Walsall Council

Network Management Duty Plan 2016-2018

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1 Introduction

1.1. Introduction

The Traffic Management Act 2004 places a Network Management Duty on the Council in its capacity as a local traffic authority (LTA). The duty requires that roads are kept clear of unnecessary obstruction with traffic moving efficiently. The duty further requires the Council to facilitate the movement of traffic on road networks for which another authority is the traffic authority. This Network Management Plan sets out Walsall Council's approach to exercising the network management duty.

1.2. The Network Management Duty

"It is the duty of a local traffic authority to manage their road network with a view to achieving, so far as is reasonably practicable having regard to their other obligations, policies and objectives, the following objectives –

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

1.3. The Guidance

The Network Management Duty Guidance produced by the Department for Transport, details the broad principles of network management and good practice advice on techniques and approach expected to be delivered by a competent LTA.

- Appointment of a Traffic Manager
- Identifying and managing different road types
- Monitoring the road network
- Identifying locations where regular congestion occurs.
- Co-ordination and direction of works
- Dealing with planned events
- Management of incidents
- Making best use of technology
- Managing and enforcing parking and other road traffic regulation
- Accommodating essential service traffic
- Regular reviews of the network
- Consultation and engagement
- Provision of travel information to road users and the community

The needs of all stakeholders, including all categories of road user as well as utility companies for management of their apparatus in the highway, need to be taken into account. In this respect an authority will face and be required to balance the competing demands of stakeholders in the performance of this duty.

1.4. Intervention Criteria

The Traffic Management Act provides for direct government intervention where there is reason to believe that a local traffic authority may be failing to perform any of its Network Management Duties. This commences with an intervention notice that requires the Local Authority to provide information that will assist the Department to decide whether further action is necessary. The powers available to the Department under the Act are extensive and could ultimately result in the appointment of a Traffic Director to take over the delivery of the Network Management Duty, and recovery of costs from the authority.

2 Authority specific compliance with the Duty

2.1. Traffic Manager

The Council has a duty to appoint a Traffic Manager, a statutory post with responsibility to deliver the Council's Network Management Duty. This statutory post can be a standalone post or assimilated within the duties of an existing post. The post has to be set at a level of seniority where the ability to deliver the full range of the Duty can be facilitated.

The Traffic Manger post has been assimilated within the wider role of the Head of Planning, Engineering and Transportation and defined within the Council's Constitution.

Key personnel

The Traffic Manager and the following personnel have key roles in the discharge of the Network Management Duty.

Position	Name	Location	E-mail
Traffic Manager	Steve Pretty	Civic Centre	Steve.pretty@walsall.gov.uk
Group Manager Road Traffic Network	Paul Leighton	Civic Centre	Paul.Leighton@walsall.gov.uk
Team Leader Traffic Management & Coordination	Stephen Griffiths	Civic Centre	Stephen.griffiths@walsall.gov.uk
Team Leader Traffic Safety and Operation	John Charles	Civic Centre	John.charles@walsall.gov.uk
Parking Manager	Glynnis Jeavons	Civic Centre	Glynnis.jeavons@walsall.gov.uk
Group Manager Highways & Environment	John Roseblade	Civic Centre	John.roseblade@walsall.gov.uk
Strategic Transport Manager	Matt Crowton	Civic Centre	Matt.Crowton@Walsall.gov.uk
Key Route Network Manager Combined Authority	Mark Corbin	Combined Authority	Markcorbin@centro.org.uk

2.2. Identifying and managing different road types

The network hierarchy is the basis for an effective highway maintenance and operational strategy. The network hierarchy adopted reflects the needs, practice and actual use of each road in the network. These may be determined by importance in terms of traffic flow or access to key facilities, environmental factors (e.g. shopping centres, residential etc), or by non vehicular factors such as pedestrian usage.

The carriageway hierarchy in Walsall is defined using the guidance given in the document “Well Maintained Highways – code of practice for Highway maintenance” . This defines carriageway hierarchy under the headings: Motorway, Strategic Routes, Main Distributor, Secondary Distributor, Link Road, and Local Access Roads.

Road classification indicates roads which form part of the local, regional and national highway network asset and are assigned to appropriate routes. The classifications are: Primary “A” class, Principle “A” class, “B” class, un-numbered classified.

In developing the hierarchies consideration has been given to the Council’s wider objectives and policies. It also recognises the needs of partners and stakeholders, for example the Police and public transport operators. Liaison has also taken place with neighbouring authorities to ensure actions taken by Walsall does not have a detrimental impact on the network of other traffic authorities, and vice versa. This has also ensured that, as far as is reasonably practicable, cross boundary consistency exists with the networks of adjacent authorities and users have the certainty that the standards of network management roll out across the region.

Roads

1 Motorway: Limited access motorway regulations apply. Routes for fast moving long distance traffic. Fully grade separated and restrictions on use.

Strategic Route: Trunk and some Principal ‘A’ roads between primary destinations. Routes for fast-moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.

Main Distributor: Major Urban Network and Inter–Primary Links. Short medium distance traffic. Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.

