGF) funded elements of the Advanced Science Engineering and Technology project with delivery to continue in the 2020/21 financial year.	Papers TBC – Helen Martin <a href="mailto:helen.martin@dudley.gov.uk">helen.martin@dudley.gov.uk</a>	Dudley Council	31/03/2021
07/09/2020	Elite Centre for Manufacturing Skills – Change Request	Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with the University of Wolverhampton, to deliver the Local Growth Fund (LGF) funded elements of the Elite Centre for Manufacturing Skills project with delivery to continue in the 2020/21 financial year.	Papers TBC – Richard Lawrence <a href="mailto:Richard.Lawrence@wolverhampton.gov.uk">Richard.Lawrence@wolverhampton.gov.uk</a>	Wolverhampton City Council	31/03/2021

## WEST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: FEBRUARY 2021 - JUNE 2021

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Culture Update</b>	To consider a report on latest portfolio developments.	12 February 2021	No	Cllr Patrick Harley	Julia Goldsworthy	No	Culture & Digital
<b>WMCA Final Budget 2021/22</b>	To approve the final WMCA budget for 2021/22.	12 February 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Regional Road Safety Progress</b>	To consider an update on this issue.	12 February 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
<b>Dudley Interchange</b>	To consider a report on the latest position with this project.	12 February 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
<b>Black Country Scrutiny Review - Summary of Findings</b>	To consider a report of Overview & Scrutiny Committee.	12 February 2021	No	n/a	Tim Martin	No	Overview & Scrutiny



Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Financial Monitoring Report 2020/21</b>	To consider the latest financial position.	19 March 2021	No	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Affordable Housing Joint Venture</b>	To consider proposals for an affordable housing joint venture.	19 March 2021	Yes	Cllr Mike Bird	Gareth Bradford	In part	Housing & Land
<b>Economic Impact of COVID-19</b>	To consider the economic impact of the pandemic.	19 March 2021	No	Cllr Ian Brookfield	Julia Goldsworthy	No	Economy & Innovation
<b>Adult Education Budget</b>	To provide an update on the allocation process and outcomes of the AEB.	19 March 2021	Yes	Cllr George Duggins	Julie Nugent	No	Productivity & Skills
<b>Adoption of Revised Code of Conduct</b>	To consider the adoption of a revised code following recommendations from the LGA.	19 March 2021	Yes	n/a	Tim Martin	No	Governance

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Metro - Buy Before You Board Penalty Fares Byelaws</b>	To consider proposals on this issue.	19 March 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
<b>Coventry - Electric Bus City</b>	To consider a report on proposals.	19 March 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
<b>Commonwealth Games Transport Plan</b>	To approve a draft plan for consultation purposes.	11 June 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport

**Date of next meeting**  
**25 March 2021**