



**Walsall Council**

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

Meeting to be held on: **16 September 2021 AT 6.00PM**

Meeting to be held at: Walsall Town Hall, Leicester Street, Walsall, WS1 1PT

Public access to meeting via: <https://www.youtube.com/user/WalsallCouncil/featured>

**MEMBERSHIP:**

Councillor L. Harrison (Chair)  
Councillor M. Follows (Vice-Chair)  
Councillor B. Allen  
Councillor P. Bott  
Councillor S. Coughlan  
Councillor L. Jeavons  
Councillor E. Lee  
Councillor P. Kaur  
Councillor G. Singh Sohal  
Councillor J. Whitehouse  
Councillor R. Worrall

**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 25 March 2021	<u>Enclosed</u>
<b>ITEMS FOR SCRUTINY</b>		
6.	<b>Petition: Riverpoint Estate, Willenhall</b> A petition containing in excess of 500 signatures was submitted to the Council. It requests the Council to explore all options to compulsory purchase the land, the runs between Riverpoint Estate and the Former Willenhall Sewage Works.	<u>Report</u>
7.	<b>West Midlands Local Transport Plan – Green Paper Engagement</b> To inform the Committee about the development of a new West Midlands Local Transport Plan including an update on the transport Green Paper and the wider programme for developing and adopting a new Local Transport Plan.	<u>Report</u>
<b>ITEMS FOR OVERVIEW</b>		
8.	<b>Areas of focus – 2020/21</b> To consider the areas of focus for the Committee during 2021/22.  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>
9.	<b>Date of next meeting</b> To note the next scheduled meeting due to take place on 21 October 2021.	

## 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  
25 March 2021**

## ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

**25 March 2021 at 6.00pm held virtually via Microsoft Teams**

Held in accordance with the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020; and conducted according to the Council's Standing Orders for Remote Meetings and those set out in the Council's Constitution.

### **Committee Members**

#### **Present:**

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

### **Portfolio Holders**

#### **Present:**

Councillor M. Bird	Leader of the Council
Councillor A. Andrew	Deputy Leader and Regeneration
Councillor O. Butler	Clean and Green
Councillor C. Towe	Education and Skills

### **Officers Present:**

Simon Neilson	Executive Director of Economy and Environment
Philippa Venables	Director of Regeneration and Economy
Kathryn Moreton	Head of Highways and Transport
Matt Powis	Democratic Services Officer

### **Invited Attendees:**

Sarah Middleton	Chief Executive of Black Country Consortium
Natalie Becker	Lead Petitioner
Stephanie Field	Supporting Petitioner

### **Other Members in attendance:**

Councillor Worrall	Supporting Petitioner
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### **33/20 Apologies**

Councillor Follows and Councillor Nazir submitted apologies for absence.

### **34/20 Substitution**

Councillor Waters substituted on behalf of Councillor Follows.

### **35/20 Declarations of Interest and Party Whip**

There were no declarations of interest or party whips.

**36/20 Local Government (Access to Information) Act 1985 (as amended)**

There were no items to consider in private session.

**37/20 Minutes of the previous meeting**

**Resolved:**

**That the minutes of the meeting held on 21 January 2021, as amended, copies having previously been circulated, be approved as a true and accurate record.**

**38/20 Petition: Barns Lane, Rushall**

The Committee considered a petition in regard to road safety at Barns Lane, Rushall 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 Natalie Becker (Lead Petitioner) and was supported by Stephanie Field and Councillor Worrall. Natalie Becker introduced the petition, which requested the Council to consider improved road safety measures following community concern over damage to local properties and pedestrian safety. The petition requested the Council to address the following:

- Implement physical measures to reduce speeding.
- re-route HGV traffic away from residential areas of Barns Lane and Spring Road, Shelfield.
- That regular speed enforcement be carried out on Westgate and Barns Lane.

The Committee was informed of the following points from the Lead Petitioner:

- Significant changes were needed on Barns Lane as vehicles were not complying with the local speed limits.
- Local residents had campaigned for a safer Barns Lane for over 40 years.
- The Council had invested in traffic calming measures including speed signage across Barns Lane. However, local residents felt that this had made little difference.
- Speeding and traffic problems were due to increase due to the creation of a new recycling centre.
- There was an adequate footpath on Barns Lane. However, cars were regularly parked on the footpath.
- It was reported that 7 speeding incidents had occurred between the period June 2019 to March 2020. However, this was not a true reflection of other speeding and traffic incidences in the area.
- The actions of drivers had affected residents emotionally and financially. It was reported that some residents had moved out of the area due to traffic and safety concerns.
- Dragons teeth measures and traffic signage would not prevent further incidences on the road.

- There were no surveillance or enforcement programmes in the area.
- Vehicle activated speed signage were due to be installed in the area.
- A speed enforcement camera was needed in the area to reduce incidences of speeding.
- The local school supported the petition.

The Chair invited the Deputy Leader of the Council and Portfolio Holder for Regeneration to respond on the petition. In response, he confirmed that the Council was investigating problems in the area. He confirmed that the traffic problems on Barns Lane/Westgate had been historic and had worsened over time.

The Head of Highways and Transport confirmed that Barns Lane was a local road which served over 250 residents with a 20MPH section covering the residential area. The Council considers all submitted requests relating to traffic and road safety schemes. However, due to categorisation, schemes were required to have a minimum of six personal injury collisions in the previous three years to be considered as part of the programme. Due to the high number of injury collisions exceeding the level of funding available, the Council conducts an annual review of injury collisions focusing on priority schemes, which target projects where road safety would be most effective in reducing the number of casualties.

It was noted that schemes with lower number of injury collisions were considered as part of the promotion of community health and safety programme (PCHS). This programme was funding based and analysed schemes for improvements based on road safety and improving access to public open spaces, local amenities and education providers.

There had been 6 collisions recorded on Barns Lane in the previous three years 2018, 2019 and 2020. It was noted that two of the collisions occurred in the vicinity of Kings Road. Incidences involving damage only were not routinely considered as part of the programme.

It was highlighted that the Council had conducted a road safety review in February 2021, which determined that the scheme relating to Barns Lane and Westgate was placed 17<sup>th</sup> out of 145 schemes.

Following the presentation from the Lead Petitioner, a question and answer session took place as follows:-

- West Midlands Police were responsible for speed enforcement matters across the Borough.
- Local Ward Members expressed their support for traffic calming measures in the area.
- The Council relied on collision data gathered by the Police to inform the road safety programme.
- A Member sought clarification on whether electronic speed checks were considered as part of the scheme. In response, it was confirmed that was limited Council funding for extra highway road signage and speed enforcement was a Police matter.
- A Member queried whether there had been issues of parent parking outside Radleys Primary School. In response, it was confirmed that the Head Teacher had lobbied the Council to implemented a 1-way road system near the school and parking was no longer an issue outside of the school.

- A Member queried about whether Radleys Primary School had a walking bus. In response, it was confirmed that there was not a walking bus at Radley's, however; it was a proposal under consideration by the school.
- A Member queried whether a community speed watch had been established in the local area. In response, the Lead Petitioner confirmed that whilst local residents were open to the option of a community speed watch there were concerns regarding safety and violence towards residents from drivers.
- A Member confirmed that local ward members had engaged with the local neighbourhood watch and were liaising with Police to establish a community speed watch.
- A Member highlighted that inconsistent enforcement and a lack of resources priority issues in the area. It was noted that the area needed variable speed cameras to reduce the number of speeding motorists.
- A discussion was held around partnership working with West Midlands Police. It was requested that a representative from West Midlands Police be invited to a future meeting of the Committee.
- The Leader of the Council informed the Committee that the Council did not have the required funding to provide all road safety schemes in the Borough and was forced to prioritise critical schemes.
- A discussion as held on traffic light management in Portugal and Spain. It was highlighted that Portugal and Spain had a system of multiple traffic lights flashing amber, which turn red as and when required thus slowing down traffic. It was noted that Swindon Council had trialled a similar system. The Leader of the Council confirmed that he would write to the Minister for Transport in this respect.
- It was highlighted that Birmingham had average speed cameras, which were an effective deterrent against speeding traffic.

Following the debate it was moved by Councillor Hicken and duly seconded by the Chair that:-

1. *A "dragon teeth" gateway feature be installed on Westgate approach to Barns Lane to emphasise the lower speed limit; the existing 20mph repeater signs be replaced with larger signs and "SLOW" marking be installed along the length of Barns Lane;*
2. *Further engineering works on Barns Lane be considered as part of the annual borough wide road safety review;*
3. *That, the Council review all current speed measures and their effectiveness as well as examining new potential solutions to traffic calming measures and enforcement;*
4. *That, the Committee write to the Police and Crime Commissioner requesting a more streamlined process on requests for speed enforcement measures;*
4. *That, the Committee invite a representative of WM Police to the next scheduled meeting of the Committee to liaise and build on partnership working with traffic speed enforcement across the Borough.*

**Resolved:**

1. **A "dragon teeth" gateway feature be installed on Westgate approach to Barns Lane to emphasise the lower speed limit; the existing 20mph repeater signs be replaced with larger signs and "SLOW" marking be installed along the length of Barns Lane;**
2. **Further engineering works on Barns Lane be considered as part of the annual borough wide road safety review;**

3. That, the Council review all current speed measures and their effectiveness as well as examining new potential solutions to traffic calming measures and enforcement.
4. That, the Committee write to the Police and Crime Commissioner requesting a more streamlined process on requests for speed enforcement measures;
4. That, the Committee invite a representative of WM Police to the next scheduled meeting of the Committee to liaise and build on partnership working with traffic speed enforcement across the Borough.

### 39/20 **Presentation from Black Country Consortium**

The Committee received a presentation from Sarah Middleton, Chief Executive of the Black Country Consortium about the role of the Black Country Local Enterprise Partnership (LEP) and provided the Committee with an update on it's work.

The Committee noted the following points:

- The LEP Board comprised on 19 individuals and was focused on community representation and gender equality.
- The Black Country LEP engages with the West Midland Combined Authority, West and East Midland LEPs on policy areas affecting the Black Country.
- Before the Coronavirus pandemic, Black Country economy had shown signs of good performance.
- Some areas of the Black Country economy were growing faster than the rest of the UK.
- There was still uncertainty over the impact of the furlough scheme and whether redundancies figures would increase.
- The LEP had actively engaged with local businesses on the impact of Brexit and issues on the rules of origin advanced paperwork would resolve over time.
- Issues on standardisation and regulations across the UK and the EU were highlighted as a concern by businesses.
- Issues regarding insolvency and debt were highlighted as concerns for businesses.
- LEP was continuing to focus on green growth and collaborative working across industries.
- There was a strong focus to understand decarbonisation of businesses in the area in preparation for the UK hosting the UN Climate Change Conference (COP 26)
- Walsall had a number of high profile infrastructure projects such as M6 Junction 10 upgrade works, Willenhall and Darlaston Train Stations, Phoenix 10 and Moxley Iron Park.

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

- A Member queried the timescales for the Iron Park development in Moxley. In response, it was confirmed that proposals were under consideration by WMCA due to the complex nature of proposals such as land reclamation. However, further details on the timescales for the project would be provided at a future meeting of the Committee.

- A Member highlighted that the Committee should be monitoring LEP Plans, WMCA and the Corporate Plan every 6 months.
- The Consortium had worked with the Council to analyse investment metric data at a local level.
- A Member welcomed the LEP's Governing Board diversity. He queried whether the Board would prioritise eastern European community representation on the Board. In response, the Consortium had engaged with local businesses and established sub-committee boards, which new members were, encouraged to engage and learn public and private cooperative working.
- The Portfolio Holder for Education and Skills thanked the Chief Executive for the Black Country Consortium work on the skills agenda.

The Committee thanked Sarah Middleton for her attendance and praised the work carried out by the Black Country LEP.

**Resolved:**

**That, the presentation be noted.**

#### 40/20 **Areas of focus – 2020/21**

*Due to technical issues, Councillor Harrison (Chair) left the meeting at 7.45p.m and Councillor Hicken (Vice-Chair) ascended to the position of Chair.*

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

The following items were added to the Committee's Work Programme:

- Ban on evictions for social landlords
- Phoenix 10 Project update
- Off-Road Bikes Working Group
- School Streets
- Council's Tree Planting Strategy
- Willenhall Masterplan

**Resolved:**

- 1. That, areas of focus 2020/21 and forward plans be noted.**
- 2. That the following items be added to the work programme:**
  - a. Ban on evictions for social landlords**
  - b. Phoenix 10 Project update**
  - c. Off-Road Bikes Working Group**
  - d. School Streets**
  - e. Council's Tree Planting Strategy**
  - f. Willenhall Masterplan**



41/20 **Date of next meeting**

It was noted that the next scheduled meeting would be determined at Annual Council in May 2021.

Termination of Meeting

There being no further business, the meeting terminated 7.54p.m.

Signed: .....

Date: .....

**16 September 2021**

**Response to the Petition: Riverpoint Estate, Willenhall**

**Ward(s):** Willenhall South

**Portfolios:** Councillor Andrew - Regeneration

**1. Aim**

- 1.1 A petition has been submitted calling on Walsall Council to explore all options to compulsory purchase the land between Riverpoint Estate and the former Willenhall Sewage Works. The online and hard copy petitions contained a total of 549 signatures.
- 1.2 The Council's petitions scheme states that "if a petition contains at least 500 signatories the relevant senior officer will give evidence at a public meeting of one of the Council's Overview and Scrutiny Committees. The authority has determined that the response to such petitions must be given by either the chief executive, executive directors, directors or heads of service. The committee may also decide to call the relevant portfolio holder to attend the meeting."

**2. Recommendations**

- 2.1 That the Committee considers the legal advice in respect of the Council's ability to utilise compulsory purchase powers in respect of the land between Riverpoint estate and the former Willenhall Sewage Works.
- 2.2 That, subject to any comments, the report be noted.