Secondary Distributor: Classified Roads (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions. In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have 30mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons.

Link Road: Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions. In rural areas these roads link the smaller villages to the distributor roads. They are of varying widths and not always capable of carrying two way traffic. In urban areas they are residential or industrial inter–connecting roads with 30 mph speed limits, random pedestrian movements and unrestricted parking.

Local Access: Roads serving limited numbers of properties carrying only access traffic. In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGV's. In urban areas they are often residential loop roads or cul-de-sacs.

2.3. Monitoring the road network and identifying locations where regular congestion occurs

Monitoring and review of traffic movements on the road network is primarily undertaken through the shared service Black Country Urban Traffic Control (UTC) Team located in Wolverhampton Civic Centre. The UTC Centre operates as the hub for our traffic management and control systems used to monitor traffic conditions on the network, review the efficiency of interventions and act as a communications facility to our key partners.

The Council also operates a traffic data collection team, who monitor traffic flows, vehicles types and speeds throughout the year using either automatic or manual survey methods. In addition, surveys are also undertaken to determine pedestrian movements and the types of pedestrian crossing the road at a particular point.

Data gathered from the UTC systems and the data collection team is recorded and used for longer-term trend analysis, investment planning, project planning, road safety, congestion management and general highway improvement schemes.

The information collected is made available through the Spectrum Traffic Database, which is managed by Mott MacDonald on behalf of Walsall and the other West Midlands metropolitan authorities.

The Councils strategic transportation team further evaluates this data and with the use of the regional strategic transport model PRISM, develops strategic transport scheme priorities to address locations where regular congestion occurs.

With the development of the West Midlands Bus Alliance, a further valuable resource to identify locations where regular traffic congestion is impacting on bus movements has been developed. The regions bus partnership manager acts as the conduit linking the issues identified by the bus operator's drivers to the operational UTC team for the implementation of lower level day to day interventions.

2.4 Co-ordination and direction of works

The Council's New Roads and Street Works team ensures the principles used to manage works promoted by statutory undertakers and private developers are also applied to the management of works promoted by the Council.

Regular co-ordination meetings are held at both a regional and local level with statutory undertakers to ensure this process is undertaken consistently and to ensure minimal disruption occurs to road users.

The Council's co-ordination function is undertaken to:

- Ensure everyone's safety whilst either using or working on the road network;
- Minimise inconvenience to people using a street, including a specific reference to people with a disability;
- Protect the structure of the street and the apparatus that lies in it.

The local traffic authority and the statutory undertakers must adhere to three key principles:

- The need to balance the potentially conflicting interests of road users and undertakers' customers;
- The importance of co-operation and regular communication;
- An acknowledgement that works programmes and practices may have to be adjusted to meet the statutory objectives of the co-ordination provisions.

To assist in the co-ordination of works, Walsall uses a software package called Mayrise. This enables an efficient means of notifying and controlling works on the road network and minimising disruption, as well as forming the basis of a public information service. A key feature of Mayrise is the ease of producing regular statistical analyses of works promoter's performance over a specified time periods.

Under powers within the Act, the Council sets out to ensure that:

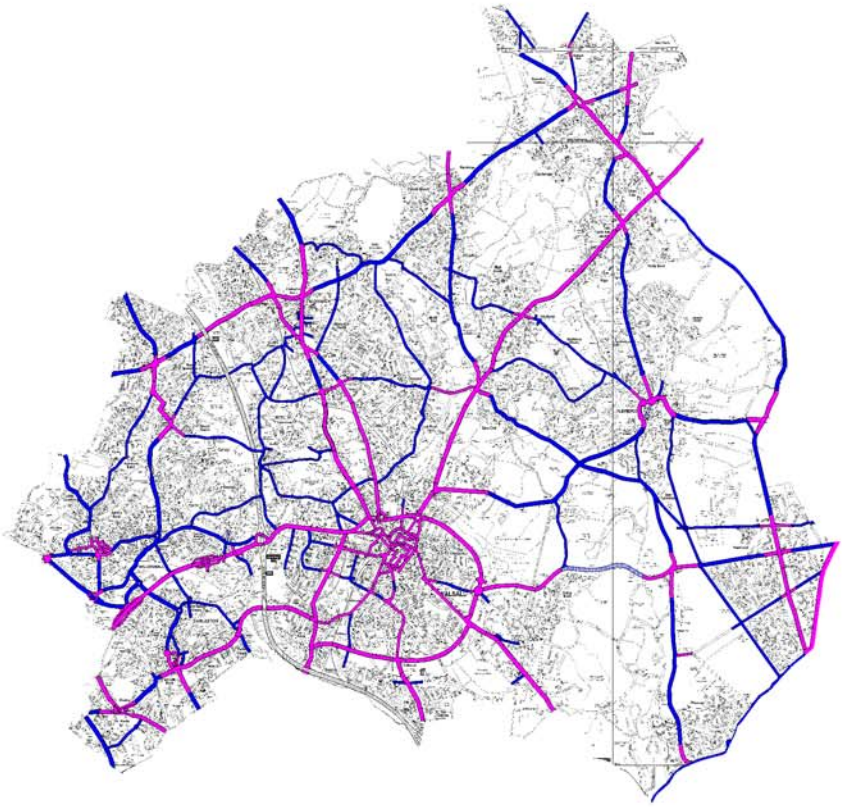
- Temporary traffic control, especially temporary traffic signals be used only where and when necessary. Temporary signals should be vehicle-activated or, at appropriate times, be operated manually.