**3. Report detail – know**

- 3.1 A petition has been submitted requesting that the Council explores all options to compulsory purchase the land between Riverpoint Estate and the former Willenhall Sewage Works. The land, shown edged in black on plan reference EPMS4941, formed part of the Riverpoint Estate and was landscaped in accordance with the planning consent for the development of the residential estate.
- 3.2 The current owner of the land has cleared the land, removing the planting. The planning consent for the development of the Riverpoint Estate which contained the requirements for the subject land to be landscaped stipulated a period of 5 years from the grant of consent for the retention of the landscaping. Accordingly, it is not possible for the Local Planning Authority to take enforcement action associated with the removal of the landscaping.

- 3.3 The residents of the Riverpoint Estate have expressed concern about the loss of the landscape buffer between the estate and the former sewage works.
- 3.4 The petition submitted requests Walsall Council to explore all options to compulsory purchase the land that runs between Riverpoint Estate and the former Willenhall Sewage Works.

#### Land Use

- 3.5 The subject land is allocated within the Site Allocation Document as open space and it is not normal practice for the Council to purchase or adopt open space.

#### Legal Background

- 3.6 The Council has a number of compulsory purchase powers at its disposal. These enable the Council to acquire land compulsorily in order to carry out a function which is in the public interest. The most common compulsory purchase powers are contained in the Town and Country Planning Act 1990, the Highways Act 1980, the Transport & Works Act 1992 and the Housing Act 1985. The power to acquire land is subject to confirmation of an Order by the Secretary of State, usually following a public inquiry.
- 3.7 Before obtaining authority to purchase compulsorily, the Council has to decide whether the land is required for a specific purpose or scheme in the public interest and whether the use of CPO powers is necessary and expedient. The Council has to take all reasonable steps to acquire the land by agreement first, leaving compulsory purchase as a last resort. The purpose for which compulsory purchase is being considered must justify the interference with human rights of those with an interest in the land.
- 3.8 The land in question is a strip situated adjacent to Riverbank Road, Evenlode Grove and Bure Grove. It was previously planted with trees but has recently been cleared by the owner. Officers have carried out investigations. The Council has no plan or scheme for the land: it is not allocated for development and it is not needed for any known development scheme. With no purpose or scheme in place the land is not necessary for development and it is not expedient to acquire it with public funds. As such the use of CPO powers is not justified and any Compulsory Purchase Order would not be confirmed.

#### **4. Financial information**

- 4.1 As detailed in paragraphs 3.6-3.8, the Council is not able to utilise CPO powers in this case. Accordingly there are no financial costs associated with this report at the present time.

#### **5. Reducing Inequalities**

- 5.1 There are no equality issues arising from this report as no purchase is at this stage proposed, however should the Council take action with regard to this land then the appropriate Equality Impact Assessment considerations would be incorporated.

## **6. Decide**

- 6.1 The Council has to determine whether it is able to make a compulsory purchase of the subject land as requested by the signatories of the petition detailed in this report. This needs to take into account the Council's legal ability to utilise compulsory purchase powers.

## **7. Respond**

Should the committee accept the recommendations of this report, ie to note the petition in the context of professional advice given, then the petitioners will be duly informed.

## **8. Review**

If the recommendations of this report are accepted then this matter would only be reviewed should further petitions be submitted or should the Council's planning and legal position change.

## **Background papers**

### **Author**

Nick Ford

Property manager

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**16<sup>th</sup> SEPTEMBER, 2021**

**WEST MIDLANDS LOCAL TRANSPORT PLAN GREEN PAPER**

**Ward(s): ALL**

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

**Regeneration**

**1. Aim**

- 1.1 To support the development of a new West Midlands Local Transport Plan (LTP), Transport for West Midlands (TfWM) has published a 'Green Paper' consultation document. The purpose of the Transport Green Paper is to start a conversation about how and why we should start thinking differently about how we plan, deliver, manage and ultimately use our transport system. The need to decarbonise transport rapidly will be a critical objective in the new LTP. However, there are other systemic challenges with the transport system which also stand in the way of the region's ambitions for inclusive growth.

**2. Recommendations**

It is recommended that:-

- 2.1 The progress on development of the West Midlands Local Transport Plan and the publication of the Transport Green Paper is noted and Elected Members' views are sought on the key issues raised in the document.
- 2.2 Elected Members suggest how they would like to continue to be engaged on the development of the new Local Transport Plan.

**3. Report detail – know**

- 3.1 Developing and managing a LTP is one of West Midlands Combined Authority's (WMCA's) key statutory functions. The current LTP, Movement for Growth, was adopted in 2016 but significant developments and changes have taken place in the last 5 years including increasing concerns regarding the climate emergency and the current Covid-19 global pandemic.
- 3.2 Well evidenced and robust transport strategy will be an essential part of our economic recovery, delivering inclusive growth and taking action to address carbon emissions in line with the commitments set out in the WM2041 plan. The new LTP will set out the longer-term vision for transport in the region and set out a policy framework within which the programmes brought forward in the

Implementation Plan funded through the City Region Sustainable Transport Settlements (CRSTS – a five year funding settlement for the WMCA area to deliver transport infrastructure and service improvements) and other capital and revenue funding streams will need to align.

- 3.3 Whilst WMCA is formally the local transport authority, the combined authority is a partnership and the LTP is developed collaboratively with the constituent authorities (Walsall Council being one of these constituent authorities along with the other Metropolitan Districts). The WMCA's Strategic Transport Board provides the Elected Member direction for this work, however, changes to the LTP must be approved by WMCA Board and (as a minimum) meet specific statutory requirements on consultation on LTPs.

### **West Midlands Transport Green Paper**

- 3.4 The Green Paper was published on 6th July 2021 and engagement has now begun with the full document and summary document together with links to the consultation now available on the TfWM website. The engagement period will run until the end of September 2021 and TfWM are seeking to engage widely across a broad range of stakeholders and with the public. A multi-channel approach is being used and will include deliberative engagement using the 'Keep West Midlands Moving! Online Community platform'.

- 3.5 The Green Paper sets out five 'Motives for Change' for transport:

- **Sustaining economic success:** Support the building of an inclusive and green West Midlands economy, through better use of existing infrastructure, land, technology and sustainable transport options.
- **Tackling the climate emergency:** Changes to where people travel to / from, reducing the frequency of travel and changing the vehicles we use to travel.
- **Creating a fairer society:** How land is used, the availability and affordability of transport and the experience and usability of transport.
- **Supporting local places and communities:** Re-imagining local neighbourhoods, reducing dominance of transport and providing quick and easy access to key local services.
- **Becoming more active:** Enable safe, convenient and accessible walking and cycling opportunities and increase active travel for journeys.

- 3.6 None of the motives are necessarily a greater priority, and all could justify significant change to the transport system. However, tackling the climate emergency is unique in the explicit and significant pace and scale of desired carbon reductions that have been set out at the local and national level, and the global consequences that are faced.

- 3.7 The Green Paper does not set out what specific policy responses are required but provides an overview of the sorts of changes and measures which could be made to the transport system to tackle climate change and meeting the ambitious target set by WMCA to be carbon neutral by 2041, whilst making positive progress against the other four motives for change. It also highlights where other policy areas, including land use and digital connectivity could play a stronger role in helping to reduce the overall demand for travel.

- 3.8 A broad range of stakeholders as well as the general public are being encouraged to engage and respond through a range of communication channels. Significant effort will be made throughout the process to proactively seek input from a demographically and geographically representative range of West Midlands citizens. This includes more traditional approaches such as online surveys but once again we are using the online TfWM market research community to enable deliberative engagement on the key issues to provide a valuable deeper understanding of people's feelings and views. In addition, local engagement will take place with constituent local authorities separately (e.g. cabinet, scrutiny) and arrangements are being made with officers.
- Deliberative engagement with the general public via the Keep West Midlands Moving! Online Community platform,
  - Focussed events with representative bodies of private and third sector organisations,
  - Online questionnaire style consultation with general public and wider stakeholders,
  - Press activity fronted by the WMCA Mayor,
  - Engagement with constituent local authorities,
  - Ongoing conversation with local authority partners as LTP options are developed and assessed.

### **Developing the new West Midlands Local Transport Plan**

- 3.9 Although the Green Paper starts to explore the potential role of new policy pathways for the region, further work is required to develop these further with more detail to inform the approach for a new West Midlands LTP.
- 3.10 Of specific importance will be the approach the West Midlands chooses to take in decarbonising the local transport system. The Government has now published its Transport Decarbonisation Plan which places responsibility for much of the behaviour change (which it acknowledges is needed) on local authorities, with reaffirmation of capital funds, signposting to existing design and best-practice guidance, promises for further guidance, and a requirement for Local Transport Plans to *'set out how local areas will deliver ambitious quantifiable carbon reductions in transport'*. Emphasis is also placed on the scope for potential behaviour change in urban areas.
- 3.11 To aid discussion with Elected Members around some very complex issues for the new LTP to consider, TfWM is developing work around three hypothetical policy futures which will help to illustrate the sorts of policy choices and their implications. These are options which could be considered as part of the development of the new LTP to help address the key challenges as described in the motives for change.
- 3.12 This stage of work requires a structured approach to developing policy options and officers have developed a framework of 'conventional', 'compliant' and 'transformational' policy scenarios within which to explore choices. In essence these policy scenarios help to consider the scale and pace of change required to achieve carbon emissions against different timescales for achieving zero carbon. The scenarios also help us to understand and illustrate how change could also impact positively or negatively on the other motives for change and delivering real inclusive growth. In simple terms it will provide evidence on what works and what

measures are only likely to provide marginal/negligible impacts and present a way to build consensus on how we get to more sustainable lifestyles in the future. TfWM has been working closely with local authority officers to develop thinking around the scenarios.

- **Conventional:** what the world might look like with continuation of 'Business as Usual' strategy
- **Compliant:** achieving Net Zero by 2050 (UK government target).
- **Transformational:** providing a transformational change for the region, delivering against WM Net Zero Target of 2041 and creating a more equitable, accessible, sustainable region.

- 3.13 Whilst addressing de-carbonisation is one of the massive strategic priorities, clearly the region is also facing one of the largest economic challenges it has seen in decades as it recovers from Covid-19. The longer-term strategic scenario for transport will likely be a blend of the three policy scenarios above and will need to balance between what will sometimes be potentially conflicting impacts of different approaches. Decreasing congestion and increasing accessibility is traditionally accepted as an outcome which should be targeted to aid the economy; but hyper accessibility and long distance travel in a de-carbonisation context is tackled by prioritizing non-car based modes and local living. Whilst these are not mutually exclusive, there are some clear tensions between the measures and incentives which could be used to tackle an eventually selected strategic mix.
- 3.14 The outputs of this work will be used, together with the responses to the Green Paper engagement, to inform and shape discussion with Elected Members on how we could successfully start to successfully affect change in travel and wider behaviours to achieve strategic outcomes.
- 3.15 A 'summit' with West Midlands Leaders is being held in late-September to work through some of the key messages and confirm the scope of ambition and approach for the new West Midlands LTP.
- 3.16 Following the steer provided by the summit, TfWM will continue to develop the LTP strategy during the second half of 2021 working closely with local authorities. The work on the new LTP will also seek to consider the transport challenges presented in the review of the Black Country Plan (currently underway).
- 3.17 It is anticipated that a draft West Midlands LTP will be presented to WMCA Board in January 2022 where approval to undertake the statutory consultation on the document will be sought. Further to the consultation and subsequent review in light of responses it is anticipated that the LTP will be sent to WMCA Board for formal approval in summer 2022.

### **26th UN Climate Change Conference of the Parties (COP 26) November 2021**

- 3.18 The scenarios work and outcomes of the Leaders' summit in September will also be used to develop a short LTP 'prospectus' to be published in late-October. This will tie-in with the UK hosting COP26 in Glasgow in November this year. The prospectus is proposed to be a short high-level document which will affirm the West Midlands' commitments to working towards achieving a net zero transport system in the shortest possible time. The document will provide high-level messages around the emerging ambition for the new LTP.



## LTP Framework

- 3.19 The new LTP will comprise of a framework of documents which will provide a comprehensive set of policy and strategy for transport in the region. It is proposed that this framework will consist of the following:

**Core LTP strategy:** this will provide the overarching context which sets out our challenges, the outcomes we are trying to achieve and the kinds of actions that will get us there. The strategy will consider transport issues at a number of spatial tiers i.e. local, regional, national and international levels of the transport system.

**Implementation / Delivery Plan:** this document will provide a consolidated view of schemes/actions that need to be delivered over the life of the plan. It is considered that this will exist as more as a live document as the degree of development and resources secured against projects evolves and as a gap analysis between committed activity and core strategy continues to be monitored and evaluated in turn informing priorities for future activity.

The implementation plan will provide detail on the West Midlands' transport programme, which details what the region wants to achieve in the next five years and over the longer plan period. This will set out how both capital and revenue activity will be progressed. This will set out a comprehensive programme which shows how national (e.g. including City Region Sustainable Transport Settlements (CRSTS), Levelling Up Fund, National Bus Strategy/Bus Service Improvement Plan etc.) capital funds will be used alongside revenue funding including local raised e.g. (public transport fare subsidies) in a complementary and cohesive way.

**Local Transport Plan Area Strategies:** to complement the core West Midlands Local Transport Plan, a set of four supporting strategies will be developed for Birmingham, the Black Country, Coventry and Solihull. These strategies will complement local authorities wider transport strategy documents and provide supplementary detail on current and planned transport schemes (including schemes highlighted in main LTP implementation plan). The area strategies will largely focus on local and neighbourhood level issues, priorities and interventions required within the initial five year delivery plan period as well as set out the local measures to be developed and delivered over the wider plan period. Funding will be made available through the CRSTS preparatory fund to support the development of these documents.

**Supplementary LTP policy and guidance:** these documents will provide more detailed proposals for parts of the transport system e.g. this could include Supported Travel / Inclusive Transport policies, Vision for Bus, Regional Road Safety Strategy, New Development Planning Design Guidance, West Midlands Cycle Design Guidance. These documents will be developed and / or updated following the development of the core LTP strategy.

## LTP Development Programme

- 3.20 The high-level programme for developing the new LTP is as follows:

- **March-September 2021** – Technical work underway developing and assessing LTP policy scenarios in co-development with local authorities.
- **June 2021** – Green Paper published and engagement runs until end of September 2021.
- **September 2021** – Leaders’ summit.
- **November 2021** - COP 26.
- **Autumn - Winter 2021** - LTP Strategy development.
- **January 2022 - WMCA Board** – approval to undertake statutory consultation.
- **January to April 2022** - LTP Statutory consultation
- **Summer 2022 – WMCA Board** – formal adoption of new LTP.

#### **4. *Financial information***

- 4.1 There are no financial implications for Walsall Council as a result of this report.

#### **5. *Reducing Inequalities***

- 5.1 Covid-19 has exacerbated many already underlying inequalities – be it socioeconomic or health. As more evidence comes to light, it demonstrates how vulnerable groups are suffering more – the impacts of which are then further exacerbated as we move into recovery and as we then seek to tackle climate change. This will present a significant challenge for delivering Inclusive Growth.
- 5.2 The Green Paper presents Creating a Fairer Society as one of the five motives for change and describes the need to address inequity of access and of transports impacts. The Green Paper takes account of the principles of WMCA’s inclusive growth framework and these will need to be considered through the development of the new LTP, to ensure all WMCA activity drives more inclusive and sustainable growth. The aforementioned Integrated Sustainability Assessment will provide a framework to ensure that strategy development is challenged.
- 5.3 The new LTP will be developed in line with the ‘Marmot Objectives’. These are: -
- Giving every child the best start in life – programmes include measures to support travel to school by sustainable modes, which is part of a rolling programme across the Borough; increasing levels of walking and cycling; tackling road safety issues; and improving air quality;
  - Enabling all children, young people and adults to maximize their capabilities and have control over their lives – measures to promote sustainable transport modes help promote healthy and independent travel choices;
  - Creating fair employment and good work for all – improved transport networks help people access employment and training opportunities;
  - Ensuring a healthy standard of living for all – access to paid employment is facilitated by improved transport networks;
  - Creating and developing sustainable places and communities – programmes include active travel, public transport and road safety measures, which all support sustainable places and communities;
  - Strengthening the role and impact of ill-health prevention – healthy travel choices, such as walking or cycling, can help prevent ill health.

## **6. Decide**

- 6.1 The development of the new LTP will be an iterative process. Following discussion with Leaders later in September further engagement will take place as the strategy develops with Elected Members and potentially with the public, e.g. through the TfWM online community. As noted earlier, a further, statutory stage of engagement will take place on the draft LTP in early 2022.

## **7. Respond**

- 7.1 In terms of views and feedback, officers would be happy to continue to engage with the committee as the development of the new LTP progresses.

## **8. Review**

- 8.1 As noted the development of the LTP will continue to seek Elected Member input as it progress with further stages of engagement planned. It is proposed that the new LTP will include a set of targets against which progress and success can be measured. These are yet to be determined and agreed but it is likely that these will include a range of measures including carbon emissions, road safety and measures of accessibility.

## **Background papers**

‘A Transport System Fit to Tackle Climate Change? - Reviewing the West Midlands Local Transport Plan to support a Greener, Fairer, Healthier Recovery’, WMCA Board Report, 24<sup>th</sup> July, 2020.

<https://governance.wmca.org.uk/documents/s4451/WMLTP%20Review.pdf>

‘Reimaging Transport in the West Midlands – A Conversation About Change’, Local Transport Plan Green Paper, July 2021

<https://www.tfwm.org.uk/who-we-are/our-strategy/green-paper-2021/>

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# Reimagining transport in the West Midlands:

a conversation  
about change

## Summary

# A new Local Transport Plan

TfWM, established in 2016, delivers transport on behalf of the West Midlands Combined Authority, which is the Local Transport Authority for the metropolitan area.

WMCA must produce a Local Transport Plan that sets out policies to promote safe, integrated, efficient and economic transport to, from and within the area as well as plans to implement those policies.

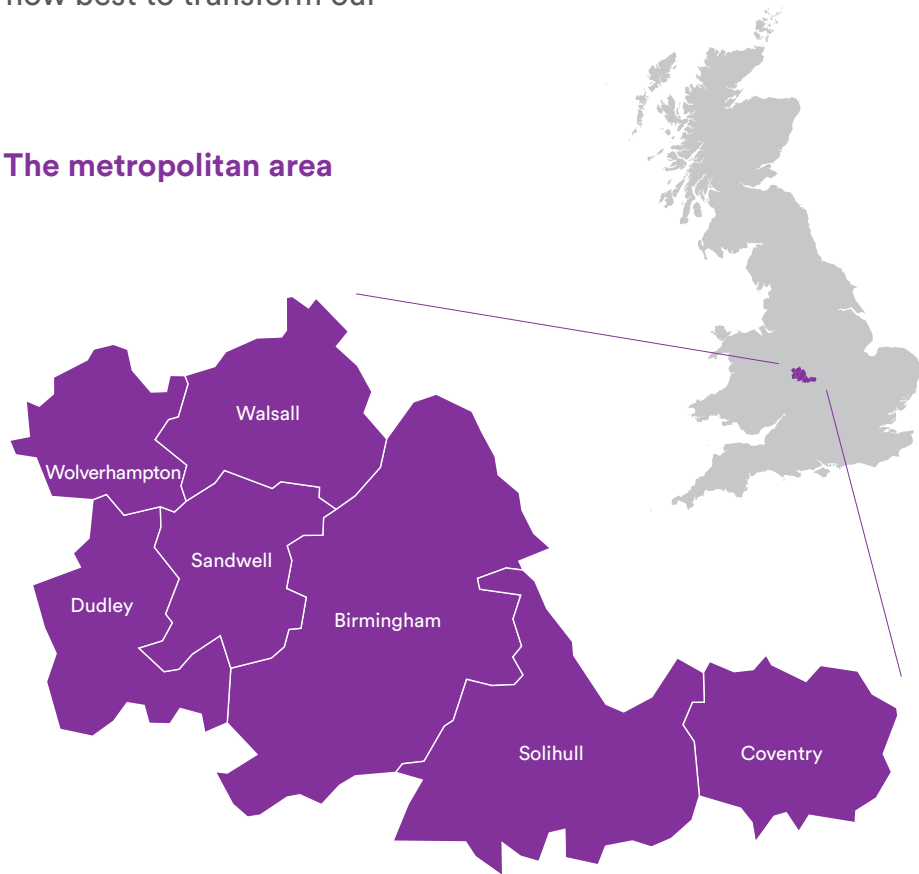
This must be done in a way that addresses the regions economic, social and environmental challenges and opportunities.

Our Green Paper sets out how we can do this and the trade-offs involved in addressing our key challenges via different solutions.

We will use it to inform engagement with people and organisations across the region to build consensus around how best to transform our transport system.



The metropolitan area



## New policy agendas to consider

Recharge the West Midlands

WMCA has adopted a plan to Recharge the West Midlands; to catalyse economic recovery from the COVID-19 pandemic while building back better.

Inclusive Growth Framework

WMCA has adopted the Inclusive Growth framework to ensure socially equitable and environmentally sustainable growth secures long term benefits for everyone

WM2041

WMCA has adopted an ambition for the region to be carbon neutral by 2041 and principles for decarbonisation. The first of four 5-year plans has also been adopted. Transport has a major role to play in decarbonisation.

West Midlands Local Industrial Strategy

WMCA has placed ‘Future of Mobility’ at the heart of its new local industrial strategy as a strategic enabler of Inclusive Growth.



# The state of transport

The West Midlands has grown rapidly over the last 150 years and will continue to do so.

Vehicles have made us much more mobile and this has been supported by long term trends of increasing affordability of motoring and the decreasing affordability of public transport.

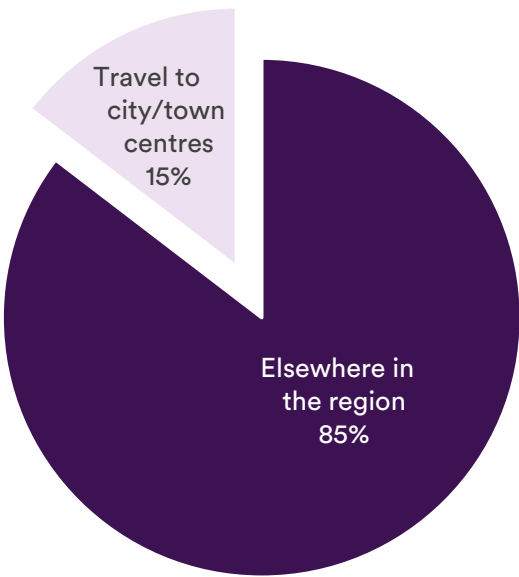
Although vastly improved telecommunications have reduced the need to travel for some things, we are still travelling more overall. Better communication technology has not necessarily meant that we travel less; but it has modified why, where and when we travel, and impacted patterns of goods delivery.

Over that time, as our lifestyles became more car-centric alongside the way we developed our region, our relationships with places have changed.

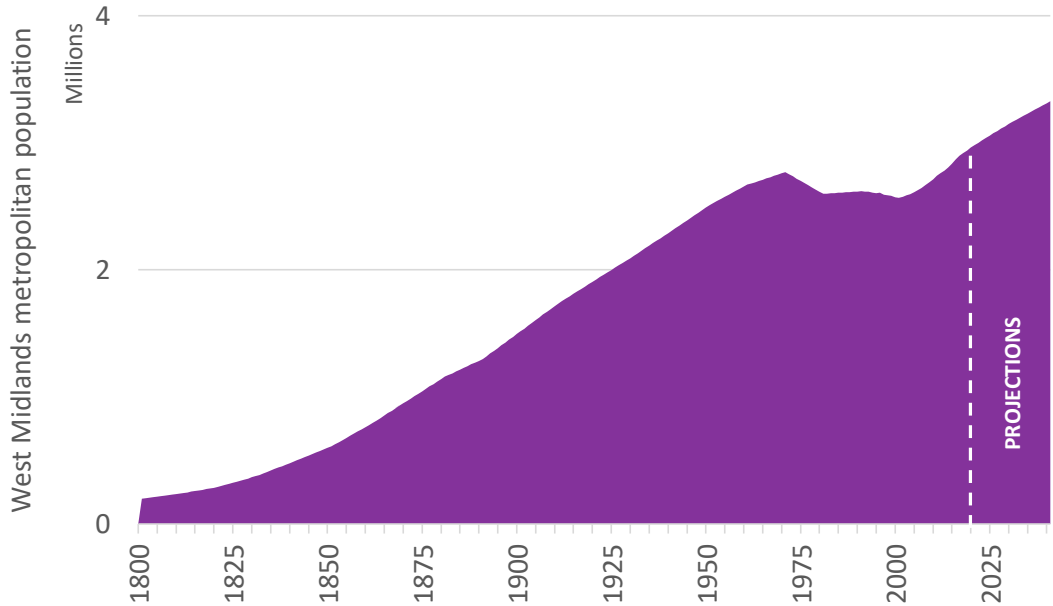
As a result, travel patterns are more disperse than ever; our travel horizons have expanded, meaning we often make longer journeys and most of this travel is not focused on city/town centres. The role of walking, cycling and public transport in our lives has arguably therefore reduced.

This has come with a host of issues; congestion, less safe streets, emissions, and marginalising people who cannot drive or access a car.

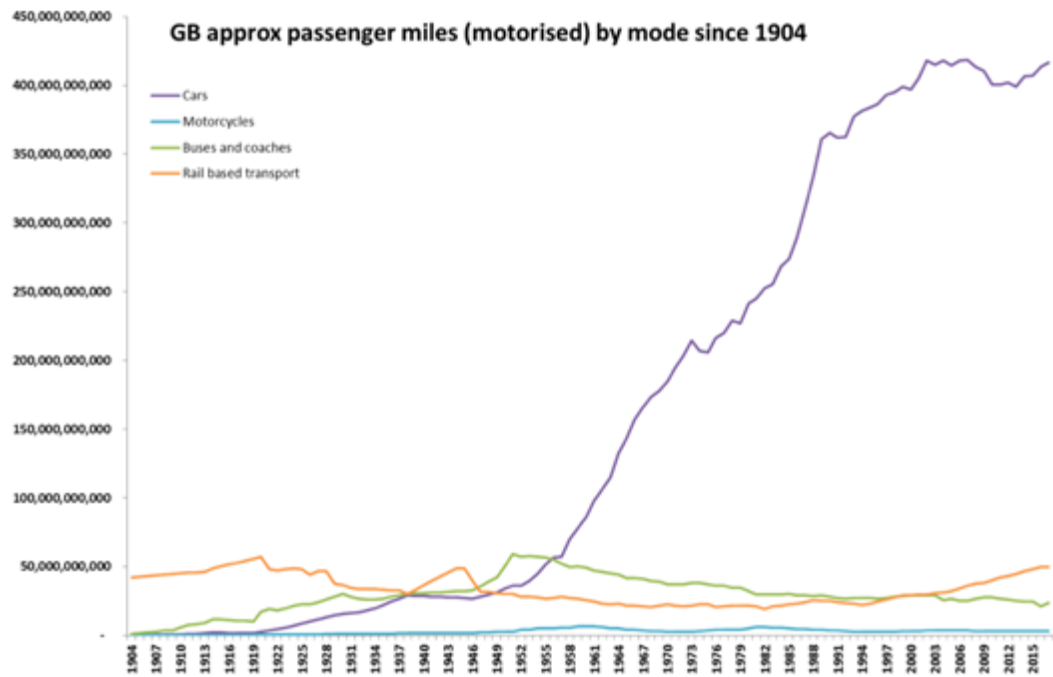
Where car trips are going in peak travel hours



## Our growing population



## Our growing travel demand



## How TfWM is investing to connect the region

There is plenty of great stuff happening across the West Midlands.