- Information is provided on a National website informing of works that are anticipated to cause disruption to traffic.

In addition, the Council maintains a local street gazetteer with records of all streets contained within Walsall. Every street is then designated as being either traffic sensitive, having engineering difficulty, being a red route or having other such sensitivities.

Designating a street as traffic sensitive gives the authority greater control over how works within these streets take place to avoid disruption. The normal hours of working on a traffic sensitive route allow works between 09:30 and 16:00 hrs and only through agreement are these hours extended. A greater or lesser restriction may apply at weekends depending on the nature of the work.

Walsall Council



KEY TO TRAFFIC SENSITIVE STREETS

FULL DAY RESTRICTION
(0700 - 1900)

PEAK HOUR RESTRICTION
(0730 - 0930) - (1600 - 1830)

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The Council also process notices from third parties, such as private developers, which are added to the street works register manually to ensure that co-ordination is adhered to and all works are captured and co-ordinated consistently.

The Council believes that good communication is the key to its role as the co-ordinating authority for all works on the public highway. Quarterly meetings are held with all utility companies to plan and co-ordinate future works, which enable works to be brought forward or moved back to minimise disruption and ensure that new surfaces are not disturbed within their restriction period.

The Traffic Management and Co-Ordination team leader attends quarterly West Midland Highway Authorities and statutory undertakers Co-ordination (WMHAUC) and West Midlands Joint Authorities
Group (WMJAG) meetings, in addition the officer also attends local HAUC co-ordination meetings.

The Traffic Manager meets with other metropolitan and shire authority Traffic Managers, and the Highways England for a quarterly Traffic Managers' Liaison meeting covering the M6 central area, and the Midlands motorway box.

A weekly programme of all street and road works is also shared with all stakeholders within the borough.

The Council intends to further improve the management and co-ordination of works through the implementation of a permit scheme in 2018.

2.5 Dealing with planned events

In addition to planning for road and street works, the Traffic Management Act requires the Council to co-ordinate special events that will or may cause disruption to traffic, including events such as;

- Street parties
- Sporting events
- Parades, including Remembrance Day
- Demonstrations
- Street markets

The Traffic Manager appoints a member of the Traffic Management and Co-ordination team to help
co-ordinate these events and to work with other departments and external agencies to ensure there is no conflict between planned road works and these special events.

The Council works closely with event organisers and other stakeholders to co-ordinate events and minimise disruption to traffic, businesses and residents. To ensure the event safety, the Council's safety advisory group meet regularly to review events information and provide appropriate safety related advice and guidance.

The Council's Emergency Planning Team plays a key role in the identification and co-ordination of the Council response to planned demonstrations. Liaising with the emergency services and Council wide colleagues to ensure the Council plans for minimising the impact of the demonstration are implemented and communicated effectively.

2.6 Management of incidents through best use of technology

The impact of an unplanned incident/event on the network can be very severe. Such incidences can include, but are not limited to;

- road traffic collisions
- broken down vehicles
- motorway/trunk road diversion routes
- debris or diesel spillage on the road
- failure of the carriageway
- failures of utilities apparatus
- emergency repairs to utilities apparatus
- weather events (including snow, ice, flooding, high winds)
- major incidents where roads need to be closed for safety or operational reasons
- security alerts

The Council operates a shared service urban traffic control centre in conjunction with Wolverhampton City Council. This centre monitors and co-ordinates traffic flows across the wider Black Country region. The centre uses a range of technologies to automatically identify unusual traffic congestion levels and facilitates appropriate interventions to minimise the impact of incidents.

- Changes in traffic signal priorities and timings
- Dissemination of travel information to the media
- Implementation of driver information through a series of variable message signs
- Implementation of temporary road closures and suitable diversion routes
- Co-ordination with Highways England for the use of pre agreed strategic diversion routes using local authority roads when serious incidents occur on the Motorway and Trunk road networks.

Incidents can often be caused by unusually severe weather; detailed information on the Council Winter Service and Highways Maintenance plans for dealing with incidents relating to Ice, snow and flooding can be found on the following links:

Winter Service Operational Plan
http://cms.walsall.gov.uk/winter_service_plan_2015_to_2018_web_version.pdf

Highways Maintenance Strategy
http://cms.walsall.gov.uk/highway_maint_strategy_15-18_consultation.pdf

Intelligent Transport Systems (ITS) have become an increasingly important tool for the management of traffic. Walsall has invested in these technological advances in order to help better manage its road network. The Council's ITS system currently includes the following key elements:

A SCOOT based Urban Traffic Control (UTC) System - The Department for Transport Split Cycle Offset Optimisation Technique (SCOOT) traffic signal control platform works by optimising traffic signal timings in real time to minimise stops and delays to traffic. It enables the traffic signal system to automatically detect delays and congestion and implement timing strategies to optimise dispersal of traffic. Walsall currently has around 230 traffic signals and pedestrian crossings managed by the
UTC control centre.