- Our Swift multi-modal ticketing is the largest and most comprehensive smartcard scheme in the UK outside of London. Before the pandemic it was used 75m times a year by 537,000 card holders. We plan to extend our Swift Go fare-capping service across public transport.
- Metro extensions and Sprint bus schemes are currently being built with many more planned to connect neighbourhoods and centres across our region.
- The £22m West Midlands Regional Transport Coordination Centre, opened in 2020, manages congestion, daily operations, events and emergency incidents across public transport and road networks.
- We are improving the attractiveness of cycling and walking by partnering with local authorities to deliver the 500 mile Starley Network. Good progress has already been made, including the 3 mile A38 Bristol Road cycle, which route provides a high quality two way segregated cycle route between Selly Oak, the University of Birmingham and Birmingham city centre.

However, whilst important, the current approach isn't enough to generate sufficient travel behaviour changes to address many of the challenges we face. If significant behaviour change is a core part of our aims, then we will need to do more.

# How the pandemic changes things

The pandemic will have long lasting effects – economic shocks, changes to travel behaviour and the way we work and live, and a reshuffling of priorities.

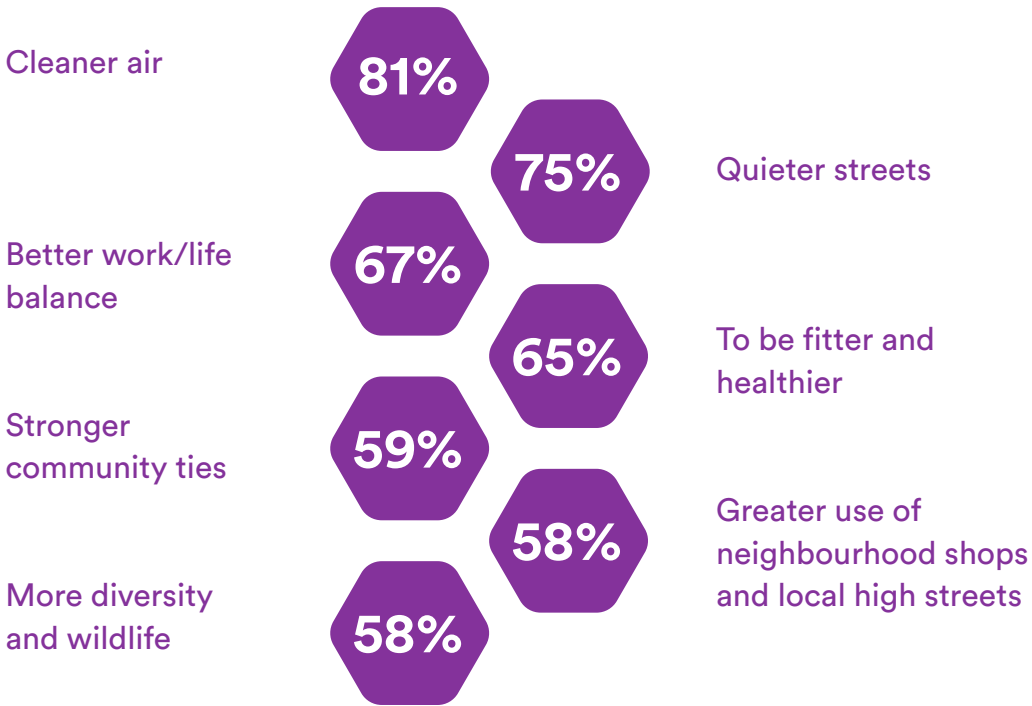
There is uncertainty as to how consumer demands may change as people explore new ways of working. Public transport, which many rely on, will be vulnerable if patterns of demand do not return to town and city centres.

Car use has recovered quickest as lockdown measures have relaxed. Any sustained mode shift to cars will increase the negative impacts of transport in the region.

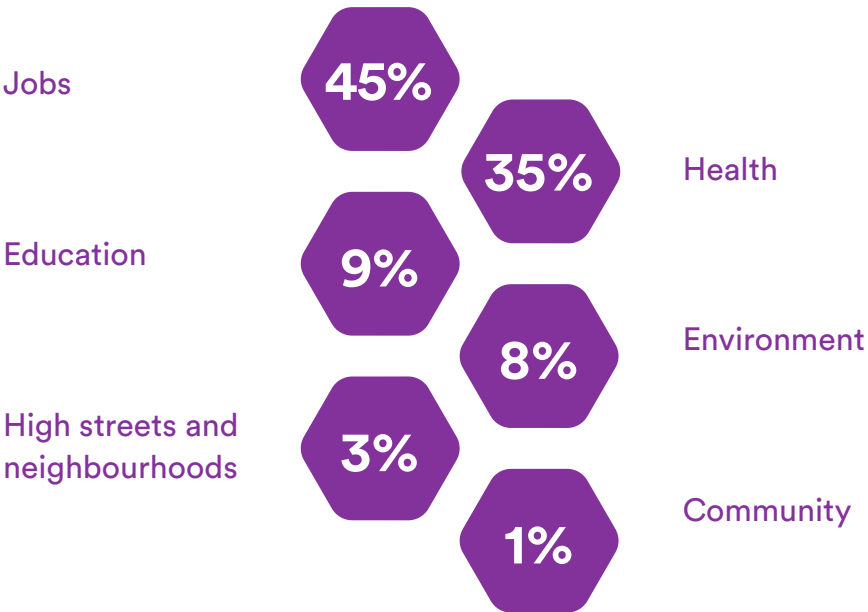
The pandemic has presented challenges to everyone, but has also shown us that we are adaptable.

Investment in transport can support our economic recovery by improving access and providing employment opportunities. There is already consensus on building back better – now we have to decide what kind of future we want and how we can shift the status quo to secure it.

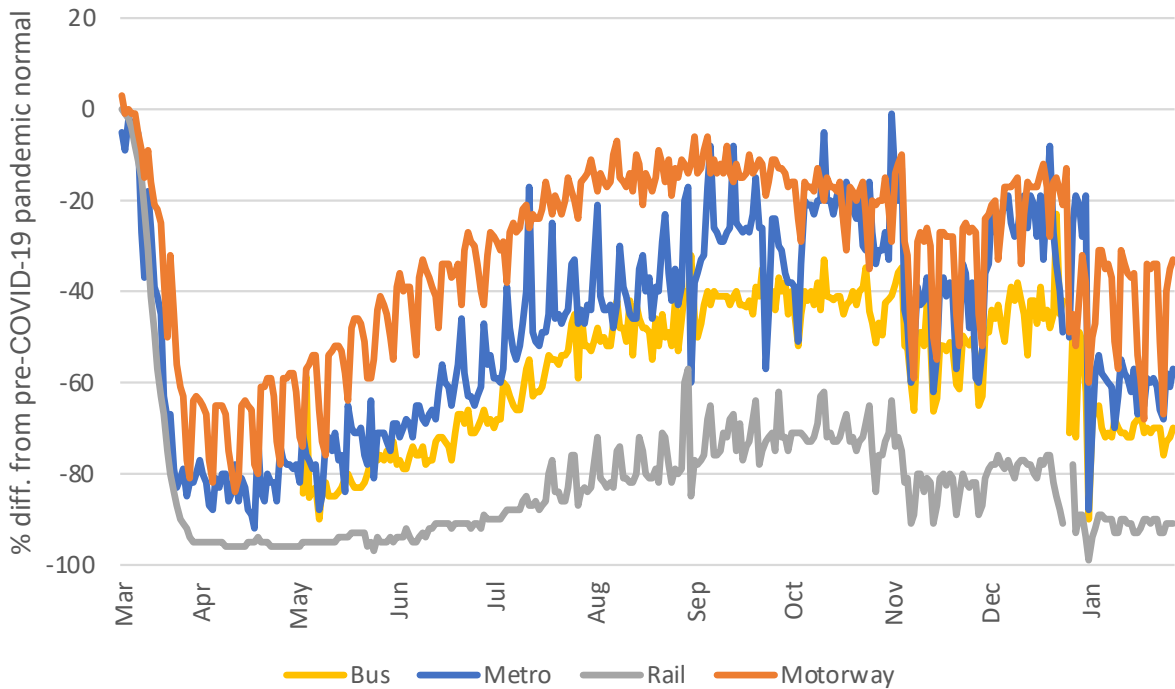
When asked in May 2020 what they wanted to see change as a result of the crisis, people said...



...but when asked in Summer 2020 to name their top priority for the region’s recovery after the pandemic, people said...



Travel demand response to lockdown





# Our Motives for Change

TfWM has adopted five Motives for Change to frame the relationship between transport and Inclusive Growth.

Through them we will explore why change, although perhaps difficult in the short-term, is likely to be much better for all in the long-term.

All the Motives for Change are important. As we work with the public to set a new direction for transport, our collective challenge will be finding a new direction that best delivers the level of change people want across all our Motives for Change.



## Sustaining economic success



The West Midland has experienced strong economic growth and investment in recent years; we want to leverage transport to sustain this success and to ensure everyone can benefit and participate.

Maintaining the status quo risks increasing congestion, pollution, transport infrastructure and maintenance costs, undermining the region’s productivity, attractiveness, and quality of both life and places.

Delivering transformative benefits to our economy could be achieved by maximising the benefit of existing infrastructure; minimising the external costs of transport (such as health problems); levelling up mobility for those without car access; and ensuring that transport supports investment in places across our region.

We have significant industrial strengths in sectors that underpin mobility, including our unique logistics advantages given our central position in national rail and motorway networks, and our automotive cluster. We can work with industry to create a transport market that enables innovation, development and deployment of these products and services locally to address our Motives for Change.

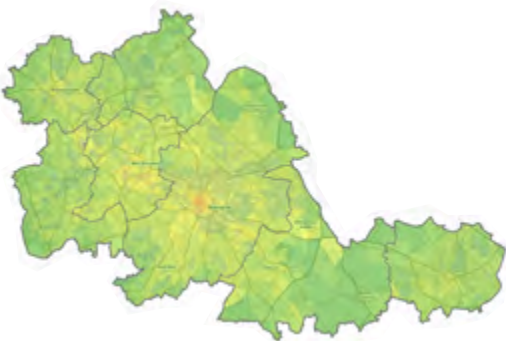
## Creating a fairer society

The way our urban environment has been retrofitted and developed to suit car-centric lifestyles has resulted in significant disparities in access. Those without access to a car have fundamentally less access than those who can access a car. There are particular groups who are much less likely to have access to a car, including younger people, women, those who are on lower incomes and those from ethnic minority backgrounds.

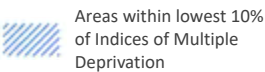
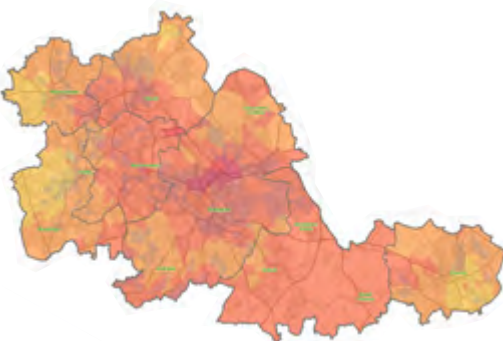
Those who are most mobile generate the most transport impacts such as road injuries and deaths, air pollution and noise. Whereas those who are more deprived (and likely to be less mobile) tend to be more exposed and vulnerable to traffic impacts.

Addressing transport inequality requires more equitable access to both transport services and transport information, reducing the negative impacts of transport like air and noise pollution, and rebalancing mobility to support those who are currently marginalised in what they can access. This will require investing beyond active and public transport, as these modes cannot match the mobility of private motor vehicles.

Jobs accessible within 45 minutes without a car



Jobs accessible within 45 minutes with a car





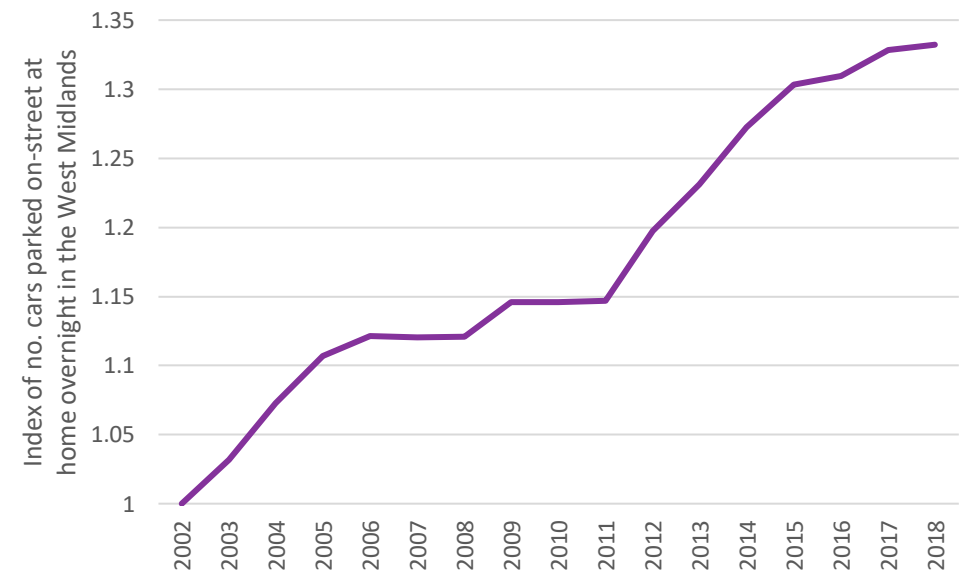
Supporting local communities and places

As traffic and car ownership have increased, motor vehicles have increasingly taken over the function of streets and the space available on them. This has harmed the quality of places and limited opportunities to use streets for wider functions that deliver greater social and economic value to communities.

Our increased mobility has affected what we can access in our local areas; as people have spent more time further from home (or behind a screen) local consumer demand for services dropped leading to many feeling that local provision of services has worsened. However, access to local opportunities has also worsened because traffic and transport infrastructure has created severance and made conditions for walking and cycling worse.

In an ideal “20-minute neighbourhood” residents could access a good variety of daily goods and services within 20 minutes of their home without using a car. This could help people live healthier and reduce the impacts of traffic in their area. However, for this concept to work, it has to be underpinned by safe streets, sustainable local connections and supporting changes to land use

Streets are filling with parked cars



Becoming more active

1/3 of adults in the West Midlands do less than

**30 min**

per week of activity

The Government recommends

**150 min**

per week of moderate intense physical activity for a health-related benefit

Over two thirds of people feel they are not doing enough exercise and want to increase their activity levels through habits and routines which they can maintain.

Physical activity improves physical and mental health, and productivity, and frees up public spending for other worthwhile projects.

Around a third of adults in the West Midlands are currently inactive, with women, those with disabilities, deprived socio-economic status, and older residents disproportionately inactive.

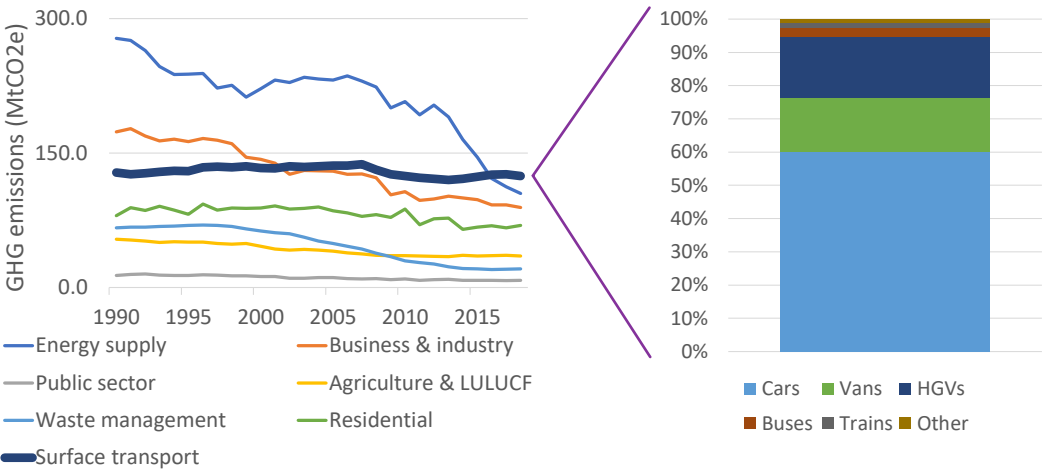
Making our region more safe and convenient for walking and cycling by shifting shorter journeys (and making more local trips) is an opportunity to sustain healthier habits. This will require providing a street environment where people feel safe with direct and convenient routes for travel without a car.

Percentage of trips and distance travelled for short journeys by main modes

		Walk	Cycle	Car	Public transport
Trips	Less than 1 mile	80%	1.1%	18%	0.7%
	1 to 2 miles	31%	2.8%	60%	5.3%
Distance travelled	Less than 1 mile	76%	1.2%	21%	1.0%
	1 to 2 miles	31%	2.9%	59%	5.4%

Tackling the climate emergency

UK sector carbon emissions and breakdown of surface transport



The Paris Agreement commits the UK to achieving net-zero carbon emissions by 2050. There is evidence that suggests we need to act quicker to avert climate change, so the West Midlands and many local authorities have set more ambitious targets.

Failure to reduce emissions will accelerate climate change beyond our control, diverting public funds to respond to property and infrastructure damage, disrupting economies, and leading to loss of life.

Since 1990 almost every sector has reduced carbon emissions, however increased travel demand, particularly from cars, means transport emissions have not fallen.

A rapid reduction of transport carbon emissions will mean significant changes. The phasing out of combustion and hybrid vehicles in favour of ultra low emission vehicles will be required to achieve emissions targets. However, this will not deliver sufficient carbon reductions; we will need to reduce the energy we use for transport through behavioural shifts such as making fewer and shorter journeys, and shifting to more sustainable modes of transport.

# Reimagining transport in the West Midlands

Building back better from the COVID-19 pandemic means we need to reduce the harmful impacts of transport on people, places and the environment, while ensuring we improve access equitably.

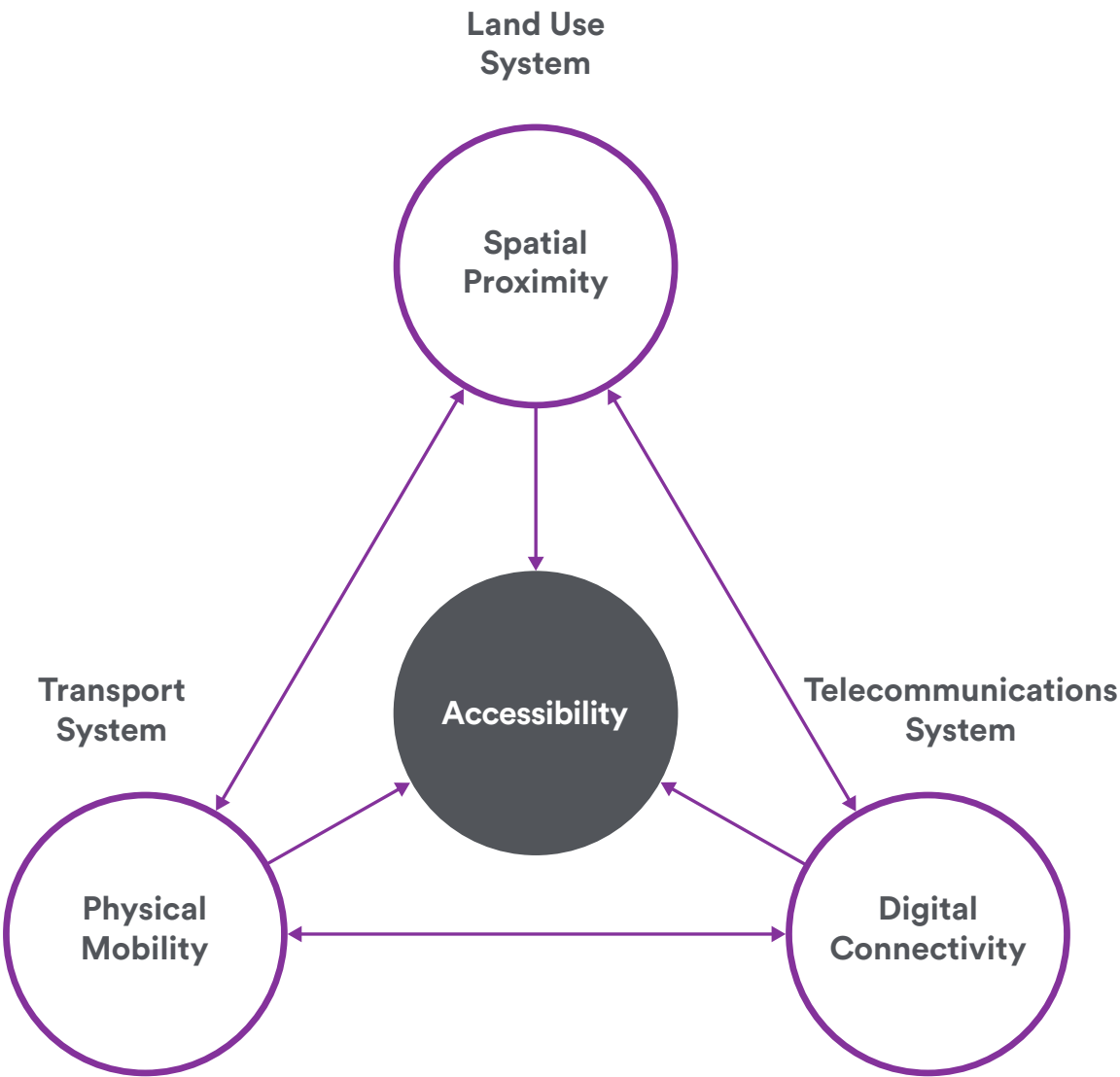
Access is critical for social and economic prosperity. The ability to access something is not solely dependent on your transport options; accessibility can be enabled by being physically mobile, being close to opportunities, or through digital connectivity. However, there are also many options for travelling that could help us achieve better and more sustainable productivity and quality of life.

The need to tackle the climate emergency has a particular urgency that the other Motive for Change lack; once global carbon emissions exceed what we have budgeted for and average temperatures get too hot, climate change will escalate and we'll likely be unable to prevent it. Current predictions suggest that if we don't rapidly reduce our carbon emissions we could reach that point by 2030. This suggests a new LTP should have a much stronger focus on achieving transformational change within the next 10 years, rather than focussing on a longer term vision and more gradual change.

In that time-frame we are not going to fundamentally redevelop our urban environment; it takes time for land uses to change. This means that in the short-term we need to focus on rapidly changing how we travel using existing technology and infrastructure, as well as making the most of digital connectivity.

## The Triple Access System

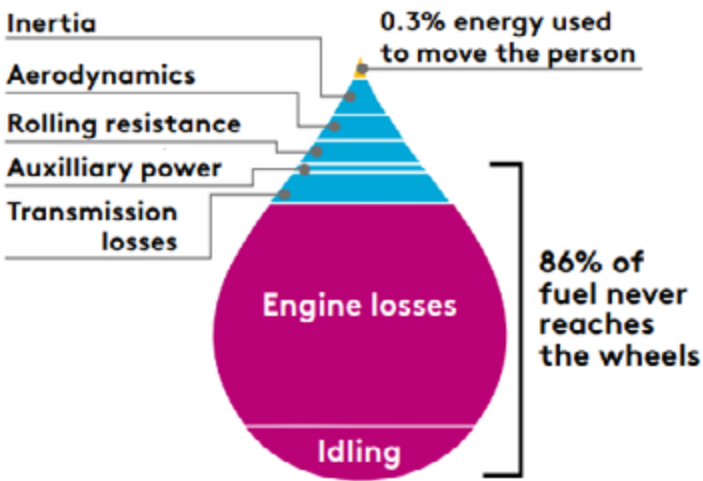
This is the triple access system that shows how physical mobility, digital connectivity and spatial proximity interrelate and provide access.



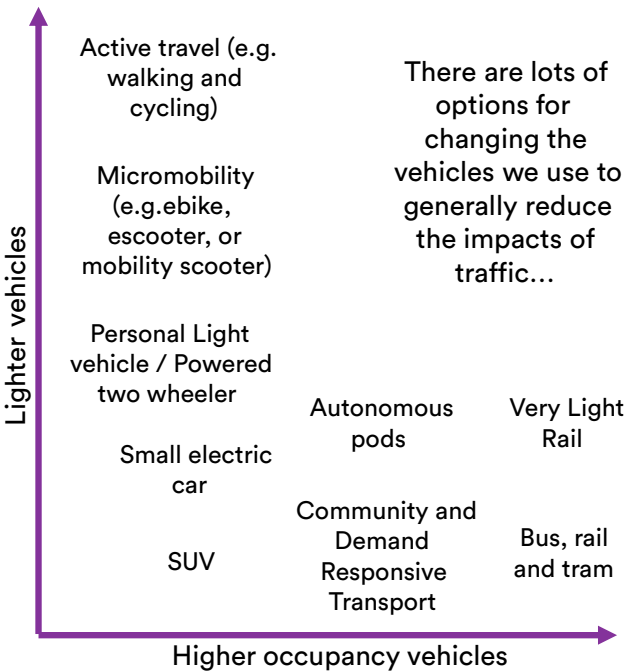
**Source:** Lyons, G. and Davidson, C. (2016). Guidance for transport planning and policymaking in the face of an uncertain future. Transportation Research Part A: Policy and Practice, 88, 104-116.

## More sustainable modes

### Typical energy flow through a petrol/diesel car



### We have many options for travelling





# There isn't one recipe for success

Transport is different across the world and contributes uniquely to quality of life and prosperity in each places, both positively and negatively.

We have lots of options to consider but what works elsewhere might not necessarily translate well to the West Midlands; we need to find a new vision that works in our urban environment.



Ho Chi Minh City, Vietnam



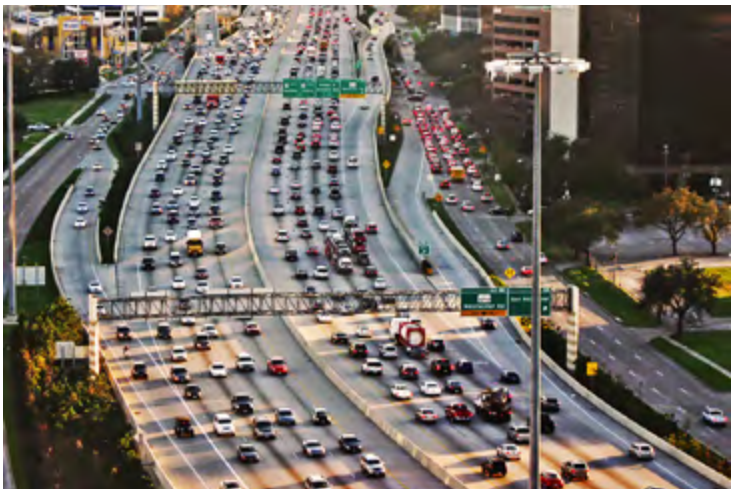
Copenhagen, Denmark



Tokyo, Japan



Curitiba, Brazil



Houston, USA

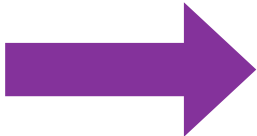
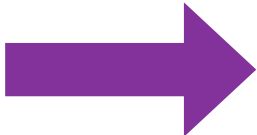
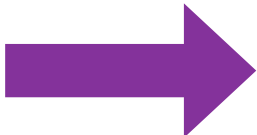
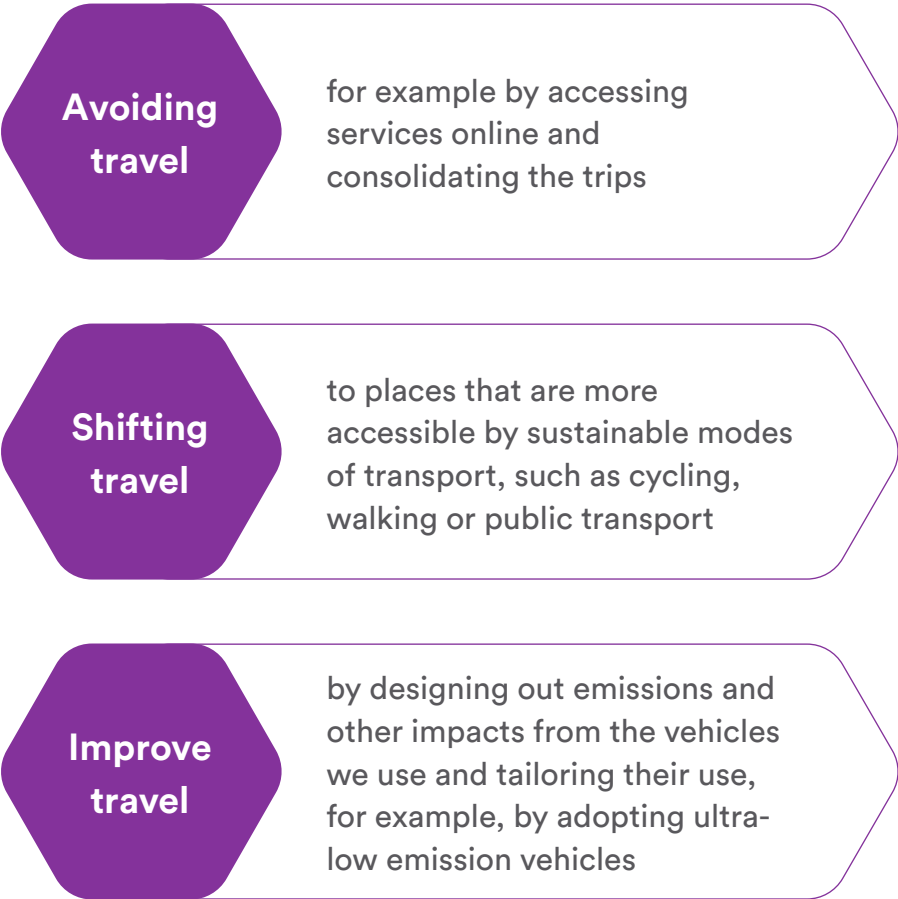