Mesh based Internet protocol communications - These are used to communicate with the traffic signal sites, VMS signs, vehicle detection equipment and CCTV cameras provides a cost effective way of monitoring and managing the efficiency of the road network.

Closed Circuit Television (CCTV) Systems - Walsall has a comprehensive network of CCTV cameras, both as part of the UTC system and also via a link to the Council's wider detection and prevention of crime CCTV system. The cameras enable UTC staff to monitor key parts of Walsall's network in order to react to changing traffic situations; better manage congestion and keep traffic moving.

A West Midlands Regional Control Strategy - The Traffic Managers Group has developed a strategy to facilitate an exchange of important CCTV images to ensure congestion on neighbouring parts of the road network - including the motorway network - are detected at an early stage, which can support early intervention.

Variable Message Signs (VMS) - Under the West Midlands UTC Major Scheme, there are six 'free text' electronic variable message signs that provide drivers with information on congestion, road works, collisions etc. They are situated on the key routes within Walsall and can be supplemented with signs located in neighbouring authorities when managing cross boundary incidents.

Mattisse - The Midlands Area Transportation Telemetric Information System for Strategy in Europe is the traffic information database used by all West Midlands local authorities, the Police and radio stations in order that the latest incidents and future planned events are recorded and can be used to plan proactive strategies for network traffic control. Events such as traffic signal faults, road works, road closures and motorway collisions are recorded and show up to date information on the West Midlands network status. There is also a public interface to this database via the website www.help2travel.co.uk.

Common Database (CDB)
A Common Database connects all of the above systems together in order to enable a single point of access to the various systems. This CDB will link facilitates inter-authority working and where necessary allows more strategic control of the wider West Midlands network.

2.7 Managing and enforcing parking and other traffic regulation

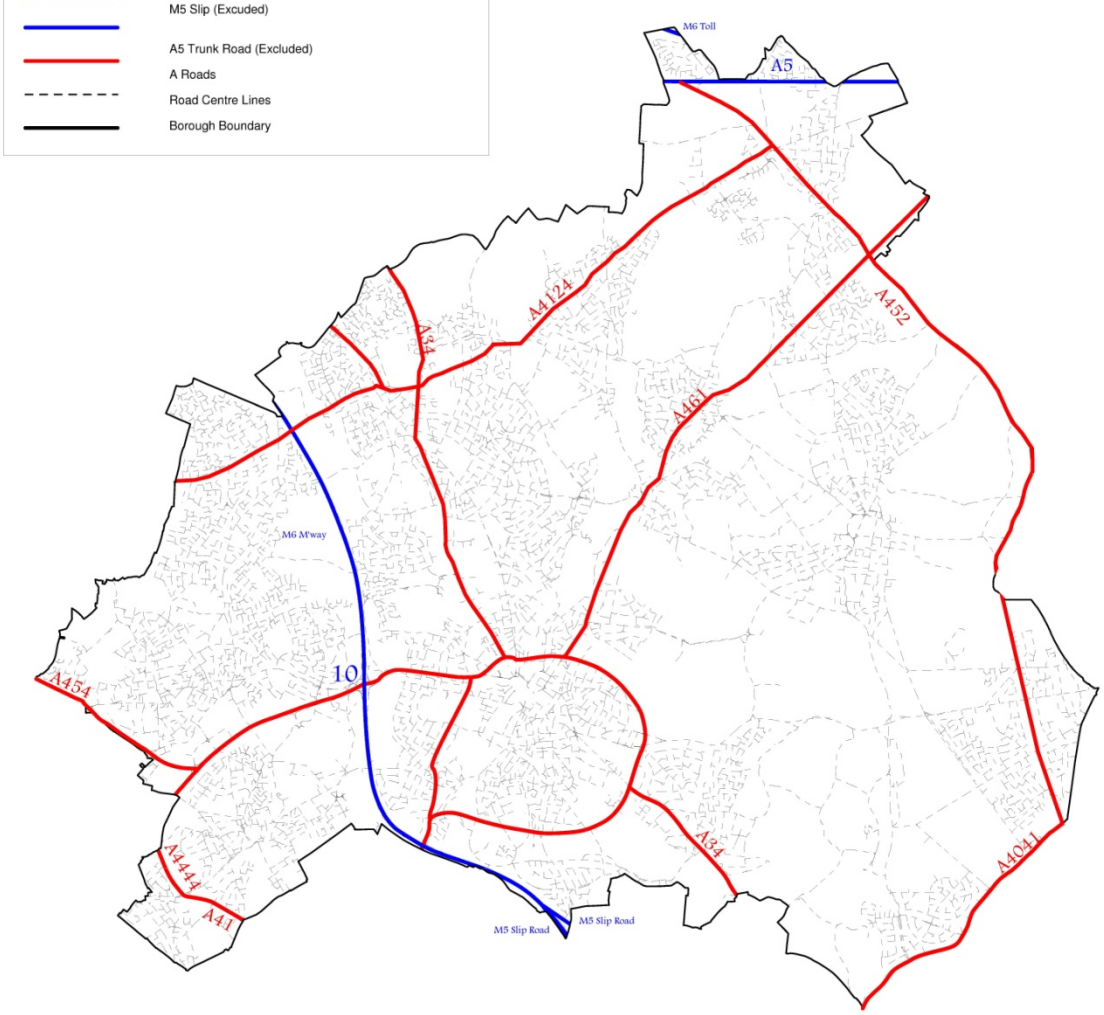
Walsall Council implemented civil parking enforcement in September 2009 and bus lane enforcement in June 2013 in line with the associated statutory guidance. This states that local authorities should develop policies which are consistent with and contribute to their overall transport policies, having regard to a number of factors including:

- The need to maintain and, where possible, improve traffic flow
- The need to improve safety and environmental conditions
- Improving the quality and accessibility of public transport
- The needs of local residents, shops and other businesses, including drivers making deliveries or collecting goods
- The particular needs of people with disabilities including provision of specific facilities and appropriate dispensation from parking regulations.

The Council introduced civil parking enforcement (CPE) across the whole borough allowing the local traffic authority to carry out enforcement of parking restrictions. The associated special parking area and statutory instrument which provides the Council with the appropriate enforcement powers, however, does contain some specific exemptions relating to the motorway and trunk road network in Walsall. In these situations, the Police have retained the power of enforcement for all moving traffic and parking regulations.

MAP OF CIVIL ENFORCEMENT AREA AND SPECIAL ENFORCEMENT AREA

Walsall Council



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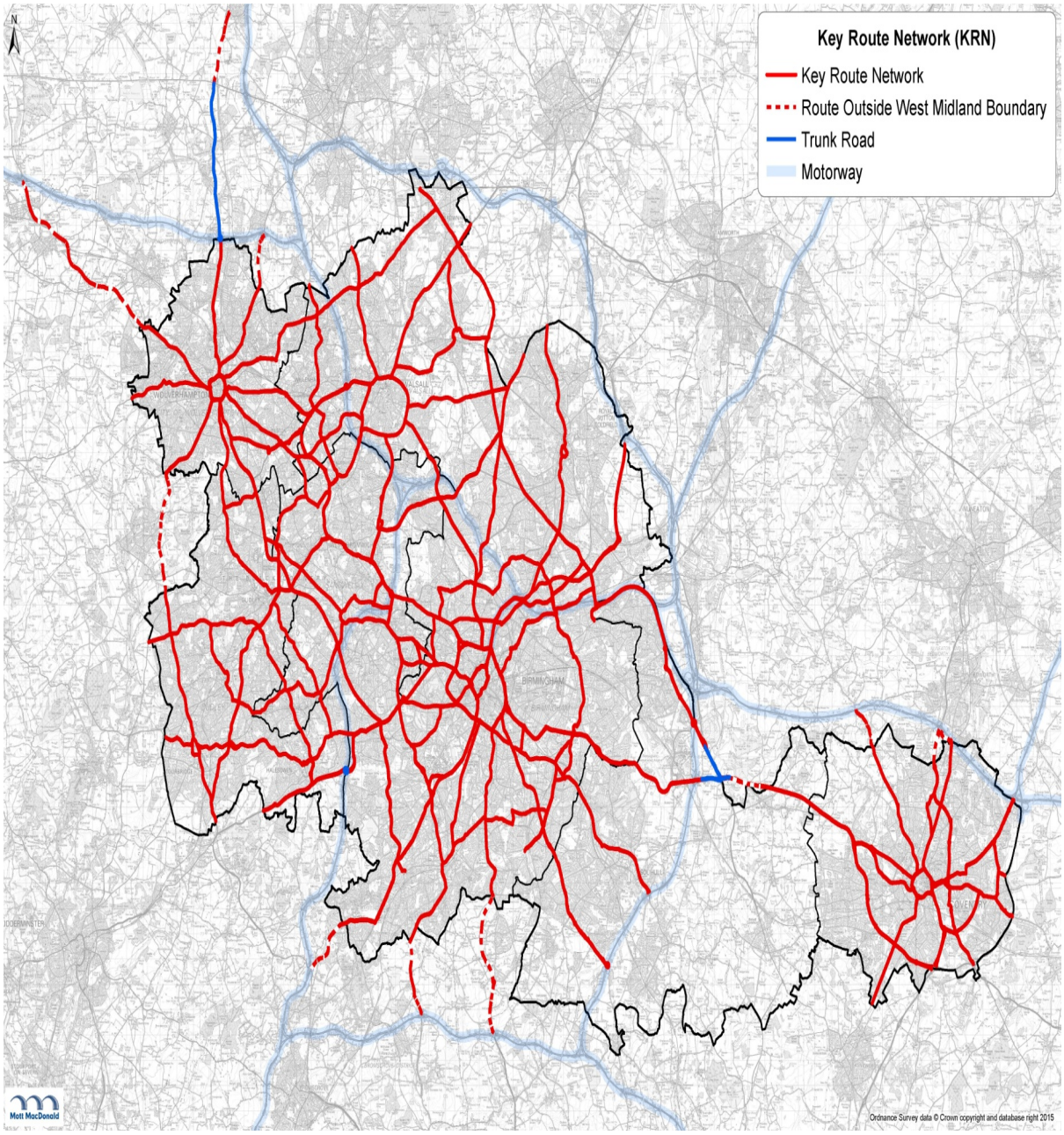
The CPE service is provided by a specialist third party contractor APCOA, with management support and direction provided by the Council's own parking services team.

The Council has introduced a number of red route parking restrictions along its key classified routes. This type of restriction has helped reduce the risk of indiscriminate parking and stopping of vehicles and ensured the maximum amount of road space and capacity is maintained on the most strategically important parts of the road network.

The Parking Services team operates an innovative and effective way of encouraging motorists to understand and comply with the range of parking and driving restrictions deployed within Walsall. Parking awareness sessions are free to attend and designed to encourage greater compliance by motorists.

The Councils full approach to the provision, management and enforcement of parking facilities is detailed in its parking strategy: http://cms.walsall.gov.uk/parking_strategy_cabinet_approved_version_april_2008.pdf

With the exception of Bus lane enforcement powers, enforcement of moving traffic contravention powers currently remains the responsibility of the Police. However, with the development of the Combined Authority for the West Midlands and associated devolution arrangements, the region has requested that these powers be granted to the Elected Mayor for application on the Key Route Network of roads, including those within Walsall. Should these powers be granted, specific policies for their application will be developed under the direction of the Elected Mayor.



2.8 Accommodating essential service traffic

Commercial vehicles will continue to be encouraged to use the classified road network and only use local roads as they near the end of their journeys.

Whilst essential to the economy, the movement of freight on our local road network can also be the source of concern in the local community. Some consider the size and weight to be too large for any residential streets. Where necessary, the Council has introduced Traffic Regulation Orders to restrict the weight of vehicles being able to travel through certain residential zones. These orders have generally proven to be successful and will need to be reviewed to ensure they continue to meet the needs of the local community and those or the business community.

2.9 Regular reviews of the network

A change to the control and regulation of the public highway is an ongoing task driven by development in the local and regional economy, the need to prioritise certain modes of transport and changes in traffic patterns. The borough wide consolidated traffic regulation order is updated on a quarterly basis with the introduction of new / modified restrictions or the removal of redundant restrictions.

2.10 Consultation and engagement

Walsall policy is to consult with business and the wider community in order to develop and implement the transport strategies that are in line with stakeholder aspirations and requirements. They underpin the understanding of the patterns of movement, reasons for journeys undertaken, the origins and destinations of these journeys and travel preferences. When changes are proposed our policy of an open approach includes consultations giving full descriptions of the nature of the proposed changes and the anticipated improvement to be delivered.

In addition to the more traditional methods of written consultation, the Council now uses the Internet and social media sites, such as Facebook and Twitter, to inform and engage with as wide a spectrum of the community as possible.

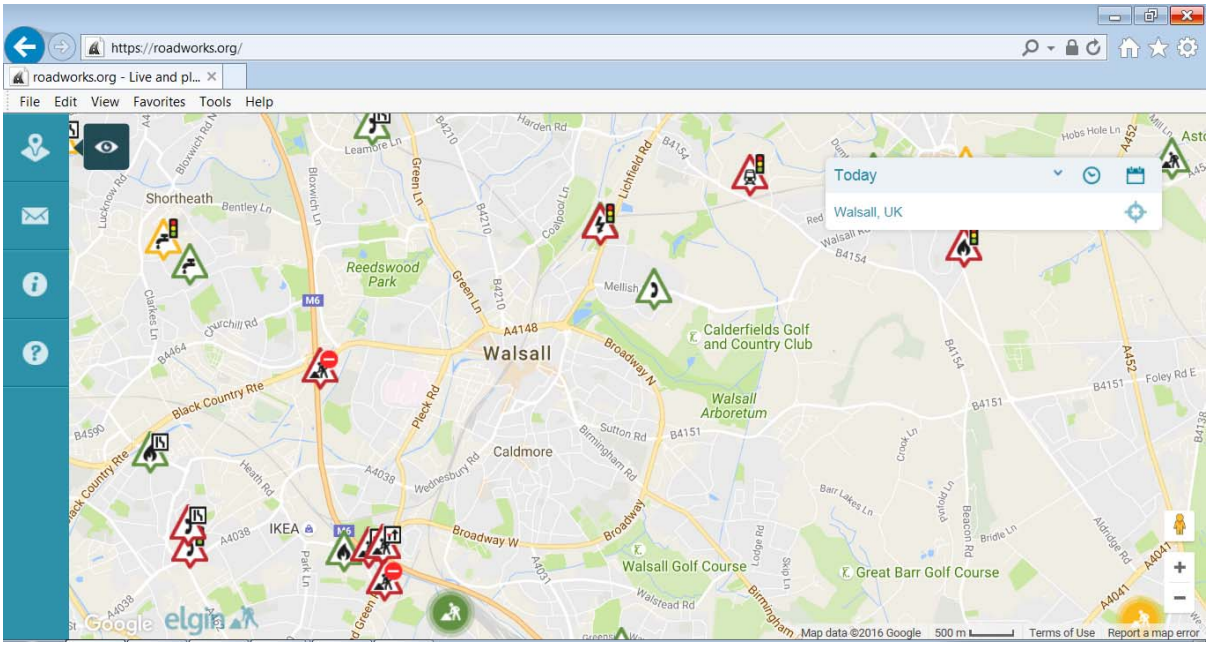
There are regular meetings with a variety of stakeholders to liaise and co-ordinate proposed works on the network. Council representatives liaise and co-ordinate with adjoining local authorities and other key stakeholders at Transport for the West Midlands (TFWM), the West Midlands Traffic Managers Group (WMTMG) and the West Midlands Highways Authorities and Utilities Committee (WMHAUC). These meetings are held quarterly with the mandate to set the framework for implementation of the network management function across the region, seek agreements over any cross boundary matters and provide an overview of the coordination with the utility companies.

The West Midlands Traffic Managers Group was established in February 2005, with terms of reference requiring the group to address the following principal aims:

- Seek to maximise the traffic management benefits, and to achieving contributions to congestion, accessibility, air quality and safety targets, in line with LTP objectives, which the Traffic Management Act 2004 aims to deliver across the Metropolitan Area
- Establish consistent procedures and policies in so far as these are possible across authorities
- Facilitate the movement of
- Establish mechanisms and policies for cross boundary working
- Facilitate the movement for growth regional transport strategy

2.11 Provision of travel information to road users and the community

A wide range of travel and traffic information is communicated to road users on a regular basis via local radio stations, and through specialist traffic management services provided by Mattisse. Specific information relating to road and street works is supplied to the national portal Roadworks.org.



https://roadworks.org/

The use of strategic variable message signs plays an important role in the provision of important travel information. Where necessary, messages are displayed to assist in the management of ongoing incidents and to provide advanced warning of future planned events.

3 Other Key Stakeholders

3.1 Highways England

Given the role of Highways England (HE) in the management of the Motorway and Trunk Road network, liaison between the Traffic Manager and a nominated HE representative is essential due to the number of interfaces in responsibility and consequential impact one authority can have on the other. Highways England are regular attendees to the West Midlands Traffic Managers group.

3.2 Key Route Network Manager

The Key Route Network (KRN) has been defined by the West Midlands Combined Authority (WMCA), in partnership with the seven highway authorities. The KRN will consider how to balance the competing needs for road space to ensure it can effectively support economic growth objectives across the area whilst playing a key role in providing reliable, fast high volume public transport and an enhanced role for UTMC. Consisting of 7% of the total non-trunk road network, the KRN carries 50% of all traffic flows (car, freight and public transport) and serves the main strategic demand flows of people and freight across the metropolitan area, and provide connections to the national strategic road network. The significant proportion of these traffic flows, highlight the importance of the KRN and the role it plays in supporting the economic growth objectives across the WMCA area.

This network will use highway capacity effectively to cater for movement by rapid transit and core bus routes, the Metropolitan Cycle Network, lorries, vans and private cars.

The KRN will have agreed performance specifications drawn up for different types of link in the network in accord with their role for movement and their role as a destination in its own right e.g. a suburban/town centre high street. Close co-operation with Highways England and neighbouring Shire highway authorities will ensure that roads on the network which cross administrative boundaries will have "joined-up" planning.

Improvements by highway authorities to the network will be undertaken to meet the agreed performance specification for the links and junctions involved. These will take into account emerging thinking for delivery of enhanced public transport priority on key corridors to support road based rapid transit proposals for SPRINT and Metro. Appropriate walking and cycle provision is integral to this network, including effective junctions where cycle routes cross a main road.

3.3 West Midlands Metropolitan Authority Traffic Managers

Sandwell	Nigel Wilkins
Wolverhampton	Bob Willis
Dudley	Mike Bosworth
Coventry	karen Seager
Birmingham	Kevin Hicks
Solihull	Paul Tovey

3.4 Pedestrians and Cyclists

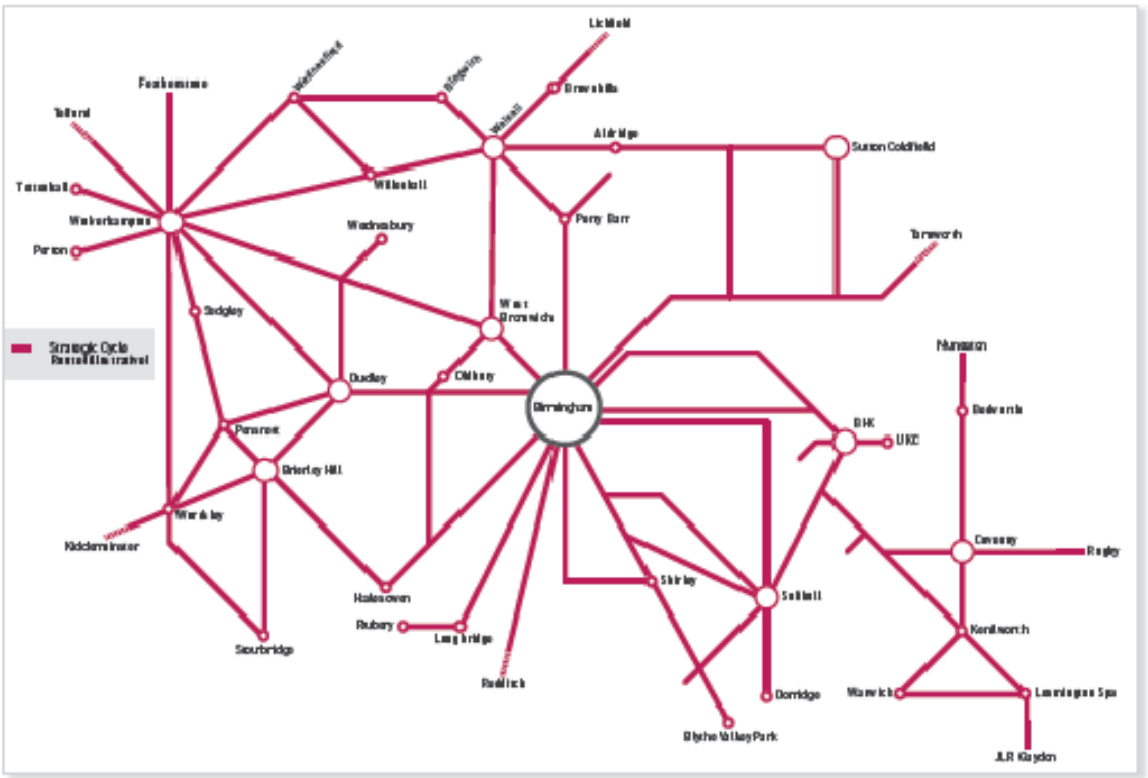
The Traffic Management Act 2004 specifically refers to pedestrians and cyclists as falling within the scope of the Network Management Duty and therefore the Council must consider their needs.

The Regional Transport Strategy "Movement for Growth" details the requirements for investment in more sustainable modes of transport

https://westmidlandscombinedauthority.org.uk/media/1179/2016-06-01-mfg-summary-document_wmca.pdf

Metropolitan Cycle Network objectives

The Metropolitan Cycle Network will provide high-quality, capacity and fast cycle infrastructure in key corridors. Its aim will be to raise the profile of cycling in the West Midlands and ensure that it is viewed as a viable option for most daily trip making. This network will be comprised of high quality core cycle routes supplemented by quietways using green corridors/well maintained canal towpaths and low traffic flow/speed streets; it will also be integrated with local cycle networks across the West Midlands.



Local level

Cycling is a healthy, economical and environmentally friendly mode of transport, ideal for short local trips, which make up many of our everyday journeys. However, less than 2% of all journeys in Walsall are made by bike.

The main emphasis of the cycling strategy is to encourage more cycling by providing high quality facilities for both new and experienced cyclists. Existing routes, cycle parking, groups and useful information can be seen on the Walsall Active Travel Map (PDF 3MB)

This will be done by developing safer cycle links between the borough's main town and district centers. These routes form some of the borough's main destinations for trips as they include schools, employment areas, public transport interchanges and leisure facilities.

In order to maximise the benefits for cyclists, Walsall'sl network will aim to connect to networks being developed in adjacent areas such as Wolverhampton, Sandwell, South Staffordshire and Birmingham, as well as to the wider National Cycle Network. The network will be based on a combination of existing roads and the greenway network such as the canal towpath network. This will achieve a balance between off road and on road routes offering the public the best opportunities for cycling in Walsall.

The detailed cycling strategy can be viewed at:

http://cms.walsall.gov.uk/cycling_strategy.pdf

Active Sustainable Travel and Road Safety project (A*STARS)

The Council believes in capturing people early to influence their future travel choices whilst having a positive impact on their long term health outcomes.

A*STARS is a joint project between the Councils Engineering & Transportation and Public health departments. The aim of the project is to reduce car use on the school run by encouraging children to walk, cycle, use public transport or car share. This will help to reduce our carbon footprint and improve the health of school children and their families.

A*STARS has grown from strength to strength and we currently have 76% of all primary schools engaged with the programme with a view to increase this over the next year.

Key Achievements

- Increase in walking levels for Walsall primary schools, which is 7.6% higher than the national average
- Increase in cycling levels for Walsall primary schools, which is 0.4% higher than the national average
- Reduction in car usage for Walsall primary schools, which is 6.3% lower than the national Average
- Over 4000 children to date have been trained on pedestrian and Bikeability training
- 73% of A*STARS school participated in Walk to School Month

The programme is being further developed to encompass Secondary Schools within Walsall.

http://www.astarswalsall.co.uk