Kampala, Uganda

# Change over time

## Avoid, Shift and Improve

“Avoid, shift, improve” provides a useful framework for considering the sorts of changes that we need to make.

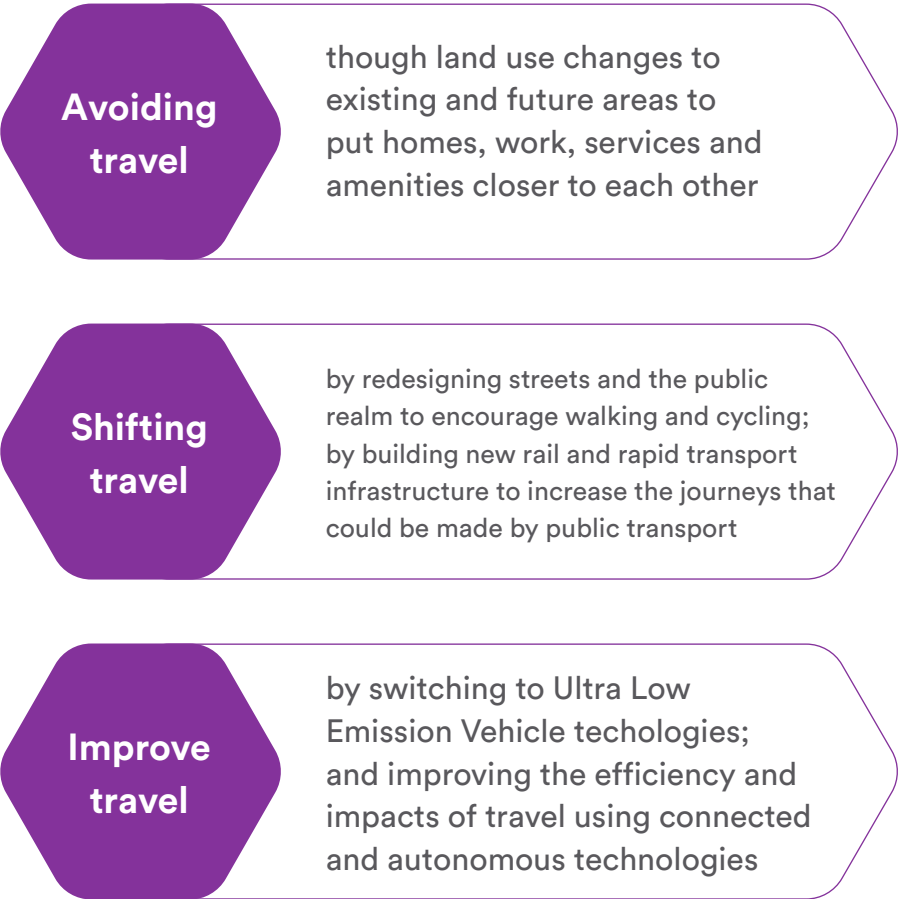


## What could change before 2030?

We can progress actions that have an impact before 2030 to meet our commitments to decarbonise and deliver rapid transformative improvements to address the other Motives for Change. However, there will also be actions we could take now that will take time to build and will have transformative impacts beyond 2030.



## And the long term?





# Change in different places

The places within our region are very different; what works in a modern estate with driveways and cul-de-sacs might not work in a terraced street with no off-street parking, and what makes sense in a city centre might not make sense in a village’s high street.

## City and town centres

Vibrant centres which support a diversity of activities and people.

- Deliveries by cargo bike or small electric vehicles
- Public transport efficiently connects to the region
- Digital working spreads transport demand more evenly throughout the day
- Space for active travel prioritised
- Reduced traffic makes for quieter and safer environment



### HOW?

- Building more homes near public transport
- Embrace changes in lifestyle and working patterns
- Resident testing of transport innovations
- Data sharing opens up more personalised transport services

There is not a “one size fits all” approach to tackling our transport issues. A range of solutions will need to be considered, and engagement with local communities and businesses will be an essential element of any new plans. However, These examples provide an illustration of how innovation may support change.

## Local high street

Designed for local activities.

- Street design prioritises accessibility regardless of age or ability, green space, walking and public seating
- Local shops and services, and co-working spaces reduce the need for longer journeys
- Street connectivity is supported by active and shared travel, including bike and scooter hire, car clubs and ride hailing all accessible via one app



### HOW?

- A shift to public transport, walking and wheeling reduces traffic
- Explore local trips wherever possible
- Repurpose space for people instead of cars and parking
- Reserve parking for those who need it
- Co-locate deliveries with lockers and local bus/train stops
- Local shops deliver bulky or heavy shopping via cargo bike or small electric vehicles

## Rural living

Connected and convenient.

- Sustainable travel brings convenience, health benefit, and reconnects people to nature
- Travel intensity is reduced by access to services online or nearby
- Active travel, taxis, and demand responsive transit provide cleaner and more agile local connections
- Rural mobility hubs host zero carbon community car hire and park and ride to quickly reach destinations
- Information is readily available to sustainably support lifestyle choices



### HOW?

- Door delivery to reduce travel
- Charge points for electric bikes or scooters for longer journeys

## Older urban neighbourhood

### Social streets

- Streets are designed for people to connect, including safe spaces for children to play
- Online shopping is delivered by cargo bike or electric van.
- Bike lanes and public transport make it easy to travel further when necessary
- Car ownership reduces and shifts to electric vehicles, with positive impacts on mental and physical health, and frees up space for other activities



### HOW?

- Car sharing, public transport and active travel replace owning a car for many
- Electric vehicles become the norm, with easy access to charge points
- Pedestrians are prioritised over other modes

## Modern suburban neighbourhood

### Safe for living working and playing.

- Attractiveness is enhanced with spaces designed for health, wellbeing and recreation
- Working and shopping from home frees up time for family, friends, and accessing local centres
- Community car clubs and less travel remove the need for car ownership
- Cost savings can be invested locally



### HOW?

- Embrace sustainable travel
- A '20 minute neighbourhood' reduces the need for long journeys, improving air quality and safety
- Less traffic, quiet routes, and separated cycleways encourage active travel

## Main road

### Supporting a broad range of mobility choices.

- Walking, cycling, wheeling and public transport prioritised and connected to support personalised travel choices
- Quieter, cleaner and more accessible streets support more dynamic workplaces and leisure activities
- Vehicles able to communicate with each other improves safety
- Pot holes are detected and fixed before they appear



### HOW?

- Shared and autonomous vehicles with WiFi complement buses and trams
- Remote working and efficient transport frees up space for walking and cycling

# Making change happen

With the right mix of policies and measures, we can create an even better West Midlands. One that is fairer, greener, and healthier as well as a great place to live, work and visit.

The pace and scale of changes needed of our travel behaviour to decarbonise are unprecedented but offer us the opportunity to address many of our wider issues so that we can build back better from the COVID-19 pandemic in a way that delivers Inclusive Growth.

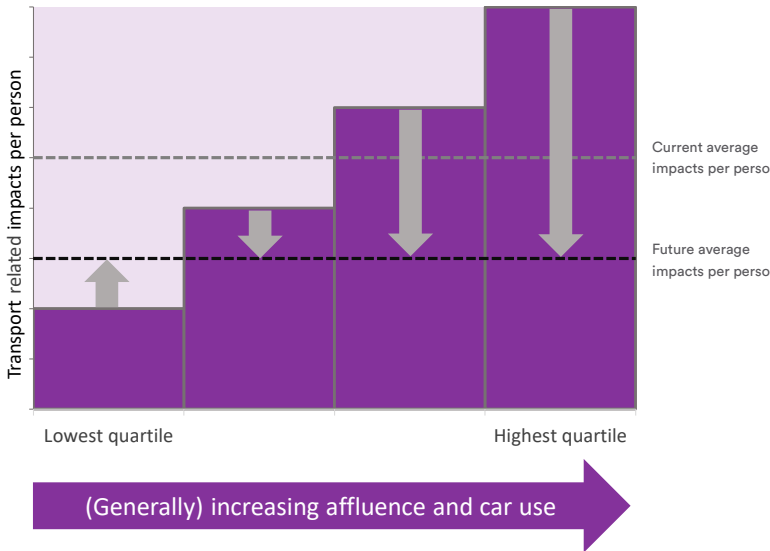
We are not proposing a specific plan of action within our Green Paper. It is through our conversations with the public using our Green Paper that we will identify actions to change in the way we govern and invest in our transport system to respond to our Motives for Change.

Through these conversations we will need to consider how travel behaviour, the way we govern our transport system and citizens and businesses experience of the transport system are interlinked.

If people want the West Midlands to meet the proposed objectives associated with our Motives for Change, this will involve people changing their behaviour - doing less of one thing and more of another.

Those who currently create the biggest harmful impacts will need to make the biggest changes. However, there is a real opportunity at the same time to level-up those who are less mobile while still reducing impacts of transport overall.

## We can equitably redistribute transport impacts AND level up mobility of the most disadvantaged



## Impact of high level policy option testing (comparing modelled transport in 2036 to 2016)

Testing of policy options shows that whilst investment in and improvement of sustainable forms of transport will improve access to opportunities for those without cars, it is unlikely to have a significant impact on car travel if done on its own. Measures that in effect restrain car use would be required to shift behaviours in a way that significantly reduces car travel.

Scenario		Access for those without a car	Amount of car travel everywhere	Amount of car travel to/from centres
1.	Do minimum	-	▲▲	▲▲
2.	Significantly improve public transport	▲	▲▲	▲▲
3.	2 + enable micromobility	▲▲	▲▲	▲▲
4.	Restrain car access to centres only	-	▲▲	-
5.	Restrain car travel across the region	-	▼	▼▼
6.	5+2	▲	▼	▼▼
7.	5+3	▲▲	▼	▼▼

Symbol	Change relative to levels before the COVID-19 pandemic
-	Little/no change
▲/▼	Notable increase/decrease
▲▲/▼▼	Significant increase/decrease

Green indicates a change is good for the Motives for Change.

Red indicates a change is bad for the Motives for Change.

As car travel increases, the impacts of traffic increase (carbon, physical inactivity, air pollution, noise, road accidents, on-street parking).

As access without a car increases, this helps those who are less mobile access more opportunities but does not necessarily reduce car travel.

We know that our current approach of investing in the alternatives to the car is critical, but alone won't be sufficient to generate the level of behaviour change needed.

The challenge with improving alternatives such as public transport, walking and cycling, and micromobility, is that there is a limit to how much mobility, comfort, and convenience these can offer in contrast to the car today. This limits the extent to which people are likely to switch from cars to alternatives if the level of mobility that the car provides remains as it is today.

Without that switch, consumer spending on alternatives to the car will remain relatively low, which will reduce the extent to which those services and products can be improved.

Evidence suggests that to change behaviours without compromising what people can access, simultaneous measures would be required to:

- reduce barriers and costs to travel by the alternatives to the car; at the same time as
- restraining the use of cars using physical measures (such as allocating less space to cars), and regulatory measures (such as increasing the price of car use or restricting access to particular roads).





# A conversation about change

Our Green Paper is starting our journey to develop a new Local Transport Plan for the West Midlands. Given the challenges we face, we will need to engage with the public and key stakeholders to shape its direction, particularly around difficult and complex decisions.

The Green Paper will be used to engage with four key groups using a range of techniques:

- **General public** – deliberative engagement and consultation
- **Private organisations** – targeted events with representative organisations
- **Transport service providers** – targeted events with key operators and public agencies
- **Transport and place policymakers and planners** – transport summit and ongoing co-development of LTP



Please visit <https://www.tfwm.org.uk/who-we-are/our-strategy/green-paper-2021/> for further information about this green paper, including how to respond to it and engage.

Also, please visit <https://www.mytfwmcommunity.co.uk/> if you want to register to be a part of our Market Research Online Community and have your say in a range of conversations about transport.

As part of the development of the new Local Transport Plan, we intend to develop a new framework for policy. The framework will cover both the form of the LTP (noting that the LTP can be set out in more than one document covering different aspects of policies and implementation plans) and how we are held to account on delivering it.

We intend to develop the new LTP in stages:

- An initial overarching vision, objectives and strategy, alongside an initial implementation and funding plan; and
- Supplementary system-wide and place-based policies, alongside detailed refinement of the implementation plan to reflect actions required.

The development of supplementary system-wide and place-based policies will enable more detailed policy making and planning and focussed engagement with partners. The development of system-based policies will allow us to develop policy with key delivery partners such as public authorities with relevant powers/duties and service providers.

The development of place-based policies in specific parts of the West Midlands will allow us to work with relevant local authorities to tackle specific challenges in these areas.







Transport for  
**West Midlands**

**16 September 2021**

**Areas of focus for 2021/22**

**Ward(s)** All

**Portfolios:** Councillor A. Andrew – Deputy Leader of the Council and  
Regeneration  
Councillor O. Butler – Clean and Green  
Councillor G. Perry – Deputy Leader and Resilient Communities  
Councillor C. Towe – Education and Skills

**Report:**

The purpose of this report is to provide relevant background information for Members so that the Committee's areas of focus can be agreed for 2021/22.

It is important for Members to consider the wide range of potential issues within their remit and which they could consider during the year.

When agreeing items, it is important that consideration is given to the level of value the Committee could add, taking into account the tools and performance measures available to support them in their work.

**Remit**

The Remit of this Committee is as follows:-

All aspects and general services related to the economy and environment.

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 within the functions set out in Section 21 of the Local Government Act 2000 (As amended).

**Items recommended from previous year**

The following main items of business were considered by the Committee during the 2020/21 municipal year:

- M6 Junction 10 Update
- Council Run Events – Bonfires/Fireworks
- Cycling in Walsall
- Petition: Road Safety at Doe Bank Lane
- Town Deal Board
- Presentation from Transport for West Midlands

- Carbon Neutral Council Strategy
- A34 Walsall to Birmingham SPRINT
- Black Country Transport Teams Collaboration
- West Midlands Enhanced Partnership Scheme
- Black Country Consortium

The Committee has the following pending items for 2021/22:

- Employment, Growth and Skills;
- District Town Centres Update;
- M6 Junction 10 Update
- Carbon Neutral Council – Scheduled update for 2021
- Town Deal Board – Scheduled update for 2021
- The Council's Waste Strategy – In tandem with the Environmental Bill 2020, scheduled for late 2021/early 2022.
- Road safety action plan – Delayed until June 2021
- Partnership working with West Midlands Police on traffic speed enforcement.
- School Streets – New Item suggested by the former Councillor Shires
- Cycling provision – Outreach/Government
- Ban on evictions for social landlords
- Phoenix 10 Project update
- Off-Road Bikes Working Group
- Council's Tree Planting Strategy
- Willenhall Masterplan
- Black Country Plan
- Electric Vehicle Charging

### **Budget scrutiny**

Monitoring the financial performance of the Council is a valuable and important task. It assists Members in identifying areas that are underperforming that may require scrutiny. Therefore it is suggested that the Committee receives a financial end of year outturn report and quarterly updates and outturn forecasts throughout the year.

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.

### **Council performance**

The Council's Corporate Budget Plan 2018/19-2021/22, as agreed by the Council in February 2019, sets the strategic direction for the authority by reference to five priorities. Each priority has a number of measures allocated to it. Scrutiny committees may wish to consider monitoring progress against the measures that sit within their remit.

## **Pre-scrutiny**

A copy of the Forward Plans of key decisions from Walsall Council's Cabinet and the Black Country Joint Executive Committee are attached. Updates of these will be provided to the Committee at subsequent meetings. Members should consider the forthcoming decisions and consider if there are any issues that they may wish to review and seek to influence prior to the Cabinet making a decision on these matters.

## **Working groups**

A working group is an effective method for Members of Scrutiny Committees to consider an issue in depth over a number of months and to produce a final report and recommendations to the Committee. In due course the report and recommendations can be considered by the Cabinet and/or Council. The challenge for Members is selecting the right topic at the right time and to provide the working group with an achievable brief. Resource wise it is recommended that only one working group be established at a time.

## **Prioritisation**

The remit of the Committee is very broad and the range of issues that could be considered during the year is vast. The challenge that Members face is in prioritising those issues that are the most important whilst still leaving sufficient capacity to address other issues that may arise during the year. To assist Members to manage the broad topics available, it is important that alternative methods of being informed and updated, away from Committee meetings, are used effectively. For example, Members could request briefing notes on particular topics thereby helping to create additional capacity for more substantial items at Committee meetings.

In terms of scheduling items, it is important that an agenda includes a manageable amount of business to enable the Committee to focus on topics in depth rather than to carry out superficial treatment that may require the Committee to revisit the topic at a later date.

## **Recommendation:**

**That Members consider the range of issues within this report and formulate and agree a work programme for the year.**

## **Contact Officer:**

Matt Powis  
Democratic Services Officer  
 01922 654764  
 [matthew.powis@walsall.gov.uk](mailto:matthew.powis@walsall.gov.uk)

Craig Goodall  
Senior Democratic Services Officer  
 01922 654765  
 [craig.goodall@walsall.gov.uk](mailto:craig.goodall@walsall.gov.uk)

## Economy and Environment Overview and Scrutiny Committee – Area of Focus – 2021/22

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	16 September 2021	21 October 2021	18 November 2021	18 January 2022	03 March 2022	14 April 2022
Economy						
Environment	Petition: Riverpoint Estate, Willenhall					
Cross cutting both Economy and Environment	West Midlands Local Transport Plan	Quarter 2 2020/21		Budget Setting		

## **Economy and Environment Overview and Scrutiny Committee – Area of Focus – 2021/22**

\*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*
4. Carbon Neutral Council – *Scheduled update for 2021*
5. Town Deal Board – *Scheduled update for 2021*
6. The Council's Waste Strategy – In tandem with the Environmental Bill 2020, scheduled for late 2021/early 2022.
7. Road safety action plan – *Delayed until June 2021*
8. Partnership working with West Midlands Police on traffic speed enforcement.
9. School Streets – *New Item suggested by the former Councillor Shires*
10. Cycling provision – *Outreach/Government*
11. Ban on evictions for social landlords
12. Phoenix 10 Project update
13. Off-Road Bikes Working Group
14. Council's Tree Planting Strategy
15. Willenhall Masterplan
16. Black Country Plan
17. Electric Vehicle Charging



**Walsall** Council

## **FORWARD PLAN OF KEY DECISIONS**

**Council House,  
Lichfield Street,  
Walsall, WS1 1TW**  
[www.walsall.gov.uk](http://www.walsall.gov.uk)

**6 September 2021**

## 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. Copies of the plan can be obtained from Democratic Services, Walsall MBC, Council House, Walsall, WS1 1TW [helen.owen@walsall.gov.uk](mailto:helen.owen@walsall.gov.uk) and 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.

The Cabinet agenda and reports are available for inspection by the public 7 days prior to the meeting of the Cabinet on the Council’s website. 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. 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 ([helen.owen@walsall.gov.uk](mailto:helen.owen@walsall.gov.uk)).

“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 £500,000.
- (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.



**FORWARD PLAN OF KEY DECISIONS  
OCTOBER 2021 TO JANUARY 2022 (6.9.21)**

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
50/21 (6.9.21)	<b>Draft Revenue Budget and Draft Capital Programme 2022/23 to 2024/25</b> – To provide an updated medium term financial outlook, draft revenue budget and capital programme for 2022/23 to 2024/25, savings proposals and update on consultation, and set out the process and timescales for setting a legally balanced budget for 2022/23.	Cabinet  Non-key decision	Vicky Buckley 01922 652326 <a href="mailto:Vicky.buckley@walsall.gov.uk">Vicky.buckley@walsall.gov.uk</a>	Council tax payers, business rate payers, voluntary and community organisations, Internal Services	Councillor Bird	20 October 2021
51/21 (6.9.21)	<b>Corporate Financial Performance 2021/22 and Covid-19 update</b> – To report the financial position based on 5 months to August 2021 and impact of Covid-19.	Cabinet  Non-key decision	Vicky Buckley 01922 652326 <a href="mailto:Vicky.buckley@walsall.gov.uk">Vicky.buckley@walsall.gov.uk</a>	Internal Services	Councillor Bird	20 October 2021
52/21 (6.9.21)	<b>Approving amendments to the Black Country Executive Joint Committee Collaboration Agreement:</b> To approve all proposed amendments to the Collaboration Agreement covering the Joint Committee Advisory Board removal.	Cabinet  Key decision	Mark lavender, Head of Programme Management  <a href="mailto:Mark.lavender@walsall.gov.uk">Mark.lavender@walsall.gov.uk</a>	Internal Services and parties to the agreement  Association of Black Country Authorities Chief Executives and Leaders	Councillor Bird	20 October 2021

37/21 (7.6.21)	<b>Sale of Council land in Blakenall:</b> To seek approval to the freehold disposal of Council land in Blakenall  <i>Contains commercially sensitive information.</i>	Cabinet  Key decision  Private	Nick Ford, Team Leader – Asset Management  <a href="mailto:Nick.ford@walsall.gov.uk">Nick.ford@walsall.gov.uk</a>	Internal Services	Councillor Andrew	20 October 2021
47/21 (2.8.21)	<b>Walsall's Customer Experience Strategy 2021 to 2026:</b>  To approve the Strategy which sets out the Council's service transformation to meet customers' priorities and needs	Cabinet  Key decision	Elise Hopkins <a href="mailto:elise.hopkins@walsall.gov.uk">elise.hopkins@walsall.gov.uk</a>  Rashida Hussain <a href="mailto:Rashida.Hussain@walsall.gov.uk">Rashida.Hussain@walsall.gov.uk</a>	Public, partner organisations, elected members, internal staff	Councillor Andrew	20 October 2021
53/21 (6.9.21)	<b>Additional Licensing of Houses in Multiple Occupation (HMO's):</b> To receive the results of Statutory consultation and to designate the Wards of Paddock, Palfrey, Pleck and St. Matthew's as subject to Additional Licensing for HMO's	Cabinet  Key decision	David Lockwood <a href="mailto:David.lockwood@walsall.gov.uk">David.lockwood@walsall.gov.uk</a>  <a href="mailto:Apollonaris.Fonka@walsall.gov.uk">Apollonaris.Fonka@walsall.gov.uk</a>	Internal Services	Councillor Andrew	20 October 2021
54/21 (6.9.21)	<b>Heritage Strategy:</b> To approve the new Heritage Strategy and Action Plan for the Borough of Walsall	Cabinet  Key decision	Kaye Davies, External funding manager <a href="mailto:Kaye.davies@walsall.gov.uk">Kaye.davies@walsall.gov.uk</a>  Benjamin parker, Heritage Programme Officer <a href="mailto:Benjamin.parker@walsall.gov.uk">Benjamin.parker@walsall.gov.uk</a>	Internal services	Councillor Andrew	20 October 2021
55/21 (6.9.21)	<b>Phoenix 10 Project</b> To seek approval for modified project funding arrangements.  <i>Contains commercially sensitive information</i>	Cabinet  Key decision  Private	Joel Maybury (Development Team Leader) <a href="mailto:Joel.maybury@walsall.gov.uk">Joel.maybury@walsall.gov.uk</a>	Internal Services	Councillor Andrew	20 October 2021

56/21 (6.9.21)	<b>Crisis Provision for families in financial hardship during the Covid 19 Pandemic:</b> Progress report for noting as requested at the February 2021 Cabinet meeting.	Cabinet  Non-key decision	Elise Hopkins <a href="mailto:Elise.hopkins@walsall.gov.uk">Elise.hopkins@walsall.gov.uk</a>  Paul Gordon <a href="mailto:Paul.gordon@walsall.gov.uk">Paul.gordon@walsall.gov.uk</a>	Internal Services	Councillor Perry	20 October 2021
39/21 (7.6.21)	<b>Walsall Domestic Abuse Strategy:</b> To agree the Strategy 2021 to comply with the new domestic Abuse Act 2020	Cabinet  Key decision	Domestic Abuse Strategy 2021 Domestic Abuse Need Assessment 2021 Domestic Abuse Act 2020  Simon Neilson <a href="mailto:Simon.neilson@walsall.gov.uk">Simon.neilson@walsall.gov.uk</a>	Safer Walsall Partnership  Internal Services	Councillor Perry	20 October 2021
57/21 (6.9.21)	<b>All Age Exploitation Strategy:</b> To approve the Council's Strategy.	Cabinet  Key decision	Paul Gordon, Director of Resilient communities <a href="mailto:Paul.gordon@walsall.gov.uk">Paul.gordon@walsall.gov.uk</a>	Police, appropriate community based groups. Internal Services.	Councillor Perry	20 October 2021
58/21 (6.9.21)	<b>Walsall Street Safe:</b> To support a resilient communities initiative – Walsall Street Safe – together with associated investment and prioritisation of CCTV and other preventative measures	Cabinet  Key Decision	Cabinet report 18 December 2019.  Paul Gordon, Director of Resilient Communities <a href="mailto:Paul.gordon@walsall.gov.uk">Paul.gordon@walsall.gov.uk</a>	Children's Services Adult Social Care Resilient Communities, Clean & Green, Highways and Transportation WM Police	Councillor Perry	20 October 2021

46/21 (2.8.21)	<b>Emotional Wellbeing and Therapeutic Support for Children and Young People in need:</b> To approve entering into an appropriate agreement with the Black Country Healthcare NHS Foundation Trust to provide therapeutic services for children and young people in need, including those who are looked after.	Cabinet  Key Decision	David DeMay  <a href="mailto:David.demay@walsall.gov.uk">David.demay@walsall.gov.uk</a>	Internal services, Walsall CCG and Black Country Healthcare NHS Foundation Trust	Councillor Wilson	20 October 2021
59/21 (6.9.21)	<b>Schools Mainstream Local funding Formula 2022/23:</b> To approve the formula to be used for the allocation of mainstream funding to schools in Walsall.	Cabinet  Key decision	Walsall Schools Forum report October 2021- proposed Schools Local Funding Formula 2021/22; ESFA – Schools Revenue funding operation guide  <b>Contact:</b> Richard Walley, Education Finance Manager <a href="mailto:Richard.walley@walsall.gov.uk">Richard.walley@walsall.gov.uk</a>	Schools Forum  Internal Services	Councillor Towe	20 October 2021
41/21 (7.6.21)	<b>Intermediate Care Service (ICS) Review:</b> to receive the outcome of the review and approve the Extension of the existing Transitional Bed contract	Cabinet  Key decision	Tracy Simcox  <a href="mailto:Tracy.simcox@walsall.gov.uk">Tracy.simcox@walsall.gov.uk</a>	Internal Services	Councillor Martin	20 October 2021
60/21 (6.9.21)	<b>Mental Health Funding:</b> To approve a plan and spend for non-recurrent funding for mental wellbeing	Cabinet  Key decision	Paulette Myers <a href="mailto:Paulette.myers@walsall.gov.uk">Paulette.myers@walsall.gov.uk</a> Angela Aitken <a href="mailto:Angela.aitken@walsall.gov.uk">Angela.aitken@walsall.gov.uk</a>	Internal Services	Councillor Craddock	20 October 2021

14/21 (8.3.21)	<b>Willenhall Masterplan: Strategic Land Acquisitions</b> – in principle approval for the use of Compulsory Purchase Order powers.  <i>Contains information relating to the financial or business affairs of a particular person</i>	Cabinet  Key decision  Private Session	Willenhall Masterplan: Strategic Land Acquisitions.  <a href="mailto:Joel.maybury@walsall.gov.uk">Joel.maybury@walsall.gov.uk</a>	Internal Services	Councillor Andrew	15 December 2021
48/21 (2.8.21)	<b>Affordable Housing commuted sums spend policy:</b> To approve the use of affordable housing commuted sums (which are contributions secured through the planning process) to fund the provision of affordable housing to be used as temporary accommodation.	Cabinet  Key decision	Neil Hollyhead <a href="mailto:Neil.hollyhead@walsall.gov.uk">Neil.hollyhead@walsall.gov.uk</a>	Internal Services	Councillor Andrew	15 December 2021
49/21 (2.8.21)	<b>Domestic Abuse services contract award:</b> To approve the contract awards for: <ul style="list-style-type: none"> <li>the provision of Domestic Abuse emergency accommodation and support</li> <li>support to Domestic Abuse victims and their children</li> </ul> <i>Note: there may be some commercially sensitive information which will need to be considered in private session</i>	Cabinet  Key decision	Neil Hollyhead <a href="mailto:Neil.hollyhead@walsall.gov.uk">Neil.hollyhead@walsall.gov.uk</a>  Isabel Vanderheeren <a href="mailto:Isabel.vanderheeren@walsall.gov.uk">Isabel.vanderheeren@walsall.gov.uk</a>	Internal Services, service users, external stakeholders	Councillor Andrew Councillor Wilson	15 December 2021
44/21 (5.7.21)	<b>Day care/day opportunities:</b> To approve recommendations for the delivery of a menu of options for vulnerable people who require support to engage in meaningful community based	Cabinet  Key Decision	Cabinet report and the lessons learned from COVID report  Jeanette Knapper 07500028537	Existing end uses of traditional day services in house; Existing users and	Councillor Martin	15 December 2021

	activities as a result of ongoing needs around social care and inclusion,			carers/parents of people accessing building based day opportunities; Carers Hub FACE; Frontline internal staff; External marketplace for day care .		
61/21 (6.9.21)	<b>Corporate Financial Performance 2021/22 and Covid-19 update</b> – To report the financial position based on 9 months to December 2021 and impact of Covid-19.	Cabinet  Non-key decision	Vicky Buckley 01922 652326  <a href="mailto:Vicky.buckley@walsall.gov.uk">Vicky.buckley@walsall.gov.uk</a>	Internal services	Councillor Bird	9 February 2022
62/21 (6.9.21)	<b>Corporate Budget Plan 2022/23 – 2024/25, incorporating the Capital Strategy; and the Treasury Management and investment Strategy 2022/23:</b> To recommend the final budget and Council tax for approval by Council	Cabinet Key decision  Council	Vicky Buckley 01922 652326 <a href="mailto:Vicky.buckley@walsall.gov.uk">Vicky.buckley@walsall.gov.uk</a>	Council tax payers, business rate payers, voluntary and community organisations	Councillor Bird	Cabinet -9 February 2022  Council – 24 February 2022
22/21 (8.3.21)	<b>Walsall Council Housing Allocations Policy:</b> To update the policy which sets the principles for the allocation of affordable housing	Cabinet  Key Decision	Neil Hollyhead <a href="mailto:Neil.hollyhead@walsall.gov.uk">Neil.hollyhead@walsall.gov.uk</a>	Public, Housing Associations, Internal Services	Councillor Andrew	9 February 2022

**BLACK COUNTRY EXECUTIVE JOINT COMMITTEE**  
**FORWARD PLAN OF KEY DECISIONS**  
**Published up to January 2022 (for publication 06/09/2021)**

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
05/07/2021	Local Growth Fund – Growth Deal Programme	Approval of the year end position of the Growth Deal Projects, reflecting all changes to the Programme (Funding and Outputs) throughout the year and, to maximise the 2020/21 Growth Deal allocation expenditure, requests approval for various changes detailed in Attachment 1 of the report.	Papers TBC – Simon Neilson <a href="mailto:Simon.Neilson@walsall.gov.uk">Simon.Neilson@walsall.gov.uk</a>	Walsall Council	03/11/2021
05/07/2021	Approval of the 2020/21 Programme Spend				
05/07/2021	Ruskin Mill Land Trust - Glasshouse Development Phase 3	Approves the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Ruskin Mill Land Trust, to complete the Local Growth Fund (LGF) funded elements of the Ruskin Mill Land Trust - Glasshouse Development Phase 3 project to conclude the delivery of the project outputs.  Note that change request relates to the reduction in the Learner Assist output target.			
05/07/2021	Advanced Manufacturing Training Centre	Approves the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Incomm, to complete the Local Growth Fund (LGF) funded			

**BLACK COUNTRY EXECUTIVE JOINT COMMITTEE**  
**FORWARD PLAN OF KEY DECISIONS**  
**Published up to January 2022 (for publication 06/09/2021)**

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
05/07/2021	Hub to Home Transport Innovation Centre and Test Track Project: Very Light Rail and Autonomous Technologies – Test Track 1 Project	<p>elements of the Advanced Manufacturing Training Centre project with delivery to continue in the 2021/22 financial year.</p> <p>Note that change request relates to a change in outputs.</p> <p>Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Dudley Council to deliver the Local Growth Fund (LGF) funded elements of the Hub to Home Transport Innovation Centre and Test Track Project: Very Light Rail and Autonomous Technologies – Test Track 1 project with delivery to continue in the 2021/22 financial year.</p> <p>Note that change request relates to a change in outputs.</p>			
06/09/2021	Elite Centre for Manufacturing Skills	<p>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 (ECMS) project with delivery to continue in the 2021/22 financial year.</p>			



**BLACK COUNTRY EXECUTIVE JOINT COMMITTEE**  
**FORWARD PLAN OF KEY DECISIONS**  
**Published up to January 2022 (for publication 06/09/2021)**

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
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		Note that change request relates to a change in match funding and milestones.			
06/09/2021	Growing Places Fund (GPF)				
	Hub to Home Transport Innovation Centre and Test Track Project: Very Light Rail and Autonomous Technologies – Test Track 1 Project	Approves the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Dudley Council to deliver the Local Growth Fund (LGF) funded elements of Hub to Home Transport Innovation Centre and Test Track Project: Very Light Rail and Autonomous Technologies – Test Track 1 Project from the Growing Places Fund (previously used for LGF over programming) to support the delivery into 2021/22 financial year.	Papers TBC – Helen Martin <a href="mailto:Helen.Martin@dudley.gov.uk">Helen.Martin@dudley.gov.uk</a>	Dudley Council	03/11/2021
06/09/2021	Hub to Home Transport Innovation Centre and Test Track Project: Very Light Rail and Autonomous Technologies – National Innovation Centre	Note that change request relates to a change in programme funding streams.  Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Dudley Council to deliver the Local Growth 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 from the Growing Places Fund (previously used for LGF over			

**BLACK COUNTRY EXECUTIVE JOINT COMMITTEE**  
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		programming) to support the delivery into 2021/22 financial year.  Note that change request relates to a change in programme funding streams.			
02/08/2021	Black Country Executive Joint Committee Collaboration Agreement  Deed of Variation	Approval of the proposed amendments, as highlighted, to the Collaboration Agreement covering the removal of the Advisory Board and revised Black Country Executive Joint Committee governance, and Governance Principles: Enterprise Zones, included as Appendix 1 to this report.	Papers TBC – Simon Neilson <a href="mailto:Simon.neilson@walsall.gov.uk">Simon.neilson@walsall.gov.uk</a>	Walsall Council	03/11/2021
06/04/2021	Local Growth Fund (LGF) Programme changes	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 2021/22 financial year.  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	Papers TBC – Simon Neilson <a href="mailto:Simon.Neilson@walsall.gov.uk">Simon.Neilson@walsall.gov.uk</a>	Walsall Council	01/12/2021
06/04/2021	Dudley Advanced Construction Centre				
06/09/2021	Elite Centre for Manufacturing Skills				

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05/07/2021	Bilston Urban Village	<p>Skills (ECMS) project with delivery to continue in the 2021/22 financial year.</p> <p>Note that change request relates to a change in outputs.</p> <p>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 Bilston Urban Village project with delivery to continue in the 2021/22 financial year.</p> <p>Note that change request relates to a change in match funding.</p>			

## WEST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: SEPTEMBER 2021 - MARCH 2022

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Final Corporate Strategy 2021/22 - 23/24</b>	To agree the WMCA's Corporate Strategy for 2021/22 - 23/24.	17 September 2021	Yes	n/a	Julia Goldsworthy	No	Policy
<b>Equalities Scheme</b>	To approve the draft Equalities Scheme for consultation.	17 September 2021	Yes	Cllr Brigid Jones	Julie Nugent	No	Inclusive Communities
<b>Mental Health Commission</b>	To provide an update on the work of the Mental Health Commission.	17 September 2021	Yes	n/a	Ed Cox	No	n/a
<b>Social Enterprise Growth Strategy</b>	To provide an update on the Social Enterprise Growth Strategy.	17 September 2021	Yes	Cllr Rajbir Singh	Ed Cox	No	Public Service Reform & Social Economy

<b>Title of Report</b>	<b>Description of Purpose</b>	<b>Date of Meeting</b>	<b>Key Decision (Y/N)</b>	<b>Lead Portfolio Holder</b>	<b>Lead Officer</b>	<b>Confidential</b>	<b>Category</b>
<b>Financial Monitoring 2021/22</b>	To consider the WMCA's latest financial position.	17 September 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Local Transport Plan Consultation Approval</b>	To approve the draft local transport plan proposals for consultation.	17 September 2021	Yes	Cllr Ian Ward	Anne Shaw	No	Transport
<b>Bus Service Improvement Plan</b>	To consider the latest position relating to the bus service improvement plan.	17 September 2021	Yes	Cllr Ian Ward	Anne Shaw	No	Transport
<b>Intra-City Transport Fund</b>	To consider the latest position relating to the fund.	17 September 2021	Yes	Cllr Ian Ward	Anne Shaw	No	Transport
<b>West Midlands Cycle Hire Scheme</b>	To consider the latest position regarding the West Midlands Cycle Hire Scheme.	17 September 2021	Yes	Cllr Ian Ward	Anne Shaw	No	Transport

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Department for Transport Zero Emissions Bus Fund</b>	To approve the full business case for the WMCA's bid for funding.	17 September 2021	Yes	Cllr Ian Ward	Anne Shaw	No	Transport
<b>West Midlands Rail/Department for Transport Collaboration Agreement</b>	To seek approval to enter into a new collaboration agreement.	17 September 2021	Yes	Cllr Ian Ward	Malcolm Holmes	No	Transport
<b>2021/22 High Level Deliverables</b>	To consider the refreshed WMCA High Level Deliverables for 2021/22.	19 November 2021	Yes	n/a	Julia Goldsworthy	No	Policy
<b>Circular Economy Roadmap</b>	To consider proposals to develop a circular economy roadmap.	19 November 2021	Yes	Cllr Ian Courts	Ed Cox	No	Environment & Energy
<b>Financial Monitoring 2021/22</b>	To consider the WMCA's latest financial position.	19 November 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Local Transport Plan Consultation Approval</b>	To consider the response received from the Local Transport Plan consultation.	19 November 2021	Yes	Cllr Ian Ward	Anne Shaw	No	Transport
<b>Contactless Fare Payments Broker System Full Business Case</b>	To approve the full business case.	19 November 2021	Yes	Cllr Ian Ward	Anne Shaw	No	Transport
<b>Bus Delivery Options</b>	To consider the outline business case consultation feedback.	19 November 2021	Yes	Cllr Ian Ward	Anne Shaw	No	Transport
<b>Draft Annual Business Plan 2022/23</b>	To consider a draft Annual Business Plan for 2022/23	14 January 2022	Yes	n/a	Julia Goldsworthy	No	Policy
<b>Net Zero Neighbourhood</b>	To consider proposals for a Net Zero Neighbourhood.	14 January 2022	Yes	Cllr Ian Courts	Ed Cox	No	Environment & Energy

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Draft WMCA Budget 2022/23</b>	To consider the draft WMCA budget for 2022/23.	14 January 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Financial Monitoring 2021/22</b>	To consider the WMCA's latest financial position.	14 January 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Annual Business Plan 2022/23</b>	To approve the WMCA's Annual Business Plan for 2022/23.	11 February 2022	Yes	n/a	Julia Goldsworthy	No	Policy
<b>Final WMCA Budget 2022/23</b>	To agree the WMCA's budget for 2022/23.	11 February 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Financial Monitoring 2021/22</b>	To consider the WMCA's latest financial position.	18 March 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance