# **Cabinet**



## Wednesday 16 April 2025 at 6:00 p.m.

Meeting venue: Conference Room 2, Council House, Lichfield Street, Walsall.

Updated: 15 April 2025

**Livestream Link** 

**Portfolios** 

Councillor G. Perry, Leader of the Council

Councillor M. Statham, Deputy Leader and Finance

Councillor K. Pedley, Adult Social Care

Councillor S. Elson, Children and Young People

Councillor K. Murphy, Street Pride







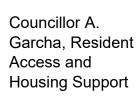


Councillor A. Andrew. Associate Leader **Economic Growth** and Regeneration

Councillor G. Flint. Health and Wellbeing



Councillor P. Kaur. Education and Skills







**Quorum** 4 members

Democratic Services, The Council House, Walsall, WS1 1TW Contact name: Craig Goodall Telephone: 01922 654765 Email: craig.goodall@walsall.gov.uk Walsall Council Website

If you are disabled and require help to and from the meeting room, please contact the person above

## 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:

Subject	Prescribed description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	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.
	This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Regulations (Consolidation) Act 1992.
Contracts	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:  (a) under which goods or services are to be
	provided or works are to be executed; and  (b) which has not been fully discharged.
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	Any tenancy where (to a member's knowledge):
	(a) the landlord is the relevant authority;
	(b) the tenant is a body in which the relevant person has a beneficial interest.
Securities	Any beneficial interest in securities of a body where:
	(a) that body (to a member's knowledge) has a place of business or land in the area of the relevant authority; and
	(b) either:
	(i) the total nominal value of the securities

		exceeds £25,000 or one hundredth of the total issued share capital of that body; or
more	(ii)	if the share capital of that body is
		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.

#### 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.

#### Part 1 - Public session

#### 1. Apologies

#### 2. Minutes - 19 March 2025

(Enclosed)

#### 3. Declarations of interest

#### 4. Local Government (Access to Information) Act, 1985 (as amended):

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. Petitions

(Note: For advice on how to submit petitions, contact Democratic Services. Contact details on the front page of the agenda).

#### 6. Questions

(30 minutes will be allowed for pre-submitted questions from non-executive members and the public. All questions will have been submitted at least 7 clear days before the meeting. Answers will be provided at the meeting - no supplementary questions will be allowed.)

#### 7. Forward Plan

(Enclosed)

#### **Leader of the Council: Councillor Perry**

#### **Key Decision**

8. The Continuous Improvement Transformation Programme Update

(Enclosed)

## Associate Leader, Economic Growth and Regeneration: Councillor Andrew

#### **Key Decision**

9. Black Country Walking, Wheeling and Cycling Plan

(Enclosed)

10. UK Shared Prosperity Fund

(Enclosed)

11. Walsall Community Regeneration Partnership

(Enclosed)

## **Street Pride: Councillor Murphy**

#### **Key Decision**

12. Introduction of Mandatory Food Waste Collections

(Enclosed)

## **Urgent Item**

In accordance with Section 4.2, Rule 16 Special Urgency of the Constitution, the following has been added as a late item to the agenda.

**Leader of the Council: Councillor Perry** 

#### **Key Decision**

13. West Midlands Combined Authority (WMCA) Adult Education Functions (Amendment) Order 2025

(Enclosed)

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#### **Cabinet**

## Wednesday 19 March 2025

Minutes of the meeting held in Conference Room 2 at the Council House, Lichfield Street, Walsall at 6pm.

**Present** 

Councillor Perry Leader of the Council

Councillor Andrew Associate Leader – Economic Growth and

Regeneration

Councillor M. Statham Deputy Leader – Finance Councillor Elson Children and Young People

Councillor Flint Health and Wellbeing

Councillor Garcha Resident Access and Housing Support

Councillor Kaur Education and Skills
Councillor Lee Internal Services
Councillor Pedley Adult Social Care

In attendance

E. Bennett Chief Executive

K. Allward Executive Director – Adult Social Care

D. Brown Executive Director – Economy, Environment and Communities

J. Greenhalgh Executive Director – Resources and Transformation

C. Male Executive Director – Children's Services

S. Portman Head of Law

C. Goodall Principal Democratic Services Officer

E. Cook Democratic Services Officer

#### Part 1 - Public Session

#### 4346 Welcome

Councillor Perry opened the meeting by welcoming everyone and explaining that the Cabinet was meeting that evening in person and that the agenda and reports for this meeting were available on the Council's website. He explained that voting would be by way of a show of hands which would be witnessed and recorded by the Democratic Services officer in attendance.

#### 4347 Apologies

Apologies were received from Councillor Murphy.

#### 4348 Minutes

The minutes of the meeting held on 12 February 2025 were submitted.

#### Resolved

That the minutes of the meeting held on 12 February 2025, a copy having been sent to each member of the Cabinet, be approved and signed as a correct record.

#### 4349 Declarations of interest

No declarations of interest were received.

#### 4350 Local Government (Access to Information) Act, 1985

#### Resolved

That the public be excluded from the meeting during consideration of the items set out in the private part of the agenda for the reasons set out therein and Section 100A of the Local Government Act, 1972

#### 4351 **Petitions**

No petitions were received.

#### 4352 Questions

No questions were received.

#### 4353 Forward Plan

The forward plan as of February 2025 was submitted:

(annexed)

#### Resolved

That the forward plan be noted.

# 4354 Warm Homes Local Grant (WHLG) Housing Retro-fit – Appointment of Contractor

Councillor Andrew introduced a report which sought to use Warm Homes Local Grant (WHLG) funding to improve the energy efficiency of dwellings in the borough and help tackle fuel poverty and domestic carbon emissions.

(annexed)

It was **moved** by Councillor Andrew and **seconded** by Councillor Flint and it was:

#### Resolved (unanimously)

- 1. That Cabinet delegate authority to the Executive Director of Resources & Transformation to enter a contract with the successful contractor for Energy Efficiency Works to homes in Walsall, for a maximum period of 3 years or by March 2028.
- 2. The anticipated value of the contract over the 3-year period is estimated at £2,385,928 including VAT where applicable after deduction of administration and ancillary (A&A) costs. These costs refer to the use of the Grant to fund administrative costs and ancillary works to support the delivery.
- 3. That Cabinet delegate authority to the Executive Director of Resources & Transformation to sign the relevant agreements with the Framework provider and successful contractor on behalf of the Council and to subsequently authorise signing of any associated contracts, deeds, or other related documents.
- 4. That Cabinet delegate authority to the Executive Director of Resources and Transformation, to authorise any variations to the contractual arrangements or other related documents for such services should this be required throughout the duration of the term of any contracts and provided they are in line with the Council's Contract Rules and any relevant legislation, including Public Contract Regulations 2015.

# 4355 West Midlands Local Transport Plan Settlement and Transport Capital Programme 2025/26

Councillor Andrew introduced a report which sought to enable the delivery of a programme of transport capital projects in 2025/26.

(annexed)

It was **moved** by Councillor Andrew and **seconded** by Councillor Perry and it was:

#### **Resolved** (unanimously)

- That Cabinet approve the Walsall Council Transport Capital Programme 2025/26 funding of £6.528m as set out at Table 2 in Section 4 of this report.
- 2. That Cabinet approve the utilisation of the Local Network Improvement Plan element of the grant funding for 2025/26 (£1.563m) as described in paragraphs 4.41 and 4.42 of this report and Appendices A to F,

including the provisional allocation of carry forward from 2024/25 to the 2025/26 programme.

- 3. That Cabinet approve the utilisation of the Promotion of Community Health and Safety council capital funding for 2025/26 (£0.12m) as set out in Appendix A, including the provisional allocation of carry forward from 2024/25 to the 2025/26 programme.
- 4. That Cabinet delegate authority to the Executive Director for Economy, Environment & Communities, in consultation with the Cabinet Member for Regeneration, to manage any required changes to the 2025/26 Local Network Improvement Plan and Promotion of Community Health and Safety capital programme, including amending individual scheme budgets (within the overall programme budget); adding new projects (to replace or part-replace other projects that can no longer be delivered); and managing carry forward, to maximise the use of the grant.
- 5. That Cabinet delegate authority to the Executive Director for Economy, Environment & Communities, in consultation with the Cabinet Member for Regeneration, to negotiate on its behalf with the West Midlands Combined Authority and government departments to maximise the values of future financial resources allocated to the council in pursuit of its transport priorities, including signing relevant agreements and contracts for schemes which are approved within the Walsall LNIP transport capital programme 2025/26.

#### 4356 Proposed High Needs Local Funding Formula 2025/26

Councillor Kaur introduced a report which sought to provide support for children with additional needs across the Borough and ensure the council fulfilled its statutory duties under the Children and Families Act 2014 and the Education Act 1996.

(annexed)

It was **moved** by Councillor Kaur and **seconded** by Councillor Perry and it was;

**Resolved** (unanimously)

That Cabinet approve the proposed Local High Needs Funding Formula for 2025/26 as set out in Appendix A.

# 4357 Public Sector Equality Duty – Equality, Diversity and Inclusion Annual Report 2024/25

Councillor Lee introduced a report which sought approval for the draft Equality, Diversity and Inclusion Annual report, in compliance with the requirements of the Public Sector Equality Duty.

(annexed)

It was moved by Councillor Lee and seconded by Councillor Garcha and it was;

#### Resolved (unanimously)

- 1. That Cabinet approve the Council's Equalities, Diversity and Inclusion Annual report.
- 2. That Cabinet note the successes and future plans to strengthen equality and diversity highlighted in the Annual Report.

#### 4358 Provision of Adults' and Children's Social Care Management System

Councillor Pedley introduced a report which sought approval to enter into a contract for the provision of an electronic case management system.

(annexed)

It was **moved** by Councillor Pedley and **seconded** by Councillor Elson and it was;

#### Resolved (unanimously)

- 1. That Cabinet approve the award of a contract for the period 01 August 2025 to 31 July 2030, with an anticipated value in the region of £1.4m to Access UK Limited, for the continued provision of the Council's existing case management system for Adult Social Care and Children's Services.
- 2. That Cabinet delegate authority to the Executive Director Adult Social Care and Public Health, to enter into a contract and subsequently to authorise the sealing or signing of any associated contracts, deeds or other related documents.
- 3. That Cabinet delegate authority to the Executive Director Adult Social Care and Public Health, to authorise any variations to the contractual arrangements or other related documents for such services should this be required throughout the duration of the any contracts and provided that they are in accordance with the Council's Contract Rules and any relevant legislation, including the Public Contracts Regulations 2015 and the Procurement Act 2023, as applicable.

# 4359 Feedback from the Education Overview and Scrutiny Committee regarding implications of funding changes on the Employment and Skills service

Councillor Kaur introduced a report which provided feedback, including recommendations to Cabinet, from the Education Overview and Scrutiny Committee regarding implications of funding changes on the Employment and Skills service.

That Cabinet note that further UK Shared Prosperity Funding had been awarded to the Council and that part of this funding was expected to be allocated to the Employment and Skills Team by Cabinet in April 2025.
There being no further business, the meeting terminated at 6:23pm.
Chair:
Date:

(annexed)

Resolved (by assent)



# FORWARD PLAN OF KEY DECISIONS

Council House, Lichfield Street, Walsall, WS1 1TW www.walsall.gov.uk

7 APRIL 2025

#### 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 <a href="mailto:Craig.Goodall@walsall.gov.uk">Craig.Goodall@walsall.gov.uk</a> and can also be accessed from the Council's website at <a href="https://www.walsall.gov.uk">www.walsall.gov.uk</a>. 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 (<a href="mailto:Craig.Goodall@walsall.gov.uk">Craig.Goodall@walsall.gov.uk</a>).

"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 MAY 2025 TO AUGUST 2025 (07.04.2025)

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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
9/25 (3.3.25)	The Continuous Improvement Transformation Programme: To update Cabinet on progress of the Council's transformation programme and how this supports delivery of the Council plan. This report outlines the strategic initiatives and expected outcomes of the transformation programme.	Cabinet Non-key Decision	Carol Williams  Carol.Williams@walsall.go v.uk	Internal Services	Cllr Perry	16 April 2025
10/25 (3.3.25)	Black Country Walking, Wheeling and Cycling Plan: To review and adopt the Black Country Walking, Wheeling and Cycling Plan.	Cabinet Key Decision	Kathryn Moreton  Kathryn.Moreton@walsall. gov.uk	Internal Services	Cllr Andrew	16 April 2025

13/25 (18.3.25)	UK Shared Prosperity Fund: To delegate authority to accept a funding allocation for UK Shared Prosperity Fund 2025-2026 to utilise for project activity aligned with the UK Shared Prosperity Fund (UKSPF) Investment Plan.	Cabinet Key Decision	Simon Tranter  Simon.Tranter@walsall.go v.uk	Internal Services	Cllr Andrew	16 April 2025
14/25 (18.3.25)	Community Regeneration Partnership: For Cabinet to note the receipt of the £20.25m Community Regeneration Partnership funding and to approve the final list of projects.	Cabinet Key Decision	David Moore  David.Moore@walsall.gov.  uk	Internal Services	Cllr Andrew	16 April 2025
11/25 (3.3.25)	Introduction of Mandatory Food Waste Collections:  To approve the introduction of weekly food waste collections and how the service will be delivered.	Cabinet Key Decision	Kathryn Moreton  Kathryn.Moreton@walsall. gov.uk	Internal Services	Cllr Murphy	16 April 2025
15/25 (7.4.25)	Article 4 Houses of Multiple Occupation (HMO): To confirm a borough-wide, non- immediate Article 4 Direction to remove permitted development rights for the change of use from dwellinghouses to smaller HMOs, to come into force on the 1 October 2025.	Cabinet Key Decision	Simon Tranter  Simon.Tranter@walsall.go v.uk	Internal Services	Cllr Andrew	June 2025

19/25 (7.4.25)	West Midlands Combined Authority (WMCA) Building Retrofit Pilot – Public Sector Decarbonisation Scheme:  To delegate authority to accept a funding allocation for the WMCA Building Retrofit Pilot – Public Sector Decarbonisation Scheme to improve the energy efficiency of public sector buildings in the borough.	Cabinet Key Decision	Simon Tranter  Simon.Tranter@walsall.go v.uk	Internal services	Cllr Andrew	June 2025
16/25 (7.4.25)	Secondary Sufficiency: To seek approval for the proposed secondary school expansion programme to ensure the provision of sufficient school places.	Cabinet Key Decision	Sharon Kelly  Sharon.Kelly@walsall.gov.  uk	Internal Services	Cllr Kaur	June 2025
17/25 (7.4.25)	Special Educational Needs (SEN) Sufficiency: To provide an overview of the current position and approve options to support the development of education provision for vulnerable children.	Cabinet Key Decision	Sharon Kelly  Sharon.Kelly@walsall.gov.  uk	Internal Services	Cllr Kaur	June 2025
46/24 (5.8.24)	Planning Obligations Supplementary Planning Document (SPD):  To seek approval of a draft Planning Obligations SPD for consultation with key partners, stakeholders, infrastructure providers and the	Cabinet Key Decision	Simon Tranter  Simon.Tranter@walsall.go v.uk	Internal Services	Cllr Andrew	July 2025

	general public. The document will be consulted on a 6-week consultation.					
18/25 (7.4.25)	Nature, Towns and Cities Bid: To seek approval to spend grant funding received through Nature, Towns and Cities.	Cabinet Key Decision	Kathryn Moreton  Kathryn.Moreton@walsall. gov.uk	Internal Services	Cllr Flint	July 2025

# FORWARD PLAN OF KEY DECISIONS MAY 2025 TO AUGUST 2025 ADDITIONAL ITEMS (15.04.2025)

1 2 3 4 5 6 7

Reference No./ Date first entered in Plan	Decision to be considered	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
20/25 (15.04.25)	West Midlands Combined Authority (WMCA) Adult Education Functions (Amendment) Order 2025:  To approve a draft Order to confer powers on the WMCA regarding adult education and new technical qualifications.  Consent from Councillor Matthew Follows, as the relevant Scrutiny Chair, has been granted to include this item on the agenda.	Cabinet Key Decision	Anthony.Cox@walsall.go v.uk	Internal Services	Cllr Perry	16 April 2025

Published 15/04/2025

Agenda Item No. 8

#### **Continuous Improvement Transformation Programme Update**

**Portfolio:** Councillor Perry – Leader of the Council

Related portfolios: All

Service: Council Wide

Wards: All

Key decision: No

Forward plan: Yes

#### 1. Aim

The Council's vision is to be continuously improving, deliver excellence, reduce inequalities, and improve life chances for all. The refreshed Continuous Improvement Transformation Programme aims to achieve this vision through enhancing service delivery, improving outcomes for residents, strengthening partnerships, and driving efficiency through value for money services. This ambitious programme aligns with the goals outlined in the refreshed Council Plan, Medium Term Financial Outlook, and service area delivery plans.

#### 2. Summary

This report outlines the Council's strategic initiatives and the expected outcomes of the continuous improvement transformation programme. The refreshed programme demonstrates our dedication to service delivery excellence and efficiency for our residents. Lessons from the previous Proud Transformation work have helped to guide our continuous improvement approach going forward, shaping the design and structure of the programme, constituent projects and the governance arrangements to oversee and manage delivery.

#### 3. Recommendations

- 3.1 That Cabinet note the contents of this report
- 3.2 That Cabinet approve the direction of travel for Walsall's continuous improvement journey.
- 3.3 That Cabinet receive an annual update on progress regarding the Continuous Improvement Transformation Programme aligned to Council Plan updates.

#### 4. Report detail - know

#### Context

- 4.1 In November 2024, Cabinet discussed how the Council would transition from the Proud Programme into the next stages of transforming service delivery. ensuring that the Council builds on the significant achievements and lessons learned from the Proud Programme. The Proud Programme successfully delivered cultural and service transformation, increased customer satisfaction, and had a direct impact upon morale and improved employee satisfaction. A sustainable legacy of the Proud Programme is the establishment of the Transformation Programme Management Office. This team is equipped with internal resources skilled in change and programme management, ensuring that the outputs, governance, lessons learned, and benefits of the Proud Programme continue to thrive and support the Council's ongoing transformation efforts. The workstreams within the Proud programme have been transitioned and will be delivered through business-as-usual activities or they will continue as projects within the governance of the next stages of transformation as outlined (outlined in Appendix item 1).
- 4.2 Walsall is currently undergoing a £1.5 billion investment programme, transforming the borough into a premier destination for living, working, and leisure. These regeneration projects will be supported by the application of standard project governance arrangements. Business as usual projects will continue to be delivered and supported alongside the transformation programme, ensuring that essential services and ongoing initiatives are maintained without disruption.
- 4.3 Projects will have the appropriate level of monitoring and review, commensurate with the level of change and risk associated with their delivery plans. Progress for projects that sit outside of the formal continuous improvement transformation programme will be assured by the Corporate Management Team (CMT), which will provide oversight and governance to maintain alignment with the Council's strategic objectives. CMT will regularly review progress, address any emerging risks and issues, and ensure that resources are effectively allocated to support both business-as-usual and transformation initiatives. This dual approach will enable the Council to achieve its transformation goals whilst maintaining high standards of service delivery for our residents.
- 4.4 As we move forward, the Council's transformation programme will focus on critical areas, addressing emerging areas of demand and cost pressures within services, such as Adults & Children's Social Care, and opportunities for digital transformation. The Programme will also prioritise key Council wide, crosscutting projects as well as ensuring the Council is well-equipped to manage rapid regeneration of the borough. The programme will be reviewed on a quarterly basis to ensure continued alignment to the Council Plan priorities. (Appendix Item 2 High Level overview of Programme)

- 4.5 The Adult's Social Care continuous improvement programme (ASC CIP) is designed and developed to deliver better outcomes for residents by addressing challenges of increasing demand for services, financial pressures and improving overall service quality through implementing innovative approaches to care that prioritise the well-being and independence of our residents.
- 4.6 The transformation projects in Children's will aim to create a supportive and inclusive environment for children and young people. These projects will focus on proactively testing significant reforms in areas such as family help, child protection, multi-agency safeguarding arrangements, and the utilisation of family networks. Additionally, the projects will address specific areas experiencing increased demand or financial pressure, such as home to school transport, encouraging an innovative council wide approach to transport.
- 4.7 The Digital Transformation programme will continue the council's successful journey to modernise our services by applying new and innovative technology solutions, making services more accessible and user-friendly for all residents and employees. The digital programme focusses on leveraging our data and insights, maximising elements of technology which will bring about efficiency and create capacity, addressing areas where there are critical technical risks to service delivery and finally exploiting opportunities to adopt the technology in which we have already made significant investment. This programme also supports the refresh of the Digital Strategy which focuses resources to address areas of digital poverty to ensure that residents have access to digital capability at home or mediated through partnership working, supporting opportunities to give equitable access to online services.
- 4.8 To ensure alignment with both the Council Plan and Medium-Term Financial Outlook projects in the refreshed transformation programme will each have an approved business case which directly links to a Council Plan outcome and/or a financial opportunity outlined in the budget and progress will be tracked against this monthly.
- 4.9 To ensure a culture of continuous improvement and collaboration, the Programme will focus on the transfer of expertise in change management skills. The aim is to support development of our internal staff and to formalise the successes gained through an established 'grow our own' approach, coaching and mentoring in transformation, change management, and project management skills will be available to staff across the council, who show an aptitude for improving processes and service delivery.
- 4.10 This will be achieved through targeted training programmes, workshops, and mentorship initiatives designed to equip our employees with the necessary skills and knowledge. By fostering an environment where learning and development are prioritised and encouraged, we aim to empower our staff to take ownership of projects and drive change within their respective business areas. This approach will not only enhance our internal capabilities but also reduce reliance on external resources, ensuring that we have the capacity and capability to meet future challenges. Through these efforts, we will support the

delivery of our Council plan and maintain the momentum of our transformation journey.

4.11 The Transformation and Change Team will provide support for targeted service improvements by leveraging data, insights, and customer feedback to inform decision-making and drive enhancements. The flexible approach to change management involves integrating organisational development and business analysis, leveraging data and insights to ensure a holistic and adaptive transformation process.

This approach includes:

**Strategic and Financial Alignment:** Transformation projects will be aligned with the Council's strategies and policies to meet the priorities outlined in the Council Plan. This strategic alignment will support overarching goals and ensure that projects contribute effectively to delivering the Council's vision. Additionally, aligning with the annual budget setting process and achieving the current savings targets for 2025/26 will be crucial. This integrated approach will foster financial sustainability and drive continuous improvement and service excellence for residents.

**Organisational Development (OD):** Focusing on developing a skilled, flexible, and motivated workforce that prioritises customer needs. OD strategies include supporting transformation, flexibility, adoption and change, innovation, maximising leadership, and management capability, and planning for the workforce of the future.

**Business Analysis:** Utilising data and insights to plan and address customer needs for the future. This involves streamlining processes, reducing demand for expensive services, and leveraging technology for self-service. Business analysis helps in identifying areas for improvement and implementing evidence-based solutions. Data and insights analysis provides the evidence to support effective and targeted change.

**Change Management:** Implementing a structured and sustainable approach to managing change, including raising awareness among key stakeholders, providing training and support, and ensuring that changes are aligned with the overall strategic goals of the council. This approach ensures that employees are equipped to manage changes and can contribute to the continuous improvement of services.

By linking these elements, the Council can create a dynamic and responsive environment that supports continuous improvement and collaboration, enhancing service delivery and achieving our goals outlined in the council plan.

#### Council Plan priorities

4.12 The transformation programme directly links to delivery of the refreshed Council Plan, principles and ambitions outlined in We are Walsall 2040.

4.13 Each transformation project will be directly linked to a specific ambition or priority outlined in the council plan. This alignment ensures that every project contributes to the overarching goals of the council, fostering a cohesive and strategic approach to transformation. The linkage will be clearly outlined in each project's business case, detailing which council plan deliverable it supports. To ensure accountability and transparency, the progress and impact of these projects will be measured against the corporate performance framework. This framework provides a structured approach to monitoring and evaluating the success of each project, ensuring that they deliver the intended outcomes and contribute to the continuous improvement of council services.

#### Risk management

4.14 Transformation project and programme risks will be measured, monitored, managed, and assured through an established governance framework overseen by the monthly Transformation Board, chaired by the Chief Executive. This board uses a comprehensive risk management strategy that includes regular risk assessments, the maintenance of a detailed risk register, and the implementation of mitigation plans. The board reviews progress reports, highlight reports, and exception reports to ensure that risks are identified early and addressed promptly. By maintaining a clear overview of project status, financial forecasts, key risks, and milestones, the Transformation Board will ensure that all projects remain aligned with the council's strategic objectives and deliver the intended outcomes. In addition to this monthly review, Strategic Risk No.2 relates to transformation and continuous improvement and follows the Council's approved the audit process for risk management and reporting.

#### Financial implications

4.15 The transformation programme will follow and link to the budget setting process and service planning to ensure financial sustainability and effective resource allocation. Financial deliverables will be monitored through monthly budget monitoring and reported quarterly to Cabinet, providing regular updates on the financial health of the programme, and enabling timely interventions if necessary. Any investment asks will be supported by robust business cases and managed through the Transformation and Finance Group, chaired by the S151 officer, ensuring that all financial decisions are scrutinised and aligned with the council's strategic objectives. This integrated approach will ensure that the transformation programme supports the council's financial goals and consistently delivers value for money.

#### Legal implications

4.16 There are no direct legal implications arising from this work. Each individual project within the transformation programme will be assessed to ensure that any legal implications are considered and addressed.

#### Procurement Implications/Social Value

4.17 There are no direct procurement implications arising from this work. Each individual project within the transformation programme will be assessed to ensure that any procurement implications are considered and addressed. The transformation finance group will evaluate any investment asks and procurement requests.

#### **Property implications**

4.18 The transformation programme will seek to deliver the ambitions within We are Walsall 2040 and support regeneration of the borough at pace. There are no direct property implications arising from this work. Each individual project within the transformation programme will be assessed to ensure that any property implications are considered and addressed.

#### Health and wellbeing implications

4.19 The transformation programme will assist with ensuring the Council plan is delivered and focus on improving services, particularly in adult's and children's social care. There are no direct health and wellbeing implications arising from this work. Each individual project within the transformation programme will be assessed to ensure that any health and wellbeing implications are considered and addressed.

#### Reducing Inequalities

4.20 The transformation programme will align with the Council's obligations on equality and consultation by ensuring that all initiatives are developed and implemented with a strong focus on equity and inclusivity. An Equality Health Impact Assessment (EHIA) will be conducted for each project (where required) to identify and address any potential impacts on protected characteristics. This will help to ensure delivery of the overall council plan vision and ensure that the needs of all communities of interest and employees are considered and that no group is disproportionately affected.

#### Staffing implications

4.21 The programme will leverage data and customer feedback to inform decision-making and implement targeted service improvements, ensuring that employees feel empowered and supported in their role. There are no direct staffing implications arising from this work. Each individual project within the transformation programme will be assessed to ensure that any staffing implications are considered and addressed.

#### Climate Impact

4.22 The transformation programme and projects will ensure that sustainability is a key focus in every project - There are no direct climate impacts arising from this work. Each individual project within the transformation programme will be

assessed to ensure that any climate implications are considered and addressed.

#### Consultation

4.23 The programme will fulfil the Council's consultation responsibilities by prioritising engagement and consultation in all initiatives. The Council will gather feedback from stakeholders, including residents, staff, and partner organisations, to ensure alignment with community needs and expectations. By embedding equality and consultation into the process, the Council aims to create an inclusive and responsive environment that supports the well-being of all residents.

#### 5. Decide

- 5.1 Cabinet is asked to accept and endorse:
  - the contents of this report as an update on the progress of the Council's continuous improvement transformation journey leveraging the progress made by the Proud Programme and the application of the lessons learned
  - the proposed approach for the next stages of Walsall's transformation and continuous improvement work to align directly to delivery of the Council Plan and Medium-Term Financial Outlook.
  - the proposed approach for progress updates to be presented annually to Cabinet, aligned with updates on the Council Plan progress.

#### 6. Respond

- 6.1 The internal transformation and change team will continue to focus on the closure of legacy programmes and projects from the previous Proud transformation programme, ensuring a smooth transition and integration of these activities into the new programme. This will involve a thorough review of ongoing projects, the consolidation of lessons learned, and the alignment of resources to support the priorities outlined in the Council Plan.
- 6.2 The internal transformation and change team will align resources to deliver on refreshed priorities for Adult's social care, Children's Services, and digital transformation.

#### 7. Review

7.1 The Transformation Board, which meets monthly and is chaired by the Chief Executive, will oversee the governance of the programme and ensure alignment with the Council Plan and priorities. Progress updates will be provided to Cabinet annually on the ongoing progress of the programme and benefits realisation.

#### **Appendices**

Appendix 1 – Proud Programme transition

Appendix 2 - Refreshed Continuous Improvement Transformation Priorities

#### **Background papers**

- 24 October 2018 Cabinet Walsall Proud Programme
- 2 December 2018 Cabinet Walsall Proud Programme Contract Award
- 16 June 2021 Cabinet Resetting the Council through Proud
- 15 March 2022 Cabinet Walsall Proud Programme: Next Stages of Proud
- 22 March 2023 Cabinet LGA Corporate Peer Challenge Findings and Action Plan
- 20 March 2024 Cabinet Walsall Proud: Update and Next Stages of Transformation

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Executive Director – Resources &
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16 April 2025

Signed

Councillor G Perry Leader of the Council

16 April 2025

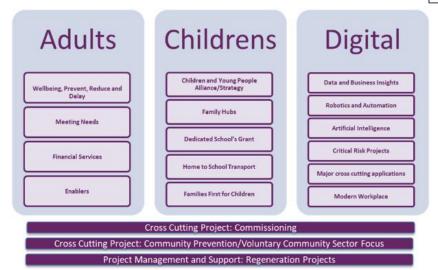
**Appendix Item 1** – Proud Programme Legacy Workstream Status

Workstream	Decision	Comments
Enabling Communication and Culture	Closed	<ul> <li>Closure report and action plan approved by Transformation Board in September 2024</li> <li>Follow up: Action plan and activity aligned with delivery of workforce/OD strategy</li> </ul>
Hub	Closed	<ul> <li>Closure report approved in Transformation Board November 2024</li> <li>Follow up Action: Commissioning Project set up</li> </ul>
Customer Access and Management	Closed	<ul> <li>Closure report approved in Transformation Board December 2024</li> <li>Follow up Action: Projects to be managed in BAU environment for continuous improvement on customer platform</li> </ul>
Enabling Tech	Closed	<ul> <li>Closure report due in April 2025</li> <li>Follow up action: Refreshed digital transformation programme aligned to Council Plan Delivery to be set up in April 2025</li> </ul>
Enabling Support Services	Closed	Closure report approved in Transformation Board in January 2025 outlining closed projects and those which will continue
Commercial	Closed	<ul> <li>Closure report approved in transformation Board in January 2025</li> <li>Follow up: Commercial strategy steering group and Commercial Action plan</li> </ul>
Adult's Social Care Continuous Improvement Programme	Continue	To Continue in refreshed transformation programme

**Appendix Item 2** – Continuous Improvement: Refreshed Transformation Programme Priorities

**Continuous Improvement: Transformation Programme** 

<u>PLEASE NOTE:</u> This is not an exhaustive list of all projects in the Council



#### **Cabinet – 16 April 2025**

#### Black Country Walking, Wheeling and Cycling Plan

Portfolio: Councillor Andrew – Associate Leader, Economic Growth &

Regeneration

Related portfolios: Councillor Flint – Health & Wellbeing

Councillor Murphy – Street Pride

**Service:** Place & Environment (Highways, Transport & Operations)

Wards: All

Key decision: Yes

Forward plan: Yes

#### 1. Aim

- 1.1. The Black Country Walking, Wheeling and Cycling Plan (BCWWCP) has been collaboratively produced by the Black Country local authorities (Dudley, Sandwell, Walsall, Wolverhampton).
- 1.2. Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy (2022), are strategic plans which identify cycling and walking improvements required at the local level. The BCWWCP aims to:
  - Identify cycling and walking infrastructure improvements for future investment in the short-, medium-, and long-term.
  - Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies.
  - Make the case for future funding for walking and cycling infrastructure.

#### 2. Summary

- 2.1. The BCWWCP is committed to delivering a high-quality active travel network to the residents of the Walsall and the wider Black Country over the next ten years, in order to help support the shift to more sustainable modes of transport. The overall proposed network is comprised of 135km of high-quality active travel infrastructure and will include:
  - High-quality footpaths
  - Dedicated high-quality bike lanes
  - Safe and convenient cycle parking
  - Better street lighting
  - Benches
  - CCTV

- Ramp access
- Road crossings for pedestrians and cyclists
- Better wayfinding and signage
- 2.2. The BCWWCP identifies seven cycle routes and three core walking zones for development within Walsall Borough. These routes were selected based on the criteria of demand and the ability to fill gaps in the network. As the plan is a strategy document, adoption of the plan does not commit the council to delivery of these routes but rather offers a framework for planning and resource allocation.

#### Cycling Routes:

- Walsall Town Centre to Sandwell Valley Park (also known as 'National Cycle Network Route 5')
- M6 Junction 10 to Walsall town centre
- Pleck to Arboretum
- Rushall to Walsall town centre
- North East Ring Road
- Arboretum to borough boundary with Sandwell
- Walsall town centre to Streetly

#### Walking zones:

- Darlaston town centre to SPARK development
- Leamore/ Bloxwich/ Blakenhall Heath
- Walsall town centre

#### 3. Recommendations

3.1. That Cabinet approve the Black Country Walking, Wheeling and Cycling Plan, as set out at **Appendix 1**.

#### 4. Report detail - know

#### Context

- 4.1. The BCWWCP is set in the context of increased active travel funding and prioritisation at a national level. This plan aims to build a comprehensive active travel infrastructure network across the Black Country that improves connectivity and accessibility.
- 4.2. These routes were developed following an extensive data collection process using demand, socio-demographic, network and environmental data, as well as stakeholder feedback to identify key challenges and opportunities across the area.
- 4.3. Alongside the working group, an option identification process was undertaken which identified the prioritised cycle routes and walking zones for each local authority area. For cycle routes, this process sought to identify routes bridged gaps in the current cycle network. Walking zone locations were selected to

encourage walking shorter trips and identify areas of relatively higher deprivation and physical inactivity.

#### Council Plan priorities

- 4.4. The BCWWCP supports the Walsall Council Plan 2025-29 ambition for the borough to be: -
  - thriving and happy
  - healthy and well
  - prosperous and innovative
  - proud of our borough
- 4.5. A capital programme of active travel investment will significantly contribute to the achievement of the council plan ambitions by enhancing connectivity and promoting sustainable travel options. By improving the quality and condition of road networks, the programme will facilitate safer and more efficient travel, aligning with the plan's ambition for safer streets and thriving communities.

#### Risk management

4.6. This decision has no material corporate risks for the Council. The future delivery of schemes in this strategy will be carried out in accordance with approved operational risk assessments.

#### Financial implications

4.7. As the BCWWCP is a strategy document, there are no direct financial implications arising from it. Funding to develop and deliver the routes outlined in the strategy will be sourced from a number of funding pots on a case-by-case basis. It is anticipated that most of this funding will be through external capital grant awards such as the Active Travel Fund.

#### Legal implications

4.8. The Council is empowered to improve Highways under Section 62 of the Highways Act 1980. Section III of the Local Government Act 1972 empowers the Council to do anything which is calculated to facilitate or is conducive to or incidental to the discharge of its functions.

#### Procurement Implications/Social Value

4.9. This decision has no direct commercial implications. Any contractual arrangements must be procured in compliance with the Public Contracts Regulations 2015 (if applicable), the Procurement Act 2023 and the council's contract rules. The council's Procurement & Contract Management and Legal Services Teams will work with Highways, Transport & Operations officers to ensure that further competition and call-offs from any frameworks are conducted in compliant ways and that all contracts for schemes procured under

this capital programme will be validly entered into before any services are provided to the council.

#### **Property implications**

4.10. Delivery of routes as outlined in the plan will generally be undertaken on highway land. Before any specific routes are developed further, internal consultation will be undertaken with asset managers.

#### Health and wellbeing implications

- 4.11. Through the provision of active travel infrastructure, the BCWWCP will have positive health and wellbeing implications. Through enabling residents to choose active travel, the plan facilitates more active, healthier choices. The Active Black Country, Active Lives (2024) survey found that 33.6% of Walsall residents are 'inactive', meaning they do less than 30 minutes of activity a week.
- 4.12. Additionally, the wellbeing benefits of exercise are well established. The NHS emphasises how activity is a "natural mood booster", which has a range of benefits, including reducing anxiety and stress and improving sleep.
- 4.13. The link between socio-economic inequalities and health inequalities is well established. The Marmot Review (2010) found that people living in the poorest neighbourhoods in England will on average die seven years earlier, and spend 17 more years of their lives with disability, than people living in the richest neighbourhoods. The BCWWCP's framework for the provision of active travel infrastructure, facilitates people to be able to make affordable and healthy travel choices, and hence live healthier lives.

#### Reducing Inequalities

- 4.14. The BCWWCP is a strategy document and therefore in itself, does not require an equality impact assessment. In the future, as individual schemes in the plan are developed, more detailed equality impact assessments will be produced for each scheme.
- 4.15. More generally, the BCWWCP will have positive impacts on equality by making active travel a safer, more accessible travel option for all Walsall residents. For example, through its focus on wheeling, this strategy aims to be inclusive and provide improved pedestrian facilities for those who use a wheelchair or other mobility aids.
- 4.16. Also, it is well recognised that women are underrepresented in cycling, partly due to safety concerns. Through the introduction of segregated cycle lanes, as well as better street-lighting, CCTV cameras and monitoring, this will make the streets safer, making active travel a more accessible option for women.
- 4.17. The 2019 Index of Multiple Deprivation placed Walsall as the 25th most deprived English local authority, out of 317, meaning Walsall is in the most deprived 10% of districts in the country. The BCWWCP will address this by

- providing segregated cycle lanes, high quality footpaths, road crossings for pedestrians and cyclists and other interventions which will offer an improved and affordable travel option for Walsall's most deprived residents.
- 4.18. Aside from large-scale route identification, the BCWWCP's identifies additional small-scale interventions, such as better street lighting, aimed at improving the perceived safety perception of walking, wheeling and cycling, making active travel the mode of choice for vulnerable groups.

#### Staffing implications

4.19. Work associated with the development and delivery of the plan will be incorporated into the work stream of the council's existing Strategic Transport Team.

#### Climate Impact

- 4.20. The BCWWCP will be a significant part of Walsall's route to becoming a net zero carbon authority by 2050, as transport is the single largest cause of carbon emissions in Walsall and the UK.
- 4.21. By enabling more residents to travel more sustainably, the BCWWCP will contribute to reduced carbon emissions as well as lower levels of congestion and improved air quality from transport within the borough and across the wider Black Country.
- 4.22. The UK has legally binding carbon net zero targets (net zero by 2050 and reduction of carbon emissions by 78% by 2035, compared to 1990 levels). The BCWWCP will therefore contribute to these nationally required targets. The BCWWCP also helps support the actions set out in the Walsall Council Climate Action Plan.
- 4.23. Additionally, through offering a more affordable, healthy and accessible transport option, this active travel infrastructure will also reduce inequalities, in line with the ambitions set out in the United Nation's Sustainable Development Goals.

#### Consultation

- 4.24. A consultation was undertaken between July and September 2024 in which 176 respondents from across the Black Country shared their opinions on the BCWWCP. The consultation found that 86% of respondents agree or strongly agree that it would be valuable to have a walking, wheeling and cycling network in the Black Country. The proposed network was cited as a definite improvement on the exiting network in terms of both connectivity and inclusivity.
- 4.25. The consultation also found that 38% walk or wheel at least once a week and 39% cycle at least once a week, with the main reasons for doing so being for leisure/ fitness, (food) shopping, visiting friends and family's homes, and commuting to work

#### 5. Decide

5.1 Option 1 – Adopt the Black Country Walking and Wheeling Plan (recommended)

Adopting the BCWWP will mean that Walsall will have an officially endorsed pipeline of cycling and walking infrastructure schemes. As the strategy has been produced at a Black Country Level, the routes proposed are well integrated into a wider strategic geography, increasing their viability and attractiveness. Adoption of the plan puts Walsall MBC into a stronger position to bid for future active travel funding.

Adopting a regional document may make subsequent revision of the document more complex in the future, given that other stakeholders (particularly neighbouring Black Country Authorities) may need to be consulted before revisions can take place. However, this is mitigated by the planned merger of the four individual Strategic Transport teams of each of the BC authorities into a single joint team – making joint strategic transport planning the norm going forward.

This option is therefore recommended.

5.2 Option 2 – Create and adopt a separate Walking and Wheeling Plan for Walsall only

Creating and adopting a separate Walking, Wheeling and Cycling Plan purely for Walsall may make subsequent revision possible without input from neighbouring Black Country local authorities. This option also carries the additional risk of failing to link with neighbouring authorities' plans, as the creation of the plan will rest solely with Walsall.

This option is therefore not recommended.

5.3 Option 3 – Do not create or adopt any Walking, Wheeling and Cycling Plan

Walsall Council could choose to neither create nor adopt a Walking, Wheeling and Cycling Plan. This would save time and resources which could be allocated to other workstreams.

However, this would leave the council in breach of guidance published by the Department of Transport in the 2022 Cycling and Walking Strategy. Additionally, failure to create or adopt a plan would place the council at a disadvantage in striving to achieve increases in cycling and walking as outlined in local and regional strategy, with no guiding strategy for the implementation of new walking and cycling infrastructure. As well as this, failure to create or adopt a plan would also place Walsall at a disadvantage when bidding for future transport scheme funding.

This option is therefore not recommended.

#### 6. Respond

- 6.1 Following adoption of the plan. Officers within the Strategic Transport Team will incorporate the design and development of the infrastructure (as outlined within the document) within their day-to-day work plans. Work will progress to further develop the routes contained within the plan up to delivery.
- 6.2 Ahead of delivery, relevant governance and consultation requirements will be adhered to for each route. Adoption of the strategy document (as outlined within this report)

#### 7. Review

7.1 Following adoption, the BCWWCP will be formally reviewed and updated every five years by Strategic Transport Team officers. As the plan is a living document, unofficial review of the overarching strategy and minor changes to the plan will take place more regularly through the day-to-day work of Strategic Transport Team officers.

#### **Appendices**

• **Appendix 1** - Black Country Walking, Wheeling and Cycling Plan Strategy Document (2024)

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4 April 2025

Councillor Adrian Andrew

Portfolio Holder

4 April 2025



# Black Country Walking, Wheeling and Cycling Plan

Black Country Transport

December 2024



# **Revision History**

Revision	Revision date	Details	Authorised	Name	Position
Version 1	22/07/2022	First Draft	Yes	Darren Abberley	Associate Director
Version 2	22/07/2022	First Draft	Yes	Darren Abberley	Associate Director
Version 3	09/01/2025	Update	Yes	Black Country Transport	



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# 1. Executive Summary

The Black Country Walking, Wheeling and Cycling Plan (BCWWCP) is a voluntary joint Local Cycling, Walking Infrastructure Plan (LCWIP) type document, collaboratively produced by the Black Country local authorities (Dudley, Sandwell, Walsall, Wolverhampton). The BCWWCP has been prepared to identify an ambitious cycle network across the Black Country supported by a series of localised walking, wheeling and wider active mode improvements, and behavioural change measures, which encourage and enable walking, wheeling and cycling as preferred modes.

This strategy was formally known as the Black Country LCWIP, and therefore this document mentions LCWIP throughout, but please now take all mentions of LCWIP to mean BCWWCP. The change to the BCWWCP title reflects a direction to have an inclusive plan, in which wheeling in addition to cycling and walking, is also a prioritised mode of active travel. Originally produced in 2022, this is a live document which will be regularly revised, as it represents a long-term transport strategy.

Increasing the levels of active travel are intrinsic to the Black Country achieving their strategic priorities of:

- Creating a Net-Zero Transport Network by 2041
- Tackling Chronic Physical Inactivity
- Tackling Transport Inequality
- Reducing harmful emissions to safer levels
- Driving Sustainable and Inclusive Growth

An extensive data collection process has been undertaken using demand, socio-demographic, network and environmental data, alongside stakeholder feedback to ascertain the key constraints, challenges and opportunities across the area. A review of the current governance and delivery process has also been undertaken to ensure that the right procedures are in place to support the implementation of the LCWIP over the next five years (2023-2028).

Alongside the Working Group, an option identification process was undertaken which revealed between seven and nine cycle routes and between three and four walking zones per local authority area. The focus of the cycle routes was to consider, where possible, on road and ambitious schemes which bridged gaps in the current and proposed cycle network (as identified in the West Midlands and Sandwell LCWIPs (SCWIP)). For walking, the focus was slightly different, seeking to encourage walking for shorter trips and identify areas of relatively higher levels of deprivation and physical inactivity amongst other key socio-demographic factors.

The Black Country LCWIP has been developed to be as achievable as possible over the next five years and therefore a shortlisting process was required to identify two cycle routes and one walking zone per local authority area. The shortlisting process considered the following six themes.

Connectivity	Demand	Demographics
Quality & Safety	Health	Stakeholder Support

Schemes were also discounted on the basis that they had already received from funding from other sources such as the City Regional Sustainable Transport Settlement Fund. The shortlisting process led to the identification of the following routes and zones.



Local Authority Area	Cycle Routes	Walking Zone
Dudley	A4101 Pensnett to Dudley Town Centre	DY5 Enterprise Zone and Brierley Hill
	Smestow Valley Leisure Route	
Sandwell	Cradley Heath (SCWIP Route) to WM LCWIP Route	Rowley Regis Village and Hospital
	Stone Cross to West Bromwich	
Walsall	Pleck to Arboretum	Leamore / Bloxwich / Blakenall Heath
	Walsall Town Centre to Sandwell Valley Park (NCN5)	
Wolverhampton	Bentley Bridge to Darlaston	West Park to Whitmore Reans
	Fordhouses to Heathtown	

The routes and zones were audited and the findings supported the development of concept designs for each alongside a set of high level indicative scheme costs as set out below. Walking Zones are depicted in green. The initial scheme costs have been calculated using the Typical Costs for Cycling Interventions (published in 2017)<sup>1</sup> with a 20% inflation rate applied to convert the figures into 2022 costs.

Option	Length (km) / Area (m²)	Total Cost 2022	Total Cost 2024
Dudley- A4101 Pensnett to Dudley Town Centre	3.365	£18,887,962	£20,954,463
Dudley- Smestow Valley Leisure Route	4.654	£9,864,461	£10,943,716
Dudley- DY5 Enterprise Zone and Brierly Hill	2,049,705	£10,069,401	£11,171,078
Sandwell- Cradley (SCWIP Route) to WM LCWIP	1.025	£5,462,736	£6,060,405
Sandwell- Stone Cross to West Bromwich	3.696	£18,376,027	£20,386,518
Sandwell- Rowley Regis Village and Hospital	478,281	£1,906,526	£2,115,116
Walsall- Pleck to Arboretum	3.277	£15,609,619	£17,317,442
Walsall- Walsall Town Centre to Sandwell Valley Park (NCN5)	11.396	£18,403,183	£20,416,645
Walsall- Leamore/ Bloxwich/ Blakenall	971,673	£1,165,518	£1,293,035
Wolverhampton- Bentley Bridge to Darlaston	5.664	£20,250,31	£2,246,586
Wolverhampton- Fordhouses to Heathtown	5.181	£24,761,366	£27,470,467
Wolverhampton- Fordhouses to Heathtown	1,240,969	£5,722,908	£6,349,042

**Note:** The 2024 cost figures have been adjusted for inflation using the Bank of England Inflation Calculator.

 $<sup>\</sup>textbf{1} \ \, \text{https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf$ 



Through further engagement with the Working Group and the Active Travel Commissioner for the West Midlands, it was agreed that localised improvements should be considered further to ensure enhanced connectivity between people and the active travel infrastructure being delivered. A Case Study has been developed setting out the types of measures that could be considered, for example modal filters, schools streets, dropped kerbs, mobility hubs and enhanced wayfinding and signage. All these measures are to be supported by a strong behavioural change campaign.

The governance process and delivery plan form the final elements of this LCWIP setting out a clear approach and timeframe for delivery. The prioritisation process has been essential in developing the delivery plan, providing a steer on what schemes should be delivered sooner. The stakeholder feedback has proved essential in determining what the challenges and opportunities are, and how the governance needs to be shaped to make forward delivery both possible and effective.

# 2. Introduction

# The Black Country Commission

AECOM has been commissioned by Black Country Transport (BCT) to develop an outline Cycling and Walking Strategy and Delivery Plan, referred to herein as the Local Cycling and Walking Infrastructure Plan (LCWIP), for the Black Country between 2023 and 2028.

BCT is a strategic transport partnership between Dudley, Sandwell, Walsall and Wolverhampton Councils tasked with improving the transport network across the area. This role is ever important as the Black Country has entered a period of rapid change which requires appropriate strategies that support a sustainable future. This future includes a high quality and connected network of measures, where cycling and walking infrastructure is deemed equally as important as other transport modes.

#### What is a LCWIP?

In 2017 the Department for Transport (DfT) issued its first Cycling and Walking Investment Strategy to support walking and cycling as a natural choice for shorter journeys or as part of longer journeys. The strategy has wider implications such that it has the potential to reduce congestion, improve physical and mental health, support local, regional and national carbon targets, and reduce social exclusion amongst a wealth of wider community benefits. These will be explored further in this document.

### The six-stage LCWIP process

The Black Country outline LCWIP will follow the DfT approach based on a six-stage process as set out in Figure 2-1.

In keeping with DfT guidance, the Black Country LCWIP takes into consideration its duty, under the Equality Act 2010, to meet the needs of people with protected characteristics.

Stage 1	Determing the Scope
Stage 2	Gathering Information
Stage 3	Network Planning for Cycling
Stage 4	Network Planning for Walking
Stage 5	Prioritising Improvement
Stage 6	Integration and Application

Figure 2-1: The LCWIP Process



# Black Country LCWIP development

This LCWIP has been developed with three key areas in mind: policy and guidance, area challenges and opportunities, and funding opportunities. Further detail on each is provided in Figure 2-2.

#### **Policy / Guidance**

- Black Country Plan
- Movement for Growth
  - Gear Change
- Local Trabsport Note (LTN)
   1/20
  - Manual for Streets

### Black Country Challenges / Opportunities

- Stakeholder Engagement
- Geography / polycentric
- Net-zero transport / Harmful emmisions
  - Transport inequality
- Sustainable inclusive growth
- Chronic physical inactivity

#### **Funding Opportunities**

- Emergency Active Trave
   Fund
  - Active Travel Fund
- Transforming Cities Fund
- City Regional Sustainable Transport Settlements Fund
- Local Authority Capability
   Fund
  - Towns Fund
  - Better Streets Fund

Figure 2-2: Black Country LCWIP Key Considerations

Ensuring that the key requirements of emerging policy and guidance are embedded in to the LCWIP will result in the development of a robust and ambitious strategy for the Black Country, in keeping with the direction of growth locally, regionally and nationally. There is a clear agenda towards a sustainable future, including the role that transport has to play in this, and it is important that this strategy is able to fully capture the essence of this movement.

The LCWIP also needs to be considered against the backdrop of the key challenges and opportunities across the area. Stakeholder engagement, both internal and external, is valuable in ascertaining what these are to enable processes and best practice examples to be identified for the successful development and delivery of this LCWIP. These will include those innate to the Black Country, including the geographic and socio-demographic makeup of the area but also political and governance related challenges and opportunities. Further detail on these elements can be found in Section 4.

The LCWIP needs to be able to capitalise on both available and emerging funding opportunities to help deliver the ambitious cycling and walking vision for the area. This strategy provides the evidence base required to start developing business cases for future funding. The funding, however, is not only limited to the delivery of infrastructure but also to ensuring the right resources and skills are in place to support delivery.

Another key element to note is that this LCWIP has been developed in the recovery period from the COVID-19 pandemic, where cycling and walking gained significant momentum as people made short journeys for leisure and to stay healthy, active and reduce car dependency. The Black Country LCWIP seeks to build on the progress already made during this time and develop showcase schemes across the area to encourage active travel further. This ties closely with the Gear Change (2020) which states that right now there is a "once in a generation chance to accelerate active travel".



#### Aims of the Black Country LCWIP

The LCWIP identifies a network-based set of improvements for cycling and walking infrastructure across the four Black Country Authorities considering cross boundary connections both within the area, and also to authorities outside of the area. With regard to cycling the focus is predominantly on developing high demand routes to support utility-based trips (i.e., commuting trips or educational trips), however, leisure routes have also been considered through this process.

The LCWIP also focuses on creating localised improvements to walking and cycling across each of the four Black Country authorities. To achieve this, a list of infrastructure measures and behaviour change measures have been collated which have the potential to be implemented locally to stimulate a step change in walking and cycling. These measures have been graded from a bronze level (inexpensive and easy to implement) to a gold level (more expensive and challenging to deploy) and are discussed in more detail in section 6.

The Black Country LCWIP builds on the LCWIPs developed for the West Midlands Combined Authority (WMCA) area (2020) and for Sandwell, building on cycling and walking schemes which are already committed or are in the pipeline, and complement other investments in transport and development in the area. It also seeks to identify any key gaps in infrastructure and develop a set out supportive and complementary measures to encourage greater cycling and walking uptake across the area. A number of wider measures are also being proposed across the Black Country to further increase active travel including Social Prescribing, Mini Holland schemes and Cultural Investment Proposals.

The aim of the process is to develop a set of deliverable plans for investment in walking and cycling infrastructure which are evidence-based and can be targeted for infrastructure improvements with the backing of a robust business-case.

#### The Black Country LCWIP aims to:

Identify potential solutions and 'gaps' in the network and identify behavioural change measures to improve cycling and walking infrastructure and increase walking and cycling uptake among the local population Develop a set of complementary and supporting measures to encourage behaviour change across the area as well as ensuring that wider considerations to support mode shift are built into the delivery plan.

Support delivery of a high quality and connected network of measures, in line with other transport initiatives across the area. Inform the strategy and implementation plan for cycling and walking in the Black Country between 2023 and 2028.

#### With the outcomes being:

A network plan for walking and cycling identifying cycle routes and walking zones for further developments in line with LTN 1/20 and Manual for Streets A supporting delivery plan, setting out a prioritised programme of infrastructure improvements noting investment (both costs and

An evidenced based output that can be used to progress business cases for each of the schemes identified.

Figure 2-3: Black Country LCWIP Aims and Outcomes



#### Structure

The remainder of this LCWIP is structured as follows:

- Section 3: Scope, Governance and Engagement which sets out the approach adopting in developing the Black Country LCWIP.
- Section 4: Data Gathering and Analysis which details the key data assessed and findings.
- Section 5: Network Planning which provides an overview of option identification process and presents the longlist, shortlist and concept designs.
- Section 6: Localised Improvements which focuses on how better to connect people to the schemes and increase demand.
- Section 7: Appraisal and Prioritisation which details the approach to appraising and prioritising to the routes and zones to inform the delivery plan.
- Section 8: Integration and Application which sets out how this document will be used going forward.
- Section 9: Consultation and Review Period which provides an overview of key next steps for the adoption of this document.



# 3. Scope, Governance and Engagement

#### Introduction

This chapter sets out the geographical extent of the LCWIP, the governance arrangements and stakeholder engagement protocol during its production and the expected timeframe for its delivery.

### Geographical Scope

The LCWIP covers the Black Country's four constituent authorities: Dudley, Sandwell, Walsall, and Wolverhampton, as shown in Figure 3-1 below.

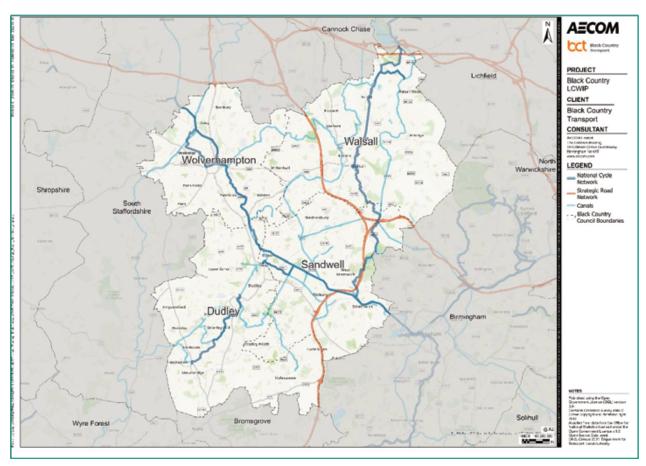


Figure 3-1: Black Country LCWIP Extent

While the LCWIP has been developed to consider the Black Country as a whole, each of the Local Authorities within it have a unique set of characteristics which need to be assessed accordingly, for example different topographies which is specifically a concern in Dudley. There are also a number of assets across the area, including an extensive canal network and the fact that the Black Country is a UNESCO Global geopark. The polycentric nature of the area is also unique, resulting in varied movements to key locations across the Black Country and offering an opportunity to provide greater mode choice.

Cross boundary routes and consistency in delivery of routes and zones has been another consideration within the LCWIP. With the Black Country being part of the West Midlands conurbation, there are strong economic ties with Birmingham and as well with neighbouring districts of South Staffordshire, Bromsgrove, Lichfield and Cannock Chase.



# Governance and delivery

The LCWIP guidance recommends that governance and delivery arrangements should be proportionate to the scale and complexity of the LCWIP. To minimise duplication of efforts and to make best use of local knowledge and expertise a joint delivery model was identified. However, route and zone identification has taken place per authority and cross boundary matters taken into consideration on a case-by-case basis.

This process was managed through the development of a Working Group which included representatives from Black Country Transport, Local Authority Transportation and Highways teams and Transport for West Midlands. As required, representatives from other Local Authority departments were called on. Fortnightly Working Group calls were held to ensure overall consensus on key areas of agreement, progress was made according to the programme and knowledge and ideas were shared.

The Governance team and structure for the Working Group is presented in Figure 3-2.

For successful delivery of the Black Country LCWIP, it is vital that all teams within the governance structure frequently communicate and collaborate. This will ensure all ideas are disseminated between the teams involved and the desired vision for the LCWIP is achieved.

The Black Country LCWIP will utilise a robust governance structure containing Transport Officers from each of the four local authorities and external stakeholders, who will collectively provide guidance on scheme development. This core group will also be supported and assisted by the expertise of West Midlands' cycling and walking commissioner who will provide specialist guidance on scheme designs. The Director of Transport for the Black Country will effectively coordinate each stage of the LCWIP and provide overarching guidance on scheme delivery.



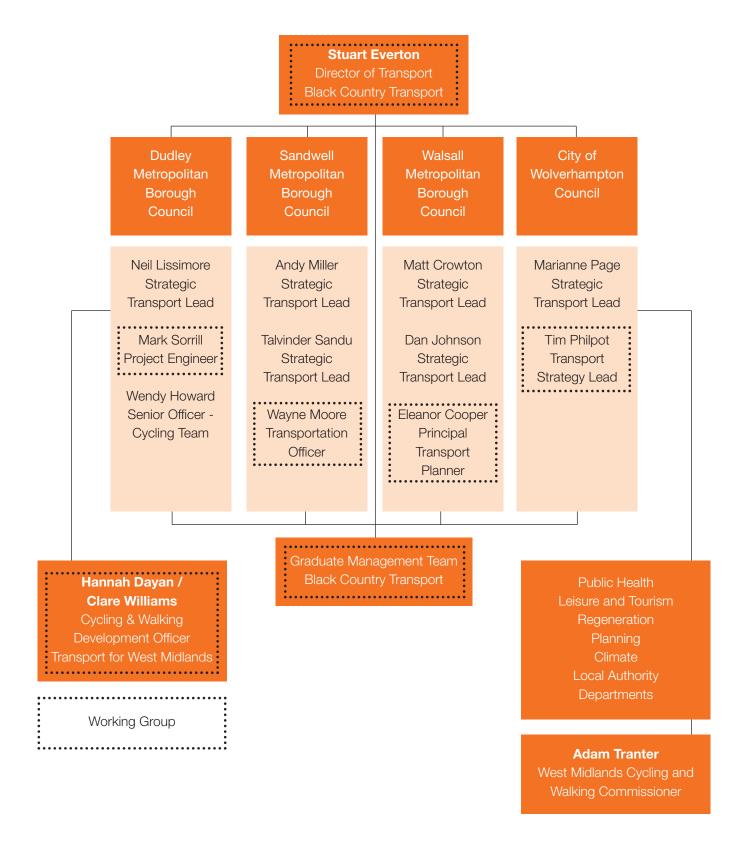


Figure 3-2: LCWIP Black Country Governance Team and Structure



# Stakeholder engagement

According to the LCWIP guidance, effective stakeholder engagement is critical to ensure a high quality LCWIP and this approach has been adopted in the development of the Black Country LCWIP.

Stakeholder engagement has taken place with both internal and external stakeholders to gauge the challenges, opportunities and forward vision for the area. A summary of the engagement activities that have taken place is presented in Table 3-1 and further detail on the outputs of the stakeholder engagement is set out in Section 4 and Appendix A.

Meeting	Purpose
Fortnightly Progress Calls	Held with the Working Group to discuss progress, agree on core principles for the development of the LCWIP, including options and appraisal, and share thoughts on the development of the LCWIP.
Stakeholder Workshops	4 workshops held by Local Authority area including internal and external stakeholders to obtain insight on the challenges and opportunities of delivering a LCWIP in the Black Country.
Governance Interviews	6 interviews held with representatives from BCT, TfWM and the four Local Authorities to understand challenges around current governance arrangements and requirements for future governance to support the successful delivery of the LCWIP.
Options Workshop	Held with the Working Group to discuss the longlist of options developed and gain consensus on the evidence led approach adopted.
Prioritisation Workshop	Held with the Working Group to discuss the prioritisation criteria and final prioritised list.
Governance Workshop	Held with the Working Group and Strategy Leads of each of the Local Authorities to share the key findings from the Governance Interviews and identify key emerging themes specific to the Black Country.

Table 3-1: Summary of Stakeholder Engagement Activities

# **Delivery and Timeframe**

This LCWIP has been developed to cover the 5-year period between 2023 and 2028 and covers infrastructure schemes as well as supporting and complementary measures. However, the delivery plan also considers 2022 as this is the year in which the strategy has been developed. Findings from the governance review have been used to inform the delivery plan (Appendix B) and an overarching Governance Process (Appendix C) ensuring that resources, funding and delivery mechanisms are clearly identified throughout the delivery stages.

The LCWIP should be reviewed midway through delivery to ensure progress is being made as anticipated. Consideration should also be given to any changes in local circumstances such as the publication of new policies or strategies, new key development sites or new sources of funding.

On approach to the end of the five-year period, consideration should be given to the development of a new LCWIP, ensuring that any key lessons learnt are noted and built into the new plan.



# Data Gathering and Analysis

#### Introduction

The data gathering process has been focused around the four key areas set out in Figure 4-1. While traditional network data has been gathered, stakeholder engagement has also been key to this process, especially in terms of obtaining local information and knowledge. This broader data gathering approach has resulted in a robust evidence base in the development of the Black Country LCWIP. Each of the four areas are considered in turn below.

# Data Review Demand Socio-Demographic Network Wide Environmental

# Stakeholder Workshops Challenges Demand Strategic Priorities Future Interventions/Vision

# Governance Review Success Factors Challenges Best Practice

Policy Review
National
Regional
Local

Figure 4-1: Black Country LCWIP Data Gathering Process

#### **Data Review**

To help understand the network, socio-economic and environmental needs, five types of data have been assessed and reviewed alongside current and proposed cycling and walking provision identified in the TfWM LCWIP and SCWIP to help ascertain where there are key gaps in the network. This data also helps to identify key constraints and opportunities across the network which will need to be considered as part of the option development process. The different datasets are set out in Table 4-1.

Data type	Data set	Purpose
Demand Data	D1: Current Provision D2: Propensity to Cycle D3: Trip Attractors D4: Workplace Population	Demand data provides insight in to where routes and zones are likely to be best or most used based on a variety of factors. This will support the case for intervention.
Socio- Demographic Data	S1: Index of Multiple Deprivation S2: Access to Car and Van S3: Physical Inactivity S4: Childhood Obesity	This data provides an understanding of the characteristics of the local population which can help to determine the type of schemes that could work or are required to support them.
Collision Data	C1: Pedestrian and Cycle Collisions	Safety is important in the development of any cycling or walking scheme. Any locations with high cyclist or pedestrian collisions should seek to be resolved through the development of safer routes and zones.
Environmental Data	A1: Air Quality Management Area	No specific environmental datasets have been assessed and this is due to the whole of the Black Country falling within an AQMA. This in itself highlights the need for investment in sustainable modes of transport and infrastructure to help tackle this issue.

Table 4-1: Types of data



#### D1: Current Provision

#### Provision

Understanding the current level of active travel provision across the Black Country helps to establish gaps on the network. The Starley Network (see Figure 4-2), which covers the wider West Midlands, provides an overview of the cycling and walking trails across the region. It also includes the proposed cycle routes and walking zones set out in the WM LCWIP as well as low traffic areas and local centre improvements as of 2020. Figure 4-3 provides an added layer and showcases the interaction between the proposed WM LCWIP and SCWIP routes and zones, the rail network, key public transport interchanges and the Strategic Road Network (managed by National Highways).

The maps suggest that at the local authority level, the current cycle network within the Black Country is limited, particularly in Dudley and Walsall. However, there is an extensive canal network and number of key National Cycle Network (NCN) routes which route through the area. Particularly in Birmingham, 'blue routes' like the A34/A38 cycle routes are being rolled out offering on road, segregated infrastructure on key arterial routes into the city centre and which show the level of ambition that could be achieved within the Black Country.

Though not mapped, WM hire bikes are available across all four Black Country local authorities<sup>2</sup>. Engagement with stakeholders, which is explored later in this document, suggests that the take up of the hire bikes has not been as high as anticipated suggesting further work is needed to increase usage. Furthermore, the general level of secure and safe cycle provision across the Black Country is not considered enough. Locating them in easily accessible places and at key interchanges is considered as a must to encourage increased usage and build up overall demand.

The Starley Network suggests that low traffic areas, namely in the form of School Streets, are limited to Walsall only, however these have been rolled out wider across the Black Country. The area which they cover is not as extensive or comparable to those that have been piloted in Birmingham.

#### Barriers, Constraints and Opportunities

What the maps also show are the potential barriers, constraints and opportunities across the Black Country resulting from wider transport infrastructure such as motorways, railways and railway bridges and the canal network. The M6 routes through Walsall, often providing a cross boundary barrier between Walsall and Wolverhampton for active mode movements. This is also the case with the M5 which routes through Sandwell as well as along the border of Dudley and Sandwell again providing a barrier to movements.

There are good rail connections to each of the centres, and to various towns within each of the Local Authority areas. This provides the opportunity to provide an integrated sustainable transport network through the provision of routes to and parking at all stations. However, this network results in a number of rail bridges which can have an impact on the width of roads and subsequently whether LTN 1/20 criteria can be achieved.

Finally, the canal network is extensive and provides links outside of the Black Country. The canals are more largely associated with leisure activity and have limitations in meeting LTN 1/20 guidance due to widths and lighting. However, the integration of the canals also offers opportunity to increase connectivity across the wider region.

2 Station map - West Midlands Cycle Hire (wmcyclehire.co.uk)





Figure 4-2: The Starley Network (Source: TfWM)

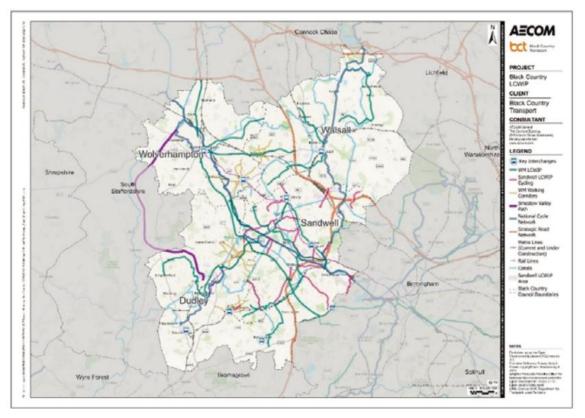


Figure 4-3: The Black Country Transport Network



#### **Wider Interventions**

Wider interventions are also being considered across the Black Country to increase active travel. The status of these is still to be confirmed, however it suggests that active travel provision is gaining momentum across the area. A breakdown of these proposals is provided in Table 4-2.

Proposed Intervention	Potential Locations
Social Prescribing / Cycling for Everyone (no funding confirmed)	Dudley - Brierley Hill, St James and St Thomas Sandwell – Langley, Soho & Victoria, St Pauls Walsall – Birchills, Leamore, Walsall Town Centre, Willenhall South Wolverhampton – Bilston East, Bushbury South, Low Hill and East Park
Mini Holland Schemes (no funding confirmed)	Dudley - Stourbridge Town Centre Sandwell - feasibility study to determine suitable location Walsall - Walsall Town Centre Wolverhampton - Feasibility of one or more of the following locations - Goldthorn Park, Ashmore, Park / Peacock Avenue, Low Hill, East Park and Heath Park
Cultural Investments (no funding confirmed)	Dudley – Brierley Hill Sandwell – West Bromwich Town Centre Walsall – Walsall Town Centre Wolverhampton – West Park

Table 4-2: Proposed Wider Interventions across the Black Country

#### Cycling and Walking Levels

The Active Lives Survey (Sport England)<sup>3</sup>, provides a high-level understanding of the frequency of walking and cycling across the Black Country compared to the national level. The data shown in Table 4-3 was collected between 2019 and 2020 and presents the proportion of people who walk or cycle at various frequencies per week.

In all instances, the levels across the Black Country are lower than the national level, with Sandwell having the lowest proportions overall and Dudley the highest.

Area	Once a week %	Three times a week %	Five timesa week %	Sample size
England	69.3	46.0	24.5	177,735
Dudley	62.1	35.3	27.9	1,019
Sandwell	49.5	25.9	19.4	993
Walsall	55.2	31.9	20.8	873
Wolverhampton	58.0	33.2	24.6	811

Table 4-3: Cycling and Walking Frequencies

<sup>3</sup> https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw



#### **Determining Gaps**

These maps have therefore been essential in determining any gaps in the cycle network and when reviewed alongside the propensity to cycle tool outputs (see Figure 44 and Figure 45) help to highlight where new routes should be proposed. For walking, this data helps to provide context but highlights that other data needs to be considered further.

#### West Midland's Cycling Levels

According to the 2019 Sustrans Bike Life report, the number of residents cycling once per week and five or more days per week in the West Midlands was 10% and 3%, respectively<sup>4</sup>. However, in 2021, these values increased to 13% and 4%<sup>5</sup>, highlighting that cycling uptake is gradually rising across the region.

National Travel Survey data also indicates that cycling levels spiked in the West Midlands during the COVID-19 pandemic with an average resident completing 19 cycling trips per year in 2020, compared to only 9 cycling trips between 2018 and 2019<sup>6</sup>. This demonstrates that the demand for cycling across the region is increasing. It is also interesting to note that the annual average cycling distance for West Midlands residents increased by 39 miles between 2018/19 and 2020<sup>7</sup>. This further demonstrates that cycling is becoming an increasingly popular travel mode.

The Black Country LCWIP will capitalise on the increases in cycling noted during the pandemic, unlocking further growth across the region, and promoting cycling as a more favourable travel mode. The infrastructure delivered as part of the LCWIP will help to create attractive and accessible environments conducive to cycling, which will encourage greater cycling uptake. Subsequently, this will improve physical activity levels and public health across the Black Country and reduce the health inequalities across the region.

- 4 bikelife19\_west-midlands\_web.pdf (sustrans.org.uk)
- 5 Walking and Cycling Index 2021: West Midlands (sustrans.org.uk)
- 6 Region and Rural-Urban Classification GOV.UK (www.gov.uk)
- 7 Region and Rural-Urban Classification GOV.UK (www.gov.uk)



#### D2: Propensity to Cycle Tool (PCT)

The PCT is a cycle planning tool which offers various scenarios of change to determine where cycling is currently common practice and where it could grow. The tool is particularly useful in identifying key demand corridors or specific origin-destination trips. Some of the limitations of the tool include the data used, i.e., Census 2011 data, and the focus on utility-based cycle demand as opposed to leisure-based demand. However, the outputs provide an indication of where the greatest propensity to cycle is likely to be.

Figure 4-4 and Figure 4-5 demonstrate two propensity to cycle scenarios, the former based on UK government targets and the latter on Go Dutch targets. The general corridors and routes stay the same, however the number of cyclists change quite drastically between the two scenarios. The routes are largely focused on corridors into key centres, such as Wolverhampton city centre, with much of the rural area in the Black Country largely uncovered. These outputs have provided the basis of where cycle trips could be focused.

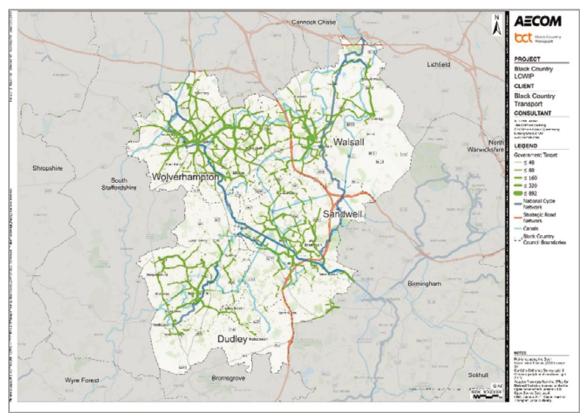


Figure 4-4: PCT based on UK Government Targets

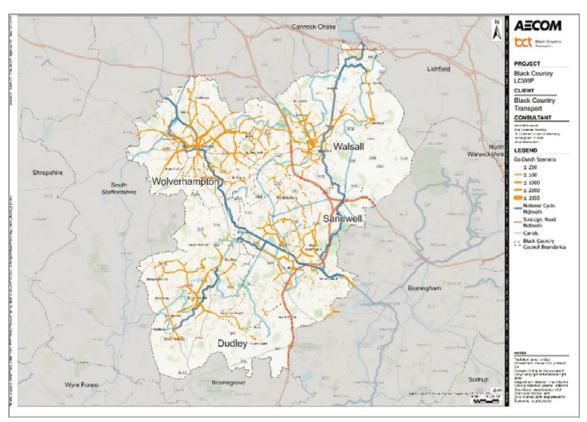


Figure 4-5: PCT based on Go Dutch targets



#### D3: Trip Attractors

Trip attractors can include an array of locations but for the purposes of this analysis the main focus has been on educational establishments, hospitals, shopping centres and leisure-based visitor attractors such as parks, museums and nature reserves.

New proposals, including developments and interchanges, have also been considered in this analysis as these will generate new trips. Across the Black Country, efforts are also being made to ensure robust travel plans are put in place which focus on sustainable transport and reduce car dependency.

This data provides insight into where trip attractors might be agglomerated so that cycling and walking schemes could be offered as viable mode choices.

The location of schools has been considered along with some of the socio demographic data, presented later in the document, such as childhood obesity to start developing and identifying areas for intervention.

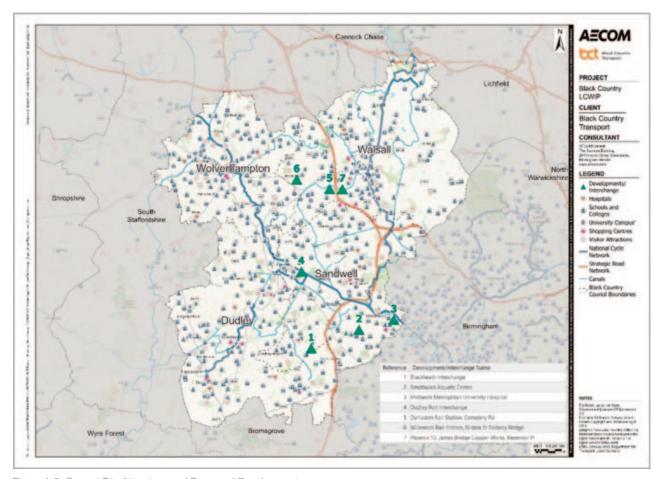


Figure 4-6: Current Trip Attractors and Proposed Developments



#### **D4: Workplace Population**

Census 2011 Workplace Population data provides context of where the working population live and where cycling and walking infrastructure might be required to encourage the use of these modes as part of a daily commute.

This layer has been used alongside the active travel and public transport network to determine whether there are any opportunities to better connect people to these networks.

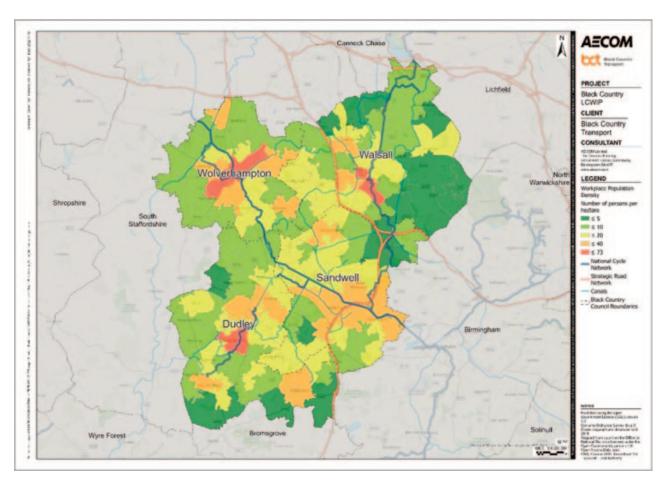


Figure 4-7: Workplace Population



#### S1: Index of Multiple Deprivation

The Index of Multiple Deprivation (IMD) provides a measure of the relative deprivation in England based on a number of different domains including, but not limited to, income, employment, health and disability, crime and living environment.

The latest data available is for 2019 and is presented in Figure 4-8. This provides a geographical understanding of the more deprived areas across the Black Country and has been used alongside some of the other datasets including active travel and public transport networks, childhood obesity and access to car and van.

This cross analysis has helped to determine key focus areas to improve transport inequality and physical inactivity which are key strategic priorities for the Black Country.

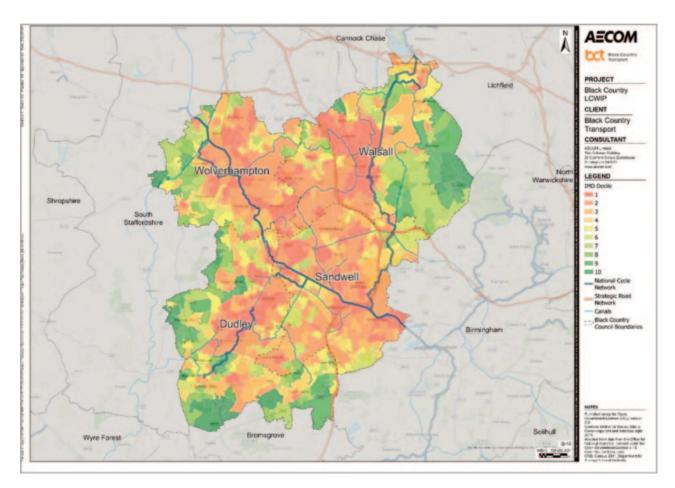


Figure 4-8: Index of Multiple Deprivation



#### S2: Access to Car or Van

Although this data has been taken from Census 2011, it does provide an indication of where alternative modes of transport are likely to be relied on due to the population having limited or no access to a car or van.

Nationally, 25.8% of the population have no access to a car or van which is a slightly higher proportion than the West Midlands which is 24.7%. Within the Black Country, Dudley has the lowest proportion of people without access at 23%, followed by Walsall with 28.8%, Wolverhampton with 33.6% and Sandwell with 33.9%.

When reviewed against the active travel and public transport network data, generally there are good public transport links in place in areas with lower access to cars or van. However, this is not necessarily the case for cycling and walking infrastructure and provision.

These gaps in the network have been considered in the development of route and zone options.

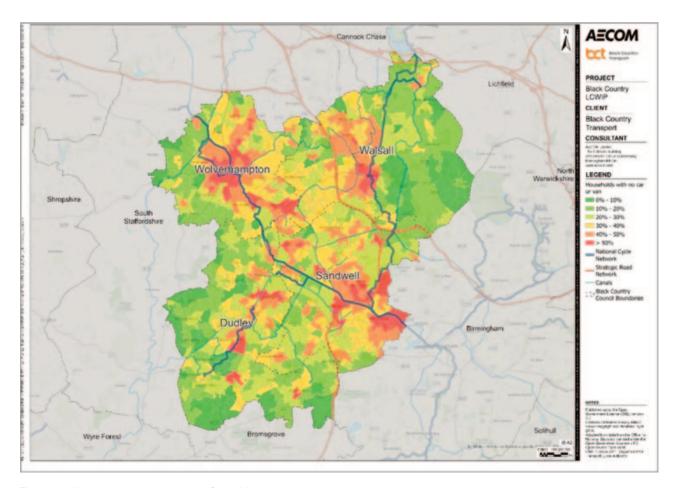


Figure 4-9: Household with no access to Car or Van



#### S3: Physical Inactivity

In support of the wider Public Health agenda across the Black Country and to support strategic priorities to tackle chronic physical inactivity, the levels of physical inactivity have been reviewed.

Sport England's Active Lives Survey provides further insight on the level of physical inactivity across England.

The data presented in the graph provides a comparison between each of the four Black Country authorities, West Midlands as a while and England. The metric being assessed is the proportion of people that undertake less than 30 minutes activity a week.

In all cases, there are lower proportions of people nationally (27%) that are physically inactive than across the Black Country authorities and the West Midlands (30%).

Sandwell and Walsall demonstrate the highest levels of inactivity at 37% and 38% respectively

An improved cycling and walking offer across the Black Country will help to combat this issue.

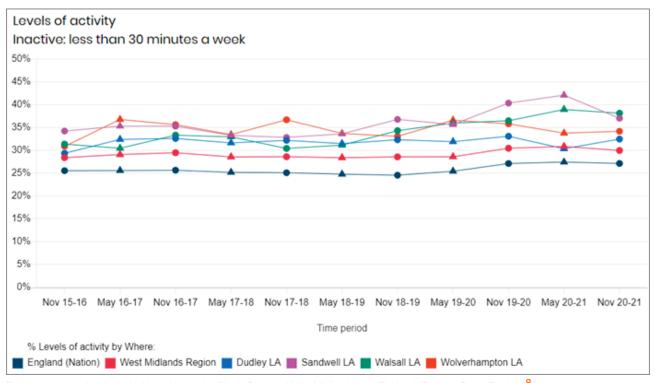


Figure 4-10: Levels of physical inactivity in the Black Country, West Midlands and England (Source: Sport England8)



#### S4: Childhood Obesity

The levels of childhood obesity have also been reviewed.

Data has been obtained from the Office of National Statistics for the period 2015/16 to 2027/18 across the Black Country and has been analysed alongside the location of the educational establishments, primarily primary schools, and IMD.

The layering of this data has enabled insight into areas that could benefit from enhanced active travel infrastructure and provision, strongly supported by more complementary measures such as education and training programmes and the implementation of school streets.

The layering of this data has enabled insight into areas that could benefit from enhanced active travel infrastructure and provision, strongly supported by more complementary measures such as education and training programmes and the implementation of school streets.

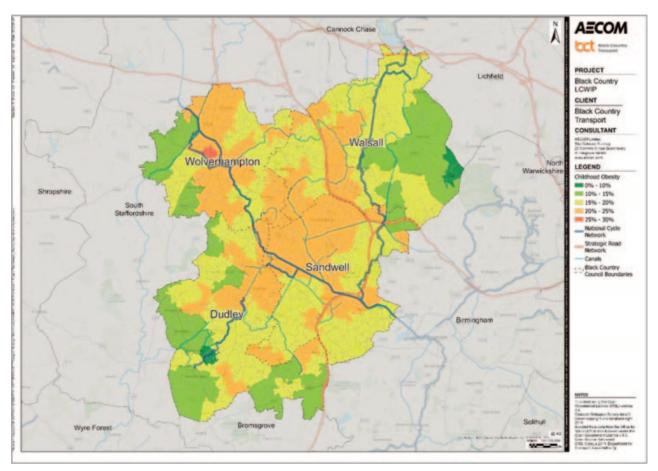


Figure 4-11: Childhood Obesity



#### C1: Collision Data

Collision data was collected for the Black Country for the period 2016 to 2020. The data was analysed in a number of ways however the core focus was placed on the prevalence of cycling and pedestrian collisions across the network, in particular killed or seriously injured (KSI) outcomes. These have been mapped in Figure 4-12 and Figure 4-13 below. The maps help to distinguish where there are a concentration or cluster of collisions across the area.

Data analysis shows that 68% of all KSI collisions occurred where there were no physical crossing facilities within 50 metres, with 14% of all KSIs happening at pelican, puffin, toucan or similar non-junction pedestrian light crossings, and 4% at zebra crossings. Of all the KSI collisions that occurred at pedestrian crossings, 58% were not at a junction or within 20 metres of a junction, whereas 30% were at T junctions or staggered junctions.

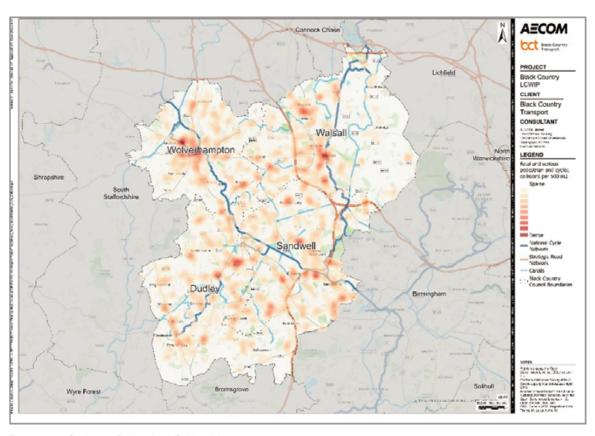


Figure 4-12: Cycle and Pedestrian KSI Heat Map

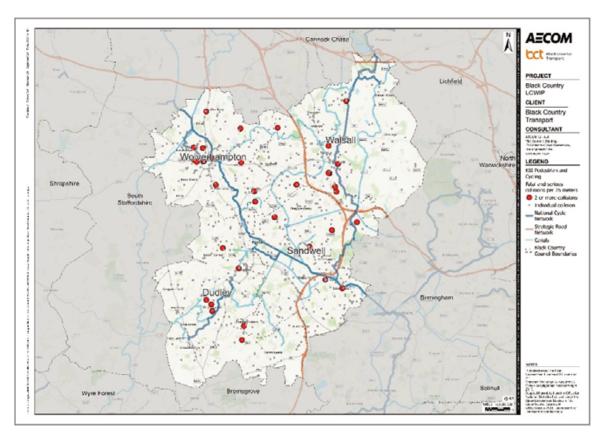


Figure 4-13: Cycle and Pedestrian KSI Clusters



# Stakeholder Workshops

The stakeholder workshops provided the opportunity to obtain insight from internal and external stakeholders on the key challenges and opportunities for cycling and walking across the Black Country. The key objectives of the workshops were:

- To identify current walking and cycling provision available and existing demand
- To identify key challenges and opportunities for implementing a coordinated network
- To understand what investment and initiatives are already planned
- To understand the longer-term vision for the network ("blue-sky thinking")
- To understand emphasis on the strategic priorities of the Black Country
- To inform optioneering process and record outputs as part of the Stakeholder Engagement Log (Appendix A)

An overview of the workshops is provided in Figure 4-14.



Figure 4-14: Stakeholder Workshop Overview

In terms of stakeholders, internally these included representatives from BCT, each of the four local authorities and TfWM. Cross departmental stakeholders also joined including those from the planning, regeneration and public health teams. External stakeholders included representatives from Sustrans, Living Streets, Canal and River Trust and Sports England. Local cycling charities and representatives from local disability groups were also requested to join however there was limited attendance from these groups.

#### **Workshop Findings**

The workshops were focused around four themes:

- Challenges
- Demand
- Strategic Priorities
- Future Interventions / vision

A summary of the findings is set out in this section with full detail provided in Appendix A.



#### Challenges

The key challenges identified at the stakeholder workshops are set out in Figure 4-15. These range from network specific issues to obtaining political and public support for cycling and walking infrastructure and initiatives.

#### Infrastructure



- Inadequate road space for cycling and walking
- Not fit for purpose
- Inaccessible and inconsistent signage for all

#### **Political**



- Lack of support for cycling and walking initiatives
- Active travel is a low priority area

#### **Safety**



- Unlit routes
- Poor infrastructure
- Poor driver behaviour
- High traffic flows

# Championing/Public Support



- Lack of champions
- Resistance to road space allocation
- Lack of strong marketing / communication strategy

#### Governance/Resourcing



- Inflexible processes
- Reluctance to change
- Limited resources
- · Limited specialist roles and support
- Limited training opportunities

Figure 4-15: Stakeholder Workshop Findings - Challenges

#### Demand

Stakeholders were asked which routes or locations they considered to have the greatest demand for cycling or walking. A number of routes were identified however, it was the types of locations that came up more prominently, specifically those set out in Figure 4-16. The demand locations are largely associated with utility-based journeys, however leisure-based demand was also identified.

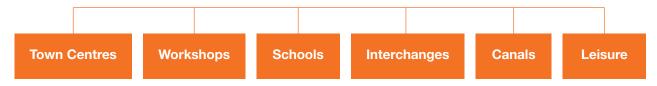


Figure 4-16: Stakeholder Workshop Findings - Demand Locations\*

<sup>\*</sup> The outputs should be caveated by the fact that they are based on a small sample size of attendees at the stakeholder workshops.



#### Strategic Priorities

In order to determine the strategic priorities across the Black Country, stakeholders were asked to rank them in terms of importance. The strategic priorities have been taken from the LCWIP brief and the results are presented in Figure 4-17.

The top-ranking priority relates to net-zero carbon which is a driving force behind policy and also the development of this LCWIP. This was followed by tackling chronic physical inactivity, which is another priority area for the Black Country. These are all priorities for a reason, however this analysis provides further insight into where interventions should be focused, i.e. in areas where emissions are already high and/or in locations whether health and physical inactivity is an issue.



Figure 4-17: Stakeholder Workshop Findings - Strategic Priorities\*

\*Rank calculated by summing total score by strategic priority by local authority area. The outputs should be caveated by the fact that they are based on a small sample size of attendees at the stakeholder workshops.

#### **Future Interventions / Vision**

Stakeholders were also asked what type of future interventions they would want to see delivered across the Black Country, broadening the scope from solely infrastructure related options to more programme-based interventions. The top scoring interventions were the reallocation of road space and mass awareness raising / education and change of perception campaigns. These two elements come hand in hand, as behavioural change initiatives will be required to obtain the right level of political and public support in delivering road space reallocation schemes. Other interventions considered included:

- 10/20-minute neighbourhoods
- Addressing infrastructure gaps
- Low traffic neighbourhoods
- Public realm improvements
- Mobility hubs
- Digital enhancements



In terms of future vision, the six key areas set out in Figure 4-18 were identified. The key focus is on an inclusive, coherent and connected network for all modes across the Black Country which can build a strong foundation for mode shift.



#### Inclusive:

provide equal and equitable opportunity to access all modes and provide people with the opportunity and facilities to walk and cycle without barriers for all journey purposes.



#### **Multimodal:**

support and encourage integration between active travel and public transport provision. Specifically through improved connections and enhanced accessibility.



#### Connected:

improve connectivity within and between boroughs through enhanced walking, cycling and public transport provision.



#### Digital:

explore opportunities to digitise information such as maps, way finding, apps, etc to support greater dissemination of information.



# 15/20 Minute Neighbourhoods:

opportunity to encourage walking and cycling and an aspect that should be considered in future large-scale developments.



#### **Collaboration:**

provide an opportunity to share ideas but also enable consistency in delivery across the Black Country and the West Midlands.



#### Governance Review

This section of the report concentrates on the key findings that emerged from the stakeholder interviews. The purpose of the stakeholder interviews was to focus on the current governance arrangements and potential challenges and opportunities in delivering the Black Country LCWIP. Figure 4-19 provides an overview of the stakeholder interviews, including the number of people and organisations involved in the process, and the key topics discussed during each interview. Figure 4-20 highlights the participants involved in each stakeholder interview and the respective organisations they belong to.

The interviews focused on three core themes: success factors for delivering the LCWIP, challenges to delivering the LCWIP and examples of best practice that could be transferable to the Black Country. For more information, please refer to the engagement log in Appendix A.



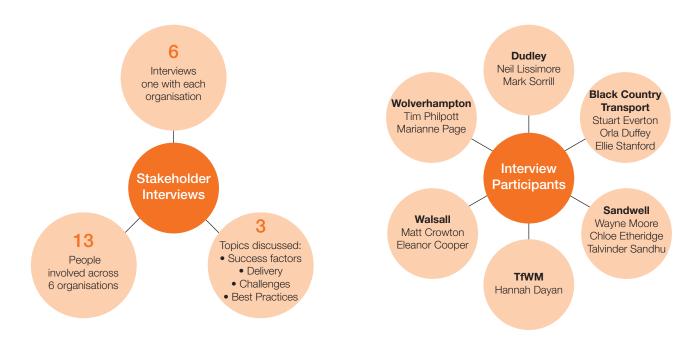


Figure 4-19: Summary of Stakeholder Interviews

Figure 4-20: Stakeholder Interview Participants

#### **Success Factors**

The key success factors identified during the stakeholder interviews are displayed in Figure 4-21. These range from ensuring high-quality, standardised infrastructure is delivered across all local authorities to having politicians and champions promoting the schemes to communities.



#### Collaboration

Strengthening the relationship and communication between LAs and external stakeholders to encourage sharing of resources and knowledge.



#### **Political Support**

Paramount for the successful delivery of the scheme. It is crucial that politicians promote active travel and clearly articulate the benefits of walking and cycling at both local and regional levels.



#### Infrastructure

Standardisation of infrastructure with consistent signage and colours across all LAs.



#### **Stakeholder Support**

Essential component for sharing best practices and innovation. Also required for understanding opinions towards walking and cycling from a range of user groups.



#### **Championing**

Vital to have multiple ambassadors within the community encouraging cycling and walking across all demographics in the Black Country. Active Travel Commissioner and Councillorswill have a key role promoting active travel.

Figure 4-21: Stakeholder Interview Findings – Success Factors



#### Challenges

The core challenges identified during the stakeholder interviews are shown in Figure 4-22. These range from direct issues related to funding to more complex internal issues such as competing work programmes and skills shortages.



#### **Funding**

Strong and continuous cash flow will be required to effectively deliver the LCWIP on time.



#### Resources

Limited resource availability across LAs. Also, lack of traffic modelling expertise – often leads to commissioning work externally.



#### **Competing Priorities**

Different work programmes and internal deadlines alongside contractor availability will effect the budget and delivery timescale of the LCWIP.



#### **Technical Skills**

Current lack of understanding and expertise across LAs regarding how to develop LTN 1/20 training course, delivered by Sustrans should be offered to staff.



#### **Supply Chain Robustness**

Divide between those with aspirations for innovative schemes and designers makes it challenging to turn an ambitious vision into a compliant design.

Figure 4-22: Stakeholder Interview Findings - Challenges

#### **Best Practice**

The key examples of best practice outlined during the stakeholder interviews are presented in Figure 4-23. These consist of learning from existing successful schemes delivered across the UK, as well as utilising officer groups to share ideas and knowledge.



# M123 Corridor Wednesbury to Brierley Hill Metro Extension

Successful collaboration and sharing of resources across LAs. during the last 18 months



# Cycling and Walking Officer Group

Meets monthly to discuss infrastructure developments, behaviour change initiatives and best practices across the region.



#### Mini Hollands Walthamstow, London

Learning from previously successful schemes delivered across the UK. which have boosted walking and cycling rates.

Figure 4-23: Stakeholder Interview Findings – Best Practice



# **Policy Review**

In the development of any strategy, it is imperative to understand the policy direction at the local, regional and national level as this will support the development of schemes. A review of national, regional and local policy has been undertaken.

# **National Policy**

This section concentrates on national planning and transport policies and guidance pertinent to cycling and walking.

# National Planning Policy Framework (NPPF), 2021

The NPPF (2021) set outs the government's planning policy objectives for England and how these should be applied. Guidance within the document relevant to the Black Country LCWIP development includes:

- Section 8 paragraph 92 which seeks to ensure that "planning policies and decisions should aim to achieve healthy, inclusive and safe places" through design and supportive infrastructure. This is to encourage healthy lifestyles, walking and cycling.
- Section 9 paragraph 104 builds on this notion outlining that "transport issues should be considered from the earliest stages of plan-making and development proposals, so that... opportunities to promote walking, cycling and public transport use are identified and pursued"
- Section 9 paragraph 106 makes direct reference to the LCWIPs and highlights that planning
  policies should "provide for attractive and well-designed walking and cycling networks with
  supporting facilities such as secure cycle parking".

There is an emphasis on supporting people and creating places which allow for greater walking and cycling activities.

# Cycling and Walking Investment Strategy (CWIS), 2017

The CWIS is a national cycling and walking strategy introduced by the Department for Transport (DfT) in April 2017, highlighting the government's ambition of making 'cycling and walking the natural choices for shorter journeys, or as part of a longer journey'.

The Government acknowledges that walking and cycling should play an integral role as part of the public's everyday life. The CWIS aims to ensure that everyone has access to high quality, safe and attractive walking and cycle routes by 2030. The strategy also strives to accelerate the transition to more sustainable communities where the dependency on motorised vehicles is reduced, subsequently addressing congestion, and improving mental and physical wellbeing.

By 2020, the strategy aims to increase cycling and walking activity, reduce the rate of KSIs relating to cyclists and increase the percentage of children aged 5 to 10 that usually walk to school.

The CWIS also sets out the government's three long-term ambitions and objectives for cycling and walking, which it seeks to achieve by 2040. The ambitions include:

- Better Safety: 'A safe and reliable way to travel for short journeys'
- Better Mobility: 'More people cycling and walking easy, normal and enjoyable'
- Better Streets: 'Places that have cycling and walking at their heart'



These are supported by a series of objectives which focus on safety, behaviour change, positive design and infrastructure and connected communications.

To support this national strategy, local areas will need to be transformed into active travel neighbourhoods by providing improvements to walking and cycling infrastructure. These localised improvements will help to create communities where active travel can thrive.

The delivery of this LCWIP will facilitate the region's transition to a net-zero transport network by 2041 by reducing harmful emissions, whilst simultaneously addressing chronic physical inactivity in the Black Country.

# LCWIP Guidance, 2017

LCWIPs were identified in the CWIS as a new, strategic approach to determine the cycling and walking improvements required at a local level. LCWIPs play an essential role in helping to accomplish the government's ambitions of increasing the number of walking and cycling journeys.

The guidance provides a recommended approach to delivering LCWIPs, which combines areas of best practice and information on the most suitable tools for developing robust walking and cycling schemes.

The Guidance acknowledges that LCWIPS 'are part of an integrated response to creating better places, safer streets and more reliable journeys' but over a longer period of around 10 years.

As outlined in the guidance, the key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development
- A prioritised programme of infrastructure improvements for future investment
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

The outputs of the Black Country LCWIP will be completed in accordance with the LCWIP Guidance.

# Gear Change: A bold vision for cycling and walking, 2020

This document clearly identifies that a step-change in cycling and walking is required in future years. The government recognises that walking and cycling provides a tremendous opportunity to transform our society for the better and address some of the UKs most complex issues: improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities, and tackling congestion on our roads.

During the Covid-19 pandemic, the public's desire to be more active was recognised, with some weekends experiencing a 200% increase in cycling compared to pre-pandemic levels. The Gear Change vision strives to build upon this desire, by continuing to create an active travel culture in England and entrenching these active travel behaviours in our society.

Transforming England into an active travel nation will require numerous government actions and will be centred around four core themes, as shown in Figure 4-24.



Empowering and encouraging local authorities

Enabling people to cycle and protecting them when they cycle Putting cycling and walking at the heart of transport, place-making and health policy

Better streets for cycling and people

Figure 4-24: Active travel nation themes

To accomplish this vision and ensure that active travel is embedded within local communities, localised improvements to walking and cycling infrastructure will be required. This may take place in many forms including the implementation of school streets, modal filters, and wayfinding signs.

It is widely known that active travel investment provides a multitude of benefits to society, some of which are presented in Figure 4-25. It is envisaged that through the schemes and supportive measures identified within this LCWIP, that a positive contribution will be made to delivering these benefits.

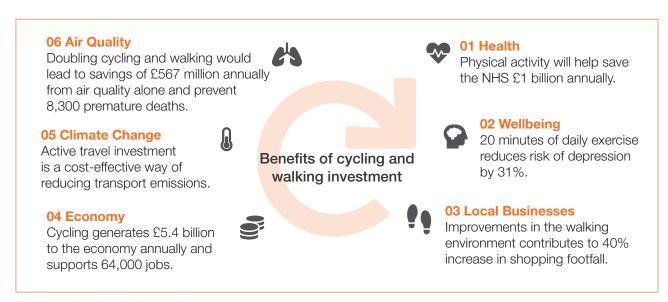


Figure 4-25: Benefits of active travel investment

#### Local Transport Note 1/20 (LTN 1/20), 2020

LTN 1/20 was introduced in July 2020, to provide guidance on the design of cycle infrastructure. The guidance recognises that 'the built environment should be accessible to all', therefore creating inclusive walking and cycling networks is paramount to achieving more trips by bike or on foot.

There are 5 core design principles that underpin LTN 1/20 guidance, and these must be addressed to increase walking and cycling uptake across the UK. These principles state that all cycling and walking infrastructure should be coherent, direct, safe, comfortable, and attractive. The principles must also have inclusivity and accessibility at the heart of them, so that all people are accommodated.

The guidance provides a range of tools which help to develop infrastructure designs and also sets measurable quality thresholds that must be achieved when designing cycle schemes. A set of thresholds have been identified to ensure cycle infrastructure is compliant and more likely to



be considered for future funding. As such, only schemes 'with a minimum score of 70% under the Cycling Level of Service, no critical fails and under the Junction Assessment Tools no red-scored turning movements' will be considered for funding.

LTN 1/20 guidance has been adhered to in the development of this LCWIP.

#### Manual for Streets, 2007

The Manual for Streets (MfS) is a document produced by the DfT that provides guidance on the design, construction, adoption and maintenance of new residential streets. The manual acknowledges that better designed streets play a vital role in improving the quality of the built environment and creating inclusive and sustainable communities. It also highlights that streets should not be designed purely to cater for motor vehicles but instead should be designed to accommodate the needs of pedestrians, cyclists, and public transport users and to support the shift to more sustainable transport modes. The manual aims to help create streets that:

- Help to build and strengthen the communities they serve.
- Meet the needs of all users, by embodying the principles of inclusive design.
- Form part of a well-connected network.
- Are attractive and have their own distinctive identity.
- Are cost-effective to construct and maintain.
- Are safe

The MfS recognises that walking and cycling has previously been neglected by planners. However, these active travel modes now provide a great opportunity, as sustainable alternatives to the car, to help to tackle public health issues and climate change in the UK. The manual also suggests that improving the connectivity of local street networks by deploying localised interventions will facilitate an increase in walking and cycling.

The Black Country LCWIP supports this notion and will create safe, attractive and well-connected streets which increase walking and cycling participation across the region. The walking areas delivered as part of the LCWIP will also be compliant with the guidance outlined in the MfS.

#### Pedestrian Comfort Guidance for London, 2019

The core objective of this guidance document is to help planners 'create excellent pedestrian environments through a clear, consistent process during the planning and implementation of transport improvement projects'.

The guidance highlights that providing suitable and comfortable footways is crucial for encouraging walking in an area. Greater walking levels improve the mental and physical wellbeing of communities and contribute to wider socio-economic benefits such as improved connectivity between residential areas and employment.

The guidance concentrates on factors such as activity levels in an environment, the space available for movement and the footway space taken up by street furniture. Consideration is also given to crossing points and determining whether they are comfortable for pedestrians (i.e. space available for people to queue) and easy to navigate.

Formulating an in-depth understanding of the current pedestrian environment is crucial to delivering successful walking schemes. The LCWIP will support the guidance by creating safe and attractive pedestrian environments.



#### Pedestrian Environment Review System (PERS) Handbook, 2006

The PERS Handbook highlights how to undertake a review to assess the quality of a pedestrian environment. The scoring criteria concentrates on a combination of objective and subjective elements, enabling the physical form of the environment, as well as how people 'feel' in the environment to be gauged and assessed.

The PERS Handbook acknowledges that every member of the population is a pedestrian at some point in their lives, so it is pivotal that pedestrian environments are safe, comfortable, and accessible to all. Providing high-quality pedestrian environments encourages walking, which contributes to improving public health and greater connectivity. This is also the aim of the Black Country LCWIP.

# **Regional Policy**

This section of the report considers regional policy, focusing on West Midlands wide policy and strategy documents.

#### TfWM Movement for Growth Strategy, 2017

This strategy sets out the improvements needed to the West Midlands' transport system to ensure it can thrive over the next two decades and overcome any challenges experienced during this period. Improvements will be undertaken by a variety of organisations, with the West Midlands Combined Authority (WMCA) steering the delivery of these improvements so that the desired vision for the region's transport system is achieved.

The vision includes improving air quality, the health and quality of life of people residing in the region, as well as developing a more sustainable transport network. To realise this vision, the WMCA state they will 'ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel'.

This strategic transport plan prioritises the incorporation of more active travel schemes within the West Midlands to help combat the public health issues such as high obesity levels and diabetes. The strategy also identifies that localised improvements to highway and footway infrastructure in the region is required to 'encourage walking and safer cycling'.

The Black Country LCWIP seeks to support the vision set out in the Movement for Growth Strategy by creating a well-connected and accessible walking and cycling networks for all.

# WMCA Strategic Economic Plan (SEP), 2017

The WMCA SEP outlines the vision, objectives, strategy and actions required to improve the quality of life for those who live and work in the West Midlands. The plan's core focus is to create a stronger West Midlands by significantly investing £8 billion in the region over the next 30 years. This will help to develop skills, innovation, and transport across the region, whilst also attracting inward investment.

Some objectives set out in the SEP include improving the connectivity and accessibility of people to employment, improving the health and wellbeing of people in the region, and reducing the direct emission produced from transport. The Black Country LCWIP will support and address each of these objectives, particularly improving connectivity and accessibility to employment.



# West Midlands Cycle Charter, 2017

The primary aim of the Cycle Charter is to promote and increase cycling across the West Midlands by making it safer for both existing and potential cyclists. Addressing the safety concerns of cyclists is vital for making cycling an attractive and viable mode of transport and is fundamental to delivering a step change in cycling within the region.

The West Midlands Cycle Charter highlights the following 4 key principles to support this step-change:

- Leadership and Profile: Effective and high-profile leadership on cycling is considered key to delivering an increase in cycling across the West Midlands.
- Cycling Network: Significant changes in the planning, design, and maintenance of the West Midlands transport network is required to increase cycling levels.
- Promoting and Encouraging Cycling: Co-ordinated, effective, and efficient delivery of cycle training, safety and marketing will play a significant role in increasing cycling across the West Midlands.
- Funding: Funding for cycling improvements will be crucial if aspirations for cycling growth in the West Midlands are to be met.

The Cycle Charter strives to increase levels of cycling across the West Midlands to 5% of all trips by 2023. A further decade on from this, the aim is for cycling to represent 10% of all trips within the region. Once cycling levels increase to 5% of all journeys, cycling will then be considered an 'everyday' travel mode for all journey purposes. To achieve these targets, there is the need for planners and authorities to invest in localised interventions such as filtered permeability streets, which will encourage mode shift.

The Black Country LCWIP will support the aims of the WM Cycle Charter by providing safe and accessible cycle routes and developing a more integrated cycle network across the wider region.

#### West Midlands LCWIP, 2018

The WM LCWIP aimed to identify cycling corridors with a high propensity for cycling, as well as a core walking zone within each of the seven constituent local authorities. As part of the initial work, the constraints, and opportunities across key corridors within the region were identified to help ensure high quality cycling and walking networks could be delivered.

Delivery of the WM LCWIP will help to accomplish the Cycle Charter target of increasing levels of cycling in the West Midlands to 5% of all trips by 2023.

The Black Country LCWIP will support and advocate the West Midlands LCWIP by striving to achieve a similar vision of increasing cycling and walking levels across the West Midlands and making active travel a viable and attractive mode of transport for all. It will also seek to build on the network developed through the WM LCWIP to ensure integration and coherency.

#### West Midlands net-zero carbon emissions strategy (#WM2041), 2021

The WMCA acknowledges that society must act now to avert the climate crisis and therefore declared a climate emergency for the region in June 2019. An overarching target of reducing all emissions to net-zero by no later than 2041 has been set. The region has implemented carbon budgets to act as stepping stones for achieving this target which include the need to reduce emissions by 36% by 2022, and 69% by 2027, compared to a 2018 baseline.



The strategy outlines a set of proposals that the region will need to develop to accomplish its net-zero ambition by 2041. These proposals prioritise the need for making space for sustainable transport by reallocating space away from single occupancy cars and towards walking and cycling. The strategy also highlights the need to create a 'buzz' around cycling and walking in the region, by implementing behaviour change campaigns and mass active travel events. These will improve people's perceptions of active travel and subsequently encourage a greater modal shift towards walking and cycling.

The Black Country LCWIP will support this notion through the delivery of both infrastructure and supportive and behavioural change measures which will seek to encourage mode shift.

# West Midlands Cycle Design Guidance, 2019

Cycling plays an integral role for both the environment and economy in the West Midlands. With 41% of journeys under 2 miles in the West Midlands completed by car, cycling has a tremendous opportunity to replace these journeys and alleviate some of the congestion in the region.

The purpose of this document is 'to offer greater consistency in the approach to providing for cycling in all infrastructure schemes'. Creating a sustainable and integrated transport system in the West Midlands requires cycling and walking infrastructure that has a suitable and accessible design. This guidance document aligns with the LTN 1/20 Guidance, setting out the fundamental design principles needed to provide safe cycling, as well as the critical minimum dimensions needed to cater for a moving cyclist. It is evident from both guidance documents that when designing cycle infrastructure, there are 5 overarching principles: safety, directness, coherence, attractiveness, and comfort. These must underpin all designs if a step-change to cycling is to be achieved.

The infrastructure schemes developed as part of the Black Country LCWIP are compliant with both LTN 1/20 and WM Cycle Design Guidance.

# **Local Policy**

This section of the report focuses on the Black Country specific policies and strategies, including pertinent documents relating to the local authorities within the area.

# **Draft Black Country Plan (2021)**

The Draft Black Country Plan (BCP) highlights the key policies required to support the growth and regeneration of the Black Country from present until 2039. The core vision of the BCP is to create 'a prosperous, stronger, and sustainable Black Country'. This vision is underpinned by set of strategic objectives and priorities. The objectives of the BCP are displayed in Figure 4-26.

Housing that meets all our needs	Climate Change	Promoting sustainable transport and active travel
Improving the Health and Wellbeing of residents and promoting social inclusion	Create a prosperous, stronger and sustainable Black Country	Enhancing our natural and built environment
Enabling a strong, stable and inclusive economy	Enhancing the vitality of our centres	Meeting our resource and infrastructure needs

Figure 4-26: Relationship between vision and objectives



The key objectives relevant to delivery of the Black Country LCWIP are:

- Improving the Health and Wellbeing of residents and promoting social inclusion
- Promoting sustainable transport & active travel
- Enhancing the vitality of centres
- Enabling a strong, stable, and inclusive economy

The BCP acknowledges that its residents suffer from poorer health compared to the rest of England, with higher levels of childhood obesity and large numbers of physically inactive adults as presented in Figure 4-10. The plan therefore highlights the importance of providing localised infrastructure improvements which encourage active travel on a local scale and therefore help to combat these challenges. Providing a built and natural environment conducive to walking and cycling will encourage people to live a more active and healthier lifestyle, therefore improving physical activity levels and social connectivity across the Black Country.

The BCP also places great emphasis on creating a sustainable transport network which promotes and supports active travel. Policy TRAN5 within the BCP focuses on creating coherent networks for cycling and walking, which will enable people to access employment, public transport interchanges, and services in a sustainable way. Greater walking and cycling within the community will reduce obesity levels and the risk of strokes and diabetes, thus helping to also address the health and wellbeing objective set out in the BCP.

Policy TRAN6: influencing the demand for travel and travel choices concentrates on making centres in the Black Country attractive and accessible to encourage a shift towards walking and cycling. The BCP recognises that to encourage this step-change, road space may need to be reallocated to walking and cycling and traffic calming measures will need to be introduced. This policy also highlights the importance of promoting walking and cycling schemes across the Black Country to encourage greater public uptake. This can be achieved by implementing cycling and walking interventions at a local scale

Alike the BCP, this LCWIP strives to promote active travel across the Black Country and aims to clearly articulate the health benefits of walking and cycling.

#### Sandwell LCWIP (SCWIP), 2020

The primary focus of the SCWIP is to increase the number of people cycling and walking in Sandwell, and to normalise journeys being undertaken in the borough by active travel.

The core aims of the SCWIP are to:

- Assist the implementation of the West Midlands Strategic Cycle Network
- Identify the local networks within Sandwell with a prioritised plan for delivery
- Coordinate the plan with existing plans for the Black Country and the West Midlands to ensure a consistent and aligned approach to delivery
- Integrate the plan into a clear planning and transport policy document and delivery plan, taking into consideration the overarching West Midlands strategies for planning and transport



The SCWIP mirrors the WM LCWIP approach, reviewing the current walking and cycling routes across Sandwell, and then identifying strategically relevant cycling and walking infrastructure schemes which could be delivered in the future.

However, the SCWIP highlights some key challenges to increasing walking and cycling in Sandwell which include:

- Severance due to Sandwell sitting in the centre of the motorway network and the local conurbation meaning the landscape is dominated by local highway networks.
- Development in Sandwell tends to create more car trips encouraging an over dependence on motorised modes of transport.
- 34% of Sandwell residents have no access to a car (Census 2011).
- Strong cross-border movements to nearby neighbouring attractors in Birmingham, Dudley, Walsall and Wolverhampton as reported in the regional transport strategy.

Sandwell Metropolitan Borough Council's (SMBC) overarching ambition is to deliver a prioritised plan for the network in Sandwell which aligns with existing Black Country plans and is easily integrated into the wider West Midlands transport strategies.

The Black Country LCWIP will support SMBC's ambition, ensuring that the LCWIP fits in with the wider context, aligning with the Black Country and West Midland's current planning and transport strategies. The Black Country LCWIP will also support the core focus of the SCWIP and will strive to make cycling and walking an attractive and viable transport mode for all people in the Black Country.

# Creating An Active Black Country, 2021

The vision for Active Black Country is to create an environment 'where all ages, abilities and backgrounds are able to be active, move and play sport'. This aligns with the wider Sport England vision of ensuring all individuals can participate in physical activity. To achieve this overarching vision, the document sets out six strategic objectives which are displayed in Figure 4-27.



Figure 4-27: Creating an Active Black Country - Strategic Objectives



Sport England's Active Lives Survey highlights the Black Country as having one of the highest levels of inactivity in England, with 31.5% of people classified as inactive (completing less than 30 minutes exercise per week). This has profound negative implications for people's health and wellbeing. The Active Black Country strategy clearly articulates the benefits of physical activity including improving sleep and quality of life, as well as reducing people's chances of Type II Diabetes and Cardiovascular Disease by 40% and 35%, respectively.

The strategy also recognises that there are numerous barriers that influence physical activity levels across the Black Country, including income, ethnicity, and place of residence. However, Creating an Active Black Country seeks to address these inequalities by placing inclusion and equality at its core. The strategy also prioritises the need for 'uniting the Black Country to create active, healthier people and places'. To accomplish this, the document outlines ways in which everyone in the Black Country can work more collaboratively to increase physical activity levels. These are displayed in Figure 4-28.



Figure 4-28: Lessons for improving physical activity levels across the Black Country



The Black Country LCWIP supports the Active Black Country Strategy by creating accessible and attractive walking and cycle routes, which will encourage physical activity and improve mental and physical wellbeing across the Black Country. The LCWIP will also help to tackle inequalities in activity levels seen across the region and provide opportunities for everyone in the Black Country to lead a more active, healthy lifestyle.

# Birmingham Walking and Cycling Strategy (2020) with Local Cycling and Walking Infrastructure Plan

This Strategy acknowledges that Birmingham has some significant challenges to address in the next decade, such as poor air quality, high levels of obesity, congestion, and overdependence on cars. Increasing cycling and walking levels across the city will help tackle these issues and ensure Birmingham becomes better connected.

The primary aim of this strategy is to enable walking and cycling to be the 'everyday choice' for all journeys made across the city.

There are three objectives outlined for the strategy to be a success:

- Enable walking and cycling Providing training, improving access to bikes, tackling safety issues, and securing funding.
- Develop a great city for walking and cycling Providing safe infrastructure, managing traffic, and maintaining streets.
- Inspire walking and cycling Organising events, distributing information, and evaluating outcomes.

The strategy is also accompanied by a LCWIP which highlights Birmingham's ambitions for cycling and walking infrastructure up until 2031. The infrastructure plan recognises that Birmingham must be more efficient with its use of transport space and prioritise connecting people with the natural environment. Improvements to walking and cycling infrastructure in Birmingham will help to create an efficient, sustainable, and attractive transport network.

The Black Country LCWIP closely aligns to Birmingham's Walking and Cycling Strategy as it also aims to provide safe and attractive cycling and walking infrastructure which improves connectivity across the Black Country. Further engagement with the wider West Midlands will be required to ensure cross boundary connectivity.

# Black Country 2022 Commonwealth Games Legacy Framework (Executive Summary), 2020

The primary ambition of the Legacy Framework is to make the 2022 Commonwealth Games a transformational moment for the Black Country, creating a more prosperous, active, and healthy future for the region's people.

The framework highlights that the 2022 Commonwealth Games has a great opportunity to act as a catalyst, accelerating transformational change across the Black Country and helping the region improve the health and well-being of its residents, achieve sustainable inclusive growth and greater community cohesion.

A key legacy theme outlined in the framework is Physical Activity & Sport. The ambition of this theme is to use the games to inspire people in the Black Country to be more physically active, which will contribute to numerous social, economic, and environmental benefits. This ambition will be accomplished by implementing a set of actions before, during and after the games.



These include investing in cycling and walking infrastructure and other sports facilities, opening school facilities to communities and organising mass participation sporting events. Investing in active travel infrastructure and promoting its benefits will help tackle inactivity levels across the Black Country and encourage a modal shift towards walking and cycling.

The Black Country LCWIP supports the ambition of the 2022 Commonwealth Games Legacy Framework by striving to increase physical activity across the region. The LCWIP also aligns with the Physical Activity & Sport legacy theme by encouraging greater walking and cycling participation across the Black Country through the delivery of high-quality walking and cycling infrastructure.

# Black Country 'Shared Vision for Cycling' Workshop outputs

The core objective of the Black Country Shared Vision for Cycling Workshop was to 'develop an integrated, connected and sustainable network to get more people cycling; reducing carbon emissions, address health inequalities and support greater community cohesion'.

The Black Country authorities are in the bottom five local authorities in the country for the take-up of walking and cycling. It is therefore paramount that investment in active travel infrastructure is made to increase walking and cycling levels across the region. The workshop highlighted four core aspects required for delivering a successful cycling network. These include good infrastructure, effective engagement, inclusive accessibility, and proactive collaboration.

Recurring themes identified during the workshop include:

- Road & Personal Safety
- Perception of Safety
- Focus Groups
- Community Partners
- Cycling Ambassadors
- Low Traffic Neighbourhoods
- Local Cycle Networks

The Black Country LCWIP will support these objectives by providing high quality, safe, and accessible cycling routes which encourage cycling participation in the Black Country and improve connectivity across the region.



# 5. Network Planning

# Introduction

In developing the cycling and walking network for the Black Country both strategic and localised improvements and infrastructure have been considered. While there remains a need to develop a strategic network, more local improvements which focus on high levels of active travel activity are considered just as important to encourage mode shift.

This section will focus on the more strategic infrastructure schemes, specifically how the cycle routes and walking zones have been identified. It is these schemes that will be appraised and prioritised to help inform the delivery plan. The following section will consider the complementary and supportive measures, providing a Case Study of how localised improvements could be implemented to encourage greater localised cycling and walking.

In developing the cycling and walking network, a set of core principles have been considered. These differ for cycling and walking and are set out below.

## Cycling

- Showcase routes in high demand / propensity to cycle areas.
- On road segregated and visible infrastructure to encourage cycling as a choice of mode.
- Following best practice schemes across the wider conurbation, i.e., blue routes in Birmingham.

# Walking

- Locations which encourage walking, and cycling, for shorter trips, i.e. to education facilities and local high streets.
- Where walking, and cycling, can be used as a preferred choice between transport connections and employment zones / residential areas.
- In areas where there are higher levels of physical inactivity and higher levels of social deprivation, relative to surrounding areas.

These principles build on the growing need to consider cycling and walking as viable transport alternatives, particularly in an era where the pressures of vehicular travel are impacting the efficient operation of the transport network and are having adverse impacts on the environment and subsequently health.

# **Network Planning Approach**

# **Selection Criteria**

#### Cycling

The data gathering and analysis process has been explored in Section 4 and forms the evidence base for the cycle route selection process. Two key datasets were used in the development of the cycle route longlist:

- Demand, specifically from the PCT tool
- Gaps in the network, understood from the current and proposed (WM LCWIP and SCWIP) cycle network



The wider socio-demographic data was considered but not to the same extent as the above. A set of routes were identified and then presented to the Working Group for consideration. Several iterations were made to account for localised intel provided by the Working Group at the Stakeholder Workshops and Options Workshop. These included options where:

- Demand might be low, but stakeholder interest was high.
- Demand was leisure focused as opposed to utility focused.
- Considerable future demand is expected.
- A gap in the network is addressed.

# Walking

Socio-demographic factors and localised connectivity to trip attractors and new developments played a key role in the development of the walking zone longlist. For example, locations with a high proportion of education facilities, access to local high street and / or public transport interchange and where IMD or childhood obesity levels were high or higher than surrounding areas, were targeted. Furthermore, consideration was given to whether other supportive proposals were being considered in these locations to encourage the use of active modes such as the Active Travel Social Prescribing Pilot and Cultural Investment proposals.

As with the cycle routes, these options were presented to the Working Group for consideration and the following key changes were made following discussion:

Removal and identification of new zones where substantial investment was already being made. This was particularly the case for Sandwell where all initial zones identified were discounted as they had or were receiving funding from elsewhere. These included zones located in Smethwick, Dudley Port and West Bromwich Town Centre.

An additional zone was added in Dudley where similar characteristics socio-demographic characteristics were noted.

# Longlist

Through the above iterative process, the cycle and walking longlist was developed, including between 7 and 9 cycle options and 3 to 4 walking zones per local authority area. These are mapped in Figure 5-1, supported by option specific detail in Table 5-1 for cycling and Table 5-2 for walking. Note, the discounted Sandwell zones have not been mapped and are not presented within Table 5-2. The numbers and letters set out for the routes and zones within the map correspond to those set out in the tables. Options which have recently received City Regional Sustainable Transport Fund monies are highlighted in yellow.



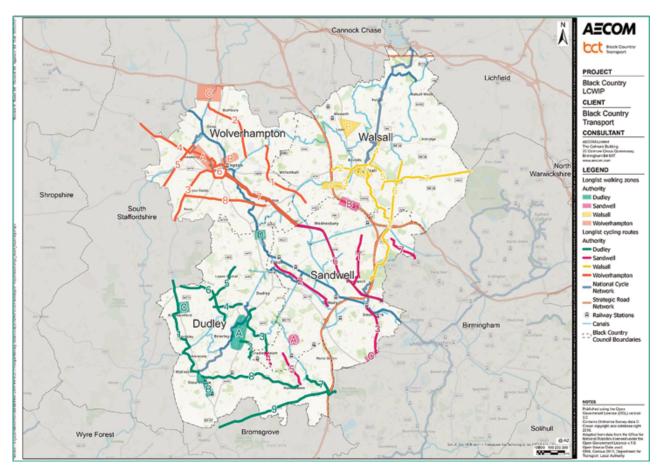


Figure 5-1: Longlist Map

Local Authority Area	Ref.	Route Name / Location	Rationale	Demand*	Length (km)	Cross Boundary**	Trip Type
	1	Himley to Stourbridge via Stourbridge Canal Towpath, A491, Lawnwood Road, Cot Lane, Summer Hill and A491 in to Himley.	High demand corridor using alternative route to A491 due to physical constraints along the route.	High	8.2	Yes	Utility
Dudley	2	Brierley Hill to Cradley Heath via Saltwells Nature Reserve and Black Brook.	High demand corridor using alternative route to A4100 due to steep gradient.	High	1.9	Yes	Utility
Duc	3	<b>Dudley to Cradley Heath</b> via Peartree Lane, Dudley Canal and B4173	High demand corridor between Dudley to Netherton. Limited demand between Netherton and Dudley. Alternative route considered due to physical constraints and gradient concerns on the B4173/A459.	High	4.3	Yes	Utility



	4	A4101 Pensnett to Dudley Town Centre.	Medium / high demand corridor connecting two WM LCWIP routes, a link via the hospital and a connection to Barrow Hill Local Nature Reserve.	Medium / High	2.0	No	Utility / Leisure
	5	Pensnett to Upper Gornal via Coopers Bank Road, Grosvenor Road South, Corncrake Road, Deepdale Lane and B4175.	Low demand corridor providing link between residential areas (Gornal), Russells Halls Hospital and employment areas as well as to Barrow Hill LNR.	Low	3.0	No	Leisure
	6	Smestow Valley Leisure Route.	High demand cross boundary leisure route with inconsistent provision.	High	4.6	Yes	Leisure
Dudley	7	A458 to Woodgate Valley Country Park via Leasowes Park, Carters Lane, Woodgate Valley Country Park.	Low demand corridor which supports public health agenda (childhood obesity, physical inactivity and IMD) and provides a cross boundary link to Sandwell Option 5 via WM LCWIP route.	Low	3.0	Yes	Utility / Leisure
	8	<b>Stourbridge to Halesowen</b> via A458.	Low demand corridor with future demand potential due growth proposals (i.e. around Lye Rail Station)	Low	7.1	No	Utility / Leisure
	9	<b>Hagley to M5 J3</b> via A456.	Low demand corridor with future demand potential providing cross boundary links, including into the 'blue route' network in Birmingham.	Low	9.0	Yes	Utility / Leisure
Sandwell	1	Stone Cross to West Bromwich via A4031 and Hallam Street.	High demand corridor between two SCWIP schemes, Sandwell General Hospital and Sandwell Valley Park.	High	3.7	No**	Utility
San	2	<b>Tipton to Oldbury</b> via A457.	High demand corridor providing on road link between Tipton and Oldbury.	High	4.8	No	Utility / Leisure



	3	Smethwick to Bearwood via A4030.	Low demand corridor with high stakeholder interest. Offers potential for a cross boundary link into Birmingham and connects to Smethwick Rolfe Street and Smethwick Galton Bridge.	Low	3.4	No**	Leisure
lle .	4	Cradley Heath (SCWIP Route) to WM LCWIP Route via Congreaves Road.	High demand corridor providing a connection between SCWIP routes and WM LCWIP proposed routes between Dudley and Sandwell. Offers more direct link to Halesowen (see option below) and links to Haden Hill Park.	High	1.1	Yes	Utility / Leisure
Sandwell		Old Hill Town Centre to A458, via Halesowen College via A459 and Furnace Hill / Lane and Whittingham Road.	Medium demand route providing a connection between WM LCWIP routes, Halesowen College and Halesowen. Provides wider cross boundary linkages with Dudley Option 7 via WM LCWIP route.	Medium	3.9	Yes	Utility
	6	Metro Stop Upgrades via metro line through Sandwell.	Requirement for cycle parking, storage and repair facilities at all Metro stops within the LA boundary.	High	7.5	No	Utility / Leisure
	7	Newton to Hamstead via Hamstead Road and to Hamstead station.	Low demand route which supports public health agenda (childhood obesity and IMD) and provides a cross boundary link to Birmingham.	Low	2.3	Yes	Utility
Walsall	1	Walsall Town Centre to Sandwell Valley Park (NCN5) via Walsall Town Centre, New Street, Sandwell Street, Highgate Road, Delves Road, Delves Green Road, Cherry Tree Avenue, Redwood Road, Thorncroft Way, Brackendale Drive, Rushall Canal and off-road routes to Sandwell Valley Country Park.	Low demand route which forms part of the NCN and provides a cross boundary link to Sandwell.	Low	10.7	Yes	Utility / Leisure



	2	M6 J10 to Walsall via A454.	High demand corridor connecting to Wolverhampton via WM LCWIP route.	High	1.4	Yes	Utility / Leisure
	3	Pleck to Arboretum via A4148.	High demand corridor connecting to WM LCWIP route and a link to Walsall Manor Hospital and the Arboretum (tie in with Walsall Option 2).	High	3.1	Yes	Utility / Leisure
	4	Rushall to Walsall via A461.	High demand corridor connecting Walsall Town Centre to WM LCWIP route.	High	2.1	No	Utility
Walsall	5	North East Ring Road via A4148.	Low demand corridor enabling connectivity on northern section of Walsall Ring Road and to Arboretum (tie in with Walsall Option 2 and 3).	Low	1.9	No	Utility / Leisure
	6	Arboretum to Boundary via Wood End Road, Truro Road, Liskeard Road, Treyamon Road, Park Hall Road, Bell Road and the A34.	Low demand route connecting the east of Walsall between Arboreturm and Sandwell boundary. Aligns to Commonwealth Way route.	Low	2.4	Yes	Leisure
	7	<b>Walsall to Streetly</b> via B4151.	Low demand corridor providing and east - west cross boundary connection.	Low	6.1	Yes	Utility / Leisure
Wolverhampton	1	Bentley Bridge to Darlaston via Neachells Lane, Moseley Road, Darlaston Lane and Wolverhampton Street.	High demand corridor connecting several communities between Wolverhampton and Walsall and a link to New Cross Hospital, Bentley Bridge and M6 J9 Retail Park via WM LCWIP route.	High	5.5	Yes	Utility / Leisure
Woh	2	Fordhouses to Heathtown via Marsh Lane, Three Tuns Lane, Elston Hall Lane, Sandy Lane, Old Fallings Lane, A460, Bushbury Road and Church Street.	High demand corridor connecting two WM LCWIP routes and a link to i54 and New Cross Hospital.	High	5.1	No	Utility



	3	City Centre to Lower Penn via Chapel Ash, Merridale Road, Bradmore Road, Trysull Road, Oxbarn Avenue and Warstones Road.	High demand corridor providing connectivity to the west / southwest of Wolverhampton supporting public health agenda (childhood obesity, physical inactivity and IMD).	High	4.6	No	Utility
	4	City Centre to Perton via Waterloo Road, Molineux Way, Newhampton Road East, NCN 81, Crowther Road and A41.	High demand corridor providing a cross boundary link to Staffordshire and supporting west / northwest connectivity. Supports public health agenda (childhood obesity, physical inactivity and IMD).	High	6.5	Yes	Utility / Leisure
Wolverhampton	5	Smestow Valley Leisure Route	High demand cross boundary leisure route with inconsistent provision.	High	3.4	Yes	Leisure
Wolv	6	Ring Road A4150 around Wolverhampton City Centre.	High demand corridor providing an opportunity to improve cycling permeability into city centre and provide coherent link to radial routes from the Ring Road.	High	3.2	No	Utility
	7	Metro Stop Upgrades via metro line through Wolverhampton	Requirement for cycle parking, storage and repair facilities at all Metro stops within the LA boundary.	High	6.4	No	Utility / Leisure
	8	<b>Metro Stop Upgrades</b> via metro line through Wolverhampton	Varied demand. Higher demand on approach to Bilston (Parkfields) and supports public health agenda (childhood obesity, physical inactivity and IMD).	Low / High	5.6	No	Utility / Leisure

<sup>\*</sup> Based on PCT (Government Targets) for utility-based trips and local stakeholder intel for leisure-based trips

Table 5-1: Cycle Route Longlist

<sup>\*\*</sup> These routes have the potential to become cross-boundary routes



Local Authority Area	Ref.	Route Name / Location	Rationale	Area (km2)	Cross Boundary	Trip Type
	А	DY5 Enterprise Zone (EZ) and Brierley Hill. Focus specifically on the connection between the Wednesbury to Brierley Hill metro line (currently under construction) with the EZ and Merry Hill Shopping Centre.	Supports public health agenda (childhood obesity, physical inactivity, high IMD). Opportunity to improve active travel and public transport links. Potential links to Active Travel Social Prescribing Pilot and Cultural Investment proposals.	2.0	No	Utility / Leisure
Dudley	В	Stourbridge Interchange / Stourbridge Junction / Town Centre. Stourbridge town rail station to Stourbridge Junction rail station.	Improves connection between Stourbridge rail station and bus station, particularly over the A491, and south to Stourbridge Junction rail station.	0.8	No	Utility / Leisure
	С	Kingswinford. Area east of A491 between B4175 and A4101.	Supports public health agenda (childhood obesity, physical inactivity, high IMD). Higher levels of childhood obesity noted in this area. Opportunity to improve links between residential areas, schools, high street and Pensnett Trading Estate.	0.5	No	Utility / Leisure / Education
	New D	Coseley Rail Station. Immediate vicinity of Coseley rail station, including Clayton Park and links to canal network.	Supports public health agenda (childhood obesity, physical inactivity, high IMD).	<0.5	No	Utility / Leisure
	New A	Rowley Regis Village and Hospital. Immediate vicinity of Rowley Regis Hospital.	High Childhood Obesity (15-20%). Opportunity to improve active travel links to schools in the vicinity and within the area.	<0.5	No	Utility / Leisure
Sandwell	New B	<b>Bescot.</b> Link between Bescot Stadium and Retail Park south of M6 J9.	Supports public health agenda (childhood obesity, physical inactivity, high IMD).	0.8	Yes	Utility / Leisure
O)	New C	Bearwood Town Centre to Warley Woods. Lightwoods Park and surrounding residential area.	Supports public health agenda (childhood obesity, physical inactivity, high IMD).	<0.5	Yes	Utility / Leisure



	A	Darlaston to Phoenix 10. Link between proposed Darlaston rail station and Phoenix 1- employment zone.	Supports public health agenda (childhood obesity, physical inactivity, high IMD). Opportunity to link Darlaston Rail Station to Phoenix 10 employment zone. Will support WM LCWIP scheme proposed at this location.	0.7	No	Utility / Leisure
Walsall	В	Leamore / Bloxwich / Blakenhall Heath. Area between these three locations including link to the A34 High Street.	Supports public health agenda (childhood obesity, physical inactivity, high IMD). Opportunity to encourage walking to/from local centres and schools as there are less people with access to car or van. Potential links to Active Travel Social Prescribing Pilot.	0.9	No	Leisure / Education
	С	Walsall Town Centre. Core town centre area.	Support movements within the town centre and provides an opportunity to align to Cultural Investment Proposals.	0.7	No	Utility / Leisure
	А	West Park to Whitmore Reans. Area north of A41, linking West Park to Whitmore Reans and Molineux Stadium.	Supports public health agenda (childhood obesity, physical inactivity, high IMD) and provides connections to schools. Potential link to Cultural Investment Proposal at West Park.	1.4	No	Leisure / Education
Wolverhampton	В	Park Village. Area between A460 and Wednesfield Road to the northeast of Wolverhampton ring road.	Supports public health agenda (childhood obesity, physical inactivity, high IMD) and provides links to a number of schools in close proximity. Holds high workplace population so opportunity for better walking links to the city centre / Wolverhampton Interchange.	0.6	No	Utility / Education
	С	i54. Business Park location south of the M54 and west of the A449 (Stafford Road). Area partially falls in South Staffordshire.	Opportunity to improve walking / cycling / public transport connectivity to i54 both from the Stafford Road but also west in to/from Staffordshire.	1.8	Yes	Utility

Table 5-2: Walking Zone Longlist



#### **Shortlist**

To make this LCWIP both manageable and deliverable over the 5-year period, it was agreed that 2 cycle routes and 1 walking zone per Local Authority area would be shortlisted to take forward to the Route Audit and Concept Design stages. To distil the longlist down, a shortlisting exercise was undertaken focused on the following six themes as agreed with the Working Group:

- Connectivity
- Demand
- Demographics
- Quality and Safety
- Health
- Stakeholder Support

A series of sub-themes were defined supported by a set of thresholds for scoring the cycle routes and walking zones. A summary of the criteria is set out in Table 5-3 which highlights some slight differences in the way the cycling and walking zones have been assessed. The main differences relate to sub-themes under Quality and Safety, namely barriers and freight.

Weightings were also applied, as agreed with the Working Group, as set out below. The higher weightings (20%) are focused on connectivity, demand and quality and safety as these are considered as key requirements for the network. These are followed by demographics and health at 15% weighting, highlighting that they remain important factors. Finally, stakeholder support was provided with the lowest weighting (10%) and the full level of support is not yet known. There may be scope to adjust this in the future.

The final shortlisting spreadsheet can be found in Appendix D and the final scoring / ranking in Appendix E.

			Assessment Criteria for Cycling	Assessment Criteria
	A.1	Connectivity to trip attractors.	The route provides a direct link to trip attractors, e.g., education, proposed development, retail, healthcare, town centres / high streets, leisure, green spaces, parks, cycle clubs.	The zone provides a direct link to trip attractors, e.g., education, proposed development, retail, leisure, green spaces, parks.
Connectivity (20%)	A.2	Connectivity to public transport provision.	The route provides a link to public transport provision, e.g., public transport interchanges, bus/metro stops, bus/metro stations, bus/metro lines.	The zone provides a link to public transport provision, e.g., public transport interchanges, bus/metro stops, bus/metro stations.
Connect	A.3	Connectivity to public transport with cycle parking provision.	Do any of the identified of the PT provisions have cycle parking facilities?	Do any of the identified of the PT provisions have cycle parking facilities?
	A.4	Connectivity to existing and planned routes and green routes.	The route provides connectivity to existing and planned routes and green assets and canal tow paths.	The zone provides connectivity to current and proposed walking zones, cycling routes and pilot scheme, e.g., Cultural Investment Proposals / Social Prescribing Pilots.



Demand (20%)	B.1	Predicted Demand	The route has a high propensity for cycling. Based on evidence from PCT, TRICs, proximity to key trip attractors, proposed developments and the socio-demographic makeup of the area.	The zone has a high propensity for walking. Based on proximity to key trip attractors, including proposed developments.
Demographics (15%)	C.1	Population who directly benefit from the intervention	The route provides linkages to communities falling in the highest bands of IMD.	The zone provides linkages to communities falling in the highest bands of IMD.
ty (20%)	D.1	Delivery Barriers (cycling) / Physical Barriers (walking)	The full route can be delivered to LTN 1/20 criteria, e.g., meet all the 5 areas: coherent, direct, safe, comfortable, attractive.	The zone has physical barriers which could result in deliverability implications
Quality and Safety (20%)	D.2	Freight network	The route goes through a high HGV corridor. This is measured by the proportion of HGVs (AADF) along the route.	Not assessed for walking.
Qug	D.3	Collision data	The route goes through a high cycling and pedestrian KSI corridor.	The zone is located on a high cycling and pedestrian KSI corridor.
Health (15%)	E.1	Public Health	The route provides linkages to communities falling in the highest bands of the health deprivation and disability domain of IMD.	The zone provides linkages to communities falling in the highest bands of the health deprivation and disability domain of IMD.
Stakeholder Support (10%)	F.1	Stakeholder support	The route has been identified to have internal or external stakeholder support.	The zone has been identified to have internal or external stakeholder support.

Table 5-3: Shortlisting Assessment Criteria Summary

The cycle routes were subject to a secondary sift to discount any options that were not deemed viable to take forward. This sift discounted options which:

- Were unlikely to meet LTN 1/20 requirements
- Had an established parallel route in place
- Already had a funding source secured for the for delivery of improvements
- Focused on supportive measures as opposed to cycle infrastructure, i.e., metro stop upgrades.

For the walking zones a full secondary sift was not undertaken however, any zones where funding had already been implemented, such as Walsall Town Centre, were discounted to enable other locations to be considered.



In terms of point three, this was most notably the case for Walsall where one cycle route (M6 J10 to Walsall) and one walking zone (Darlaston to Phoenix 10) have already obtained funding from the City Regional Sustainable Transport Fund and therefore these routes were discounted.

The final shortlist is presented in Figure 5-2 and Table 5-4. Again, the numbers and letters set out for the routes and zones within the map correspond to those set out in the table.

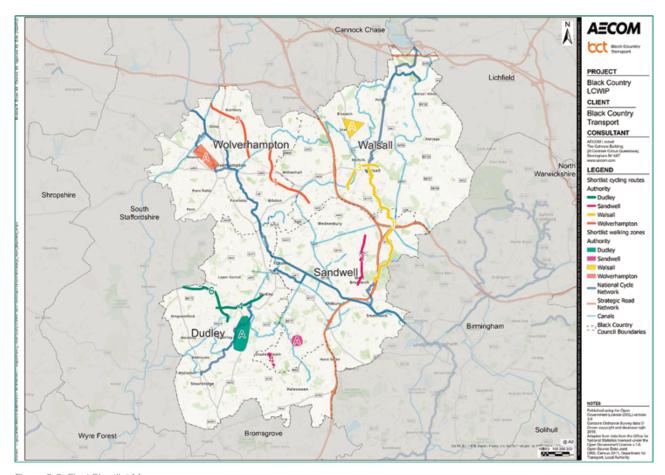


Figure 5-2: Final Shortlist Map



Local Authority Area	Cycle Routes	Walking Zone
Dudley	4. A4101 Pensnett to Dudley Town Centre	A. DY5 Enterprise Zone and Brierley Hill
	6. Smestow Valley Leisure Route	Shorioy Tim
Sandwell	4. Cradley Heath (SCWIP Route) to WM LCWIP Route	A. Rowley Regis Village and Hospital
	1. Stone Cross to West Bromwich	Τιοοριίαι
Walsall	3. Pleck to Arboretum	A. Leamore / Bloxwich / Blakenall Heath
	Walsall Town Centre to Sandwell Valley Park (NCN5)	Heati
Wolverhampton	2. Bentley Bridge to Darlaston	A. West Park to Whitmore Reans
	1. Fordhouses to Heathtown	

Table 5-4: Final Shortlist

### **Route Audits**

To better understand existing network conditions alongside barriers and opportunities for improvements, route audits were undertaken on all shortlisted options. The Survey123 app was used to record observations during the routes supported by geo-located images.

The key criteria used to assess the cycle routes was based on the Cycling Level of Service (CLoS) which identifies the minimum quality criteria needed for a route to adhere to LTN 1/20 guidance. The criteria is based on five design features: cohesion, directness, safety, comfort, and attractiveness. Routes must achieve a minimum score of 70% with no critical fails to be fit for purpose and be able to compete for future funding opportunities. The outputs of the CLoS for each route is set out in the following sections with the full detail provided in Appendix F.

For the walking zones, the key criteria was based on a combination of factors identified in the Manual for Streets, Pedestrian Comfort Guidance for London, and Pedestrian Environment Review (PERS) Handbook. These factors included safety, signage, comfort, attractiveness, and connectivity. All walking zones were considered from these viewpoints to determine whether they were appropriate to be delivered as part of the LCWIP. The walking zone audit outputs can be found in Appendix G.

# **Cycling Corridor**

This section considers each of the shortlisted cycle routes in turn, presenting an overview of the current provision, the types of improvements that could be delivered, any constraints and opportunities and high-level scheme costs. Cycle scheme plans can be found in Appendix H.

In advance of the route specific information, principles and assumptions that have been adopted for the scheme designs and costs have been summarised. These apply to all routes unless otherwise stated.



# Cycle Scheme Core Design Principles

In developing the routes, and in consultation with the Working Group, it was agreed that a set of core design principles should be considered for each route to better align to LTN 1/20 guidance and to ensure a standard level of service across the Black Country. These principles are recommended for each of the routes and include:

- Priority for cyclists over side roads.
- Deviation off main alignment at junctions to be minimised.
- Signage and dropped kerbs to nearby routes to promote wider connectivity.
- Resurfacing of all areas on the cycle route.
- Fully kerbed segregation from vehicular traffic to be provided along whole scheme, except for where shared use is suggested.
- Cycle parking provision at appropriate places along the cycle route.
- Provision of adequate lighting along the route.

# **Cycle Scheme Cost Assumptions**

The following core scheme costs assumptions have been made. Further detail can be found in Appendix J.

- Costings have been derived from Typical Costs for Cycling Interventions (TCCI)<sup>12</sup>.
- Where appropriate costs are not available in TCCI, SPONS 2022 has been used to determine costs.
- Inflation is derived from ONS Construction Output Price Indices (OPIs) for New Works<sup>13</sup>.
- No land take costs have been included.
- Optimism bias is 46% due to uplift for local roads<sup>14</sup>.
- The upper limit of the range has been used to estimate costs as a default
- Major drainage works (e.g. new pipes) and major utility works have not been included (e.g. relocating major assets) have not been included in the costs.
- Works do not account for full carriageway construction.

# Dudley - A4101 Pensnett to Dudley Town Centre

# **Current provision**

There is no provision between the B4179 and Russells Hall Hospital. Shared provision is available on the footway on the northern section of the route between Russells Hall Hospital (east of Elgar Close) and Scotts Green Island. This is replaced by on road non-segregated provision up to Duncan Edwards Close. The final section has no cycling provision.

A summary of the current CLoS undertaken for this route can be found in Table 5-5. This route achieved 46% overall and has 1 critical fail suggesting it currently fails to meet the minimum quality requirements.

<sup>12</sup> https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf

<sup>13</sup> https://www.ons.gov.uk/businessindustryandtrade/constructionindustry/datasets/interimconstructionoutputpriceindices

<sup>14</sup> https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\_data/file/576976/dft-optimism-bias-study.pdf



Design Feature	Cchieved Score / Maximum Score	Observations	
Cohesion	3/6	<ul> <li>Good existing connections (NCN 54 and Smestow Valley)</li> <li>Requirement for cyclists to dismount often</li> <li>Continuity of route disrupted</li> <li>Some wayfinding / signage</li> <li>Brierley Hill</li> </ul>	
Directness	4/10	<ul> <li>Route follows shortest option to connect two locations</li> <li>Cyclists have no priority over sides along entirety of route</li> <li>Generally poor cycling provision at all junctions</li> <li>Steep gradient on approach to Dudley town centre</li> </ul>	
Safety	5 + 1 critical / 16	<ul> <li>AADT is high along the route with cyclists expected to share the carriageway in some sections (Critical Fail)</li> <li>Kerbside conflict as a result of parked vehicles</li> <li>Busy junctions, conflicting traffic movements and no priority over side roads</li> </ul>	
Comfort	4/8	Surfacing could be improved	
Attractiveness	7/10	<ul> <li>Route is well lit and overlooked</li> <li>Shared use provision along some sections</li> <li>No evidence of cycle parking along route (closest available WM hire bikes are located on Market Street, Kingswinford)</li> </ul>	
Summary Score:		Maximum Score: 50 Achieved Score: 23 Percentage: 46 Critical: 1	

Table 5-5: A4101 Pensnett to Dudley Town Centre CLoS



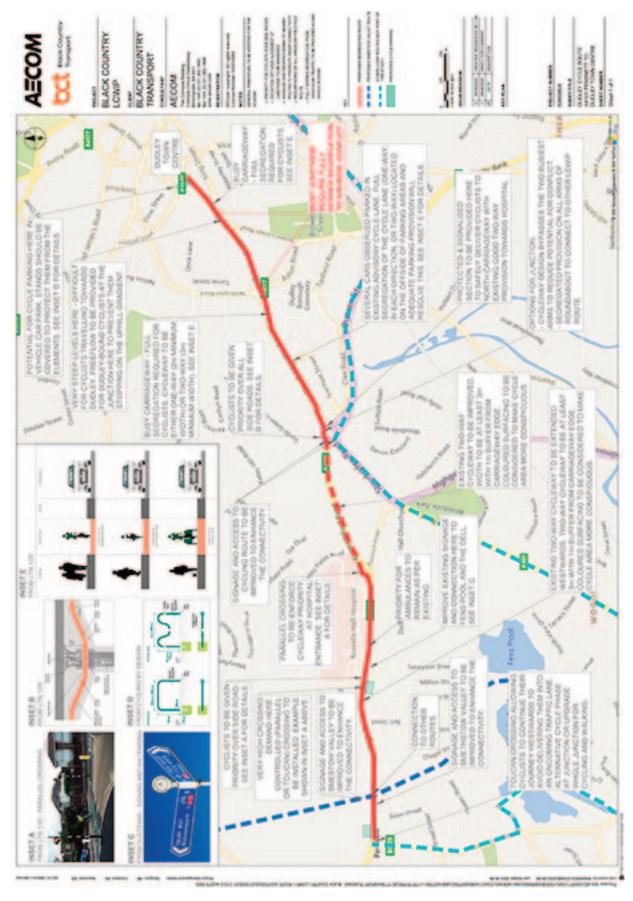


Figure 5-3: A4101 Pensnett to Dudley Town Centre Cycle Route



#### **Proposed Improvements**

This route is presented in Figure 5-3 and provides an on road segregated route along the A4104 between Pensnett (B4179) and Dudley Town Centre (King Street). The route interacts with the proposed WM LCWIP cycle routes along the B4179 and A461 as well as the proposed Black Country LCWIP Smestow Valley Leisure route.

In addition to the core design principles, the proposed improvements seek to improve all five areas of the CLoS, particularly cohesion, directness and safety through the provision of a segregated route, priority over side roads and improved connections through junctions.

The section of the route, demonstrated by a red dashed line, is subject to a future funding bid with aspirations to enable design of a fully segregated cycle route.

#### **Constraints and Opportunities**

The key constraints relate to whether LTN 1/20 compliance at Scotts Green Island and Kings Street / High Street junction is achievable. These are busy junctions with competing movements and further design considerations will be needed as this scheme progresses.

Given the topography across Dudley, there is a gradient on the approach to Dudley town centre making cycling potentially less attractive on this section. This will be difficult to design out however alternative route options may wish to be considered.

This route fills a gap in the wider West Midlands network and if all proposed schemes are delivered will provide a connected network between Kingswinford and Dudley as well as between Pensnett / Dudley and Brierley Hill. Alongside building up the wider cycle network in the area, the route provides connections to Russells Hall Hospital, Dudley Town Centre and a number of local nature reserves off the A4104. This route will therefore support both utility and leisure-based trips.

#### Indicative Scheme Costs

The scheme costs have been developed using the assumptions set out in earlier this section. The key components of this scheme and final indicative costs are set out in Table 5-6.

Scheme Type	Location	Length/Quantity
Cycle superhighway	Scott Green Island to Dudley Town Centre	1.4
Mixed strategic cycle route	Pensnett to Scott Green Island	2
Remodelled major junction	Scotts Green Island, Russells Hall Island, King Street/High Street junction, Wellington Road/Aston Road junction	4
Cycle crossing at major road	Outside Tesco Express, B4179 junction	2
Cycle Parking (Standard 'hub')	One Location	1
Cycle Parking (M/Sheffield stands)	Various locations	60
Comprehensive cycle route signage	Throughout	3.4
Total Cost	£18,887,962	

Table 5-6: A4101 Pensnett to Dudley Town Centre Indicative Scheme Costs



# **Dudley - Smestow Valley Leisure Route**

#### **Current Provision**

This is a segregated, off road, unlit track which provides a cross boundary link between Dudley and Wolverhampton via Staffordshire.

A summary of the current CLoS undertaken for this route can be found in Table 5-7. This route achieved 62% overall suggesting it currently fails to meet the minimum quality requirements.

Design Feature	Cchieved Score / Maximum Score	Observations
Cohesion	2/6	<ul> <li>Connections to NCN 54 and local nature reserves</li> <li>Cyclists must dismount to connect to other routes</li> <li>Mostly continuous</li> </ul>
Directness	8/10	<ul> <li>Largely direct with limited stops</li> <li>Some narrow sections reducing space to overtake</li> <li>Mostly flat with one sharp incline noted</li> </ul>
Safety	15 / 16	<ul> <li>Mostly traffic free but must cross at Queens Road.</li> <li>No other conflicting movements on the route</li> <li>Some physical barriers along the route, including those on Queens Road</li> </ul>
Comfort	3/8	<ul> <li>Loose pebbles for majority of route making it difficult to ride a road bike</li> <li>Some sections are muddy</li> <li>Little signage, but the route is clear throughout.</li> </ul>
Attractiveness	3/10	<ul> <li>Unlit and not overlooked for its entirety.</li> <li>Narrow widths</li> <li>Closest available WM hire bikes are located on Market Street, Kingswinford or Wordsley Green, Wordsley</li> </ul>
Summary Score:	'	Maximum Score: 50 Achieved Score: 31 Percentage: 62 Critical: 0

Table 5-7: Smestow Valley Leisure Route CLoS



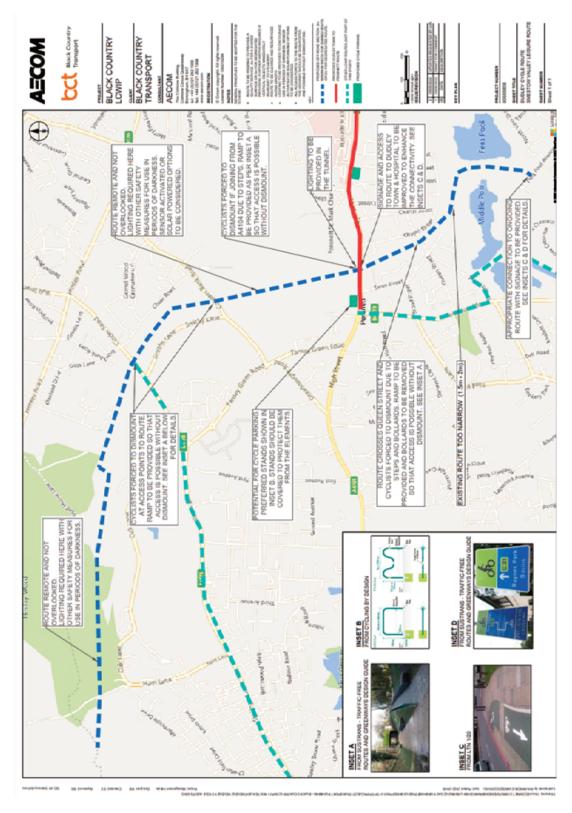


Figure 5-4: Smestow Valley Leisure Route



#### **Proposed Improvements**

The proposed improvements to the Smestow Valley Leisure route are set out in Figure 5-4 and relate to an increase width route along the entire section. This can either be through the provision of a widened shared route or segregated route as consideration will also need to be given to pedestrian usage.

Regarding the CLoS, other improvements focus on ensuring adequate lighting along the route and resurfacing the route to make it accessible to all cyclists, as well as pedestrians. To support cohesion and directness and reduce the need to dismount, the proposals also include ramps at key sections.

#### **Constraints and Opportunities**

There are some environmental and engineering constraints associated with this route given it is off road. The implementation of lighting on the route will need to be considered further at later design stages, particularly to ensure there are no detrimental impacts on biodiversity along the route. Further geo-technical investigation will also be required to understand if a wider route can be accommodated.

An unlit tunnel is located along the route where it intersects with High Street. Further work is required to make this part of the route attractive and safe for users. Again, this will require environmental consideration.

The route interacts with the proposed WM LCWIP route along the B4175 and the Pensnett to Dudley Town Centre route being proposed within this Black Country LCWIP. It also provides connections to local nature reserves in the area and provides an important cross boundary to link to neighbouring authorities.

Although this is considered to be a predominantly leisure-based route, there are opportunities for this to be used for more utility-based trips if integrated well into the wider network. There are also benefits associated with the cross-boundary links to Staffordshire and Wolverhampton and making this a more widely used route to connect people between these places.

#### **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-8.

Scheme Type	Location	Length/Quantity
Mixed strategic cycle route	Part route	4.7
Low level lighting	Part route	4.7
Widen existing bridge	One location	1
Ramp access	Three locations	3
Comprehensive cycle route signage	Throughout	4.7
Mixed strategic cycle route	Whole length	4.7
Total Cost	£9,864,461	

Table 5-8: Smestow Valley Leisure Route Indicative Scheme Costs



# Sandwell - Cradley Heath (SCWIP Route) to WM LCWIP Route

#### **Current Provision**

There is no provision along the entirety of this route, this includes Queen Street, Pennant Road and Corngreaves Road.

A summary of the current CLoS undertaken for this route can be found in Table 5-9. This route achieved 58% overall suggesting it currently fails to meet the minimum quality requirements.

Design Feature	Cchieved Score / Maximum Score	Observations
Cohesion	4/6	<ul> <li>Short and continuous route</li> <li>Connections to Blackheath cycle route</li> <li>Possible to traverse the route without dismounting</li> </ul>
Directness	7 / 10	Wide carriageway widths to allow overtaking. Some on street      parking disrupts this     Route follows shortest option with little deviation     Giveways present at multiple locations with no advanced stop lines
Safety	8/10	<ul> <li>Segregated route is not available</li> <li>Kerbside conflict as a result of parked vehicles and location of petrol station</li> <li>No priority over side roads</li> </ul>
Comfort	3/8	<ul> <li>Surfacing could be improved, i.e., removal of potholes</li> <li>No on or off carriageway cycle facilities – all shared use</li> <li>Limited wayfinding and signage</li> </ul>
Attractiveness	7/10	<ul> <li>Route is well lit and overlooked</li> <li>Current conflict between pedestrians and cyclists</li> <li>Very limited cycle parking along the route (closest available WM hire bikes located on Brook Road/Church Road, Stourbridge).</li> </ul>
Summary Score:		Maximum Score: 50 Achieved Score: 29 Percentage: 58 Critical: 0

Table 5-9: Cradley Heath (SCWIP Route) to WM LCWIP Route CLoS



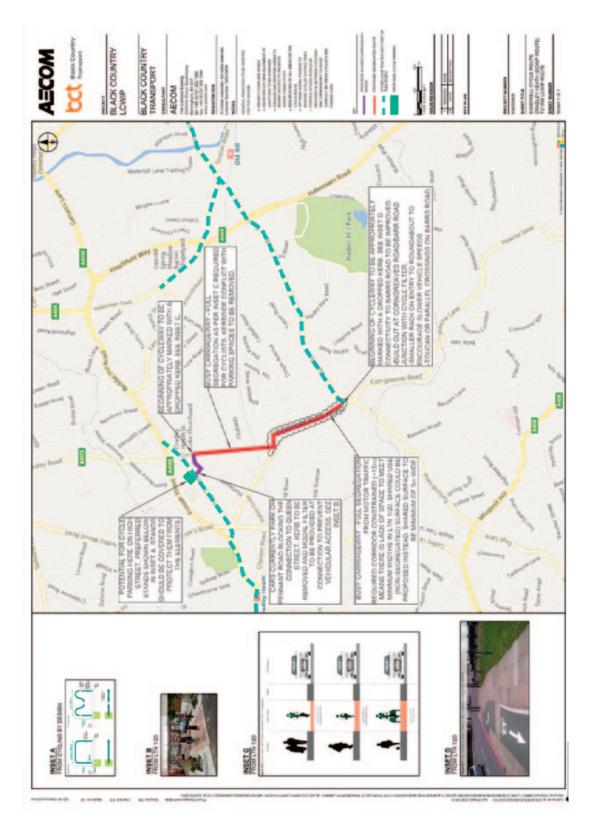


Figure 5-5: Cradley Heath (SCWIP Route) to WM LCWIP Route



# **Proposed Improvements**

Given there is no current provision in place, the proposed improvements, as set out in Figure 5-6, consist of a short section of shared carriageway along Queens Street and Pennant Road and a segregated section along Corngreaves Road between Pennant Road and Barrs Road.

Regarding the CLoS, the core focus of this proposal is the provision of physical cycling infrastructure which is currently absent along the route's entirety. This will include the relocation of some vehicular parking and the implementation of cycle parking along the route alongside modal filters.

# Constraints and Opportunities

A railway bridge routes over Corngreaves Road south of Oldfields. It is considered that there is adequate carriageway width to support segregation, however this will need to be explored further at later design stages.

Corngreaves Road is generally a busy carriageway and therefore full segregation is recommended. On the southern section of the route, on the approach to Barrs Road, the corridor is more constrained and therefore a shared surface may need to be considered.

There are sections of on-street car parking along the route. While the proposals do not call for this to be removed, the relocation of parking is being proposed. Public and political engagement will therefore be required.

The route interacts with the proposed SCWIP route along the High Street and proposed WM LCWIP route along Barrs Road. These connections will provide wider access to Cradley Heath High Street, Cradley Heath Rail Station and Old Hill Rail Station as well as green spaces such as Haden Hill Park.

This route also fills a gap in the network and will provide a link between Quarry Bank and Halesowen / West Bromwich if wider LCWIP schemes are delivered. This route therefore helps to provide a comprehensive and connected network in Sandwell. It is also one of the shorter routes proposed which could be delivered relatively quickly compared to other routes.

#### **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-10.

Scheme Type	Location	Length/Quantity
Cycle superhighway	Part route	0.9
Mixed strategic cycle route	Part route	0.1
Remodelled major junction	At Barrs Road	1
Cycle crossing at major road	Pennant Road	1
Comprehensive cycle route signage	Throughout	1
Cycle Parking (M/Sheffield stands)	Various Locations	10
Total Cost	£5,462,736	

Table 5-10: Cradley Heath (SCWIP Route) to WM LCWIP Route Indicative Scheme Costs



# Sandwell - Stone Cross to West Bromwich

#### **Current Provision**

There is no provision on the A4031 Walsall Road between Hall Green Road and where the A4031 veers off to the east. South of this, an on-road non-segregated cycle lane is available on the western side of route which continues on to the southern side of Heath Lane but terminates before All Saints Way. There is no provision along the entirety of All Saints Way, Congregation Way or Reform Street. For the alternative route options, there is no physical provision on Hollyhedge Road, but there is a 20mph speed limit with cycle markings on the carriageway. There is no provision on Hallam Street but a 20mph speed limit and cycle markings on the carriageway on Seagar Street. Church Vale, Daggar Lane and Lloyd Street are very narrow with a 20mph speed limit and no provision.

A summary of the current CLoS undertaken for this route can be found in Table 5-11. This route achieved 56% overall suggesting it currently fails to meet the minimum quality requirements.

Design Feature	Cchieved Score / Maximum Score	Observations
Cohesion	3/6	<ul> <li>Good connections to established / alternative routes</li> <li>Predominantly continuous route but some junctions require cyclists to dismount</li> <li>Lack of signage and wayfinding</li> </ul>
Directness	6/10	<ul> <li>Route along A4031 is direct, alternative routes deviate</li> <li>Dual carriageway (All Saints Way) has a number of signal stops, though many of these have Advanced Stop Lines</li> <li>Cyclists can use on road or shared use areas to maintain speed</li> <li>Mostly flat with one incline noted</li> </ul>
Safety	7 / 16	<ul> <li>Kerbside conflict and limited evasion room as a result of parked vehicles</li> <li>Vehicles adhere to speed limit (30mph), though there are busy sections with high HGV movements (Bull Street)</li> </ul>
Comfort	3/8	Surfacing could be improved     Conflict with pedestrians on shared use facilities
Attractiveness	9/10	<ul> <li>Route is well lit and overlooked</li> <li>Shared use provision along some sections</li> <li>WM hire bikes noted along the route (including at West Bromwich Ringway, Sandwell Hospital, and Sandwell College)</li> </ul>
Summary Score:	<u>'</u>	Maximum Score: 50 Achieved Score: 28 Percentage: 56 Critical: 0

Table 5-11: Stone Cross to West Bromwich CLoS



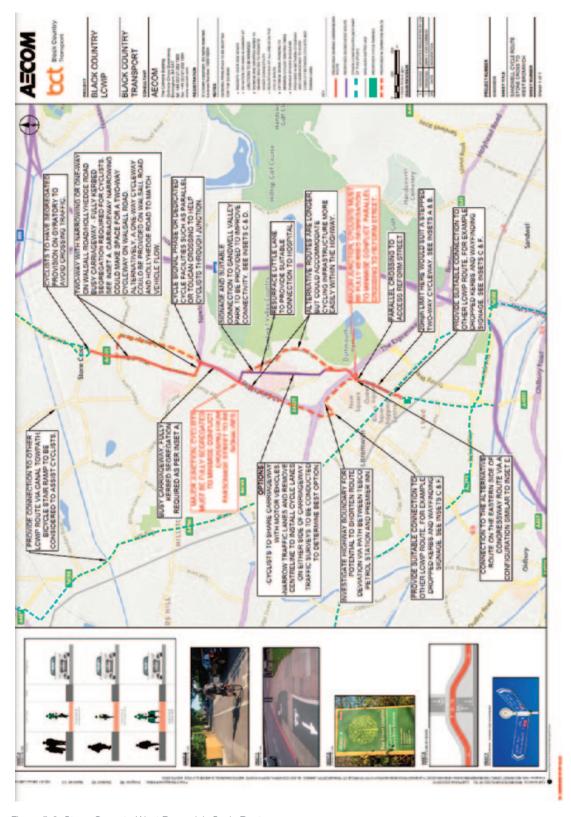


Figure 5-6: Stone Cross to West Bromwich Cycle Route



As set out in Figure 5-6, the proposed improvements consist of a segregated route along Walsall Road, Heath Lane and All Saints Way up to Hallam Street, where a shared carriageway is proposed, followed by full segregation on Seagar Street and Reform Street. A number of alternative route options have been identified which could result in a less direct route but may be able to accommodate cycling infrastructure more easily. On all alternative route options (Hollyhedge Road, All Saints Way, Church Vale, Daggar Lane and Lloyd Street), segregation is proposed.

To resolve the issues identified through the CLoS, the proposals focus on the implementation of cycle provision along the route, predominantly through segregation. To reduce cycling wait times, signal upgrades are proposed at key intersections alongside enhanced signage.

## **Constraints and Opportunities**

Ensuring LTN 1/20 compliance at All Saints Way / Parsonage Street and Reform Street / Congregation Way will need to be explored in detail at later design stages. Likewise, the alternative options suggested, particularly Walsall Road and Hollyhedge Road and the southern section of All Saints Way require additional investigation. Further data and evidence will need to be collected to ascertain the most suitable route option.

There is considerable on street parking along the route and alternative routes. In most cases relocation within the carriageway is being proposed, however political and public engagement will be required as part of the design process.

To the north, the route interacts with the proposed SCWIP route on Walsall Road and to the south it interacts with the proposed WM LCWIP route on High Street and proposed SCWIP route on Spon Lane. It also provides connections to Tame Bridge Parkway, Sandwell General Hospital, Sandwell Valley Country Park, West Bromwich town centre and Sandwell College. This results in the provision of both utility and leisure-based trips.

Furthermore, this route provides a continuous link between Stone Cross and West Bromwich and enables connections to the wider WM LCWIP and SCWIP routes supporting cross boundary movements.

#### **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-12.



Scheme Type	Location	Length/Quantity
Cycle superhighway	Part route	1.73
Mixed strategic cycle route	Part route	0.97
Remodelled major junction	Congregation Way, All Saints Way x2, Hall Green Road	4
Resurfaced cycle route	Connection to hospital	0.05
Cycle crossing at major road	Four locations	4
Ramp Access	One location	1
Cycle Parking (M/Sheffield stands)	Various Locations	60
Comprehensive cycle route signage	Throughout	3.7
Cycle Parking (standard 'hub')	One location	1
Total Cost	£18,376,027	

Table 5-12: Stone Cross to West Bromwich Indicative Scheme Costs



## Walsall - Pleck to Arboretum

#### **Current Provision**

There is no provision on the A4148 Old Pleck /Pleck Road between Wednesbury Road and Wolverhampton Road. Advanced stop lines are marked at the A4148 Pleck Road / Moat Road / Bridgeman Street junction. There is also a dedicated bus lane between the A4148 Pleck Road / Moat Road / Bridgeman junction and Wolverhampton Road junction. The A4148 veers to the right at the Wolverhampton Road junction, which is complex and has no cycling provision. Off road shared use cycle provision is provided on the northern section of A4148 between Wolverhampton Road junction and Lichfield Street. Cyclists are required to deviate around all junctions along this stretch. There is no provision after Lichfield Street and the route is subject to an incline.

A summary of the current CLoS undertaken for this route can be found in Table 5-13. This route achieved 38% overall and has 1 critical fail suggesting it currently fails to meet the minimum quality requirements.

Design Feature	Cchieved Score / Maximum Score	Observations	
Cohesion	2/6	<ul> <li>Connections are available (NCN 5), but these could be improved</li> <li>Requirement for cyclists to dismount often</li> </ul>	
Directness	3/10	<ul> <li>Some ability to overtake on the two-way segregated route</li> <li>Cyclists have no priority over sides along entirety of route</li> <li>Cyclist must deviate around most junctions</li> <li>Longer delays for cyclists due to staged crossings</li> <li>Mostly flat with some steep inclines noted</li> </ul>	
Safety	4 + 1 critical fail / 16	<ul> <li>AADT is high along the route with cyclists expected to share the carriageway in some sections (Critical Fail)</li> <li>Kerbside conflict as a result of parked vehicles</li> <li>Road markings could be improved</li> <li>Pedestrian guardrail forms physical hazard</li> </ul>	
Comfort	3/8	Surfacing could be improved     Cycleway width could be increase	
Attractiveness	7/10	<ul> <li>Route is well lit and overlooked</li> <li>Shared use provision along some sections</li> <li>Cycle parking requirements along route (WM hire bikesavailable at A4148/Vicarage Terrace and outside the main gates of Walsall Arboretum)</li> </ul>	
Summary Score:		Maximum Score: 50 Achieved Score: 19 Percentage: 38 Critical: 1	

Table 5-13: Pleck to Arboretum CLoS



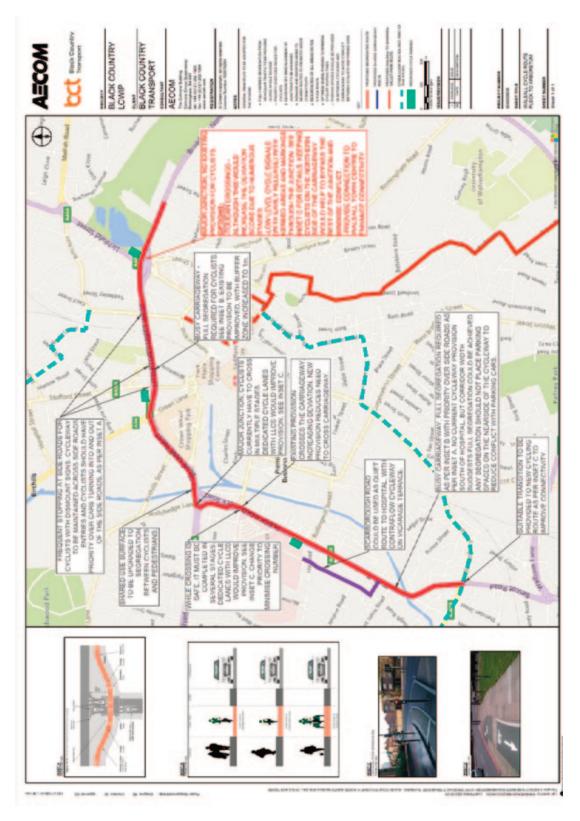


Figure 5-7: Pleck to Arboretum Cycle Route



The proposed improvements to this route consist of a segregated cycle route between Wednesbury Road and the Arboretum with a contraflow cycleway on Vicarage Road connecting to Walsall Manor Hospital (see Figure 5-7). The route interacts with the WM LCWIP route on the A4038 which provides a connection to the proposed Black Country LCWIP Walsall Town Centre to Sandwell Valley route and proposed improvements on the A454.

To improve the CLoS, the scheme predominantly focuses on ensuring segregation, priority over side roads and reduced deviation at junctions. Upgrading the current shared footway will be essential to enable both cyclists and pedestrians the right level of segregation. Given cycle routes are proposed to interact with the route continuity in the standard of provisions will be required. Cycle parking is also suggested at key locations to support access to key trip attractors.

## **Constraints and Opportunities**

There are two key junctions, Wolverhampton Road and Lichfield Road, which will require further design consideration at later stages to ensure LTN 1/20 compliance. There are competing modes using this route, including frequent bus movements along the dedicated bus lane, which will also require additional review.

Although this is a red route throughout, there are sections of on-street car parking. While the proposals do not call for this to be removed, the relocation of parking is being proposed. Public and political engagement will therefore be required.

The incline after Lichfield Steet will be difficult to design out but other alternative routes may wish to be considered such as through the Arboretum.

In terms of key trip attractors, the route connects to Walsall Manor Hospital, Crown Wharf Shopping Centre, Walsall Town Centre, Walsall College, various other educational establishments and the Arboretum supporting utility and leisure trips. In addition to this, the canal network runs parallel to the Pleck Road and offers an alternative off road should this wish to be explored. This route helps to build a more coherent cycle network in to an around Walsall town centre offering greater mode choice.

#### **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-14.

Scheme Type	Location	Length/Quantity
Cycle superhighway	Part route	3.3
Mixed strategic cycle route	Part route	0.5
Remodelled major junction	Lichfield Road, Wolverhampton Road	2
Cycle crossing at major road	Pleck Road (Hospital), Wallows Lane, Green Lane	3
Cycle Parking (M/Sheffield stands)	Various Locations	30
Comprehensive cycle route signage	Throughout	3.3
Cycle Parking (standard 'hub')	One location	1
Total Cost	£15,609,619	

Table 5-14: Pleck to Arboretum Indicative Scheme Costs



## Walsall – Walsall Town Centre to Sandwell Valley Park (NCN5)

## **Current Provision**

This route is part of the NCN and is a combination of on and off-road provision, with large sections of the route falling within the Sandwell boundary. There are few sections of provision between Walsall town centre and Brackendale Drive which form the on-road section. These include some limited cycle routes in the town centre, on road marked provision on Delves Green Road between Broadway and Walstead Road and some turning provision on Bell Lane. Cycle tracks are available on all off-road sections.

A summary of the current CLoS undertaken for this route can be found in Table 5-15. This route achieved 46% overall and has 1 critical fail suggesting it currently fails to meet the minimum quality requirements.

Design Feature	Cchieved Score / Maximum Score	Observations	
Cohesion	4/6	<ul> <li>Connections to NCN 5 and the canal network</li> <li>Made up of a number of discrete sections but generally easy to navigate</li> </ul>	
Directness	5/10	<ul> <li>Route is not as short as on road alternative</li> <li>Stopping and give way frequency is highest in Walsall town centre</li> <li>Delays are similar to vehicles</li> <li>Canal section widths do not allow easy overtaking</li> <li>Steep sections along the route</li> </ul>	
Safety	7 + 1 critical fail / 16	<ul> <li>Not all junctions are segregated and there are conflicting movements</li> <li>Cyclists expected to share carriageway on some sections with higher speeds</li> <li>No segregation on Highgate Road resulting in critical range not being achieved (Critical Fail)</li> </ul>	
Comfort	4/8	Canal and off-road paths do not meet desirable minimum widths     Cobbled paths on some sections and some gaps in signage	
Attractiveness	3/10	<ul> <li>Canal and off-road sections are not lit or overlooked</li> <li>Narrow widths on shared surface results in conflicting movements for pedestrians and cyclists</li> <li>Limited cycle parking provision (closest available WM hire bikes are located on Darwall Street and High Street, Walsall)</li> </ul>	
Summary Score:		Maximum Score: 50 Achieved Score: 23 Percentage: 46 Critical: 1	

Table 5-15: Walsall Town Centre to Sandwell Valley Park (NCN5) CLoS



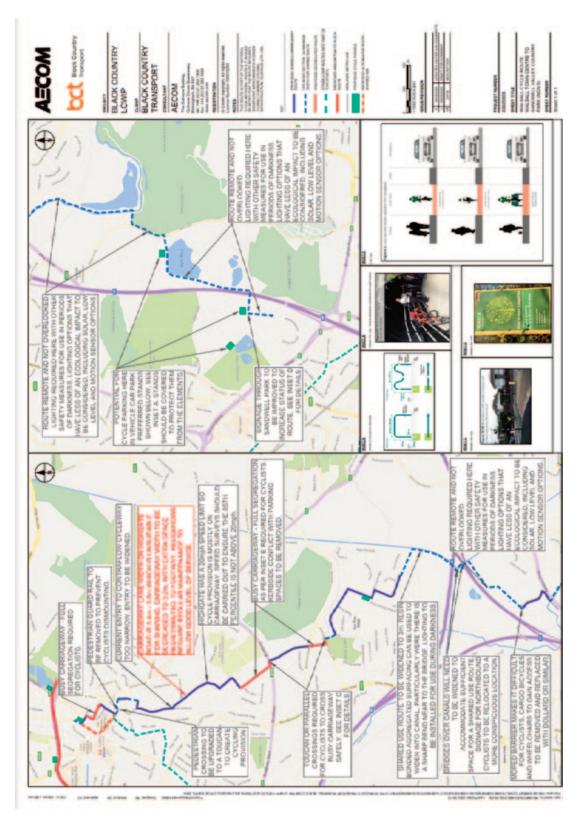


Figure 5-8: Walsall Town Centre to Sandwell Valley Park (NCN5) Cycle Route



The improvements consist of a mixture of full segregation, shared carriageway and off-road provision through the implementation of a 3m minimum width shared route between Walsall town centre and Sandwell Valley Park (see Figure 5-8). An alternative shared use route is provided within Walsall town centre providing a more direct route. The route interacts with the proposed WM LCWIP route into Walsall town centre, and to the north the proposed Black Country LCWIP Pleck to Arboretum route.

The scheme seeks to address the current CLoS through ensuring adequate widths for cyclists along the route's entirety, providing a well-lit and continuous route, removing barriers and providing cycle parking.

## **Constraints and Opportunities**

There are a number of constraints along this route, both on the on-road and off-road sections. Carriageway widths pose issues for meeting full segregation so in many cases a shared carriageway approach has been adopted. Meeting LTN 1/20 compliance on Highgate Road will also be challenging and will need to be considered further in later design stages.

The canal network is exempt from meeting LTN 1/20 guidance however, to ensure consistency of standard current widths will need to be extended and lighting considered on all sections noting any detrimental environmental impacts. Widening of canal bridges is also proposed so further engagement with the Canals and River Trust will be needed to understand feasibility and viability. It is important to note that as a large proportion of the canal towpath is located within Sandwell that engagement will be required with both authorities as well as the Canal and River Trust.

The route provides a cross boundary connection into Sandwell and serves the southeast of Walsall which currently has very limited cycling provision. It also serves the University of Wolverhampton Walsall Campus and Q3 Academy Great Barr as well as numerous green spaces. This route offers both a utility and leisure-based route which crosses boundaries and a number of communities. As it already forms part of the NCN it will be well known and improving the overall standard of the route should attract additional users.

#### **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-16.

Scheme Type	Location	Length/Quantity
Cycle superhighway	Part route	0.9
Mixed strategic cycle route	Part route	10.3
Cycle crossing at major road	Broadway, Walstead Road, Bell Lane, Peal Street	4
Cycle Parking (M/Sheffield stands)	Various Locations	30
Cycle Parking (standard 'hub')	Five locations	5
Widen existing bridge	Two locations	2
Low level lighting	Canal & SVP	6
Comprehensive cycle route signage	Throughout	11.4
Total Cost	£18,403,183	

Table 5-16: Walsall Town Centre to Sandwell Valley Park (NCN5) Indicative Scheme Costs



# Wolverhampton - Bentley Bridge to Darlaston

## **Current Provision**

There is no provision along the entirety of this route.

A summary of the current CLoS undertaken for this route can be found in Table 5-17. This route achieved 42% overall suggesting it currently fails to meet the minimum quality requirements.

Design Feature	Cchieved Score / Maximum Score	Observations	
Cohesion	3/6	<ul> <li>Good existing connections (Canal, Steelpark Way and Wednesfield Way)</li> <li>Cyclists must dismount to connect to other routes</li> <li>Inconsistent signage and road markings</li> </ul>	
Directness	6/10	<ul> <li>Slight deviation from shortest route</li> <li>Only one advanced stop line along route</li> <li>Some ability to overtake</li> <li>Steep gradient on approach to Railway line</li> </ul>	
Safety	6/16	<ul> <li>High proportion of HGVs where cyclists need to share the route</li> <li>Narrow widths along some sections reducing level of clearance for cyclists</li> <li>Kerbside conflict as a result of parked vehicles</li> <li>Frequent hazards around Industrial Estate</li> </ul>	
Comfort	2/8	Some muddy sections along the route     More signage required	
Attractiveness	4/10	<ul> <li>Route is well lit and overlooked</li> <li>No impact on pedestrian provision</li> <li>Additional cycle parking required (closest available WM hire bikes located on Wolverhampton Road, Heath Town)</li> </ul>	
Summary Score:	1	Maximum Score: 50 Achieved Score: 21 Percentage: 42 Critical: 0	

Table 5-17: Bentley Bridge to Darlaston CLoS



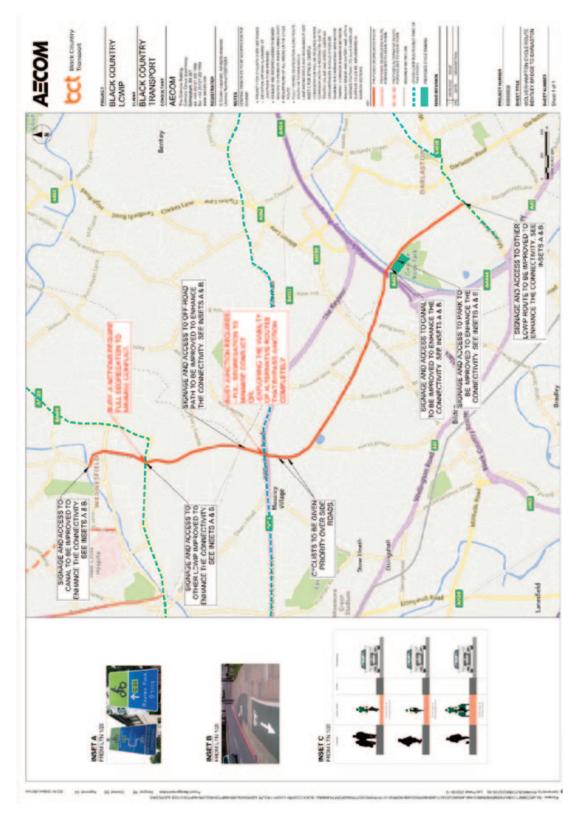


Figure 5-9: Bentley Bridge to Darlaston Cycle Route



The proposed route is presented in Figure 5-9 and consists of a segregated route on Neachells Lane between Lichfield Road and A454 Willenhall Road, Moseley Road between Willenhall Road and B4484 Willenhall Road, and Darlaston Lane / Wolverhampton Street between B4484 Willenhall Road and A4038 Moxley Road. The route interacts with the proposed WM LCWIP routes along A4124 Wednesfield Way, A454 Willenhall Road and A4038 Moxley Road as well as current provision around Bentley Bridge.

The proposal focuses on the provision of segregated infrastructure alongside improved signage and connectivity to other proposed cycle routes and the canals to build a connected network.

## **Constraints and Opportunities**

There are two busy junctions, Neachells Lane / Wednesfield Lane and Neachells Lane / A454 Willenhall Road, which will require further design consideration to ensure LTN 1/20 compliance.

The corridor width is constrained at Neachells Lane / Wednesfield Lane, where traffic volumes are also high, and the section between Watery Lane and the railway bridge. In these locations LTN 1/20 compliance may be harder to achieve, and a shared use surface may need to be considered.

Opportunities to bypass the Neachells Lane / A454 Willenhall Road could also be considered, using quieter routes parallel to the junction. Consideration may need to be given to the level of deviation.

It provides connections between communities and New Cross Hospital, Bentley Bridge Retail Park / Leisure Services, Planetary Road Industrial Estate, Walsall Canal and Gallagher Shopping Park off M6 Junction 9 through WM LCWIP proposals. Alongside this, the route provides a north – south route where other such route choices are limited and could connect in to three other routes to help establish a strong cycle network in this area. Cross boundary connections between Wolverhampton and Walsall are also achieved.

#### **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-18.

Scheme Type	Location	Length/Quantity
Cycle superhighway	Whole length	5.7
Remodelled major junction	Willenhall Road, Wednesfield Way	2
Route signage	Throughout	5.7
Cycle Parking (M/Sheffield stands)	Various Locations	10
Total Cost	£20,250,317	

Table 5-18: Bentley Bridge to Darlaston Indicative Scheme Costs



## Wolverhampton - Fordhouses to Heathtown

#### **Current Provision**

There is no provision on Marsh Lane however shared use provision is provided on the southern side of Three Tuns Lane between Shelley Road and Fordhouses Road. There is no provision on Elston Hall Lane however, there is a short section of provision on Bushbury Lane between Bushbury Island and Sandy Lane followed by no provision on Sandy Lane / Old Fallings Lane to Cannock Road. There is some provision on Cannock Road on both sides of the carriageway, but this is not continuous. There is no provision on Bushbury Road.

On all alternative routes (Kempthorne Avenue / Third Avenue/ Raynor Road and Fifth Avenue / Croft Lane / D'eyncourt Road / Victoria Road / Graiseley Lane) there is no physical provision although the northern section of Elston Hall Lane is a dead-end for vehicles but not for cyclists.

A summary of the current CLoS undertaken for this route can be found in Table 5-19. This route achieved 62% overall suggesting it currently fails to meet the minimum quality requirements.

Design Feature	Cchieved Score / Maximum Score	Observations	
Cohesion	4/6	<ul> <li>Some connections to other routes are available</li> <li>Requirement for cyclists to dismount</li> <li>Some signage but can be misleading</li> </ul>	
Directness	6/10	<ul> <li>Slight deviation from shortest route</li> <li>Northern section has more stops / no priority over side roads</li> <li>Limited Advanced Stop Lines at junctions</li> <li>Some sections with steep gradient (Old Fallings Lane)</li> </ul>	
Safety	9/16	<ul> <li>Higher AADT along some sections with vehicles travelling at speed (30mph)</li> <li>Narrow carriageway width from Heath Town Park to Newbolds junction</li> <li>Kerbside conflict as a result of parked vehicles, resulting in reduced evasion space</li> </ul>	
Comfort	6/8	Good surface along routes entirety     Some narrow widths along the route	
Attractiveness	6/10	<ul> <li>Route is well lit and overlooked</li> <li>Limited conflict with pedestrians</li> <li>Some evidence of cycle parking but more required (closest available WM hire bikes located on Wolverhampton Road)</li> </ul>	
Summary Score:		Maximum Score: 50 Achieved Score: 31 Percentage: 62 Critical: 0	

Table 5-19: Fordhouses to Heathtown CLoS



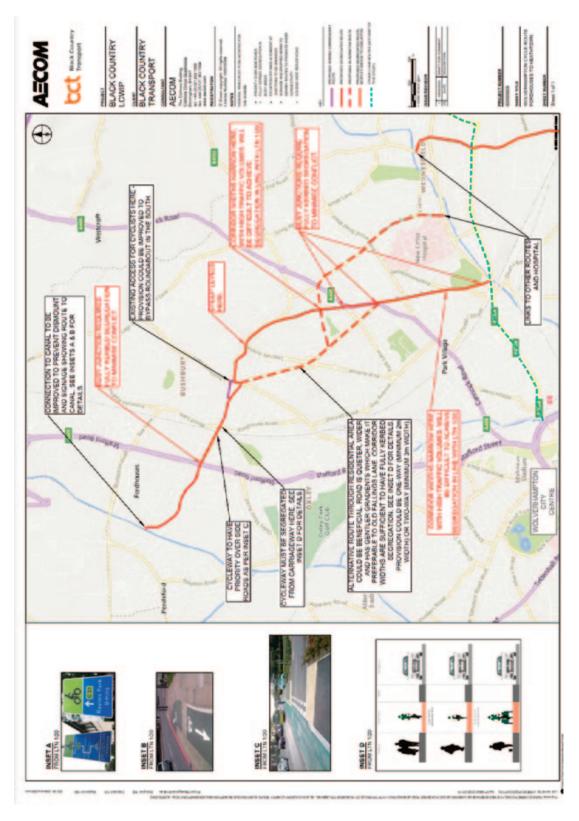


Figure 5-10: Fordhouses to Heathtown Cycle Route



The proposals for this route are presented in Figure 5-10 and consist of a segregated cycle route along the entirety of the route between Fordhouses and Heathtown. This includes Marsh Lane, Three Tuns Lane, Elston Hall Lane, Sandy Lane, Old Fallings Lane, A460 Cannock Road, Bushbury Road and Church Street.

Two alternative route options have been identified, one through the Low Hill residential area using Kempthorne Avenue, Third Avenue and Raynor Road, and the second looping around New Cross Hospital to the east using Fifth Avenue / Croft Lane / D'eyncourt Road / Victoria Road / Graiseley Lane.

The proposal focuses on the provision of segregated infrastructure alongside connectivity to other proposed cycle routes and the surrounding canals to build a connected network.

## **Constraints and Opportunities**

There are a number of constraints on this corridor, namely busy junctions at Marsh Lane / Stafford Road / Three Tuns Lane and the connections with the A460 that will require further design work to ensure LTN 1/20 compliance. There are also sections with narrow carriageway widths and high traffic volumes where LTN 1/20 compliance may be difficult to achieve. As a result, alternative routes have been provided which may enable infrastructure to be more easily implemented but may result in less direct routes. Further consideration will be needed in later design stages.

Steep levels are also noted near Leacroft Avenue. These may not be able to be designed out and therefore alternative route options may need to be considered.

The route interacts with proposed WM LCWIP route along the A4124 and provides connections to the canal network, retail opportunities on the A449 Stafford Road, a number of educational establishments and New Cross Hospital. This route will therefore support both utility and leisure-based trips. It will provide good connections to the existing network as well as wider proposed LCWIP routes.

## **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-20.

Scheme Type	Location	Length/Quantity
Cycle superhighway	Part route	5.2
Remodelled major junction	Stafford Road, Cannock Road x2, Wolverhampton Road	4
Route signage	Throughout	5.1
Mixed strategic cycle route	Part route	0.2
Total Cost	£24,761,366	

Table 5-20: Fordhouses to Heathtown Indicative Scheme Costs



## Walking Zones

Details on each of the walking zones is presented below covering the key issues and opportunities identified during the site audits, the proposed improvements and indicative scheme costs. In developing the walking zones, consideration should also be given to the measures identified in Section 6 which focus on localised improvements. Walking Zone scheme plans can be found in Appendix I.

The core design principles are set out in advance of the zone-specific information. Note, the walking zone cost assumptions align to those set out for cycling with full details provided in Appendix J.

#### **Current Provision**

Similar to the cycle routes, a set of core design principles have been identified for the walking zones that should be implemented to prioritise pedestrian, and cycling, movements. These are listed below:

- Tighter junction radii
- Raised tables at crossing points
- Continuous footways
- Controlled crossings at key locations / intersections
- Uncontrolled crossings to have appropriate tactiles and dropped kerbs
- Allocate benches and planters where possible to increase amenity value
- Footway resurfacing where required within the zone

## Dudley - DY5 Enterprise Zone and Brierley Hill

## **Summary of Audit**

The issues and opportunities identified during the audit are presented in Table 5-21.

Issue	Opportunities
<ul> <li>Hostile walking environment within Business Parks / Industrial Estate</li> <li>Severance caused by A4036 – busy dual carriageway prioritising vehicular movements</li> <li>Multiple staged crossings for pedestrians across A4036</li> <li>Narrow and overgrown footways on some sections of A4036</li> <li>Limited walking permeability within, to and from Merry Hill Shopping Centre</li> <li>Bus stops within Merry Hill Shopping Centre are without shelter or seating</li> </ul>	<ul> <li>Better integration with Dudley Canal</li> <li>Connections to Wednesbury to Brierley Hill (WBH) Metro line and stops</li> <li>Better use of unused bus stop laybys along A4036</li> <li>Formalise desire lines to adjacent green areas, e.g. Saltwells Wood</li> </ul>

Table 5-21: DY5 Enterprise Zone and Brierley Hill Audit Summary



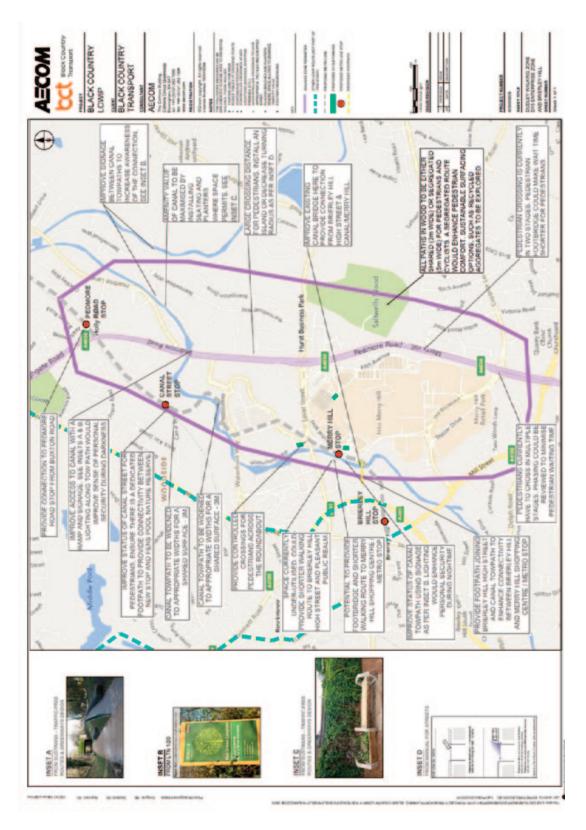


Figure 5-11: DY5 Enterprise Zone and Brierley Hill Walking Zone Proposed Improvements



As set out in Figure 5-11, the proposed improvements seek to increase connectivity and permeability across the A4036 and to the canal network, town centre, surrounding green spaces and WBH metro stops. A new footpath has been proposed to better connect the town centre, Merry Hill Shopping Centre and the canal alongside the potential provision of a footbridge to connect to the Merry Hill stop of the WBH line.

Along the A4306 improvements are suggested at key crossing points and signals to reduce crossing times for pedestrians. Consideration should also be given to providing suitable crossing points for cyclists.

Various improvements are suggested along the canal to better integrate this into the walking zone. These include improving the amenity levels through better lighting, widening paths and canal bridges and adding attractive and suitable stopping points.

#### **Constraints**

Any integration and improvements along the canal network will need to be discussed with the Canal and River Trust to understand the feasibility and viability of any changes.

The A4036 is also heavily trafficked, therefore any measures which seek to prioritise walking and cycling may be met with public and political challenge. Engagement will therefore be required.

#### **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-22.

Scheme Type	Location	Length/Quantity
Mixed strategic footpath / cycle route	Saltwells Wood, Brierley Hill Street to Canal Towpath and the Canal Towpath	5.5
Benches	Five locations	5
New bridge	Two locations	2
Improve existing bridge	One location	1
Cycle crossing at major road	Two locations	2
Decrease Side Road Radii	Various	2
Ramp Access	Two locations	2
Cycle Parking (M/Sheffield stands)	Various locations	60
Cycle Parking (standard 'hub')	One location	1
Route signage	Throughout	3
Total Cost	£10,069,401	

Table 5-22: DY5 Enterprise Zone and Brierley Hill Walking Zone Indicative Costs



## Sandwell – Rowley Regis Village and Hospital Summary of Audit

The issues and opportunities identified during the audit are presented in Table 5-23.

Issue	Opportunities
<ul> <li>Upper Moor Lane is a narrow country road with a blind bend that would require further narrowing to accommodate walking/cycling facilities.</li> <li>No existing footway on western side of Moor Lane</li> <li>Moor Lane is steep which will provide issues for wheelchair access</li> <li>No access to housing estate on Upper Moor Lane</li> <li>Hospital requires emergency access road which may be difficult to build walking facilities across</li> <li>Hospital has existing boundary fence which would make reclamation of land on Upper Moor Lane difficult for footway provision</li> </ul>	<ul> <li>Better integration with Dudley Canal</li> <li>Enhance bus stops on Powke Lane to improved standard, i.e., sheltered</li> <li>Improve access to public facilities e.g., cemetery and hospital</li> <li>Large residential catchment area with adjacent housing estate</li> <li>Well-lit area therefore should feel safe for pedestrian users</li> </ul>

Table 5-23: Rowley Regis Village and Hospital Audit Summary

## **Proposed Improvements**

A key focus of the proposed improvements, as set out in Figure 5-12, is improving Moor Lane to make it accessible for all modes and enhancing walking routes to the hospital and village. As Moor Lane poses safety concerns and is inaccessible for non-motorised vehicles, the improvements seek to reduce the carriageway width to allow for single lane traffic movements enforced by traffic lights and increased walking and cycling facilities.

Appropriate parking provision is suggested around the hospital to reduce the level of kerbside conflict and provide pedestrians more accessible and unobstructive footways. This is further supported by measures on Powke Lane to reallocate space for pedestrians and the provision of a new footway on Harvest Fields to connect to communities to the north of the hospital. These improvements should create a more attractive and cohesive network around the village and hospital and encourage enhanced travel by active modes.

## Constraints

Adjusting the current layout of Moor Lane to support single direction movements only may not be acceptable to local residents and users of the hospital. Similar issues may be encountered when rationalising parking provision around the hospital. To mitigate this, public, political and stakeholder engagement will be required as the designs are progressed.

#### Indicative Scheme Costs

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-24.



Scheme Type	Location	Length/Quantity
Mixed strategic footpath / cycle route	Powke Lane, Harvest Fields, Moore Lane, Pennant Road and Orchard Close	1.2
Benches	Ten locations	10
Planters	Ten locations	10
Zebra crossing	One location	1
Decrease Side Road Radii	Various	0.5
Low level lighting	Cemetery	1
Route signage	Two locations	2
Total Cost	£1,906,526	

Table 5-24: Rowley Regis Village and Hospital Walking Zone Indicative Costs





Figure 5-12: Rowley Regis Village and Hospital Walking Zone Proposed Improvements



## Walsall - Leamore / Bloxwich / Blakenall Heath

## **Summary of Audit**

The issues and opportunities identified during the audit are presented in Table 5-25.

Issue	Opportunities
<ul> <li>Narrow footways where space is shared with bus stops and trees and carriageway widths are wide</li> <li>Uneven and low-quality surface footways</li> <li>Kerbside conflict as a result of parked cars across the area</li> </ul>	Enhance current signage for walking and cycling (i.e, blue arrows)  Expand network of barriers to restrict vehicle parking such as on Bloxwich Road  Improve links to schools and the high street

Table 5-25: Leamore / Bloxwich / Blakenall Heath Audit Summary

## **Proposed Improvements**

The proposed improvements set out in Figure 5-13, seek to improve walking and cycling permeability between the three areas through increased footway widths, reduced obstructions and overall approved amenity levels. Tightened turning radii is also proposed at junctions where it is deemed too large to encourage lower speeds and shorten crossing distance for pedestrians.

The environment could be improved through the provision of benches and planters, improved park equipment for children and improved footway surfacing. Routes to services, green spaces and the canal could be better signposted through a comprehensive review of wayfinding.

## Constraints

Narrow widths are commonplace within the audited area, however these could be improved through the reallocation of road space alongside a review of the current parking arrangements. This may not be acceptable to local residents and users of the hospital and therefore stakeholder engagement will be required during the design process.

#### **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-26.



Scheme Type	Location	Length/Quantity
Mixed strategic footpath / cycle route	Scheme wide	0.5
Resurfaced footpath	Leamore Park	0.5
Planters	Ten locations	10
Benches	Twelve locations	12
Uncontrolled crossing / controlled crossing	Four locations / Two locations	4/2
Playground / CCTV	One location / Skateboard Park	1/1
Remove tree	Five locations	5
Decrease Side Road Radii	Various	1.5
Route signage	Throughout	3
Cycle Parking (M/Sheffield stands)	Various locations	10
Total Cost	£1,165,518	I

Table 5-26: Leamore / Bloxwich / Blakenall Heath Walking Zone Indicative Costs



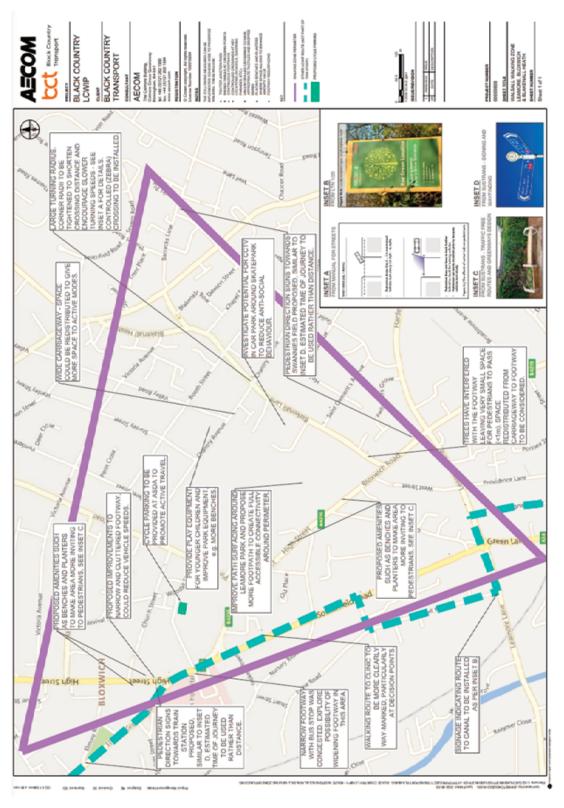


Figure 5-13: Leamore / Bloxwich / Blakenall Heath Walking Zone Proposed Improvements



## Wolverhampton - West Park to Whitmore Reans

#### **Summary of Audit**

The issues and opportunities identified during the audit are presented in Table 5-27.

Issue	Opportunities
Kerbside conflict as a result of parked cars across the area     Multilevel locations with step access only     Poor desire lines to local services / amenities	<ul> <li>Formalise signage and wayfinding</li> <li>Build a network of routes to places of worship, schools and local amenities</li> <li>Enhance crossing points along key routes</li> </ul>

Table 5-27: West Park to Whitmore Reans Audit Summary

## **Proposed Improvements**

As set out in Figure 5-14, the proposed improvements seek to support pedestrian desire lines to key amenities in the area including schools, West Park, places of worship and the canal network. This is predominantly through improved crossing points, improved footway surfacing, removing kerbside conflicts and enhancing signage and wayfinding.

Alongside pedestrian specific measures, cycling improvements connecting West Park to the surrounding areas, including the proposed WM LCWIP route on the A449 are also proposed. These measures will ensure provision for both pedestrians and cyclists.

#### **Constraints**

Potential road space reallocation is also suggested on New Hampton Road West and Hordern Road. Traffic calming measures are suggested on Coleman Street and Hordern Street, specifically speed reduction measures including a 20mph speed limit to ensure safety for school children. These measures will require stakeholder engagement during later design stages.

## **Indicative Scheme Costs**

The scheme costs have been developed using the assumptions set out earlier in this section. The key components of this scheme and final indicative costs are set out in Table 5-28.



Scheme Type	Location	Length/Quantity
Mixed strategic footpath / cycle route	Park and New Hampton Road West	5
Ramp access	One location	1
Resurfaced footpath	Near Mosque	0.5
Benches	Fifteen locations	15
Planters	Fifteen locations	15
Controlled crossing	Five locations	2
Decrease Side Road Radii	Various	2.5
20 mph zone	Outside school	2
CCTV	New Hampton Road	1
Route signage	Throughout	2
Bollards	Coleman Street and Hordern Road	1.6
Remove tree	One location	1
Total Cost	£5,722,908	1

Table 5-28: West Park to Whitmore Reans Walking Zone Indicative Costs



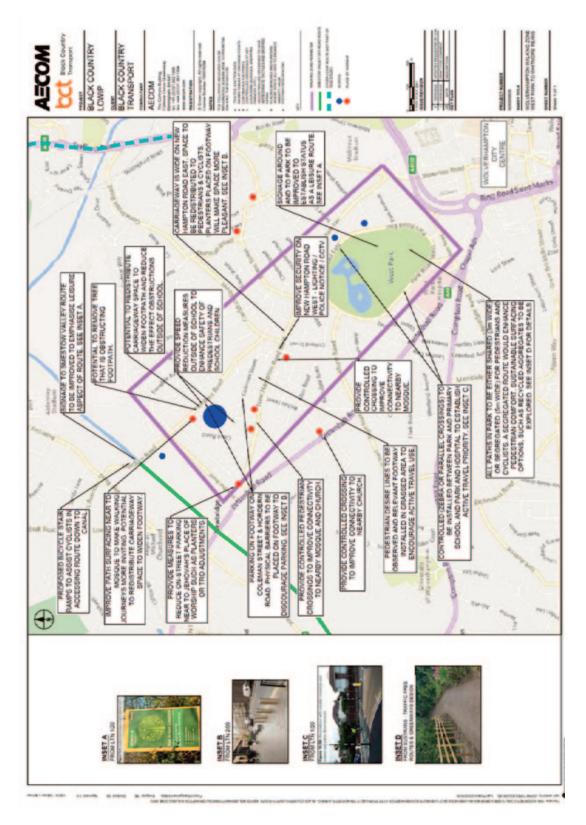


Figure 5-14: West Park to Whitmore Reans Walking Zone Improvements



## Summary

Table 5-29 below presents a summary of the final shortlisted schemes and associated costs. The walking zones are highlighted in green text. It is anticipated that as the schemes progress through the design process the overall costs will reduce. As identified earlier in this section the costs currently include a 46% optimism bias which should decrease as the routes progress through the scheme development process.

Option	Length (km) / Area (m²)	Total Cost
Dudley - A4101 Pensnett to Dudley Town Centre	3.365	£18,887,962
Dudley - Smestow Valley Leisure Route	4.654	£9,864,461
Dudley - DY5 Enterprise Zone and Brierley Hill	2,049,705	£10,069,401
Sandwell - Cradley (SCWIP Route) to WM LCWIP	1.025	£5,462,736
Sandwell - Stone Cross to West Bromwich	3.696	£18,376,027
Sandwell - Rowley Regis Village and Hospital	478,281	£1,906,526
Walsall - Pleck to Arboretum	3.277	£15,609,619
Walsall - Walsall Town Centre to Sandwell Valley Park (NCN5)	11.396	£18,403,183
Walsall - Leamore / Bloxwich / Blakenall	971,673	£1,165,518
Wolverhampton - Bentley Bridge to Darlaston	5.664	£20,250,31
Wolverhampton - Fordhouses to Heathtown	5.181	£24,761,366
Wolverhampton - Fordhouses to Heathtown	1,240,969	£5,722,908

Table 5-29: Shortlist Scheme Costs



## 6. Localised Improvements

## Introduction

To support the routes and zones detailed in Section 5, localised improvements have also been identified to create connections and access points to neighbourhoods and communities which have the key characteristics to support cycling and pedestrian movements. This would build a coherent network for cyclists and pedestrians within the Black County and enable people to better access the network proposed.

To develop these connections, behavioural and physical measures must be considered. Behavioural measures look at encouraging people to use the new walking and cycling infrastructure and focus on changing their current perception towards walking and cycling. This supports the NPPF which aims to achieve healthy, inclusive, and safe spaces for people. Similarly, the CWIS has an ambition to make walking and cycling the natural choice for users, whether it is a short journey or part of a longer journey.

Wider supportive physical measures will help build the connections and access points to the cycle network and enable a more seamless transition from neighbourhoods to routes and zones.

## Measures

## **Behavioural Change**

There are several methods of promoting new walking and cycling infrastructure to maximise potential usage following installation. Many of these methods are complimentary, such that a scaled approach can be developed which is tailored both to the location but also the potential budget available.

First, however, it is important to consider some of the barriers that may exist to utilising new infrastructure. Multiple studies have been conducted to understand the barriers to cycling, both actual and perceived. It is widely understood that the factors influencing an individual's propensity to cycle is a complex and multifaceted interaction of individual, attitudinal, built environment and trip characteristics, including those set out in Figure 6-1. These are likely to also apply to walking, with road safety also encompassing 'personal security'.



Figure 6-1: Barriers to cycling and walking



The most commonly cited barrier in the majority of studies are road safety concerns which has been identified as a key challenge during wider stakeholder workshops, with perceived road danger preventing many from using cycling as a method of travel. In total 66% of adults surveyed as part of the National Travel Attitudes Survey (2019) stated that "it is too dangerous for me to cycle on the roads". This barrier varies by age and gender, with 71% of women agreeing with this statement compared to 61% of men.

The collisions analysed within the Black Country has shown that 68% of all KSI collisions occurred where there were no physical crossing facilities within 50 metres. While 14% of all KSIs occurred at pelican, puffin, toucan or similar non-junction pedestrian light crossings, and 4% at zebra crossings.

Implementation of the LCWIP programme will therefore have the benefit of creating a safer network of cycling routes. Supporting behavioural change initiatives would therefore need to tackle perceptual barriers, and provide support (e.g. training) to those that have never cycled or are lapsed cyclists.

Another key barrier commonly cited is trip distance and topography, with longer (hillier) trips more attractive by car / public transport owing to the longer travel times and physical exertion associated with cycling the same trip. From the route audits which were undertaken on the shortlisted routes, the majority consisted of flat terrain around the Black Country with only short sections of incline. Dudley, however, does have a hillier topography in comparison to the other Black Country authorities.

Many studies find trip distance to have a statistically significant impact upon the propensity to cycle, with hillier terrain found to have a negative impact upon cycling levels which is compounded for inexperienced cyclists. It is therefore generally accepted that 5km represents a suitable cycling threshold; although research indicates that some individuals may be willing to cycle further than this depending upon other factors. For business users, the effort of cycling long distances (or difficult topography) can dissuade use if there are no shower / changing facilities available.

Distance and topography will be addressed to a certain extent by LCWIP schemes – in that a more coherent network will be easier to navigate. However, this could be further tackled through pro-active promotion of e-bikes that are able to go longer distances, be used by a greater range of people, and are good at assisting with topographical challenges.

Lastly, the concept of Personal Travel Planning (PTP) is built around the concepts of providing people with better information, challenging pre-conceptions and travel habits, and motivating them to try new modes. This tallies with evidence that PTP is most effective in areas that have recently developed new sustainable transport infrastructure.

Table 6-1 provides a range of suggested behavioural change promotional models, with examples of delivery methods which have been broken down into bronze, silver, and gold level categories.

Bronze represents the minimum approach which relies on the infrastructure to advertise its presence within the area along with consultations, social media advertisements and public notices. At the Silver level, specific groups who would use the infrastructure are targeted. Lastly, Gold level requires specific households to be targeted with personal travel plans and incentives to encourage people to actively travel.



#### **Bronze: Level 1**

Route Signage 🗸

Scheme Consultation <

Site Work Notices 🗸

The minimum approach relies on the infrastructure itself to advertise its presence, i.e. people will see it and also be alerted via any consultation / public notices surrounding the scheme prior to its delivery. This is essentially the 'build it and they will come' philosophy. The weakness is that there is only a very minimum relationship formed between the infrastructure and people's perceptions of their day-to-day needs. The relevance of the infrastructure to an individual may therefore be missed. Off-road infrastructure may also not be seen by those using other modes (e.g. car) therefore missing out on potential behaviour change benefits.

## **Bronze: Level 2**

Builds on Bronze Level 1 🗸

Traditional Media Press Release 🗸

Social Media Posts <

This approach seeks to promote the scheme via association with positive messages around both why the scheme has been implemented and its potential benefits to residents. Media messages will not be targeted to specific groups of households (though could be area based), however, and are likely to be seen by those far from the scheme which reduces relevance. This would also include engagement with community organisations to promote the scheme.

#### **Bronze: Level 3**

Builds on Bronze Level 1 / 2 🗸

Launch Events <

This approach seeks to add to any traditional / social media strategy through specific activities associated with the infrastructure to draw the attention of potential users. Such events could include photo opportunities with the press, "Dr Bike" cycle maintenance sessions, e-bike demonstrations, cycle security sessions with the police, and support via local cycle groups. Larger schemes may justify cycle 'fun' days with displays by BMX and other cycle-organisations.

#### Silver: Level 1

Builds on Bronze Levels 1 / 2 / 3 🗸

Active Travel Packs ✓

This approach specifically targets those for which it is hoped the infrastructure would be of most benefit and seeks to overcome barriers through the provision of information. This is most commonly done via preparation of Active Travel information packs to include information to encourage new cyclists to start cycling, including the latest area cycle map. This would be best accompanied through the provision of incentives and support such as arranging adult cycle training sessions in the area that could be booked by residents.

Travel packs could be distributed digitally, with the residential contact being reduced to a letter with a QR code. This would enable links to online cycle mapping (if available). Some form of printed material would be needed for those without access to the internet.



#### Silver: Level 2

## Complimentary to Bronze Levels ✓

#### Business Management Engagement

This approach seeks to target those businesses (and other organisations) for which it is hoped the infrastructure would be of most benefit to employees (and visitors). The strategy would be to engage with business organisations at a management level, who could be sent Active Travel information packs to be sent onto employees. This could also include a locally tailored guide on how to make businesses cycle friendly and provision of site specific advice, and advice on sustainable travel grants (if available).

## Silver: Level 3

## Complimentary to Bronze Levels ✓

## School Engagement 🗸

This approach recognises that school trips are an important component of cycling, and those cycling younger are more likely to continue cycling as an adult. Those schools near to the infrastructure could be approached to determine which have taken up Bikeability / Road Safety education training, and if this could be targeted around the opening of proposed infrastructure. This can be supplemented by site audits and provision of assemblies and other activities such as a banner competition for the school gate. This approach also has the benefit of raising awareness with adults around the opening of the scheme. Care needs to be taken, however, that schools have appropriate scooter / cycle parking available.

## Gold: Level 1

#### Builds on Bronze and Silver Level 1 ✓

#### Travel Advisors <

Those households for which it is hoped the infrastructure would be of most benefit could be targeted via a programme of traditional Personal Travel Planning (PTP). PTP seeks to encourage mode shift via visits to households by trained travel advisors to ask how people travel and to encourage greater use of walking, cycling, public transport and car share. Although PTP can be used to promote specific infrastructure, it is generally on the basis of all-modes advice. The scale of the scheme would determine viability, with schemes less than 4,000 households generally costing more due to efficiencies of scale issues (although remain deliverable, particularly if smaller schemes can be packaged).

## Gold: Level 2

#### Builds on Bronze and Silver Level 1 🗸

## Travel Advisors 🗸

An alternative to traditional approaches is to use screening surveys to identify residents that could be targeted via high quality incentives to promote active travel. This approach was developed during the COVID-pandemic as an alternative to traditional PTP. The incentives could include Activity Trackers (such as FitBits), and 3-month pedal and ebike loans (with options for post-loan purchase or return) and / or discounted bicycle / ebike purchase. This would need to be accompanied by adult cycle training courses. Hybrid models of gold levels 1 and 2 are likely available.

#### Gold: Level 3

## Builds on Silver Level 2 🗸

#### Employee Engagement 🗸

This approach builds on silver level 2, with more intensive work with employees via the arrangement of travel clinics and / or arrangement of Dr Bike, cycle maintenance training and adult cycle training at business / organisation venues.

Table 6-1 – Behavioural Change Promotional Models



## **Physical Supportive Measures**

The proposed localised physical infrastructure, shown in Table 6-2, has been broken down in to bronze, silver and gold categories. At bronze level, the aim is to provide physical infrastructure which is relatively easy to implement and requires minimal funding. Silver level requires the introduction of hire bikes at locations where routes intersect and close to key trip attractors. Finally, gold level highlights infrastructure strategies that would seek to fully integrate cycling and walking services and facilities.

## **Bronze: Level 1**

Route Signage 🗸

Route Wayfinding ✓

Bicycle Stair Ramps 🗸

Bike Parking 🗸

Tidying Streets ✓

This bronze level approach focuses on what physical infrastructure could be implemented across all routes of the Black Country LCWIP. At bronze level, the aim is to provide physical infrastructure which is relatively easy to implement and requires minimal funding. This includes the provision of signage and wayfinding along all routes to make navigation easier for cyclists and pedestrians.

Bronze level also prioritises the implementation of bicycle stair ramps and bike parking at all public transport stations. Bike parking could be deployed using a variety of methods including Sheffield Stands, M stands or cycle hoops (use existing street furniture). Additionally, bronze level involves tidying up the streets along all routes by removing unnecessary road markings and broken furniture, with high-quality finishes made to all utility covers, as to minimise the trip risk. These relatively simple adjustments would be beneficial to both cyclists and pedestrians.

#### **Bronze: Level 2**

Builds on Bronze Level 1 ✓

Secure Cycle Storage ✓

Shared Use Surfaces ✓

Corduroy Paving <

Painted Cycle Symbols <

This approach seeks to build upon the bronze level 1 by adding further physical infrastructure measures to LCWIP routes which are relatively easy and inexpensive to implement. Strategies include installing secure cycle storage near all public transport links and trip attractors, whilst also removing bollards along any routes to improve connectivity and prevent cyclists needing to dismount. Furthermore, bronze level 2 strives to convert existing off-road footways into shared use pathways, which are resurfaced to a high standard and signposted. It is recommended that the shared use pathways are defined by corduroy paving, which will also improve experiences for disabled users. Painted cycle symbols should also be installed on all popular cycle and walking routes for ease of identification.



#### Silver: Level 1

Builds on Bronze Level 1 / 2 ✓

Introducing Hire Bikes <

Seating and Planters <

Improving Existing Modal Filters ✓

Light Cycling Segregation ✓

Silver level requires the introduction of hire bikes at locations where routes intersect, close to key trip attractors, and in Dudley where no hire bikes are currently provided. Silver standard also concentrates on improving cycling and pedestrian experience along all routes. This can be achieved by providing seating along routes and in open areas where pedestrians and cyclists might need a rest stop. Planters can also be deployed to increase the amenity value of the routes and encourage active travel. The planters can be designed with granite setts to define the edges and subsequently deter skateboarders from damaging them. Furthermore, silver level prioritises the improvement of existing modal filters (where motor traffic is already restricted) to improve cyclist/wheelchair access. It also seeks to implement coloured surfacing on cycling only routes and light segregation on existing cycle lanes, to improve cyclist safety.

## Silver: Level 2

Builds on Bronze and Silver Level 1 🗸

Introducing Dropped Kerbs <

Upgrading Existing Crossings ✓

Segregated Cycle Routes ✓

Pedestrian Guard rails 🗸

Widening Footways 🗸

Decreasing Kerb Radii at Side Roads ✓

Silver level 2 represents the stage where physical infrastructure improvements along the routes become more advanced and expensive to implement. This level consists of introducing dropped kerbs, upgrading existing puffin crossings to Toucans where appropriate, and implementing new controlled crossings according to demand. Cycling priority over the car is facilitated in this level through the provision of segregated cycle routes. Silver standard also seeks to provide more pedestrian guard rails and widen footways to create shared use spaces. Additionally, this approach aims to decrease kerb radii at side roads to promote slower turning speeds and shorten crossing distances for pedestrians and cyclists.

## Silver: Level 3

Builds on Bronze and Silver Level 1 / 2 🗸

Reducing on Street Parking Provision ✓

Redistributing Carriageway Space <

Traffic Calming Measures ✓

Strategically Located Crossing Points <

Introducing Lighting 🗸

Pocket Parks ✓

The silver level 3 approach seeks to reduce the provision of on street parking only in areas where off-street parking and other parking facilities are available. It also aims to redistribute carriageway space to prioritise active travel. To promote safe cycling, traffic calming measures such as speed bumps with a cyclist bypass will be implemented at this stage. Furthermore, strategically located crossing points – including cycling refuge areas and traffic control (toucan or parallel crossings) will be introduced. Lighting could also be installed along all routes (could be motion activated on remote / quieter routes) as a component of silver level, alongside the deployment of pocket parks in pedestrianised zones. This would encourage greater active travel participation.



## Gold: Level 1

Builds on Bronze and Silver Levels <

Mobility Hubs ✓

Modal Filters ✓

Traffic Regulation Orders (TROs) ✓

Sustainable Drainage Systems (SuDS) ✓

Gold level highlights infrastructure strategies that are more challenging and expensive to implement. This includes the provision of mobility hubs at desired locations within each local authority area. This strategy has previously been successful in Redbridge, London. Modal filters could also be introduced gradually at gold level. Initially the filters could start with signage to restrict certain vehicles entering the street. Following this, the permeability of streets could be further decreased through 'harder' infrastructure such as bollards. Traffic Regulation Orders (TROs) could also be implemented alongside modal filters to modify vehicle access to streets temporarily or permanently. Additionally, sustainable drainage systems (SuDS) could be integrated along routes to increase the amenity value.

## Gold: Level 2

Builds on Bronze, Silver, and Gold Level 1 🗸

Low Traffic Neighbourhoods (LTNs) ✓

School Streets <

Cycle Bridges ✓

Full Kerb Segregation on Cycle Routes ✓

Cyclops Junctions <

Gold level 2 focuses on physical infrastructure measures that require the most effort and funding to implement. High activity neighbourhoods could be implemented to increase public support which prioritises sustainable travel movements over private vehicles. The creation of school streets (temporary restrictions placed on motorised traffic at school drop-off and pick-up times) along LCWIP routes is also an important aspect of gold. This is because school trips are an important component of cycling and walking, with those travelling by active modes at younger ages likely to continue to do so as adults. Implementing cycle bridges, full kerb segregation along routes, and cyclops junctions would be optimal strategies to promote safer cycling, however, they would be time and cost intensive to complete.

Table 6-2 - Proposed Localised Physical Infrastructure

## Case Study

A case study has been used to investigate potential localised improvements which could be implemented across the Black Country to support the proposed cycle schemes identified within this LCWIP. In consultation with the Working Group, Bushbury South and Low Hill was identified as the case study location. The main reasons for this choice are set out below:

- Interacts directly with the Fordhouses to Heathtown cycle scheme set out in this LCWIP
- Is in proximity to the A449 Stafford Road cycle scheme proposed in the LCWIP
- Has two schools and several local facilities and services within a relatively small area
- The core activity area (retail, green space etc) is located centrally within the neighbourhood

It should be noted that this just provides an example of measures and does not define the actual localised schemes or commit the local authority to implementing any of the measures identified.



Roads within the area with the potential improvements that could be installed to better the connections and access in the area have been listed. Table 6-3 defines some of the key potential improvements set out and the case study is presented in Figure 6-2. Figure 6-3 provides the rationale behind the proposed improvements.

Proposed Improvement	Explanation of Improvement
School Street	A school street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic.
Modal Filters	A modal filter is any measure, at a single point on the carriageway/footway, that allows the passage of some modes of transport but not others. In this instance, it would be limited to pedestrians and cyclists only.
Mobility Hubs	A mobility hub is designed to facilitate access and connections between sustainable transport modes. Its purpose is to provide a range of mode choices to support onward travel including tools required for maintenance (e.g., bike pumps)
Parklets	A parklet is a movable small seating area or green space with cycle parking, created as a public amenity as an extension to the footway using existing car parking spaces on the carriageway. They can be moved from the carriageway if the parking spaces are required again.

Table 6-3 - Definitions for Proposed Improvements



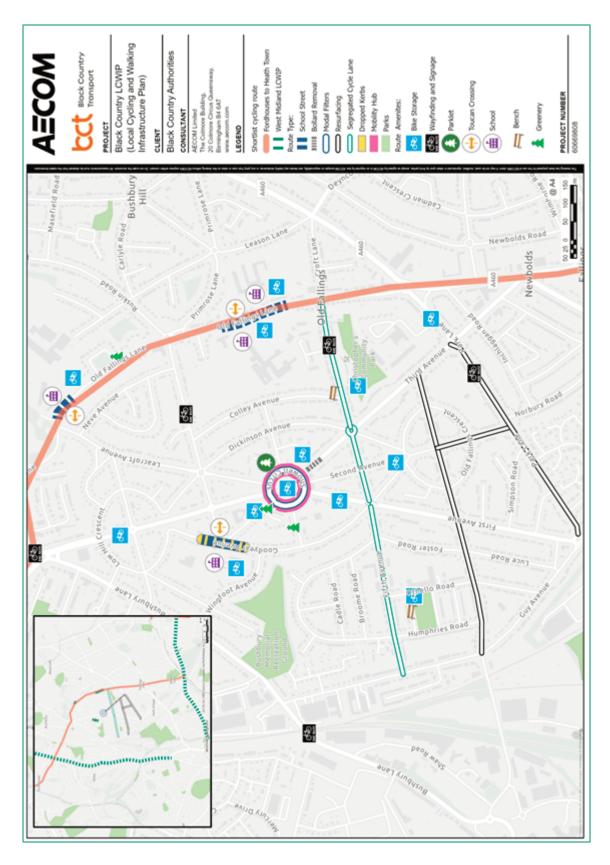


Figure 6-2: Case Study



#### **Good Year Avenue**

# School Streets, Toucan Crossins and Dropped Kerbs

- Various educational institutions nearby, including Whitgreave Primary School and Low Hill Nursary School
- Speed bumps do not have gaps on either side which allow bikes to pass easily
- A toucan crossing could create a safe area and increase students' ability and confidence to cycle to school.

#### **Showell Circus**

#### Modal Filters, Mobility Hub, Parklets, Greenery and Cycle Storage

- Upgrades to the bike racks culd make there more desirable and practical. This could include a bike shelter, cleaning facilities (bike sanitisation station), lightning, CCTV cameras and signage.
- Provide hire bikes close to bus routes.
   This will provide a mobility hub.
- A bus gate could be implemented to support bus movement.

# Park Lane, Fifth Avenue, Whitgrave Avenue and Juliet Grove

#### Wayfinding, signage and Seating

- There roads provide key entry and exist points to the Forhouses to Heathrow cycling route therefore, signage and wayfinding would be useful to promote the existence of the route.
- Expand signage onto Park Lane and connect to existing networks.
- Location is near to a wide grass verge so a bench would accompany this area well and give cyclists a place to rest.

#### Fifth Avenue/Third Avenue

#### Segregated Cycle Lane

- Cycle lanes could be implemented on these roads as they provide key entry and exit points from the Forhouses to Heathtown cycle route.
- A cycle lane along Third Avenue would provide a simple route into the town centre.
- Residents on these roads do not solely rely on on-street parking therefore it may be reduced or removed to accommodate a segregated cycle late.

#### **Old Fallings Lane**

## Toucan Crossings, Greenery and School Streets

- Toucan crossing could be implemented to make it safe and convenient for students to cycle into school.
- Dropped kerbs on the footway adjacent to Out Lady and St Chad Catholic Academy to make it easier for cyclists to cross without dismounting.

#### Low Hill Crescent/Kempton Avenue

#### Cycle Storage

- Major trip attractors around here include the Co op and a high street.
- Strategically located cycle storage could encourage greater use of this mode.

#### **Third Avenue**

#### **Bollard Removal**

 Bollards locate(locations?) are likely obstruct cyclists and should be removed to improve cycling permeability.

# Fourth Avenue/Park Lane and Second Avenue junction

#### Resurfacing

 Sections of the footway and road network are cracked and uneven. It may be beneficial to resurface this area to increase the comfort level for cyclists.

Figure 6-3: Rationale for Proposed Improvements



A number of other locations where similar such improvements could be implemented across the Black Country have been mapped in Figure 6-4. In choosing these location, similar characteristics to those identified for the case study were noted. The green stars depict the locations and while many of these are new sites, all longlisted walking zones have also been included. It is considered that these locations have the characteristics to support enhanced walking and cycling activity and provide good connections to both the existing and proposed cycle network. The rationale behind each site is provided in Table 6-4.

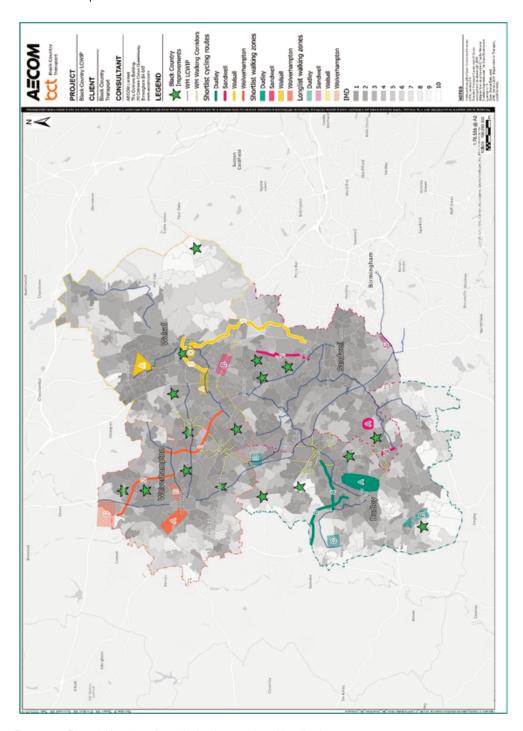


Figure 6-4: Potential locations for wider implementation of localised improvements



Local Authority	Location	Rationale
	Netherton	<ul> <li>A prime location with a primary schools, nurseries, local shops and amenities nearby</li> <li>In proximity to Dudley town centre – a large trip attractor</li> <li>Near to the DY5 Enterprise Zone which encompasses Merry Hill and the Waterfront Business Park</li> <li>Near residential area which is a target audience</li> <li>Near to nature reserves which would provide leisure and recreational facilities</li> </ul>
Dudley	Sedgley	<ul> <li>Near to open spaces, ideal for cyclists to stop and rest</li> <li>Near to the A4123 cycle route</li> <li>The A459 nearby provides a key north to south route from Sedgley to Dudley as well as from Sedgley to Wolverhampton. Both centres are major trip attractors</li> <li>Ability to promote multi modal trips with the presence of Coseley train station (a longlist Dudley walking zone) nearby</li> </ul>
	Milking Bank	<ul> <li>The B4176 located to the south of Milking Bank provides a key east to west route to Dudley centre</li> <li>Various cycle routes surrounding the area</li> <li>Near to Russell's Hall Hospital – could help encourage cycling / walking to the hospital for both employees and non-emergency patients</li> <li>A number of trip attractors in the vicinity</li> </ul>
	Mary Stevens Park	<ul> <li>In proximity to Stourbridge town centre, Mary Stevens Park, King Edwards College</li> <li>Near to Stourbridge Interchange, Stourbridge Junction, Dudley walking zone and the longlist Himley to Stourbridge cycle route</li> <li>Near residential area which is a target audience</li> <li>Opportunity to encourage multi modal trips</li> </ul>
	Stone Cross	<ul> <li>On the approach to the proposed Stone Cross to West Bromwich cycle route and cycle route to the north along Walsall Road</li> <li>In proximity to a high street on Hall Green Road and primary schools</li> <li>Near residential area which is a target audience</li> <li>Bus stops and train station (Tame Bridge Parkway) nearby – ability to promote multi modal trips</li> </ul>
Sandwell	Old Hill	<ul> <li>Encircled by various cycle routes</li> <li>Near to the Sandwell Walking Zone of Rowley Regis Village and Hospital</li> <li>Near to Old Hill rail station so there is the ability to promote multi modal trips</li> <li>Near to open space to provide rest areas for cyclists</li> <li>A4100 to the north provides a direct route into Cradley town centre</li> </ul>
	Black Lake	<ul> <li>A lot of trips are likely to be made into West Bromwich town centre nearby, the proposed cycle route from Stone Cross to West Bromwich will help facilitate these trips. Localised improvements will make it easier for individuals to use this route.</li> <li>Potential to promote multi modal trips once the tram extension is complete</li> </ul>



Sandwell	Balls Hill	<ul> <li>Near residential area which is a target audience</li> <li>Tram extension abuts Balls Hill - potential to promote multi modal trips into Wolverhampton (along the tram line)</li> <li>On the approach to an existing cycling route on the A4196</li> <li>Multiple open space/ parks nearby to provide rest areas for cyclists</li> </ul>
	Birchills	Birchills is north of the shopping centre and Walsall town centre – major trip attractors  Localised improvements here would help to connect the longlist Bloxwich to Walsall Town Centre cycle route with the proposed routes in Walsall which are currently disconnected
	Willenhall	<ul> <li>Connect to proposed cycle route</li> <li>Local amenities such as a pharmacy, Morrisons and local takeaways</li> <li>Open spaces nearby include Willenhall Memorial Park which often holds events – local cycling improvements could promote visitors to attend events via bike</li> </ul>
Walsall	Bentley	<ul> <li>Small residential area with few local amenities meaning that residents are likely to travel to Walsall centre to attain goods instead</li> <li>Churchill Road to the south-east of Bentley provides direct access to the B4464 which routes into Walsall city centre</li> <li>Primary schools nearby include King Charles Primary School, Bentley West Primary School which would support school streets proposals</li> </ul>
	Streetly	<ul> <li>B4151 proposed cycle route is located to the north of Streetly. Localised improvements could help increase the use of this route due to proximity</li> <li>Few large supermarkets - residents likely to travel into the city centre to attain goods. The B4151 proposed cycle route provides a direct route into Walsall centre</li> <li>In proximity to Sutton Park which can provide a good resting area for cyclists using the nearby cycle route.</li> <li>Sutton Park often hosts events – localised improvements may encourage others to cycle to events</li> </ul>
	Bushbury South and Low Hill	See case study for details
Wolverhampton	Mosely	<ul> <li>The A454 to the south provides an east to west route to Walsall and Wolverhampton centres.</li> <li>Numerous bus stops on the A454 providing ability to promote multi modal trips</li> <li>Within the vicinity of the cycle route from Bentley Bridge to Darlaston and Fordhouses to Heathtown</li> </ul>
	Parkfield	<ul> <li>Nursery and primary schools nearby</li> <li>Near to the A4123 cycle route</li> <li>Wolverhampton city centre localised improvements could increase the use of this route</li> <li>Local amenities nearby</li> </ul>



Wolverhampton	Bushbury	<ul> <li>Near residential area which is a target audience</li> <li>Near to the proposed Fordhouses to Heathtown cycle route and an existing route along the A449</li> <li>Various local small shops, local amenities</li> <li>Well-connected area with bus stops and bus routes providing the ability to promote multi modal trips</li> </ul>
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Table 6-4: Rational for wider locations



## 7. Appraisal and Prioritisation

As outlined within the LCWIP Technical Guidance, the fifth stage of the LCWIP process involves undertaking a prioritisation exercise to determine investment priorities in the short, medium and long term. It also helps determine a joint programme of walking and cycling investment for the Black Country. The methodology and assessment for the scheme's prioritisation is described below.

#### **Appraisal**

As part of the prioritisation process a high-level appraisal was also undertaken using the Active Mode Appraisal Toolkit (AMAT) for each of the proposed Black Country LCWIP routes and zones (eight cycling routes and four walking zones). The AMAT was originally developed by the Department for Transport (DfT) to assess the overall benefits and costs of walking and cycling schemes. The tool quantifies the benefits of cycling and walking interventions by focusing on the three core benefits they help contribute to: health improvements, improvements to journey quality and modal shift.

Health improvements associated with new walking and cycling interventions include greater levels of physical activity, reduced mortality risk, and lower work absenteeism. Meanwhile, improvements to journey quality result from providing the perception of a safer, more comfortable journey using the new infrastructure. Moreover, the AMAT captures that modal shift resulting from the new interventions will encompass a multitude of benefits such as improvements to congestion, greenhouse gas emissions and air quality. Generally, in the AMAT, health improvements represent 50% of a scheme's benefits with journey quality improvements and the impacts of modal shift accounting for 30% and 20%, respectively.

Overall, the AMAT takes into consideration the impact new cycling and walking interventions have on transport users, the environment, society, and the economy and subsequently produces a benefit-cost ratio (BCR) for the scheme. At this stage in the scheme development process there remain a number of unknowns which has led to the BCRs having similar outputs. As a result, they have not been used as part of the appraisal process.

## **Approach**

The scheme prioritisation is a key part of the LCWIP process of which the main outcomes are:

- To determine a pipeline of schemes that can be delivered in the short, medium and long term
- To prioritise each scheme on factors such as effectiveness, policy, economic viability, and deliverability

A multi-criteria prioritisation matrix was developed alongside the Working Group to identify which schemes would be most appropriate for early delivery but also to identify which schemes may require greater resource due to the level of ambition. Each of the short-listed walking and cycling schemes were scored against these factors.

Table 7-1 shows the criteria and scoring metrics that were developed to assess and prioritise the walking and cycling corridors and the associated points that could be achieved.



Criteria	Factors	Description and Points
Timescales	Anticipated length of delivery (short, medium and long term)	<ul> <li>Long Term: over 4 years: The scheme might need detailed planning before implementation. (1 point)</li> <li>Medium Term (between 2 and 4 years): There is clear intention to act, but delivery is dependent on other factors such as funding, detail design, planning permission, land acquisition. (2 points)</li> <li>Short Term (less than 2 years): The scheme can be implemented very quickly or is under development. (3 points)</li> </ul>
Effectiveness	PCT forecast increase in number of trips	Cycling schemes were measured in percentage increase of numbers of trip:  • Low: <50% (1 point)  • Medium 50% - 100% (2 points)  • High > 100 % (3 points)  Walking schemes were measured in number of trips  • Low: < 500 trips (1 point)  • Medium: 500 - 1000 trips (2 points)
	Population who directly benefit from the intervention	<ul> <li>High &gt; 1000 trips (3 points)</li> <li>The route passes through areas of deprivation with most deprived areas scoring the highest:</li> <li>Low IMD: 8- 10 deciles (1 point)</li> <li>Medium IMD: 3 - 7 deciles (2 points)</li> <li>High IMD: Deciles 1-2 (3 points)</li> </ul>
	The route supports integration of the network	<ul> <li>Limited Integration: Connects to trip attractors or routes (1 point)</li> <li>Medium Integration: Connects to both trip attractors and routes (2 points)</li> <li>High Integration: Connects to trip attractors and routes and fills a gap in the network (3 points)</li> </ul>
	Improvement in air quality	The route goes through an exceedance area according to each borough's latest Air Quality Annual Status Report  • No (0 points)  • Yes (1 point)
	The scheme addresses road safety	The route goes through a high density cycling and pedestrian KSI corridor  • No (0 points)  • Yes (1 point)
Policy	Performance against Black Country Local Plan polices	The scheme will deliver towards Local Plan policies and outcomes  • No (0 points)  • Yes (1 point)
	Delivers towards Public Health objectives	The scheme will deliver towards Public Health objectives  • No (0 points)  • Yes (1 point)



Economic	Potential to attract funding	Is the scheme likely to attract funding?  • No (0 points)  • Yes (1 point)					
	Cost Effectiveness	Is the scheme cost effective? (Measured by investment cost per additional trip)					
		<ul> <li>Less cost effective: &gt; £200,000 per additional trip routes (1 point)</li> <li>Medium: £100,000 - £200,000 per additional trip (2 points)</li> <li>Highest cost effective: &lt; £100,000 per additional trip (3 points)</li> </ul>					
Deliverability	Constraints in delivering the scheme	Does the route or a section of the route interacts with listed buildings, Sites of Specific Scientific Interest (SSSI), heritage sites, the road network?					
		<ul> <li>Multiple constraints: &gt; 5 constraints (1 point)</li> <li>Some Constraints: 3- 4 constraints (2 points)</li> <li>Minimal Constraints: &lt;2 constraints (3 points)</li> </ul>					
	Dependency on other schemes	<ul> <li>Yes, benefits are dependent on other schemes coming forward (1 point)</li> <li>Yes, but can provide some benefits without dependent schemes coming forward (2 points)</li> <li>No, benefits are independent of other schemes (3 points)</li> </ul>					
	Stakeholder / Political Support	The scheme is likely to attract stakeholder or political support  • Low support (1 point)  • Medium support (2 points)  • High support (3 points)					

Table 6-4: Rational for wider locations

#### **Prioritisation Assessment**

Each cycling corridor and walking zone was scored against the criteria presented in Table 7-1 above. Each metric carried a score for performance towards meeting the criteria objective. Some criteria were scored between 1 and 3, with 1 being the lowest score and 3 the highest score that could be achieved. Other criteria were scored 1 (yes) and 0 (no). The scheme with the potential to best achieve the criteria was given the highest score. Overall, the highest score a scheme could achieve was 29 points and the lowest was 8 points.

Table 7-2 and Table 7-3 present a summary of the resulting prioritised list of cycle and walking routes, respectively. The full list can be found in Appendix K.



	Description									
Scheme Name / Route	me Name / Route Local Authority		Cost	Total Score						
A4101 Pensnett to Dudley Town Centre	Dudley	3.365	£18,887,962	25						
Cradley Heath (SCWIP Route) to WM LCWIP Route	Sandwell	1.025	£5,462,736	22						
Pleck to Arboretum	Walsall	3.277	£15,609,619	22						
Smestow Valley Leisure Route	Dudley	4.654	£9,864,461	21						
Bentley Bridge to Darlaston Road	Wolverhampton	5.664	£20,250,317	21						
Fordhouses to Heathtown	Wolverhampton	5.181	£24,761,366	18						
Stone Cross to West Bromwich	Sandwell	3.696	£18,376,027	17						
Walsall Town Centre to Sandwell Valley Park (NCN5)	Walsall	11.396	£18,403,183	17						

Table 7-2: Cycling Priority List

	Prioritisation			
Scheme Name / Route	Local Authority	Area (m²)	Cost	Total Score
Y5 Enterprise Zone	Dudley	2,049,705	£10,069,401	24
West Park to Whitmore Reans	Wolverhampton	1,240,969	£5,722,908	24
Leamore / Bloxwich / Blakenall Heath	Walsall	971,673	£1,165,518	21
Rowley Regis Village and Hospital	Sandwell	478,281	£1,906,526	20

Table 7-3: Walking Priority List



## 8. Integration and Application

This stage of the LCWIP process concentrates on how the findings that have emerged throughout this report can be integrated into wider transport policies, strategies and delivery plans. Throughout the LCWIP process, continued communication between Black Country Transport, Local Authorities and key external stakeholders has ensured that all involved are working towards a shared vision of delivering high quality walking and cycling infrastructure across the Black Country. The schemes proposed as part of the LCWIP demonstrate our joint commitment to improving walking and cycling levels in the Black Country and supporting a modal shift towards active travel. Delivery of these schemes will also simultaneously address the key challenges the region faces such as chronic physical inactivity, creating a net zero transport network by 2041, and transport inequality.

#### **Immediate Actions**

The Final Black Country LCWIP strategy document and delivery plan will be submitted to Black Country Transport in September 2022 for approval. Once approved the LCWIP report and accompanying outputs will be published on the Black Country Transport website.

#### **Medium Term Actions**

In the medium term, the LCWIP strategy and associated outputs will form part of the appendix to any future Black Country Transport Strategy. The report will also be used to support and build upon the existing walking and cycling strategies across the region.

Furthermore, there will be a priority in the medium term to continue developing and refining the cycling and walking routes and their associated costs, whilst also generating greater political and public support for the schemes. Additionally, this stage will concentrate on identifying any remaining skills gaps and competing work programmes which may hinder LCWIP delivery. There will also be an opportunity to start assembling teams to assist with scheme delivery and creating a pool of resources to be distributed across all organisations.

## **Ongoing Process**

The investment priorities have been identified in Section 0 with the schemes planning to be delivered in order of identified priority. The Black Country LCWIP will then sit alongside TfWM's Movement for Growth strategy and the Black Country Plan, with all documents working towards a collective vision of increasing walking and cycling levels across the region through the delivery of high-quality infrastructure.

Throughout the LCWIP process, numerous outputs have been produced, most notably the LCWIP strategy (this document), network maps, and a prioritisation matrix. As Black Country Transport navigate through their implementation plan, the prioritisation matrix will continually be updated as routes are refined, and costings become more finalised.



#### Five Year Plan

An indicative 5-year delivery programme between 2023-2028 outlining the approximate timeframe for delivering all LCWIP schemes has been developed. The delivery plan also considers the year 2022 as this is the year the strategy was developed, however, the routes plan to be implemented from 2023 onwards. This LCWIP delivery plan (Appendix B) outlines the approximate duration of all the core stages required to deliver each route in the following key stages:

- Strategy and Prioritisation
- Option Identification and Selection
- Preliminary Design
- Detailed Design
- Construction.

It is important to note that these timeframes are subject to change but are based on the most appropriate estimates to date. An overview of some of the core stage durations for each cycling route and walking zone can be found in Table 8-1 and Table 8-2 respectively.

Local Authority	Cycle Routes	Length (km)	Preliminary design duration (months)	Detailed design duration (months)	Construction duration (months)	
Wolverhampton	Fordhouses to Heathtown	5.18	6	9	24	
	Bentley Bridge to Darlaston	5.66	6	9	24	
Dudley	Smestow Valley Leisure Route	4.65	3 8		18	
	A4101 Pensnett to Dudley Town Centre	3.37	3	8	18	
Walsall	Walsall Town Centre to Sandwell Valley Park (NCN5)	11.40	4	9	36	
	Pleck to Arboretum	3.28	3	8	18	
Sandwell	Cradley Heath (SCWIP Route) to WM LCWIP Route	1.03	3	6	12	
	Stone Cross to West Bromwich	3.70	6	9	24	

Table 8-1: Approximate durations for identified Delivery Stages - Cycling



Local Authority	Cycle Routes	Length (km)	Preliminary design duration (months)	Detailed design duration (months)	Construction duration (months)
Wolverhampton	Fordhouses to Heathtown	5.18	6	9	24
	Bentley Bridge to Darlaston	5.66	6	9	24
Dudley	Smestow Valley Leisure Route	4.65	3 8		18
	A4101 Pensnett to Dudley Town Centre	3.37	3	8	18
Walsall	Walsall Town Centre to Sandwell Valley Park (NCN5)	11.40	4	9	36
	Pleck to Arboretum	3.28	3	8	18
Sandwell	Cradley Heath (SCWIP Route) to WM LCWIP Route	1.03	3	6	12
	Stone Cross to West Bromwich	3.70	6	9	24

Table 8-1: Approximate durations for identified Delivery Stages - Cycling

A governance process has been developed to identify when and what key resources will be required during scheme delivery, including critical decision making and approval points. This should be reviewed alongside Appendix B as a means of ensuring the right skills and governance is mobilised in advance of scheme delivery. The governance process can be found in Appendix C.

## **Funding Mechanisms**

Acquiring funding to deliver the LCWIP schemes is a pivotal component of the LCWIP process. As the demand for high quality walking and cycling infrastructure continues to grow and the transition to active travel modes accelerates across the Black Country, local authorities must consider alternative opportunities for attaining funding.

This LCWIP report manifestly demonstrates the benefits cycling and walking could provide to the Black Country region, as well as the key challenges it will help to tackle. It is paramount that this report is used to promote active travel and that the findings produced within it are used as a mechanism for funding.

Some of the funding opportunities include:

- Funding from a dedicated local government cycling infrastructure budget this funding would likely need to be supplemented by other funding streams.
- Incorporating cycling and walking infrastructure into other works programmes cycling and walking infrastructure is becoming more of a priority across the Black Country and can often be easily integrated into other works.



- Developer funded schemes/agreements (such as S106) opportunity to use future developments (regardless of scale) to implement high quality cycling and walking infrastructure within new developments. S106 agreements could be utilised to encourage improvements to existing and proposed offsite improvements.
- Funding through Local Economic Partnerships (LEP) the LCWIP is an opportunity to promote the regional and local benefits of cycling and walking to relevant LEPs.
- Various funding streams have been available in recent years to support the implementation
  of active mode infrastructure. It is important that new funding streams continue to be identified
  as funding will be required for numerous aspects of scheme delivery including the implementation
  of walking and cycling infrastructure, promoting the schemes and for monitoring and evaluation.
  Funding streams that have been used in recent years are set out below:
  - Active Travel Fund / Emergency Active Travel Fund
  - Transforming Cities Fund
  - Levelling Up Fund
  - Local Authority Capability Fund
  - City Regional Sustainable Transport Settlements Fund



## 9. Consultation and Review Period

The Black Country Local Authorities and the LCWIP working group identified key internal and external stakeholders which were invited to participate in the early stages of the LCWIP. The summary of this engagement is located in Section 3 and Section 4.

It is anticipated that the LCWIP will be finalised in the final quarter of 2022 which will be followed by a review period of internal stakeholders. The recommendations from this review will form part of the iterative nature of developing the Black Country LCWIP. This is to ensure that the key routes and zones identified as investment priorities remain strategically significant for the region.

An overview of the upcoming review and consultation is set out in Figure 9-1.

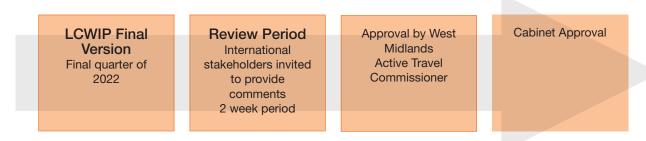


Figure 9-1: Review and Consultation Timeline

The key stakeholders that have been identified to take part during this consultation and review period are presented in Figure 9-2.

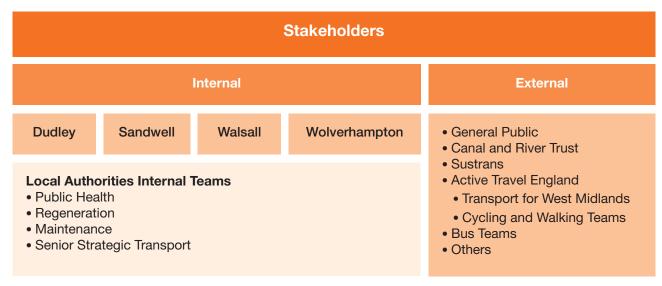


Figure 9-2: Stakeholder Identification

Following this review period, comments and recommendations will be considered and aligned to the original prioritised routes and zones. The Black Country LCWIP will be updated and provided to cabinet for final approval.



## Workshop recap



4

Workshops in November



1

Workshop per authority



10-18

Attendees at each workshop



57

Attendees across all workshops



14

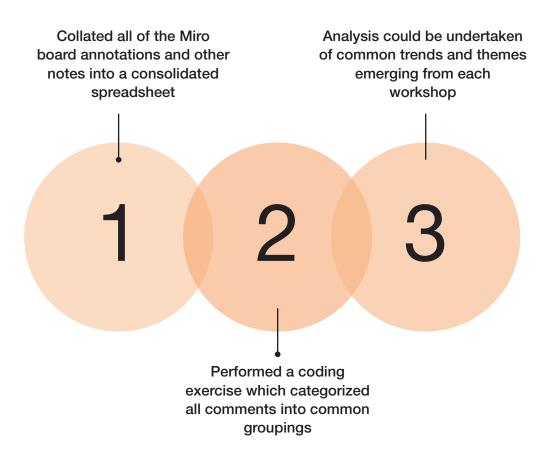
Different partners represented

## Workshop objectives

- To identify current walking and cycling provision available and existing demand
- To identify key challenges and opportunities for implementing a coordinated network
- To understand what investment and initiatives are already planned
- To understand the longer-term vision for the network ("blue-sky thinking")
- To understand emphasis on the strategic priorities of the Black Country
- To inform optioneering process and record outputs as part of the Stakeholder Engagement Log



## Workshop Outputs - Method



#### Theme 1

Challenges	Coding
A current barrier is barriers. There are many cycle barriers along the towpaths in Wolverhampton to prevent motorbike usage. However, these also prevent legitimate use.	Infrastructure
Safety is a challenge: with better lighting and more people using. It is key to improve the perception of safety.	Safety
Have the funding, but need political support. The scheme needs to be LTN1/20 compliant.	Political
A lot of of political backlash for prioritising cycle travel.	Political
Political willigness and influence / political champions able to work and influence across the different local authorities.	Political



## Workshop Outputs - Challenges



#### Infrastructure

- Infrastructure and signage needs to be accessible for all, including adapted cycles
- Lack of highway space to accommodate appropriate cycling / walking infrastructure
- Many miles of canal towpath still to be upgraded. The network does not always consider walking and cycling in the same capacity
- Infrastructure has to be inviting and fit for purpose to encourage more users
- Physical constraints such as railway bridges, M5 and the ring road pose significant challenges in developing co- ordinated routes
- Signage can be confusing. Joined-up approach for waymaking is required

#### **Political**

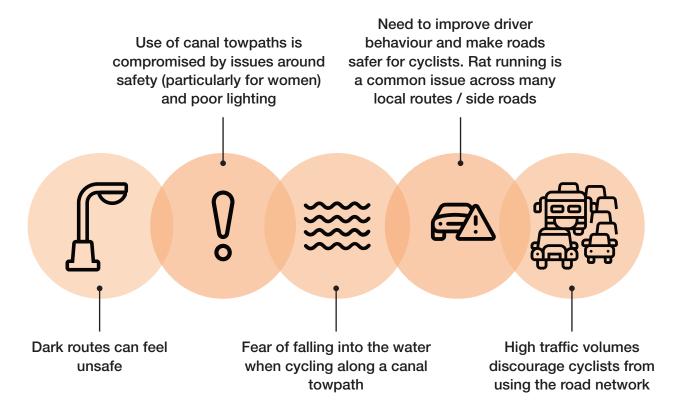
- Politicians are not engaged in walking / cycling
- Difficult to introduce new measures which may be politically sensitive
- Change needs to be driven from the top but changes to the road network are unlikely to gain political support
- Political backlash for prioritising cycle travel



#### **Championing / Public Support**

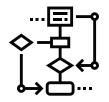
- Interest in cycling over the summer has been high – need to find more ride leaders
- There is a lack of political champions across each Local Authority. No one is championing walking and cycling across the Black Country
- There is growing community activism but it is not well supported by the Council. If people want cycle training or advice, it is not clear who they are meant to go to
- Unwillingness to make sacrifices to provide more effective infrastructure
- Resistance to cycling on footpaths
- People do not like temporary measures and will fight to remove them

#### Safety





#### Governance / Resourcing



Governance processes are inflexible and officers are reluctant to change/challenge



Limited internal resources to respond to the opportunity presented by Covid-19 and take advantage of increased walking / cycling



Need more specialists to fit specialist roles



Internal training required for officers, particularly in relation to LTN 1/20

#### Other

- Need to consider user needs including access to cycle equipment and training for people unable to ride a bike
- LTN 1/20 could be a barrier to investment on the canal network as physical constraints of the network mean that design standards are not appropriate
- Canal River Trust do not have a clear map of assets showing surfaced / non- surfaced areas, accesses or gaps in the network

- Conflict between road users all competing for the same road space
- Need to reduce parking provision at development sites
- Existing cycle routes in Dudley are not fully used



Sandwell

## Appendix A: Document copies - Stakeholder Engagement Log

## Workshop Outputs - Demand

- 171% increase in cycling along Wolverhampton towpaths during first Covid-19 lockdown (compared to 138% increase in Birmingham). The cycle towpaths in Wolverhampton are green and appealing.
- Bike hire scheme has performed well high demand at Walsall Arboretum
- High demand for cycling from industrial workers in Darlaston. Also opportunities to link the network with the new Darlaston Railway Station and Phoenix 10 development
- Appetite for cycling to school, with 2021 data indicating that 26% of primary school children would like to cycle to school
- Existing cycle routes in Dudley are not fully used

The figures above suggest that there has been a significant increase in demand. As demand figures are based on a low baseline, this could result in a potential overestimate of the benefits that have been seen across the Black Country. Therefore the figures may not be completely representative and should be treated with some level of caution.

Which routes / locations (up to 3) do you consider have the greatest demand for cycling and walking?\*

gorsty hill - coombeswood shops and high street metro stations hospitals clinics around schools routes to all schools rail bus stations links to birmingham hospital clinics community buildings 4 main centres links to secondary school tipton town centres major centres bearwood education settings g461 shops west brom to oldbury minor centres school streets oldbury to birmingham jobs and leisure netherton to bumble hole

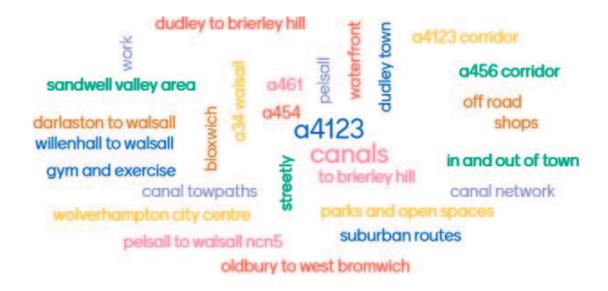
\*The outputs of these polls should be caveated by the fact that they are based on a small sample size of attendees at the stakeholder workshops. Source: Mentimeter.com/app

**Dudley** 



## Progress Meeting Outputs\* - Demand

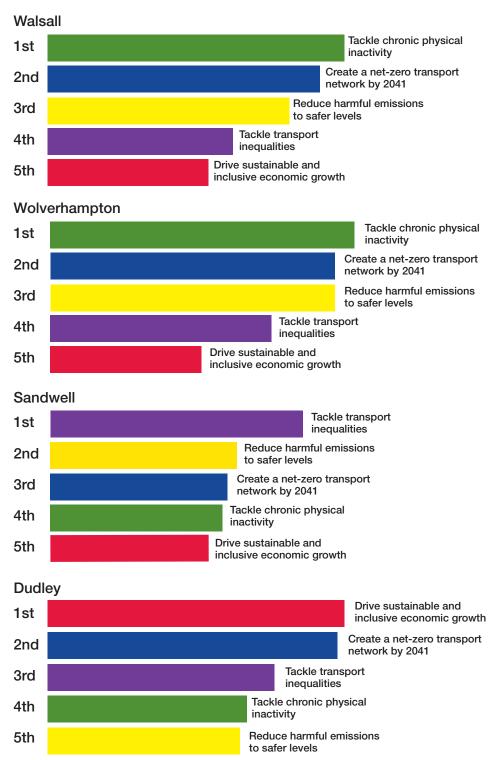
Which routes / locations (up to 3) do you consider have the greatest demand for cycling and walking?



<sup>\*</sup>Based on outputs from a small sample of Black Country Local Authority representatives at the Progress Meeting held on 15/12/21. Source: Mentimeter.com/app



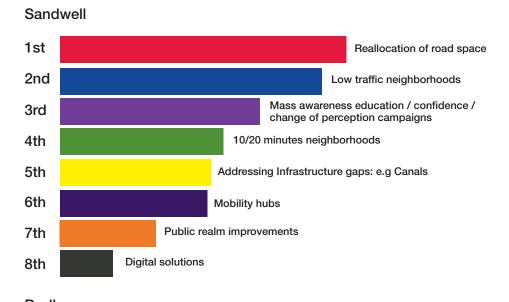
## Workshop Outputs - Strategic Priorities\*

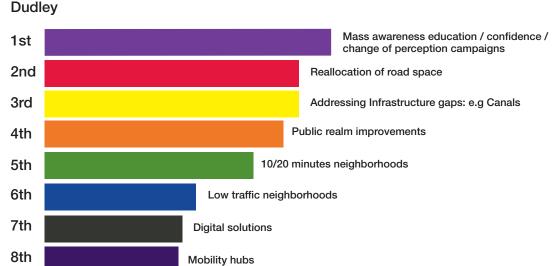


<sup>\*</sup>The outputs of these polls should be caveated by the fact that they are based on a small sample size of attendees at the stakeholder workshops. Source: Mentimeter.com/app



Please rank the available options in order of importance, one being the most important\*.

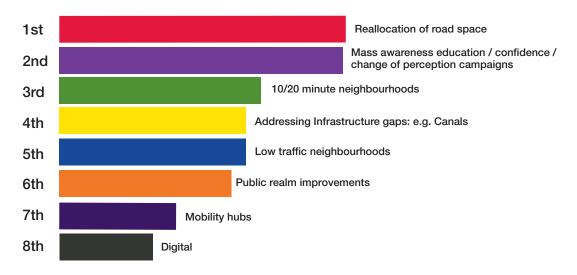




<sup>\*</sup>The outputs of these polls should be caveated by the fact that they are based on a small sample size of attendees at the stakeholder workshops. Source: Mentimeter.com/app



Please rank the available options in order of importance, one being the most important.



<sup>\*</sup>Based on outputs from a small sample of Black Country Local Authority representatives at the Progress Meeting held on 15/12/21. Source: Mentimeter.com/app



## Workshop Outputs – Future Vision



- Inclusivity: providing equal and equitable opportunity to access all modes and providing people with the opportunity and facilities to walk and cycle without barriers for all journey purposes.
- Multimodal: support and encourage integration between active travel and public transport provision. Specifically through improved connections and enhanced accessibility.
- Connected: improve connectivity within and between boroughs through enhanced walking, cycling and public transport provision.

- Digital: explore opportunities to digitise information such as maps, way finding, apps, etc to support greater dissemination of information.
- 15/20 Minute Neighbourhoods: viewed as a real opportunity to encourage walking and cycling and an aspect that should be considered in future large-scale developments.
- Collaboration: provide an opportunity to share ideas but also enable consistency in delivery across the Black Country and the West Midlands.



## Workshop Outputs - Potential LCWIP Routes

#### **Dudley**

- All cross boundary corridors (Wolverhampton/Dudley/Sandwell)
- Stour Valley (Stourbridge to Halesowen)
- Norton Covert to Coombeswood (Nine Mile Route)
- A4101 corridor (Dudley to Brierley Hill)
- Dudley to Tipton
- A449 corridor
- Dudley & Stourbridge canals
- A456 corridor (Halesowen to Woodgate Valley)
- A491 corridor (Stourbridge to Himley)

- A459 corridor
- A4123 & link to Coseley rail station
- A461 Dudley Road (Burnt Tree to Castle Gate)
- Smestow Valley (Fens Pools to Himley)
- NCN 54/81
- Old Hill station via Leasowes to Manor Way (A456)
- Rowley Regis rail station to Halesowen (avoiding steep roads)
- Leasowes and Saltwells park paths
- Geo trail

Potential routes have also been requested from Sandwell, Walsall and Wolverhampton



# Appendix A: Document copies – Stakeholder Engagement Log Governance Reviews





## **LCWIP Delivery Success Factors**



- Political support / acceptance: Highlighted in all interviews – need more advocates for cycling and walking across the Black Country.
- Champion: Essential to promote and raise awareness for cycling and walking. Active Travel Commissioner & Councillors to play a key part in this.
- Collaboration: Strengthen relationships within teams and between departments, LAs and with TfWM. Opportunity to share knowledge, best practice and resources.

- Stakeholder engagement / support:
   Considered essential for successful delivery but also to discuss ideas and innovation.
- Awareness raising: Importance of education, mass awareness but also consistency in messaging and material across the Black Country.
- Multimodal: Viewing cycling and walking as a viable mode and giving both the same level of consideration in design.



**LCWIP Delivery Challenges** 

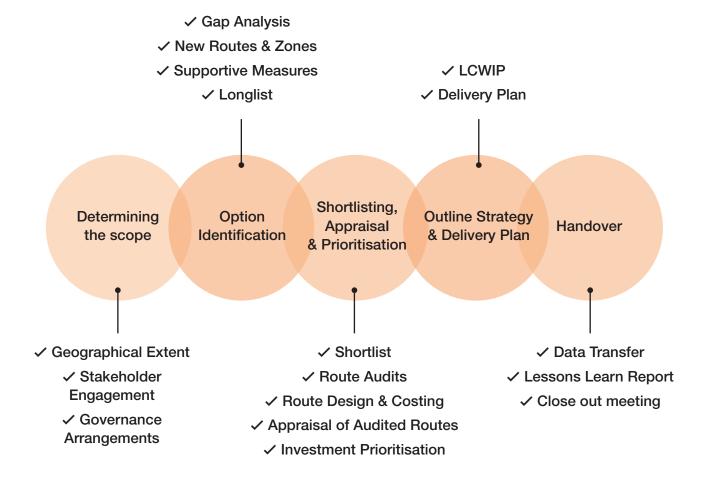


- Resource: Limited resource availability and issues with staff retention, knowledge continuity within teams and limited funding to grow in-house teams.
- Upskilling: Additional in- house expertise required to develop schemes in line with new guidance (i.e. LTN 1/20). Training needs to be offered to staff.
- Competing Priorities: Different agendas and competing work programmes internally but also issues with supply chain robustness / contractor availability.

- Funding: Strong cash flow and continued funding will be needed to effectively deliver the LCWIP.
- Infrastructure: Strong evidence base is needed to better understand the types of schemes that need to be delivered and the role that 'softer' measures have in making them a success.

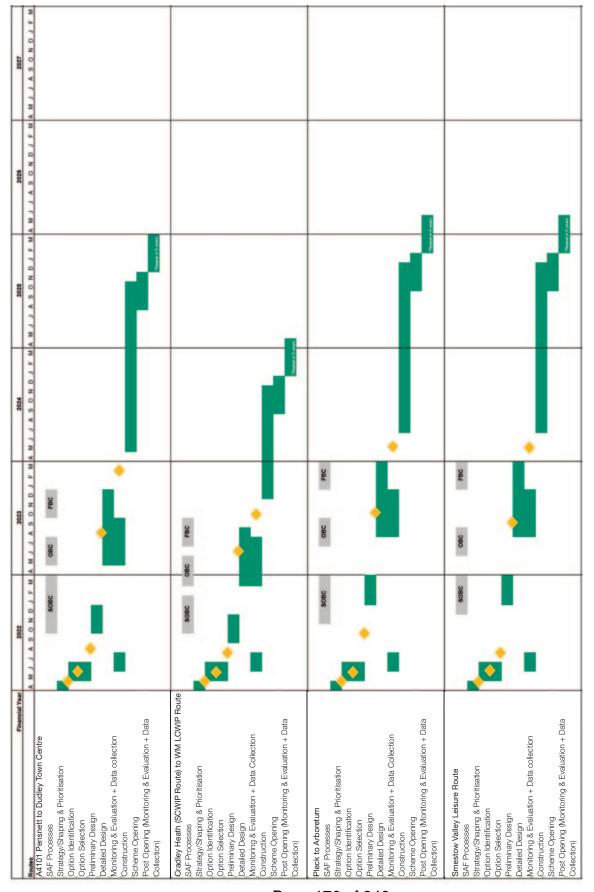


## **Next Steps**



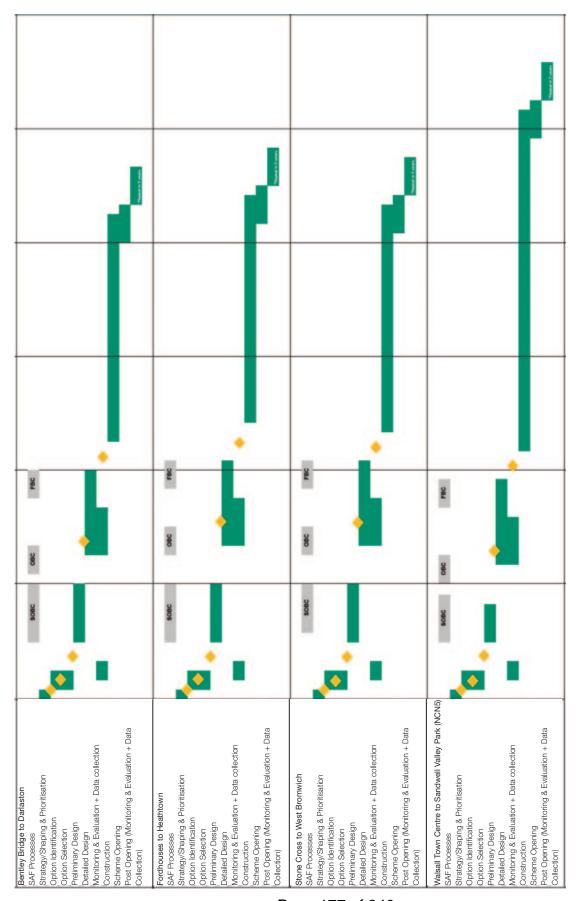


## Appendix B: Delivery Plan



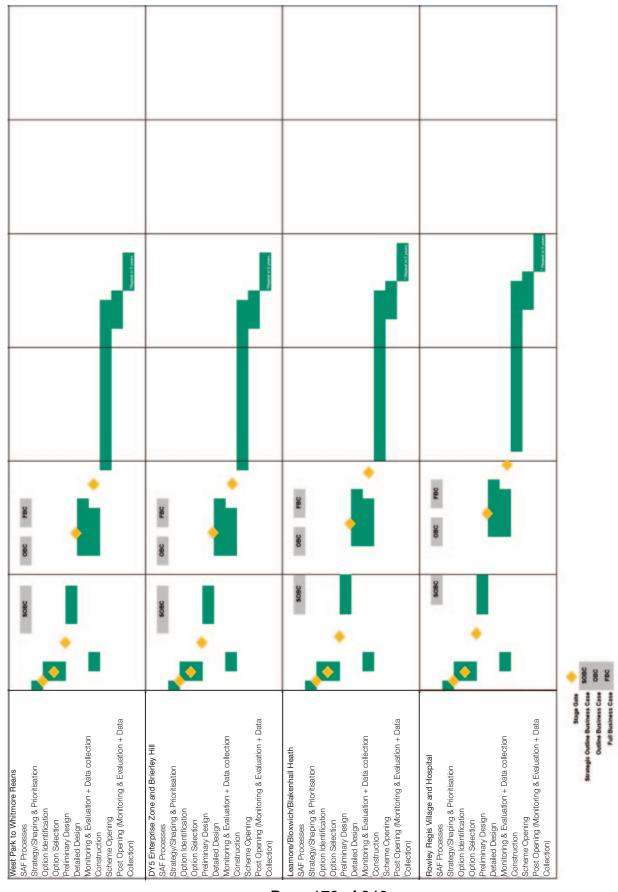


## Appendix B: Delivery Plan



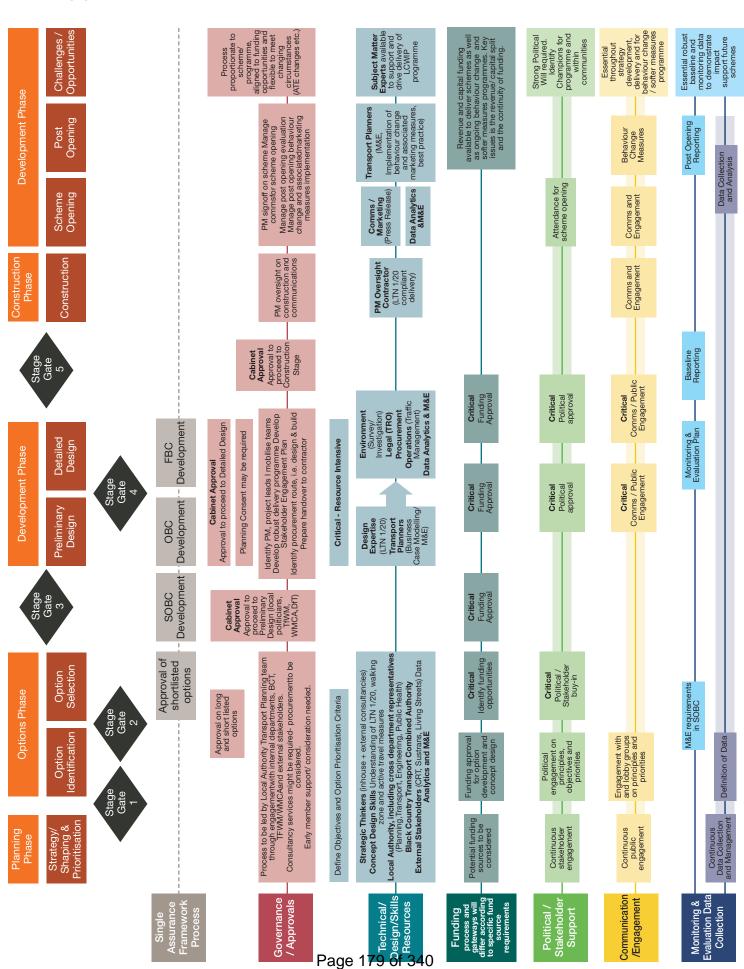


## Appendix B: Delivery Plan





## **Appendix C: Governance Process**





# Appendix D: Shortlisting Spreadsheet

Су	Cycle Route Scoring													
					20%		20%	15%		20%		15%	10%	
				A. Connectivity		B. Demand	C. Demographics	D. Quality and Safety			E. Health	F. Stakeholder Support.		
			Connectivity to trip attractors	Connectivity to public transport provisions	Connectivity to public transport with cycli parking provision	Connectivity to existing and planned routes and green routes	Predicted demand	Population who directly benefit from the intervention	Delivery barriers	Frieght network	Collision data	Public health	Stakeholder Support	Comments
Ref	Scheme Name	Local Authority	5	5	5	5	20	15	7	7	7	15	10	Com
1	Himley to Stourbridge	Dudley	1	2	1	3	2	2	1	3	3	2	2	
2	Brierly Hill to Cradley Heath	Dudley	1	1	1	3	2	2	1	3	1	2	2	
3	Dudley to Cradley Heath	Dudley	2	1	1	3	1	2	1	3	1	2	2	
4	A4101 Pensnett to Dudley Town Centre	Dudley	2	3	1	3	1	2	3	3	3	2	2	
5	Pensnett to Upper Gornal	Dudley	1	2	1	2	1	2	2	3	2	2	2	
6	Smestow Valley Leisure Route	Dudley	1	1	1	2	2	2	3	3	1	2	2	
7	A458 to Woodgate Valley Country Park	Dudley	1	1	1	2	1	1	2	3	1	2	2	
8	Stourbridge to Halesowen	Dudley	2	2	3	2	1	2	1	3	3	2	2	
9	Hagley to M5 J3	Dudley	1	1	1	3	1	1	3	3	2	2	2	



Су	Cycle Route Scoring													
					20%		20%	15%		20%		15%	10%	
				A. Co	onnectivity		B. Demand	C. Demographics	E aı	). Qua	lity ety	E. Health	F. Stakeholder Support.	
		Local	Connectivity to trip attractors	Connectivity to public transport provisions	Connectivity to public transport with cycli parking provision	Connectivity to existing and planned routes and green routes	Predicted demand	Population who directly benefit from the intervention	Delivery barriers	Frieght network	Collision data	Public health	Stakeholder Support	Comments
Ref	Scheme Name	Authority	5	5	5	5	20	15	7	7	7	15	10	Con
1	Stone Cross to West Bromwich	Sandwell	1	3	1	3	2	3	2	3	3	2	2	
2	Tipton to Oldbury	Sandwell	1	2	1	3	2	2	2	3	1	2	2	
3	Smethwick to Bearwood	Sandwell	2	3	3	2	2	3	1	3	3	3	2	
4	Cradley Heath (SCWIP Route) to WM LCWIP Route	Sandwell	3	3	1	2	2	3	2	3	3	3	2	
5	Old Hill Town Centre to A458	Sandwell	1	2	1	3	2	2	3	3	1	2	2	
6	Metro Stop Upgrades	Sandwell	1	1	3	3	3	3	1	3	3	3	2	
7	Newton to Hamstead	Sandwell	1	3	1	2	1	2	2	3	3	2	2	
1	Walsall Town Centre to Sandwell Valley Park (NCN5)	Walsall	1	1	1	3	1	2	2	3	3	2	2	
2	M6 J10 to Walsall	Walsall	2	3	1	2	3	3	3	3	1	2	2	
3	Pleck to Arboretum	Walsall	2	1	1	2	3	3	2	3	1	3	2	
4	Rushall to Walsall	Walsall	1	3	1	2	3	3	2	3	1	3	2	
5	North East Ring Road	Walsall	1	2	1	2	1	2	2	3	1	2	2	
6	Arboretum to Boundary	Walsall	2	1	1	2	1	1	1	3	1	1	2	
7	Walsall to Streetly	Walsall	1	2	1	2	1	1	3	3	1	2	2	



Су	Cycle Route Scoring													
					20%		20%	15%		20%		15%	10%	
			A. Connectivity				B. Demand	C. Demographics		. Qual		E. Health	F. Stakeholder Support.	
			Connectivity to trip attractors	olic sting				Population who directly benefit from the intervention	Delivery barriers	Frieght network	Collision data	Public health	Stakeholder Support	Comments
Ref	Scheme Name	Local Authority	5	5	5	5	20	15	7	7	7	15	10	Com
1	Bentley Bridge to Darlaston	W-ton	2	2	1	3	3	3	2	3	3	3	2	
2	Fordhouses to Heathtown	W-ton	2	2	1	3	3	3	2	3	3	3	2	
3	City Centre to Lower Penn	W-ton	1	3	1	3	2	2	3	3	3	2	2	
4	City Centre to Perton	W-ton	1	2	1	3	2	2	2	3	3	2	2	
5	Smestow Valley Leisure Route	W-ton	2	1	1	3	2	1	3	3	1	2	2	
6	Ring Road	W-ton	1	1	3	3	2	3	1	3	3	2	2	
7	Metro Stop Upgrades	W-ton	1	1	3	3	3	3	1	3	3	3	2	
8	Metro Stop Up	W-ton	1	3	1	2	2	2	2	3	3	2	2	



Cycle	Cycle Route Scoring													
Ref	Local Authority	Total A	Total B	Total C	Total D	Total E	Total F	Total Score						
1	Dudley	35	40	30	47	30	20	202						
2	Dudley	30	40	30	33	30	20	183						
3	Dudley	35	20	30	33	30	20	168						
4	Dudley	45	20	45	60	45	20	235						
5	Dudley	30	20	30	47	30	20	177						
6	Dudley	25	40	30	47	30	20	192						
7	Dudley	25	20	15	40	30	02	150						
8	Dudley	45	20	30	47	30	20	192						
9	Dudley	30	20	15	53	30	20	168						

Cycle	Cycle Route Scoring													
Ref	Local Authority	Total A	Total B	Total C	Total D	Total E	Total F	Total Score						
1	Sandwell	40	40	45	53	45	20	243						
2	Sandwell	35	40	30	40	30	20	195						
3	Sandwell	50	40	45	47	45	20	247						
4	Sandwell	45	40	45	53	45	20	248						
5	Sandwell	35	40	30	47	30	20	202						
6	Sandwell	40	60	45	47	45	20	257						
7	Sandwell	35	20	30	53	30	20	188						



Cycle	Cycle Route Scoring													
Ref	Local Authority	Total A	Total B	Total C	Total D	Total E	Total F	Total Score						
1	Walsall	30	20	30	53	30	20	183						
2	Walsall	40	60	45	47	45	20	257						
3	Walsall	30	60	45	40	45	20	240						
4	Walsall	35	60	45	40	45	20	245						
5	Walsall	30	20	30	40	30	20	170						
6	Walsall	30	20	15	33	15	20	133						
7	Walsall	30	20	15	47	30	20	162						

Cycle Route Scoring													
Ref	Local Authority	Total A	Total B	Total C	Total D	Total E	Total F	Total Score					
1	Wolverhampton	40	60	45	53	45	20	263					
2	Wolverhampton	40	60	45	53	45	20	263					
3	Wolverhampton	40	40	30	60	30	20	220					
4	Wolverhampton	35	40	30	53	30	20	208					
5	Wolverhampton	35	40	15	47	30	20	187					
6	Wolverhampton	40	40	45	47	30	20	222					
7	Wolverhampton	40	60	45	47	45	20	257					
8	Wolverhampton	35	40	30	53	30	20	208					



Wa	Walking Zone Scoring													
					20%		20%	15%	2	0%	15%	10%		
				A. Co	onnectivity		B. Demand	C. Demographics		D. Quality and Safety	E. Health	F. Stakeholder Support.		
		Local	Connectivity to trip attractors	Connectivity to public transport provisions	Connectivity to public transport with cycli parking provision	Connectivity to existing and planned routes and green routes	Predicted demand	Population who directly benefit from the intervention	Delivery barriers	Collision data	Public health	Stakeholder Support	Comments	
Ref	Scheme Name	Authority	5	5	5	5	20	15	10	10	15	10	Con	
1	DY5 Enterprise Zone and Brierley Hill	Dudley	2	2	1	3	2	3	2	3	3	2		
2	Stourbridge Interchange / Stourbridge Junction / Town Centre	Dudley	3	3	3	3	2	2	2	3	2	2		
3	Kingswinford	Dudley	3	3	1	2	1	2	3	3	2	2		
4	Coseley Rail Station	Dudley	3	3	3	2	2	2	2	3	2	2		
1	1 Rowley Regis Village and Hospital	Sandwell	3	3	1	3	2	2	2	1	2	2		
2	Bescot	Sandwell	1	3	2	2	2	2	1	1	2	2		
3	Bearwood Town Centre to Warley Woods	Sandwell	1	3	1	2	1	2	2	3	2	2		
1	Darlaston to Phoenix 10	Walsall	2	3	1	2	3	3	1	3	3	2		
2	Leamore / Bloxwich / Blakenall Heath	Walsall	3	3	1	2	2	3	3	3	3	2		
3	Walsall Town Centre	Walsall	3	3	3	2	3	3	2	3	3	2		
1	West Park to Whitmore Reans	W-ton	3	3	1	3	3	3	3	3	3	2		
2	Park Village	W-ton	3	2	3	3	3	3	2	2	3	2		
3	i54	W-ton	2	2	1	3	1	3	1	1	2	2		



Walking Zone Scoring													
Ref	Local Authority	Total A	Total B	Total C	Total D	Total E	Total F	Total Score					
1	Dudley	40	40	45	50	45	20	240					
2	Dudley	60	40	30	50	30	20	230					
3	Dudley	45	20	30	60	30	20	205					
4	Dudley	55	40	30	50	30	20	225					
1	Sandwell	20	40	30	30	30	20	200					
2	Sandwell	40	40	30	20	30	20	180					
3	Sandwell	35	20	30	50	30	20	185					
1	Walsall	40	60	45	40	45	20	250					
2	Walsall	45	40	45	60	45	20	255					
3	Walsall	55	60	45	50	45	20	275					
1	Wolverhampton	50	60	45	60	45	20	280					
2	Wolverhampton	55	60	45	40	45	20	265					
3	Wolverhampton	40	20	45	30	30	20	185					



#### Appendix E: Shortlisting Scores / Ranks

# SIFT 1 + SIFT 2 - Discounted based on: CRSTS Scheme / Metro Related Scheme / Established Parallel Routes / Undeliverable to LTN 1/20

Rank	Scheme No.	Route Name	District	Score	Comment
11	4	A4101 Pensnett to Dudley Town Centre	Dudley	235	
16	1	Himley to Stourbridge	Dudley	202	Undeliverable to LTN 1/20
19	6	Smestow Valley Leisure Route	Dudley	192	
20	8	Stourbridge to Halesowen	Dudley	192	Undeliverable to LTN 1/20
23	2	Brierley Hill to Cradley Heath	Dudley	183	Undeliverable to LTN 1/20
25	5	Pensnett to Upper Gornal	Dudley	177	
27	3	Dudley to Cradley Heath	Dudley	168	Undeliverable to LTN 1/20
28	9	Hagley to M5 J3	Dudley	168	
30	7	A458 to Woodgate Valley Country Park	Dudley	150	
4	6	Metro Stop Upgrades	Sandwell	257	Metro related scheme
6	4	Cradley Heath (SCWIP Route) to WM LCWIP Route	Sandwell	248	
7	2	Smethwick to Bearwood	Sandwell	247	Undeliverable to LTN 1/20
9	2	Stone Cross to West Bromwich	Sandwell	243	
17	2	Old Hill Town Centre to A458	Sandwell	202	
18	2	Tipton to Oldbury	Sandwell	195	
21	2	Newton to Hamstead	Sandwell	188	

Shortlisted Routes = green



#### Appendix E: Shortlisting Scores / Ranks

# SIFT 1 + SIFT 2 - Discounted based on: CRSTS Scheme / Metro Related Scheme / Established Parallel Routes / Undeliverable to LTN 1/20

Rank	Scheme No.	Route Name	District	Score	Comment
5	2	M6 J10 to Walsall	Walsall	257	CRSTS Scheme
8	4	Rushall to Walsall	Walsall	245	Established Parallel Route
10	3	Pleck to Arboretum	Walsall	240	
24	1	Walsall Town Centre to Sandwell Valley Park (NCN5)	Walsall	183	
26	5	North East Ring Road	Walsall	170	
29	7	Walsall to Streetly	Walsall	162	
31	6	Arboretum to Boundary	Walsall	133	Undeliverable to LTN 1/20
1	1	Bentley Bridge to Darlaston	W-ton	263	
2	2	Fordhouses to Heathtown	W-ton	263	
3	7	Metro Stop Upgrades	W-ton	257	Metro related scheme
12	6	Ring Road	W-ton	222	Undeliverable to LTN 1/20
13	3	City Centre to Lower Penn	W-ton	220	
14	4	City Centre to Perton	W-ton	208	
15	8	Penn to Bilston (A4039)	W-ton	208	
22	5	Smestow Valley Leisure Route	W-ton	187	

Shortlisted Routes = green



#### Appendix E: Shortlisting Scores / Ranks

# SIFT 1 + SIFT 2 - Discounted based on: CRSTS Scheme / Metro Related Scheme / Established Parallel Routes / Undeliverable to LTN 1/20

Rank	Scheme No.	Route Name	District	Score
6	1	DY5 Enterprise Zone and Brierley Hill	Dudley	240
7	2	Stourbridge Interchange / Stourbridge Junction / Town Centre	Dudley	230
8	4	Coseley Rail Station	Dudley	225
9	3	Kingswinford	Dudley	205
10	1	Rowley Regis Village and Hospital	Sandwell	200
11	3	Bearwood Town Centre to Warley Woods	Sandwell	185
13	2	Bescot	Sandwell	180
2	3	Walsall Town Centre	Walsall	275
4	2	Leamore / Bloxwich / Blakenall Heath*	Walsall	255
5	1	Darlaston to Phoenix 10	Walsall	250
1	1	West Park to Whitmore Reans	Wolverhampton	280
3	2	Park Village	Wolverhampton	265
12	3	i54	Wolverhampton	185

<sup>\*</sup>opted for this location due to limited funding here to date and lots of funding in Walsall



Design Feature	Factor	Pacior Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network	Ability to join/leave route safely and easily; consider left and right turns.		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Oyclists have dedicated connections to other routes provided, with no interruption to their journey	0	Oyclists must dismount to Smestow Valley route, and are asked to dismount frequently along the main route	
Cohesion	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Oyolists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Oyolists are provided with a continuous route, including through junctions	-	Cyclists are delivered into the opposing traffic lane at the end of the route heading westbound at hospital. Not clear how to access the shared use surface on approach to Dudley Town.	5ND
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000m	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	2	Connection to NCN 54 & Smestow Valley.	The state of the s



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	-	Route follows the shortest option, including bypassing some of the arms of the Scotts Green Island. Some deviation required at side roads and other junctions.	
Directness	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	-	Cyclists must stop frequently on the route, and give way at side roads. 3.3 stops per km.	
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	0	While treatment at Scotts Green Island is good, provision at other junctions is poor, with cyclists having to give way frequently at side roads.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists mostly able to travel to desired speeds.	
Directness	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent	8. Gradient		Route includes sections steeper than the gradients recommended in Chapter 5	There are no sections of route steeper than the gradients recommended in Chapter 5	There are no sections of route which steeper than 2%	0	The gradient up to Dudley Town heading east is steep and difficult for cyclists.	
Safety	Reduce/remove speed differences where cyclists are sharing the carriageway.	aring the carriageway, the key to the speeds of motor vehicles so that This is particularly important at points at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile . >30mph	85th percentile 20mph-30mph	85th percentile <20mph	-	Some segregation on 30mph junctions, others lack segregation.	
Sax	Reduce/remove speed differences whe	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile . >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Oyclists must share carriageway in areas that are at least 30mph, with speeds approaching 37mph.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Avoid high motor traffic olumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	50000-10000 AADT and 2-5% HGV	25000-5000 and <2% HGV	0-2500 AADT	Oritical	AADT is high along the route, with cyclists expected to share carriageway in some locations.	
Safety	collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lenes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Oyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2 to 3.9m) or in cycle lanes less than 1.8m wide	Cyclists in cycle lanes at least 1.8m wide on- carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph	<del>-</del>	Some areas of fully kerbed segregation, some area where cyclists expected to share carriageway. Lots of parking in advisory cycle lanes.	
	Risk of collision	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclists priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions	13. Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions conflicting cycle/motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated	0	Frequent side roads where cyclists must give way, and signs indicating that they should dismount. Lack of separation/protection at busy junctions with conflicting traffic movements.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout.		Faded, old, unclear complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	<del></del>	Generally legible along route, some areas for improvement – e.g. better indication of where the footway becomes shared use on way into Dudley Town Centre.	Cotto)
Safety	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity		Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1-	Significant kerbside conflict, particularly on Stourbridge Road. Numerous vehicles were parked on the nearside of the carriageway, completely obstructing the cycleway in places.	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced.	The route includes evasion room and avoids any physical hazards	1	Some evasion room on some sections (grass verge near to Hospital) but frequency of pedestrian guardrail could pose a hazard.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects.	Smooth high grip surface	-	A few defects on the route  – old gullies, evidence of previous road markings.	
Safety	Surface quality	Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints	Machine laid smooth and non-slip surface – e.g. Thin Surfacing, or firm and closely joints blocks undisturbed by turning heavy vehicles	_	Surfacing could be improved throughout.	
	Effective width without conflict	Oyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum.	Recommended widths are maintained throughout whole route	0	Oycleway widths near to hospital are acceptable, however buffer area will need to be widened Some areas (e.g. shared space at Scotts Green Island) are too narrow, advisory cycle lanes are redundant due to number of cars parked there.	545
Comfort	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2	Generally well signed.	Papacitis Hell Rearries and Bearing MU
S	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit Page	Start and infrequent Uplity poorly lit sections	Raute is lit to highway standards throughout	2	Route is lit throughout.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	Route is overlooked.	
Comfort	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrians Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A.	<del></del>	Pedestrians must share space with cyclists at sections on route.	ass
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/or leading to clutter.	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	Good amount of signage on route, it does not cause unnecessary clutter.	
Attractiveness	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parking to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure non overlooked areas.	Some secure cycle parking provided but not enough to meet demand.	Secure cycle parking provided, sufficient to meet demand.	0	No evidence of cycle parking on route.	

ðf^340	0
Critical	1
Percentage	46
Achieved Score	23
Maximum Score	50

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Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Connections	Oyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	Ability tojoin/leave route safely and easily:     consider left and right turns.		Cyclists cannot connect to other routes without dismounting.	Oyclists can connect to other routes with minimal disruption to their journey.	Cyclists have dedicated connections to other routes provided with no interruption to their journey.	0	Connects to cycle routes along Steelpark Way and Wednesfield Way. Also connections to canal towpath at the Neachells Lane end of the route, however these connections are often constricted and may require less confident cyclists to dismount. Connection onto towpath did require dismount as well as access to George Rose park.	
Cohesion	Continuing and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned' particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route.		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions.	F	Larger junctions such as the Wednesfield Way roundabout have clear road markings and signage on how cyclists should navigate the junction, however small junctions – though easy to navigate – do not have road markings for cyclists.	
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city.  The density of the network is the distance between the routes which makes up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width > 1000m.	Route contributes to a network density mesh width 250 – 1000m.	Routes contributes to a network density mesh width <250m.	2	Gycle routes on canal, Darlaston Lane, Steelpark Way and Wednesfield Way.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrianonly zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	-	5 give way or locations cyclists should stop over 5km. 1 signalised stop line, 3 major junctions signalised (1 with Advanced Stop Line).	
Directness	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	-	An advanced stop line is only provided at one of the junctions, therefore cyclists cannot move away earlier than cars. Also mixed results were obtained when trying to move past stationary traffic to front of junction (not possible at Willenhall Road junction but was possible at Bilston Road junction). However, waiting time was no longer than cars.	
Direc	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	There are no sections of route which steeper than 2%	-	Overtaking slower bicycles difficult on canal section as quite narrow. Also mixed results when trying to pass stationary traffic (see above).	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent	8. Gradient		Route includes sections steeper than the gradients recommended in Chapter 5	There are no sections of route steeper than the gradients recommended in Chapter 5	Cyclists can always choose an appropriate speed.	-	Steep section of the route on approach to the railway line at Neachells Lane (4.2%). Only for 150m.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Reduce/remove speed differences where cyclists are sharing the carriageway.	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile . >30mph	85th percentile 20mph-30mph	85th percentile <20mph	-	Vehicles consistently travelling between 20-30 mph on approach/through junctions. Sometimes makes cycling on road uncomfortable particularly where HGVs are concerned.	
	Reduce/remove speed carriageway.	Where cyclists and motor vel key to reducing severity of co motor vehicles so that they m This is particularly important greater, such as at junctions.	10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile .>30mph	85th percentile 20mph-30mph	85th percentile <20mph	-	Generally between 20-30mph.	
Safety	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Oyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	50000-10000 AADT and 2-5% HGV	25000-5000 and <2% HGV	0-2500 AADT	0	Urgent check on first half of route. Many HGVs sharing route with cyclists on Neachells Lane approach to Willenhall Road.	
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and offroad provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Oyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2 to 3.9m) or in cycle lanes less than 1.8m wide	Cyclists in cycle lanes at least 1.8m wide on- carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph	-	First half of route up to Willenhall Road (Texaco) was poor. Carriageway lanes were not sufficiently wide that vehicles could overtake whilst staying in lane and provide 1.8m clearance. However, after this point, roads were wide and did not allow this to happen.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Risk of collision	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclists priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions	13. Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions conflicting cycle/motor traffic movements not separated.	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	-	Only one advanced stop line provided. Major roundabout junction provided cycle diversion which separated the movement of cyclists. All other major junctions signalised so traffic movements were separated.	
Safety	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout.		Faded, old, unclear complex road markings/unclear or unfamiliar road layout.	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	-	Road markings generally clear and visible.	
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity		Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking).	Some conflict with kerbside activity – e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	-	Urgent check on first half of route. Many HGVs sharing route with cyclists on Neachells Lane approach to Willenhall Road.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
Safety	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced.	The route includes evasion room and avoids any physical hazards	0	Industrial estate had consistent hazards including rutted sides of carriageway, HGVs, frequent side roads and debris.	
	ity	Density of defects including non cycle friendly ironworks, raised/sunken coversigullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects.	Smooth high grip surface.	0	Industrial estate had degraded surfaces with numerous pot holes. Quite bumpy for cyclists.	
Comfort	Surface quality	Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints	Machine laid smooth and non-slip surface – e.g. Thin Surfacing, or firm and closely joints blocks undisturbed by turning heavy vehicles	0	Same as above. Initial portion of route along canal was muddy and slippy.	
	Effective width without conflict	Oyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum.	Recommended widths are maintained throughout whole route	-	See comments for point 12.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
Comfort	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	-	Signage generally good but more signage required on canal section.	
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	-	Route is generally well-lit except for short canal section.	
Attractiveness			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	-	Route is predominantly overlooked by houses and businesses but canal section is not overlooked.	
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrians Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A.	-	Pedestrian comfort level remains at B or above.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
ness	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/or leading to clutter.	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	<del>-</del>	Offshoot cycle routes and junction cycle diversions well labelled, with shared use signage as well. However could do with more wayfinding signs.	
Attractiveness	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parking to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure non overlooked areas.	Some secure cycle parking provided but not enough to meet demand.	Secure cycle parking provided, sufficient to meet demand.	0	More cycle parking should be provided, particularly around St Thomas More School.	

Maximum Score	50
Achieved Score	19
Percentage	39
Critical	0
N/A	0



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Connections	Oyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network	2. Ability to join/leave route safelyand easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Oyclists can connect to other routes with minimal disruption to their journey	Oyclists have dedicated connections to other routes provided, with no interruption to their journey	<b>-</b>	Kerb barrier to minor road that only allows cyclists through, making connection from one section to another safe and easy. However, it is a drop kerb which means some cyclists may not be comfortable to transverse it without dismounting. There is a connection to Blackheath cycle route.	
Cohesion	Continuity and Wayfinding	Routes should be complete with no gaps in provision 'End of route' signs should not be installed -cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Oyclists are abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions	Oyclists are provided with a continuous route, including through junctions	2	Note: it's a short route and hence the route is continuous. It would be easy to signpost to allow clear navigation.	
	Density of network	Oycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3. Density of routes based on mesh width i.e. distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000m	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	-	There is only one other cycle width present along the route, which travels to Old Hill and Blackheath.	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Very little deviation – follows the most direct road route to end destination.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Time: Frequency of required stops or give ways.	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency.		The number of stops or give ways on the route is more than 4 per km.	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	Τ-	There is a dropped kerb present (only accessible to cyclists and peds) to access Pennant Road from High Street. There is then a give way onto Corngreaves Road and onto Graingers Lane, both of which are unavoidable.	
Directness	Time Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions.		Delay for cyclists at junctions is greater than for motor vehicles.	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	-	There are no ASL provided at the give way junctions, nor any early release signals at these locations. However, the roads are wide enough for cyclists to get to the front of queues therefore waiting time will not be worse for cyclists.	
Dir	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links.		Oyclists travel at speed of slowest vehicle (including a cycle) ahead.	Oyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	-	Carriageways are wide enough to allow cyclists to pass when stationary, apart from regions of kerbside parking, where this is not possible.	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent	8. Gradient.		Route includes sections steeper and the gradients recommended in Chapter 5	There are no sections of route steeper than the gradients recommended in Chapter 5	There are no sections of route which is steeper than 2%	2		



Design Feature	Factor	Design Principle	ndictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction.	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	-	There are regions of 30mph along the majority of the route, excluding Pennant Road, where though not marked, cars tended to travel slower.	
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile > 30mph	85th percentile 20mph-30mph	85th percentile <20mph	-	There are regions of 30mph along the majority of the route, excluding Pennant Road, where though not marked, cars tended to travel slower.	
Safety	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT or >5% HGV	5000-10000 AADT and 2-5% HGV	2500-5000 and <2% HGV	0-2500 AADT	2	Check against DfT data (or similar data source).	
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and offroad provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Oyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2 to 3.9) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on- carriageway; 85th percentile motor traffic speed max 30mph	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph	2	The route is all on carriageway for cyclists, however this carriageway is at least 1.8m wide with a maximum speed of 30mph.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Risk of collision	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads cyclist priority and/or speed reduction across side roads Major roads separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements not separated.	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions all conflicting cycle/ motor traffic streams separated.	0	There are multiple untreated side roads, including a petrol station on Corngreaves Road which is frequently used and could be a hotspot for collisions.	
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	Only 2 simple give way priority junctions which are easy to navigate.	
Safety	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity		Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	Substantial kerbside parking on Corngreaves Road, which appears to be a permanent fixture on the street. This requires cyclists to move into the centre of the carriageway. Moreover, the petrol station introduces kerbside conflict.	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced.	The route includes evasion room and avoids any physical hazards	-	On-street parking could be removed to alleviate the extra risk of physical hazards.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	ıty	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects.	Smooth high grip surface.	<del>-</del>	Occasional pothole or ruting along edge of carriageway.	
	Surface quality	Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints	Machine laid smooth and non-slip surface – e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles	-		
Comfort	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum.	Recommended widths are maintained throughout whole route	0	None of the route currently has any cycle facilities either on carriageway or off carriageway. Cyclists potentially use footway in the current state which is well below desired widths.	
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	-	Only one sign present on the route, toward Blackheath and Old Hill. Further signage at beginning and end of route would be desired.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	ved vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Frequent street lighting across the whole scheme.	
	Social safety and perceived vulnerability of user		22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	Route either passes residential/industrial areas at all points as well as the petrol station.	
Attractiveness	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrians Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A.	2	Pedestrian activity would be enhanced by the inclusion of the cycle facilities, as cycles would be less likely to use footway.	
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/or leading to clutter.	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	Ψ.	Only one sign present on the route, toward Blackheath and Old Hill. Further signage at beginning and end of route would be desired.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
Attractiveness	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure non overlooked areas.	Some secure cycle parking provided but not enough to meet demand.	Secure cycle parking provided, sufficient to meet demand.	0	No cycle parking facilities present along the route (although at the Tesco near the beginning of the route there is place to lock up a bike).	

Maximum Score	50
Achieved Score	29
Percentage	58
Critical	0
N/A	0



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network	1.Ability to join/leave route safely and easily: consider left and right turns		Oyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Oyclists have dedicated connections to other routes provided, with no interruption to their journey	-	End connection required dismount due to presence of staggered gates. There are little other connections to other cycle routes however the rest of the route as a whole required no dismount.	
Cohesion	Continuity and Wayfinding	Routes should be complete with no gaps in provision, 'End of route' signs should not be installed -cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Oyclists are abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections but cyclists can clearly understand how to navigate between them including through junctions	Oyclists are provided with a continuous route including through junctions	-	Little signage until Raynor Road, however after this there are numerous wayfinding signs, including at Showell Circus and into housing estates on Shelley Road. However, the latter has a clutter of signs and can be misleading.	
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3. Density of routes based on mesh width i.e. distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000m	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	2	Connect to designated cycle route along the canal at Fordhouses. This connection is provided via a small bridge (requires dismount).	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative > 1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Very slight deviation from shortest road alternative.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	-	Beginning of route had a multiple signalled junctions (2 in first km) as well as multiple pedestrian crossings. Second half of route was free flowing, with only infrequent roundabouts.	
Directness	Time Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	-	Little to no advanced cycle lanes at junctions or dedicated cycle signals. On Bushbury Road it was not possible to move past stationary traffic to the front of junction, therefore cyclists moved in same sequence as cars.	
Ö	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	<del></del>	See above – lack of reservoir meant road cyclists could not pass cars.	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent	8. Gradient		Route includes sections steeper and the gradients recommended in Chapter 5	There are no sections of route steeper than the gradients recommended in Chapter 5	There are no sections of route which is steeper than 2%	-	Alternative route did not exceed any of Chapter 5 however original route exceeded 5% along Old Falling Lane.	
Safety	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction.	85th percentile > 37mph (60kph)	85th percentile >30mph	e S5th percentile 20mph-30mph of 515 of 3	<b>G</b> 85th percentile <20mph	-	Vehicles approaching A460 junction (from Bushbury Road) often travelling at speed c. 30mph. Carriageway narrows near traffic signals increasing likelihood of collision with cyclists.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile > 30mph	85th percentile 20mph-30mph	85th percentile <20mph	-	Similar to point above.	
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Oyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT or >5% HGV	5000-10000 AADT and 2-5% HGV	2500-5000 and <2% HGV	0-2500 AADT	-	Check online data – especially by Heath Town Park and A460 – Bushbury Road junction	
Safety	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2 to 3.9) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on- carriageway; 85th percentile motor traffic speed max 30mph	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph	1	Most footways were wide enough for shared use and there were sections of on-carriageway cycle lanes however this was infrequent. Most carriageways were wide and comfortable cycling on, however from Heath Town Park up to Newbolds junction, carriageways were narrow and did not afford cyclists 1.8m when vehicles overtook.	
	Risk	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions	F	Acceptage of the control of the conflicting conflicting conflicting conflicting conflicting control of the conflicting conflic	Aide road junctions infrequent and with effective entry treatments. Major cycle/motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions all conflicting cycle/ motor traffic streams separated.	<del>-</del>	Signalised junctions separated traffic streams, meaning there was little risk of collision, however side roads were not treated with raised tables or blended with footway.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	Road markings were clear and visible, as were route signs. Sightlines were good.	
Safety	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multifunctional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity		Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	<del>-</del>	Vehicles often parked along the road on Third Avenue but road wide enough to safely manoeuvre around parked vehicles. Kerbside parking quite prominent on Marsh Lane.	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced.	The route includes evasion room and avoids any physical hazards	<del></del>	Where on-street parking is present, cyclists do not have any evasion room and could become trapped on carriageway.	
	X	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects.	Minor and occasional defects.	Smooth high grip surface.	2	Road surface was of a high quality with minimal potholes evident.	Auni —
Comfort	Surface quality	Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints	Machine laid smooth and non- slip surface – e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles	2	Smooth, non slippy carriageway.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Effective width without Foonflict	Cyclists should be able to comfortably cycle without risk pof conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum.	Recommended widths are maintained throughout whole route	5	See point 12. Shared use sections also widened once past Newbolds junction, these areas widened to an acceptable width.	<i>σ</i>
Comfort	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	-	Little signage until Raynor Road, however after this there are numerous wayfinding signs, including at Showell Circus and into housing estates on Shelley Road. However, the latter has a clutter of signs and can be misleading.	
	ceived vulnerability	pealing and be d usable. Well J, lit, overlooked ctive and therefore d.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Sufficient lighting provided along routes entirety.	
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	Route is overlooked throughout by houses or other establishments e.g. schools, pubs and shops.	
Attract	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrians Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A.	-	PCL would remain at level B or above throughout route even if shared use pathways created, as footfall was generally low.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
ness	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/or leading to clutter.	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	-	Minimal street clutter along the route, apart from around Shelley Road estate, where there is a large number of unnecessary cycle lane signage.	
Attractiveness	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure non overlooked areas.	Some secure cycle parking provided but not enough to meet demand.	Secure cycle parking provided, sufficient to meet demand.	0	TYWM Bike Station located opposite New Cross Hospital - suitable provision for current demand. But limited secure cycle parking along the route - should be focused around schools.	

Maximum Score	50
Achieved Score	31
Percentage	62
Critical	0
N/A	0



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Connections	Oyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network	1. Ability to join/leave route safely and easily, consider left and right turns		Oyclists cannot connect to other routes without dismounting	Oyclists can connect to other routes with minimal disruption to their journey	Oyclists have dedicated connections to other routes provided, with no interruption to their journey	-	Cyclists can connect to other routes (e.g. Arboretum, NCN5) but connections could be improved.	
Cohesion	Continuing and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned' particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Oyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	0	Oyclists are often abandoned, with the frequent use of the "cyclists dismount" sign.	
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which makes up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width i.e. distances between primary and secondary routes within the network		Route contributes to a network density mesh width > 1000m	Route contributes to a network density mesh width 250 - 1000m.	Routes contributes to a network density mesh width <250m	-	Connections are available to NCN 5, the Arboretum and the canal.	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	-	Oyclists must deviate around junctions and cross the road at certain points on the route.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Reduce/remove speed differences where cyclists are sharing the carriageway.	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile . >30mph	85th percentile 20mph- 30mph	85th percentile <20mph	<del>-</del>	Cyclists must share the carriageway at the junction with Rollingmill Street/Ida Road.	
	Reduce/remove speed differences w cyclists are sharing the carriageway.	Where cyclists and motor vehicles are sharing the carriageway, the key to rec severity of collisions is reducing the sp of motor vehicles so that they more of match that of cyclists. This is particult important at points where risk of collis greater, such as at junctions.	10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile .>30mph	85th percentile 20mph-30mph	85th percentile <20mph	<b>-</b> -	On shared sections of carriageway,, speed is between 20-30 mph.	
Safety	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	50000-10000 AADT and 2-5% HGV	25000-5000 and <2% HGV	0-2500 AADT	Oritical	Cyclists must share the carriageway where AADT volumes are above 10,000, which would represent a critical fall or the whole scheme.	
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through onroad cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Oyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Oyclists in unrestricted traffic lanes outside critical range (3.2 to 3.9m) or in cycle lanes less than 1.8m wide	Cyclists in cycle lanes at least 1.8m wide on-carriageway; 85th percentile motor traffic speed max 30mph.	Oyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph	-	More data required to determine widths where cyclists share carriageway.	
	Risk	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclists priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions	13. Conflicting movements at junctions	Page 2	General and/or of the coad junctions frequent and/or of the coad junctions of the coad junctions of the coad of th	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated	0	No provision for cyclists at side roads – frequent use of "cyclists dismount" sign.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout.		Faded, old, unclear complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	-	Road markings could be better.	
Safety	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity		Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	Parking on Pleck Road increases collision risk.	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Oyolists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced.	The route includes evasion room and avoids any physical hazards	0	Evasion room not provided, pedestrian guardrail is used frequently on the scheme.	
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects.	Smooth high grip surface.	-	Defects observed on the carriageway and cycleway.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Surface quality	Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints	Machine laid smooth and non-slip surface – e.g. Thin Surfacing, or firm and closely joints blocks undisturbed by turning heavy vehicles	0	Cycleway and carriageway should be resurfaced.	
Comfort	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	<ol> <li>Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).</li> </ol>		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum.	Recommended widths are maintained throughout whole route	-	Two-way cycleway could be increased.	
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	F	Cycling route at junctions should be improved.	
less	erability of user	I be perceived as safe ntained, lit, overlooked nerefore more likely to be	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit throughout.	
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	Route is overlooked throughout.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
SSS	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrians Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A.	-	Shared routes reduce pedestrian comfort level.	
Attractiveness	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/or leading to clutter.	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	Signs for route do not cause additional street clutter.	
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parking to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure non overlooked areas.	Some secure cycle parking provided but not enough to meet demand.	Secure cycle parking provided, sufficient to meet demand.	0	Cycle parking required along route.	

Maximum Score	50
Achieved Score	19
Percentage	38
Critical	1
N/A	0



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	0	Cyclists must dismount to connect to other routes.	
Cohesion	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Oyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Oyclists are provided with a continuous route, including through junctions	-	The route is mostly continuous. At Queen Street cyclists must dismount and cross the road, but it is clear where the route goes.	
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width i.e. distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000m	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	-	The NCN 54 is close by, and other off - road routes through Buckpool and Fens Pool Local Nature Reserve and Dudley Canal.	
ness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crowfly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative > 1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Off road route is more direct than the comparable road route.	
Directness	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrianonly zones etc.	5. Stopping and give way frequency		de number of stops or give avys on the route is more than be per km	Mays on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	Number of stops is less than 2 per kilometre.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay atjunctions		Delay forcyclists atjunctions isgreater than formotor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Telay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	-	Number of stops is less than 2 per kilometre.	
Directness	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability tomaintain ownspeed on links		Cyclists travelat speed ofslowest vehicle(including acycle) ahead	Cyclists can usuallypass slow trafficand other cyclists	Cyclists can always choose an appropriate speed.	-	Delay at Queen Street is similar to motor vehicles as they do not have priority in this location.	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended in Chapter 5	There are no sections of route steeper than the gradients recommended in Chapter 5	There are no sections of route which steeper than 2%	2	Route is mostly flat. There is a sharp incline just behind The Tack Shop.	
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Route is mostly traffic free.	



Design Feature	Factor	Design Principle	Indictors	Oritical	(O) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Route is mostly traffic free.	
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2	Route is mostly traffic free.	
Safety	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists	Oyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Oyclists in cycle lanes at least 1.8m wide on-carriageway; 85th percentile motor traffic speed max 30mph.	Oyclists on route away from motor traffic (off road provision) or in off carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph	2	Route is mostly traffic free.	•
	Rist	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, al conflicting cycle/motor traffic streams separated.	2	Cyclists must cross road at Queens Road, but no conflicting movements aside from that.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	No road markings, but clear where route goes.	
Safety	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity		Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2	No kerbside activity.	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced.	The route includes evasion room and avoids any physical hazards.	-	There are physical hazards along the route, and there are barriers at the Queens Road junction.	
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects.	Smooth high grip surface.	-	Defects along the route.	



Wayfinding Effective width without conflict  Non-local cyclists should be able to
able to navigate the routes without the need to refer to maps.
20. Signing
Route signing is poor with signs missing at key decision points.
Gaps identified in route signing which could be improved
Recommended widths are located at all decision points maintained throughout whole route and junctions.
0
Little signage but route is clear Widths are below the throughout. route.



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	0	Route is not overlooked.	
Attractiveness	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A.	-	Narow widths reduce the pedestrian comfort level.	
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter.	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	Signage does not cause street clutter.	
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure non overlooked areas.	Some secure cycle parking provided but not enough to meet demand.	Secure cycle Parking provided, sufficient to meet demand.	0	No cycle parking observed at any point on route	

Maximum Score	50
Achieved Score	31
Percentage	62
Critical	0
N/A	0



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network	Ability to join/leave route safely and easily; consider left and right turns		Oyclists cannot connect to other routes without dismounting	Oyolists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	The route was relatively continuous to cycle, however at the All Saints Way crossing the current fencing constriction requires cyclists to dismount in order to traverse the crossing.	
Cohesion	Continuing and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned' particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Oyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Oyclists are provided with a continuous route, including through junctions	0	Lack of signage near major junctions, therefore cyclists were unsure of which direction to take. Share use sections were disjointed in signage, meaning there was ambiguity over where these regions began and ended.	
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which makes up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width i.e. distances between primary and secondary routes within the network		Route contributes to a network density mesh width > 1000m	Route contributes to a network density mesh width 250 – 1000m.	Routes contributes to a network density mesh width <250m	2	Plenty of alternates routes for the majority of the network. Already established cycle routes in the area such as through the residential area along Hallam Street.	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Route followed parallel to main dual carriageway, therefore following the shortest practical route for cyclists.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrianonly zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	-	Route near Bull Street has several signal stops (4 within 500m), however the rest of route has minimum signal stops. Once passed All Saints Way junction, there are no more signalised stops until the end of the route.	
Directness	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	-	There are multiple ASL for cycles along the signalised stops near Bull Street, meaning cyclists can move off at the same time as motor vehicles. However, at All Saints Way/ Parsonage Street junction, the requirement for cycles to cross at multiple signalised lights mean the delay is more longer for cyclists crossing this junction than motor vehicles.	
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists either use on- carriageway facilities that are wide enough to pass stationary cars and use ASL, or are on shared use areas where they can pick an appropriate speed.	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent	8. Gradient		Route includes sections steeper than the gradients recommended in Chapter 5	There are no sections of route steeper than the gradients recommended in Chapter 5	There are no sections of route which steeper than 2%	0	Only one section does not meet recommended gradients, New Street N/Seager St junction to A41 bridge (SB) gradient is 4.6% and length of the corridor is 130m.	1



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	nere cyclists are sharing the	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	<ol> <li>Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction</li> </ol>	85th percentile > 37mph (60kph)	85th percentile . >30mph	85th percentile 20mph-30mph	85th percentile <20mph	-	Roads where cyclists share the carriageway tend to have a speed limit of 30mph. Due to multiple signalised stops, motor vehicles do not exceed this.	11 Sept.
	Reduce/remove speed differences where cyclists are sharing the carriageway.	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important points where risk of collision is greater, such as at junctions.	10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile .>30mph	85th percentile 20mph-30mph	85th percentile <20mph	_	Roads where cyclists share the carriageway tend to have a speed limit of 30mph. Due to multiple signalised stops, motor vehicles do not exceed this.	
Safety	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	50000-10000 AADT and 2-5% HGV	25000-5000 and <2% HGV	0-2500 AADT	1	Note: Check the traffic on Bull Street section as this seemed to be quite heavy and with the presence of HGVs.	
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Oyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Callsts in unrestricted traffic lanes outside criftcal range (3.2 to 3.9m) or in cycle lanes less the 1.8m wide	Codists in cycle lanes at least 1.8m wide on-cardageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph	1	Roads where cyclists share the carriageway tend to have a speed limit of 30mph. Carriageway widths are over 3.5m which should allow cars to pass whilst providing cyclists with 1.8m of space. Due to multiple signalised stops, motor vehicles do not exceed this.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Risk of collision	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads—cyclists priority and/or speed reduction across side roads Major roads—separation of cyclists from motor traffic through junctions	13. Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions conflicting cycle/motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated	-	Side roads were frequent and did not have raised table treatments to ensure vehicles slowed as they approached the junction, however major junctions had separated movements of traffic.	
Safety	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout.		Faded, old, unclear complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2		
Saf	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity		Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffe) wide alongside kerbside parking)	Some conflict with kerbside activity  – e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	Lots of on street parking, especially along St Clements Lane, where there was a large number of residential vehicles parked up, which often meant cyclists had to give way to larger vehicles coming in the other direction.	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced.	The route includes evasion room and avoids any physical hazards	0	Where on street parking is present, cyclists do not have any evasion room. This was an issue along St Clements Lane as well are more Northern sections of the route.	Description of the second



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects.	Smooth high grip surface.	-	Occasional pothole and rutting along edge of carriageway.	
ort		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints	Machine laid smooth and non- slip surface – e.g. Thin Surfacing, or firm and closely joints blocks undisturbed by turning heavy vehicles	_		
Comfort	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum.	Recommended widths are maintained throughout whole route	-	There are regions of shared use cycle facilities including alongside All Saints Way, however these had pinch points which narrowed to widths below the desirable minimum, especially where road signs were present.	
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	Smooth high grip surface.	



Attractiveness	/eness	###	Design Feature
	Social safety and perceived vulnerability of user	ability of user	Factor
Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	e perceived as safe and i, lit, overlooked routes are likely to be used.	Design Principle
	22. Isolation	21. Lighting	Indictors
			Critical
	Route is generally away from activity	Most or all of route is unlit	(0) Red
	Route is mainly overlooked and is not far from activity throughout its length	Short and infrequent uniit/poorly lit sections	(1) Amber
	Route is overlooked throughout its length	Route is lit to highway standards throughout	(2) Green
	2	2	Score
Cycle provision would reduce the possibility of cyclists using footway, especially along Walsall Road, however it would have little improvement along the rest of the route.	Almost entire route is in residential areas.	Frequent street lighting across the whole scheme	Comments
Towns.			Supporting photos



Attract	Attractiveness	Design Feature
Secure cycle parking	Minimise street clutter	Factor
Ease of access to secure cycle parking within businesses and on-street	Signing required to support scheme layout	Design Principle
25. Evidence of bicycles parking to street furniture or cycle stands	24. Signs informative and consistent but not overbearing or of inappropriate size	Indictors
		Critical
No additional cycle parking provided or inadequate provision in insecure non overlooked areas.	Large number of signs needed, difficult to follow and/or leading to clutter.	(0) Red
Some secure cycle parking provided but not enough to meet demand.	Moderate amount of signing particularly around junctions.	(1) Amber
Secure cycle parking provided, sufficient to meet demand.	Signing for wayfinding purposes only and not causing additional obstruction.	(2) Green
2	2	Score
There was the presence of the local TfWM cycle hire bikes along he route as well as on street cycle stands at the Northern end of the route.		Comments
		Supporting photos

Maximum Score	50
Achieved Score	28
Percentage	56
Critical	0
N/A	0



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network	<ol> <li>Ability to join/leave route safely and easily; consider left and right turns</li> </ol>		Oyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	-	Access to other routes on the canal, and the continuation of NCN 5 north of Walsall.	
Cohesion	Density of network	Oycle networks should provide a mesh (or grid) of routes a across the town or city. The density of the network is the distance between the routes which makes up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	: 3. Density of routes based on mesh width i.e. distances between primary and secondary routes within the network		Route contributes to a network density mesh width > 1000m	: Route contributes to a network : density mesh width 250 – 1000m.	Routes contributes to a network density mesh width <250m	2	Connections to the other canal routes and the continuation of NCN 5 north of Walsall.	2.87
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road afternative		Deviation factor against straight line or shortest road alternative > 1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	0	Route does deviate slightly from shortest road alternative	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments Supporting photos	
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrianonly zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	-	Stopping and give way frequency is roughly 2.5 per km, mostly situated within Walsall Town Centre.	
Directness	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	-	Delay for cyclists is similar to that for motor vehicles.	<b>/</b>
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	-	Overtaking slower travelling bicycles is hard on the canal tow path and on other points of the route.	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent	8. Gradient		Route includes sections steeper than the gradients recommended in Chapter 5	There are no sections of route steeper than the gradients recommended in Chapter 5	There are no sections of route which steeper than 2%	-	There are some steeper sections of the route.	



				IUWEII	· · · · ·	y i aii				
Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	nere cyclists are sharing the	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	<ol> <li>Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction</li> </ol>	85th percentile > 37mph (60kph)	85th percentile . >30mph	85th percentile 20mph-30mph	85th percentile <20mph	<del>-</del>	Junctions on busier sections of road are mostly segregated, but this is not always the case.	
	Reduce/remove speed differences where cyclists are sharing the carriageway.	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important points where risk of collision is greater, such as at junctions.	10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile .>30mph	85th percentile 20mph-30mph	85th percentile <20mph	-	Cyclists share the carriageway on roads that are a range of speeds. Generally on busier roads with higher road speeds they are segregated, but this is not always the case.	9401
Safety	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	50000-10000 AADT and 2-5% HGV	25000-5000 and <2% HGV	0-2500 AADT	-	There are some sections where cyclists have to share the carriageway where traffic volumes are higher.	
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Constructed traffic lanes outside criftcal range (3.2 to 3.9m) or in cycle lanes less the 1.8m wide	Opists in cycle lanes at least 1.8m wide on- carigageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph	Oritical	Sections of Highgate Road are within the critical range of cycling traffic, which would score an immediate fail for the whole scheme.	



Design Feature	Factor	Design Principle	Indictors	Critical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
	Risk of collision	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclists priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions	13. Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions conflicting cycle/motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated	-	Conflicting movements at some junctions of the route.	
Safety	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout.		Faded, old, unclear complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	_	The route is generally well-marked, but road markings could be better used to improve this. Some times on the canal need to be located in more conspicuous locations.	
Sal	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity		Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity  – e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	-	On road parking on Delves Rod and Redwood Road, increasing collision risk for cyclists.	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced.	The route includes evasion room and avoids any physical hazards	-	Evasion room not provided within Town Centre and evidence of hazards (e.g. guard rail) on route.	



Pavement or carriageway
Pavement or carriageway construction providing smooth and level surface
18. Surface type
Any bumpy, unbound, slippery and potentially hazardous surface.
Hand-laid materials, concrete paviours with frequent joints
Machine laid smooth and non- slip surface – e.g. Thin Surfacing, or firm and closely joints blocks undisturbed by turning heavy vehicles
Cobbled stone path near to St Matthew's Church.



Attractiveness	eness		Design Feature
Impact on pedestrians, including people with disabilities	Social safety and perceived vulnerability of user	ability of user	Factor
Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	e perceived as safe and ilt, overlooked routes are likely to be used.	Design Principle
23. Impact on pedestrians, Pedestrians Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)	22. Isolation	21. Lighting	Indictors
			Critical
Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	Route is generally away from activity	Most or all of route is unlit	(0) Red
No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Route is mainly overlooked and is not far from activity throughout its length	Short and infrequent unlit/poorly lit sections	(1) Amber
Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A.	Route is overlooked throughout its length	Route is lit to highway standards throughout	(2) Green
<del>-</del>	0	0	Score
Narrow widths on shared surface will reduce pedestrian comfort.	Off-road sections on canal and through Sandwell Valley Park are not overlooked.	Off-road sections on canal and through Sandwell Valley Park are not lit.	Comments
			Supporting photos



Design Feature	Factor	Design Principle	Indictors	Oritical	(0) Red	(1) Amber	(2) Green	Score	Comments	Supporting photos
Attractiveness	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/or leading to clutter.	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	Street clutter is generally minimised, as NCN signage is with stickers, utilizing existing street furniture.	
Attrac	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parking to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure non overlooked areas.	Some secure cycle parking provided but not enough to meet demand.	Secure cycle parking provided, sufficient to meet demand.	0	More cycle parking should be provided, particularly near to the off-road routes.	

Maximum Score	50
Achieved Score	23
Percentage	46
Critical	1
N/A	0



Location	Comments	Supporting Photos
Blackbrook Road, Holly Hall, Dudley	Clear route signage along the canal.	
Blackbrook Road, Holly Hall, Dudley	Bridge for pedestrian and cyclists only provides easy access onto canal	
Blackbrook Road, Holly Hall, Dudley	Severely damaged pedestrian guard rail may indicate a potential collision hotspot.	
Blackbrook Road, Holly Hall, Dudley	Canal towpath is well maintained and has a good quality surface. However, if it unlit and quite narrow therefore may be deemed unsafe by some pedestrians	



Location	Comments	Supporting Photos
Blackbrook Road, Holly Hall, Dudley	Opportunity to provide seating alongside canal where there is space available.	
Pedmore Road, Brierley Hill	Route signs to canal, however area is not well lit or overlooked so may deter pedestrians from using the footpath.	
Pedmore Road, Brierley Hill	Steep inclines in certain areas may prevent pedestrians using the footpaths.	
Pedmore Road, Brierley Hill	Fast entry road with low visibility and large crossing distance increases the risk of a collision between vehicles and pedestrians.	



Location	Comments	Supporting Photos
Narrowboat Way, Hurst Business Park, Brierley Hill	Hostile environment for a pedestrian crossing. There is no dropped kerb or tactile paving and the crossing distance is large. The large radius at the junction also encourages faster speeds from vehicles turning in.	
The Embankment, Brierley Hill	Only pedestrian connection from the town centre to Brierley Hill.	
Pedmore Road, Brierley Hill	Some footpaths in the zone are degraded and require resurfacing. There is a disused bus stop which could be reallocated into footway space.	
Pedmore Road, Brierley Hill	Degraded and narrow footpath alongside a busy road is not an attractive route for pedestrians.	



Location	Comments	Supporting Photos
Merry Hill, Brierley Hill	Narrow and overgrown footpath with oncoming 40 mph traffic creates an unpleasant walking environment for pedestrians.	
3-11 Nottingham Way, Brierley Hill	Good connection between residential area and Saltwells Local Nature Reserve.	
Merry Hill, Brierley Hill	Footway next to busy road (A4036) is very narrow.	
Merry Hill, Brierley Hill	Pedestrians must cross the carriageway in multiple stages which is not ideal, as it increases the journey time.	



Location	Comments	Supporting Photos
The Boulevard, Brierley Hill	Bus stop without a shelter or seating will deter people from using public transport. This could be easily implimented to improve pedestrian experience.	
The Boulevard, Brierley Hill	Clear pedestrian desire line from footpath to car park.	



Location	Comments	Supporting Photos
Croxdene Avenue, Bloxwich, Walsall	Crossing point is missing some tactile paving, therefore posing a safety hazard to visually impaired pedestrians. The carriageway next to the crossing point is also severely degraded.	V V
Bloxwich Hospital Bus Stop, Walsall	Narrow pedestrian footpath alongside bus shelter. Difficult for pedestrians and wheelchair users to use this footpath if bus stop is busy.	
98-114 Somerfield Road, Leamore, Walsall	Route signage to other pedestrian and cycle routes is provided.	A stb Pinfold Health Centre
Somerfield Road, Leamore, Walsall	Some pedestrian footways in the walking zone have uneven surfaces, increasing the likelihood of pedestrians tripping over.	
2-44 Somerfield Road, Leamore, Walsall	Narrow footways prevent two pedestrians from being able to pass each other side by side. Also some footways had issues with litter.	



Location	Comments	Supporting Photos
26-38 Leamore Lane, Leamore, Walsall	Potential kerbside conflict with numerous vehicles parked on the pavement, narrowing the pedestrian footway.	
ESSO Petrol Station, Leamore, Walsall	Barriers located along edge of carriageway to stop vehicles parking along pavements. They also help form a pedestrian crossing point, however, this crossing point is slightly off the desire line.	
Somerfield Garage, Blakenall Lane, Walsall	Very narrow pedestrian footway c.1.1 metre.	
6-54 Blakenall Lane, Walsall	Narrow pedestrian footway inhibits the movement of pedestrians and wheelchair users.	

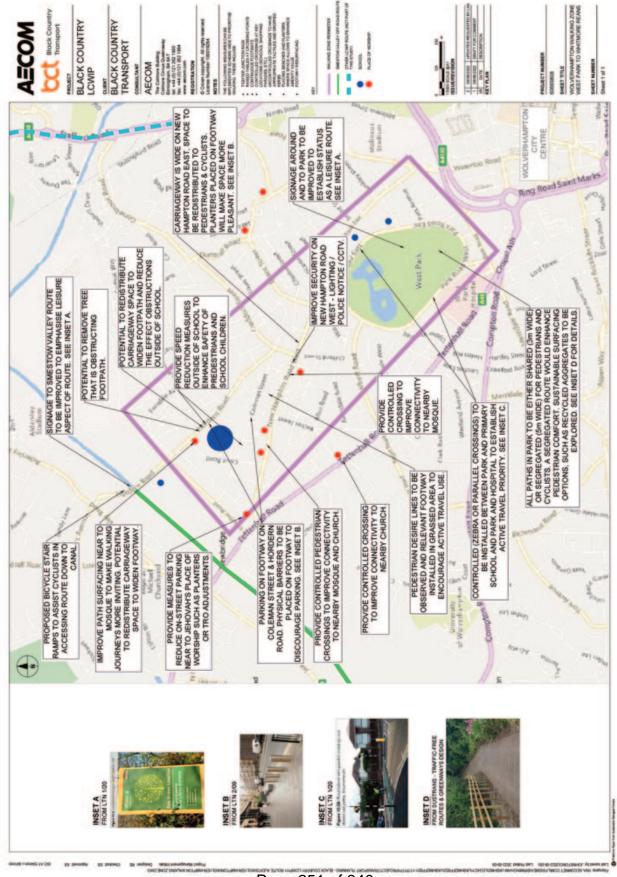


Location	Comments	Supporting Photos
1-13 St Clement's Avenue, Walsall	Cars parked on the footway restrict the access of pedestrians. This kerbside conflict may also cause challenges for wheelchair users. The narrow footway may encourage pedestrians to walk onto the road in order to pass the parked vehicles and rejoin the pavement. This presents a safety hazard.	
101-143 Chantry Avenue, Walsall	Trees and parked vehicles could obstruct pedestrian movements but footpath is wider than in other areas of the walking zone.	



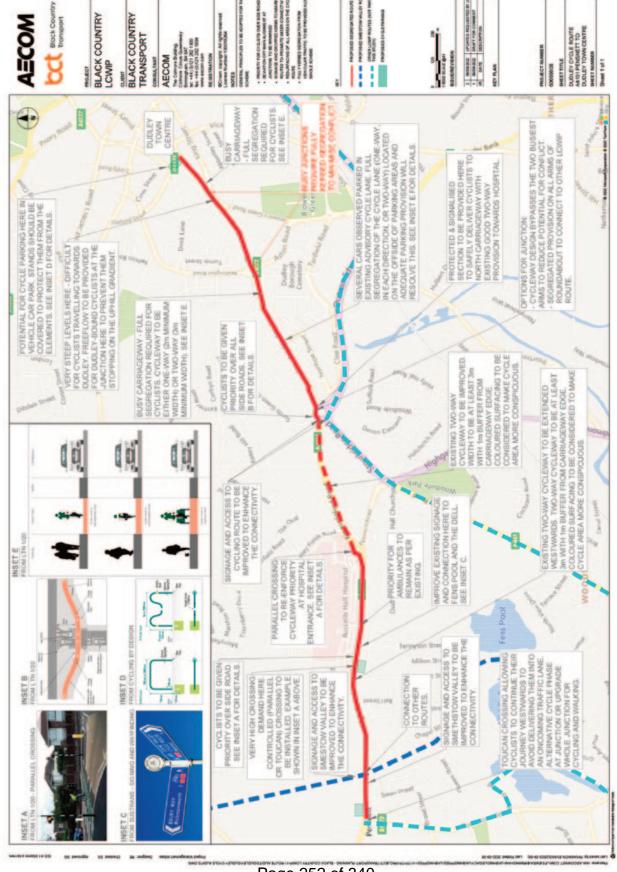
Location	Comments	Supporting Photos
Moor Lane, Rowley Regis	Upper Moor Lane is a narrow country road with a blind bend that would require further narrowing to accommodate walking/cycling facilities (probably not possible to narrow further, lane widths already <3m).	
Moor Lane, Rowley Regis	Hospital requires emergency access road which may be difficult to build walking facilities across.	
Moor Lane, Rowley Regis	Moor Lane has a steep gradient which will provide issues for wheelchair users and may also deter pedestrians from using the footpaths.	
Moor Lane, Rowley Regis	No existing footway on western side of Moor Lane. However, there is space available for a footpath and benches to be implemented.	
Moor Lane, Rowley Regis	Hospital has existing boundary fence which would make reclaming land - from Upper Moor Lane - for a footway quite difficult.	Single Land Land Land Land Land Land Land Land



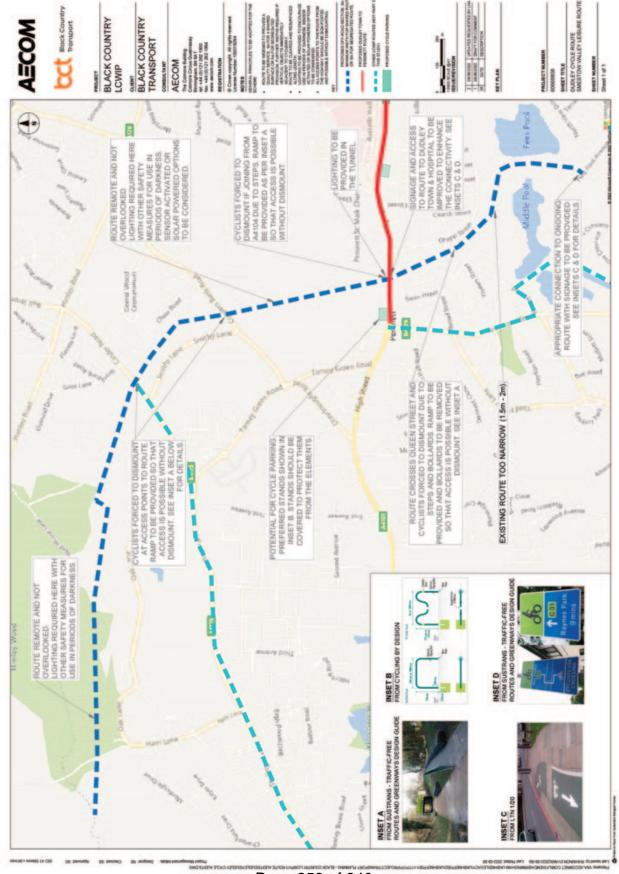




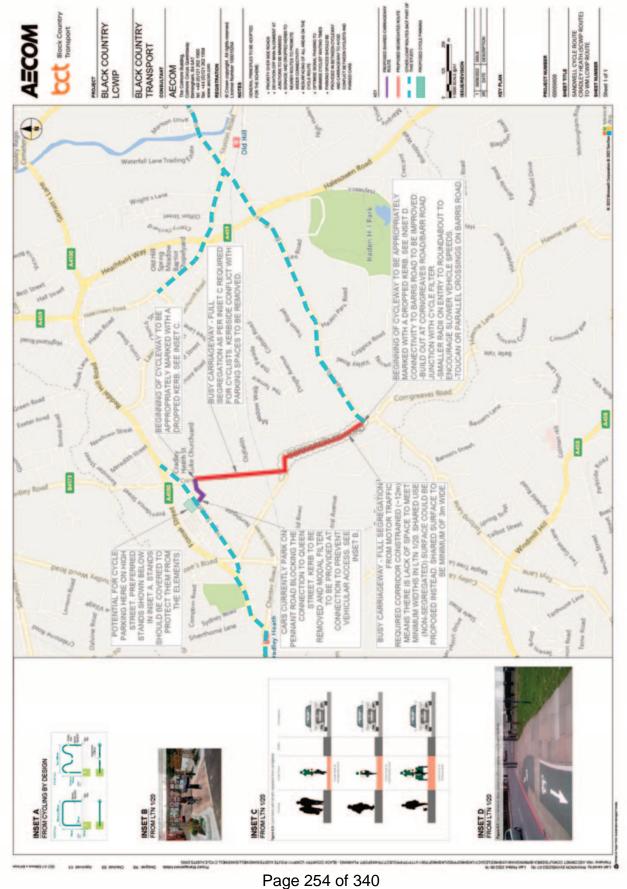
#### Appendix H: Cycle Route Scheme Plans



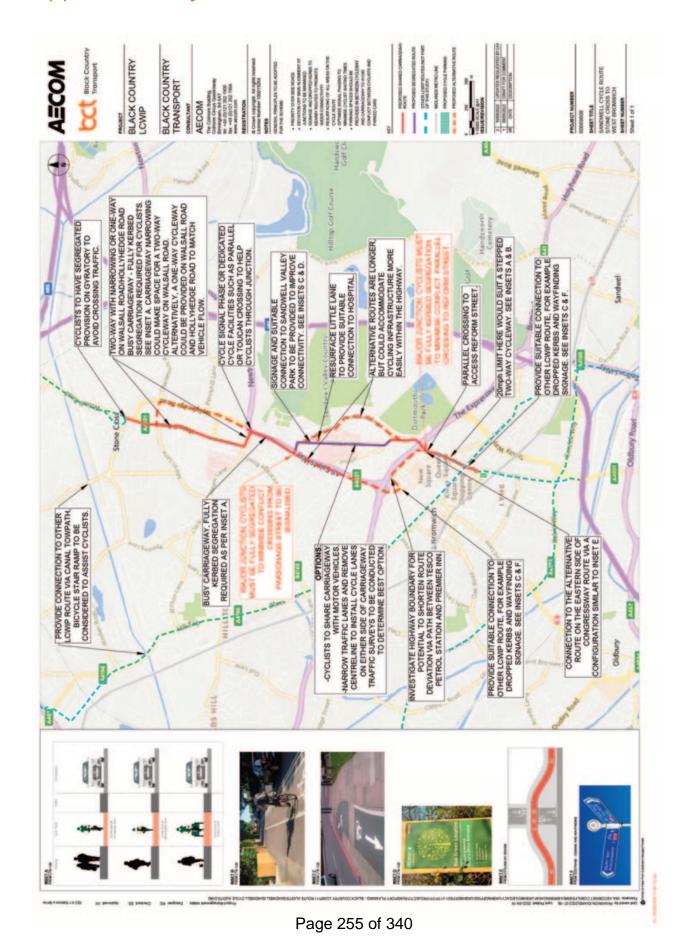




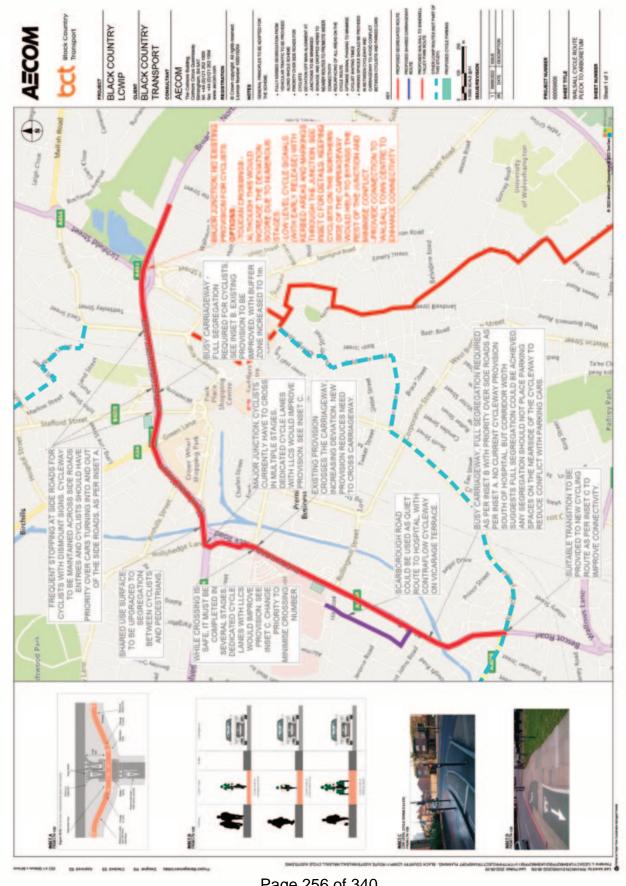




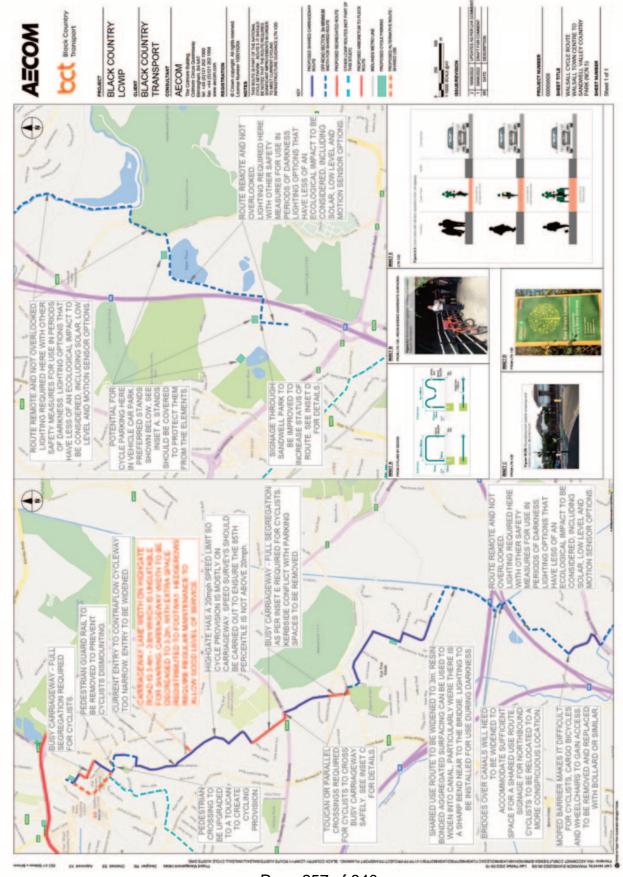




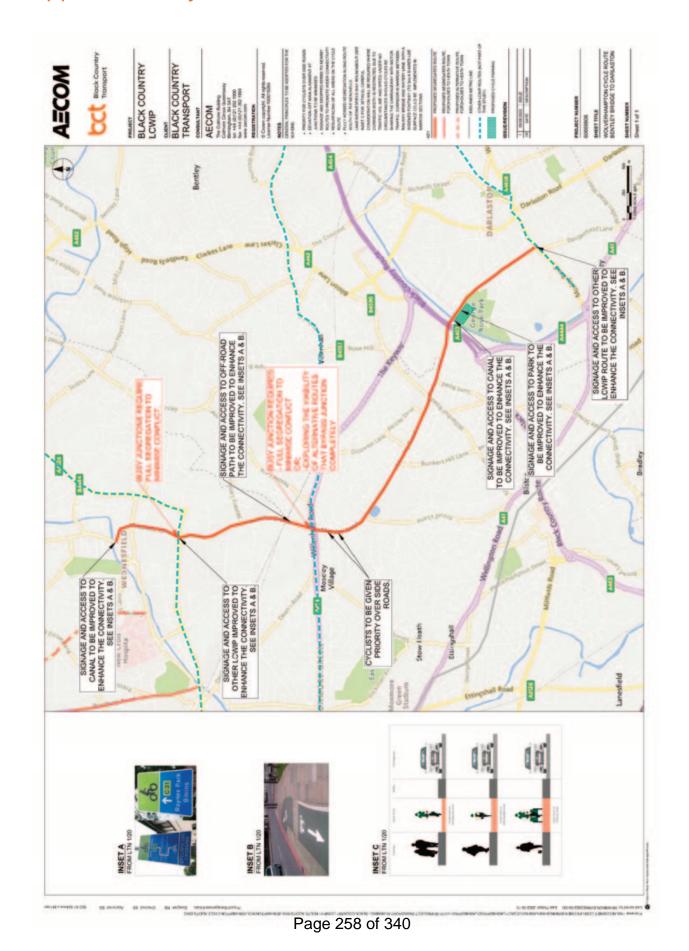




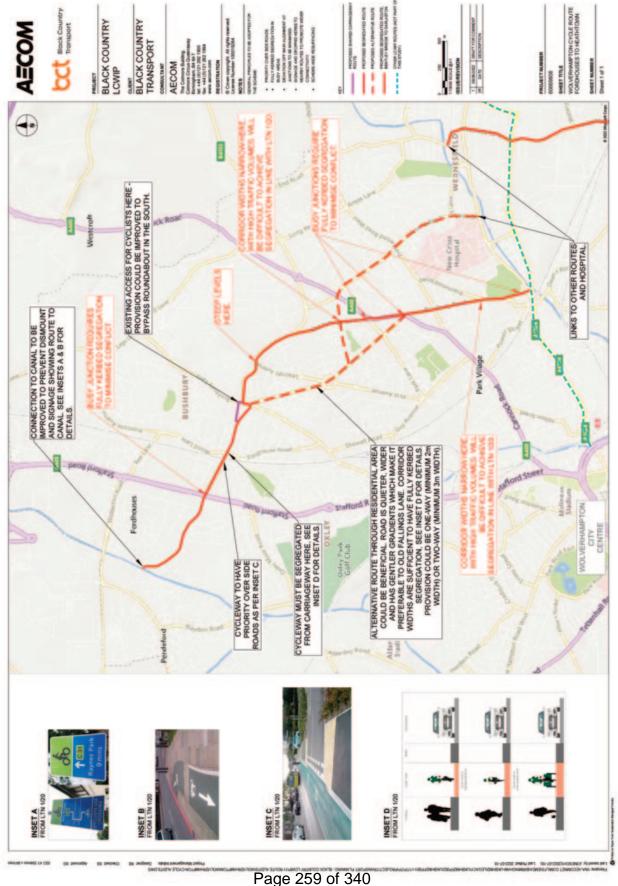




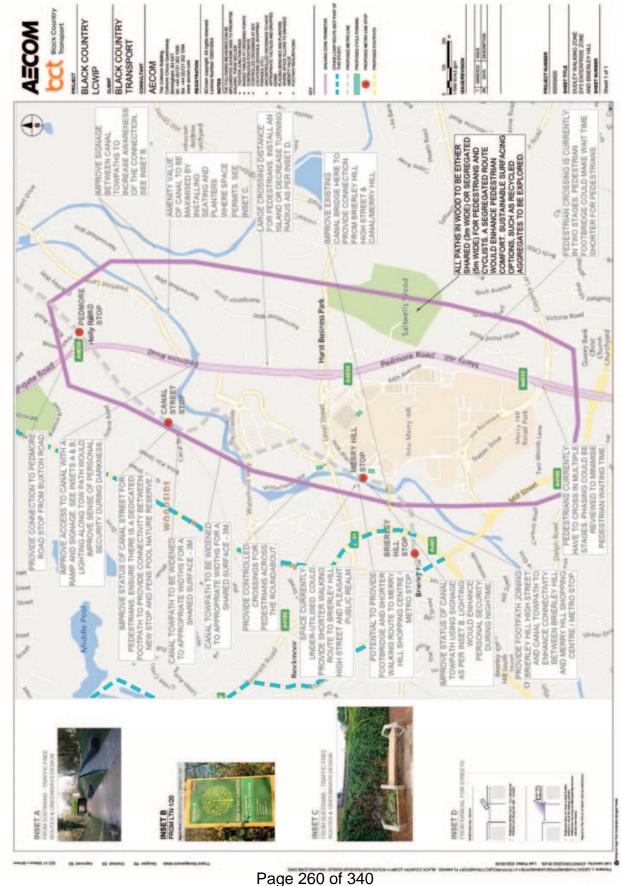




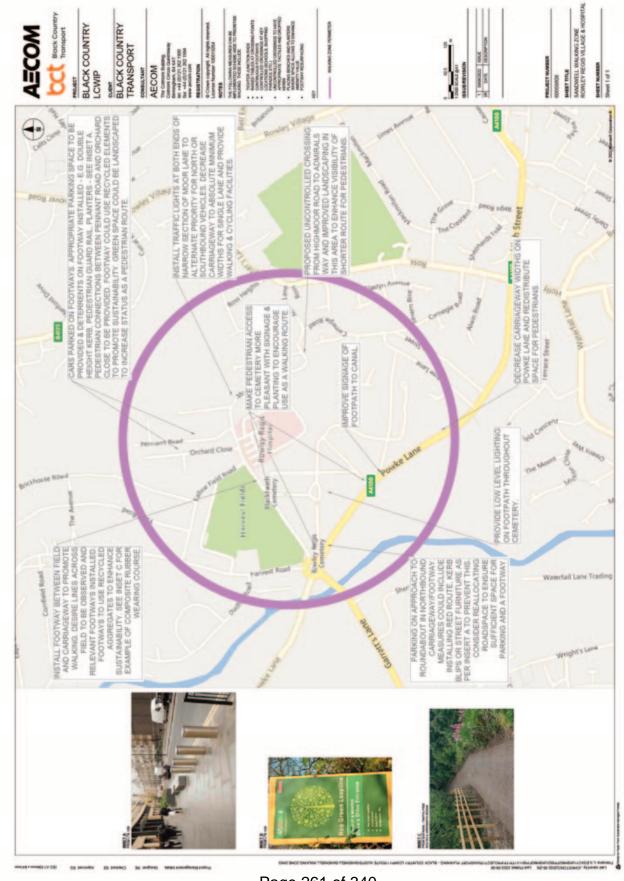












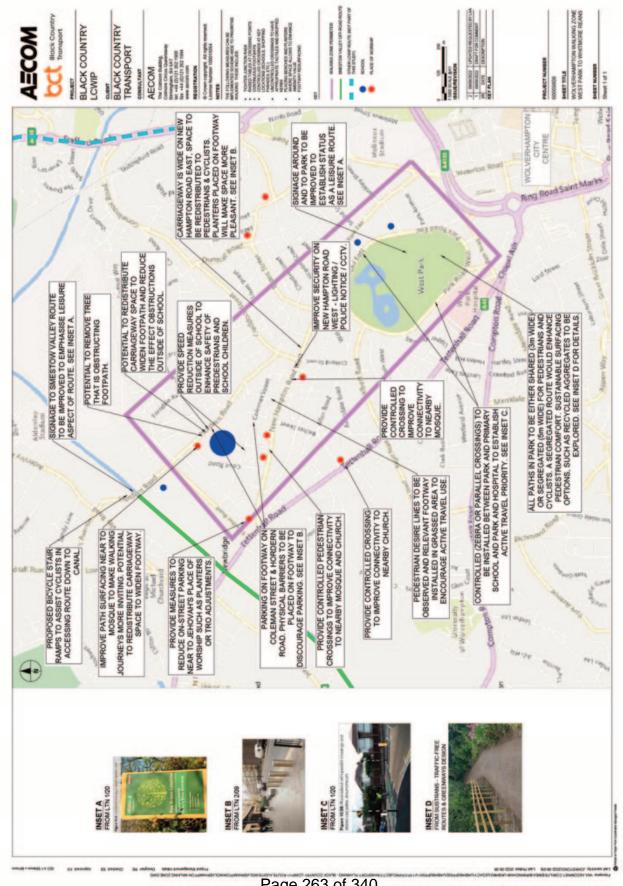
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# Appendix J: Cycle Routes / Walking Zones Cost Assumptions

# Cycle Scheme Cost Assumptions

- 1. Costings have been derived from Typical Costs for Cycling Interventions in the first instance. Little detail is given about how these costings are built up assumptions about this are shown below and excluded costs shown as additional items. Cycle storage has been added as extra onto each scheme.
- 2. Where appropriate costs are not available in TCCI, SPONS 2022 has been used to determine costs
- 3. Inflation is derived from ONS Construction Output Price Indices (OPIs) for New Works https://www.ons.gov.uk/businessindustryandtrade/constructionindustry/datasets/interimconstructionoutputpriceindices. Mar 2017 was 104.3, Mar 2022 was 125.2, with percentage increase of 20%.
- 4. No land take is anticipated in the project, so the costs do not include CPO costs. Land take will incur additional costs.
- 5. The optimism bias is 44% due to uplift for local roads https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\_data/file/576976/dft-optimism-bias-study.pdf.
- 6. The upper limit of the range has been used to estimate costs as a default.
- 7. Major drainage works (e.g., new pipes) have not been included. Installing new connections or changing levels for drainage levels are assumed to be in the main scheme type costs.
- 8. Major utility works have not been included (e.g., relocating major assets).
- 9. Works do not account for full carriageway construction. Any rebuild included in the works will incur extra costs.
- 10. Cycle parking hubs include security and changing facilities provided in transport hubs or main commercial/transport centres.
- 11. Bridge widening is estimated at a value between new bridges and bridge improvements (New bridge: £1 5 million as per page 9, Bridge upgrades: £0.10 £0.50 million per metre).
- 12. Site clearance and resurfacing costs are included within the cycle route type cost.
- 13. Cycle Stand cost is from SPONS External Works and Landscape page 142.
- 14. Bench cost is from SPONS External Works and Landscape page 142.
- 15. Planters used are street planters cost is from SPONS 2022 External Works and Landscape page 116 "Street Planter".
- 16. Cost for signage on cycling routes is total route length. Signage on walking routes is less comprehensive provided as appropriate.



# Appendix J: Cycle Routes / Walking Zones Cost Assumptions

- 17. Decrease side road radii Cost used is Civic Town centre area of paved open space as it will turn carriageway into footway with amenities. Area represents the expected carriageway converted into footway. Diamond sawn Yorkshire paved. Page 48: £31,000 per 100m<sup>2</sup>.
- 18. Only CAPEX costs have been included revenue costs to encourage the population to use new measures will cost extra.
- 19. Some Traffic Management has been included, but if it occurs for an extended period of time and includes overnight working the cost will be inflated.
- 20. 20 mph zone works include signage, raised tables and other traffic calming measures.
- 21. Routes with lighting £460,000 per kilometre. This is added as extra, value from page 7 of TCCI.
- 22. Ramp access = £250,000 as per page 8 of TCCI. These are added as extra.



Cycle	Cycle Routes																	
Descri	Description				Timescales	Effectiveness				Policy Economic		Deliverability			Prioritisation			
Scheme Name / Route	Scheme Description	Local Authority	Length (km)	Cost	Length of delivery	Increased trips	Directly benefits key target groups	Supports integration of the network	Improves Air Quality	KSI corridor	Delivers towards Local Plan policies	Delivers to improve public health objectives	Potential to attract funding	Cost Effectiveness	Environmental Constraints	Dependency on other schemesal Support	Stakeholder / Political Support	Total Score
A4101 Pensnett to Dudley Town Centre	Cycle superhighway and a mixed cycle route, remodel of major junctions and provision of cycle crossing facilities, cycle parking areas and comprehensive cycle route signage and A491 in to Himley.	Dudley	3.365	£18,887,962	2	3	3	3	0	1	1	1	1	2	3	3	2	25
Cradley Heath (SCWIP Route) to WM LCWIP Route	Whole length cycle superhighway and mixed strategic cycle route with remodelled major junction, cycle crossing at major road, cycle parking and route signage.	Sandwell	1.025	£5,462,736	3	2	3	1	0	1	1	1	1	2	1	3	2	22
Pleck to Arboretum	Whole length cycle superhighway and mixed strategic cycle route, remodelled major junctions, cycle crossing at major roads, cycle parking facilities, comprehensive cycle route signage.	Walsall	3.277	£15,609,619	2	2	3	3	0	1	1	1	1	2	1	3	2	22



Cycle	Cycle Routes																	
Descri	Description				Timescales	Effectiveness			Policy Economic		Delive	Deliverability						
Scheme Name / Route	Scheme Description	Local Authority	Length (km)	Cost	Length of delivery	Increased trips	Directly benefits key target groups	Supports integration of the network	Improves Air Quality	KSI corridor	Delivers towards Local Plan policies	Delivers to improve public health objectives	Potential to attract funding	Cost Effectiveness	Environmental Constraints	Dependency on other schemesal Support	Stakeholder / Political Support	Total Score
Smestow Valley Leisure Route	Whole length mixed strategic cycle route and whole low level lighting, widening of existing bridge, ramp access at three locations and comprehensive route signage.	Dudley	4.654	£9,864,461	2	2	2	3	0	0	1	1	0	3	2	3	2	21
Bentley Bridge to Darlaston	Whole length cycle superhighway, remodelled major junctions, comprehensive route signage, cycle parking facilities at various locations.	Wolverhampton	5.664	220,250,317	1	3	3	1	1	0	1	1	1	1	1	3	2	21
Fordhouses to Heathtown	Entire length cycle superhighway and mixed strategic cycle route, remodelled major junctions and comprehensive route signage.	Wolverhampton	5.181	£24,761,366	1	2	2	2	0	0	1	1	1	1	2	3	2	18
Stone Cross to West Bromwich	Cycle superhigh- way and mixed strategic cycle route, remodelled major junction, re- surfaced cycle route, cycle cross- ing at major road, ramp access, parking facility and comprehensive cycle route sig- nage	Sandwell	3.696	£18,376,027	1	2	2	2	0	1	1	1	1	1	2	1	2	17



Cycle	Cycle Routes																	
Descri	Description				Effectiveness			Policy Economic			Deliverability			Prioritisation				
Scheme Name / Route	Scheme Description	Local Authority	Length (km)	Cost	Length of delivery	Increased trips	Directly benefits key target groups	Supports integration of the network	Improves Air Quality	KSI corridor	Delivers towards Local Plan policies	Delivers to improve public health objectives	Potential to attract funding	Cost Effectiveness	Environmental Constraints	Dependency on other schemesal Support	Stakeholder / Political Support	Total Score
Walsall Town Centre to Sandwell Valley Park (NCN5)	Whole length cycle superhighway and mixed strategic cycle route, cycle crossing at major roads, various cycle parking facilities, widening of two existing bridges, low level lighting at two locations, comprehensive cycle route signage.	Walsall	11.396	£18,403,183	1	1	2	3	1	1	1	1	0	1	1	2	2	17
DY5 Enterprise Zone and Brierley Hill	Three mixed strategic cycle routes with benches, a new bridge and improvement of existing bridge, two cycle crossings at major roads, decrease side roads radii, ramp access, cycle parking facilities and comprehensive route signage	Dudley	2,049,705	£10,069,401	2	3	3	2	0	0	1	1	1	3	3	3	2	24
West Park to Whitmore Reans	Mixed strategic cycle routes, ramp access, resurfaced cycle route, benches and planters at various locations, controlled crossings, decrease side road radii at various locations, 20 mph zone, CCTV, comprehensive route signage, bollards and removal of trees	Wolverhampton	1,240,969	£5,722,908	2	3	3	1	0	1	1	1	1	3	3	3	2	24



Cycle	Cycle Routes																	
Description					Timescales	Effe	ctivenes				Policy		Econo	mic	Delive	rability		Prioritisation
Scheme Name / Route	Scheme Description	Local Authority	Length (km)	Cost	Length of delivery	Increased trips	Directly benefits key target groups	Supports integration of the network	Improves Air Quality	KSI corridor	Delivers towards Local Plan policies	Delivers to improve public health objectives	Potential to attract funding	Cost Effectiveness	Environmental Constraints	Dependency on other schemesal Support	Stakeholder / Political Support	Total Score
Leamore / Bloxwich / Blakenall Heath	Mixed strategic cycle route, resurfaced cycle route, planters, benches, controlled and uncontrolled crossings at various locations, one playground, removal of trees, various decreases to side road radli, CCTV at skateboard park, comprehensive route signage and cycle parking facilities.	Walsall	971,673	£1,165,518	2	2	3	1	0	1	1	1	1	3	1	3	2	21
Rowley Regis Village and Hospital	Four mixed strategic cycle routes, benches, planters, zebra crossing, decrease side road radii at various locations, low level lighting and comprehensive route signage.	Sandwell	478,281	£1,906,526	2	2	2	1	0	0	1	1	1	3	2	3	2	20

#### Cabinet – 16 April 2025

# **UK Shared Prosperity Fund**

Portfolio: Councillor Andrew – Associate Leader, Economic Growth &

Regeneration

Related portfolios: Councillor Perry – Leader of the Council

**Service:** Regeneration, Housing and Economy

Wards: All

Key decision: Yes

Forward plan: Yes

#### 1. Aim

1.1 The UK Shared Prosperity Fund aims to enhance pride in place and level up outcomes for residents, businesses, and communities. This initiative focuses on three priorities: communities and place, supporting local businesses, and people and skills. The fund's extension into 2025/26 ensures stability and flexibility for delivering local projects and offers some certainty ahead of broader local growth funding reforms. Its flexible nature allows it to be tailored to local needs, driving economic growth, jobs, skills, and resilient communities with better life chances for all.

## 2. Summary

- 2.1 The UK Shared Prosperity Fund (UKSPF) formed part of the previous UK Government's wider commitment to level up all parts of the UK. The overarching aim of the fund is to build pride in place and increase life chances across three investment priorities: communities and place, supporting local business and people and skills.
- 2.2 In the Autumn 2024 Budget, the UKSPF was extended for an additional transition year into 2025-2026, with a reduced allocation of £900 million, which is £600 million less than the previous 2024-2025 cycle. This extension provides Local Authorities with some stability and flexibility to deliver essential local projects and offers certainty of funding ahead of wider local growth reforms.
- 2.3 The West Midlands Combined Authority (WMCA), serving as the lead accountable body for the UKSPF in the West Midlands, was allocated £88.4 million for the period 2022-2025. Within this allocation, Walsall received £8,374,365. The distribution of funds is based on a formula comprising 70% population and 30% needs. For the transitional year 2025-2026, the West Midlands will receive £46.4 million, with Walsall being allocated £3,614,906.17.

This represents a substantial £1,744,683 reduction on the £5,359,595 annual funding for 24/25, and therefore activities and impact delivered by the fund will be reduced.

- 2.4 The implementation of the UKSPF will enable the Council to advance several objectives outlined in both the Council Plan and the We are Walsall 2040 Strategy across three priority pillars: Communities and Place, Supporting Local Business, and People and Skills. This report details the proposed approach for utilising these funds in alignment with these priorities and seeks delegated approvals to accept the funding and execute the programme effectively.
- 2.5 This constitutes a Key Decision due to the significant financial value of UKSPF and its potential to impact multiple wards.

#### 3. Recommendations

- 3.1 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities, in consultation with the Executive Director for Resources and Transformation and the Associate Leader Economic Growth and Regeneration, to accept Walsall's allocation of UK Shared Prosperity Funding and enter into funding agreements with the West Midlands Combined Authority.
- 3.2 That Cabinet approve the proposed UK Shared Prosperity Fund Delivery Plan for 2025-2026 as set out in 4.17 of this report.
- 3.3 That Cabinet delegates authority to the Executive Director for Economy, Environment and Communities in consultation with the Executive Director for Resources and Transformation and the Associate Leader Economic Growth and Regeneration, to:
  - authorise any variations to the contractual arrangements or other related documents including the delivery plan, commission contracts and grant programmes under the UK Shared Prosperity Fund executing the necessary legal documentation and payments.
  - submit, negotiate, and accept successful external funding bids that generate match funding that supports the delivery of the UK Shared Prosperity Fund programme.
  - submit, negotiate and accept future UK Shared Prosperity Fund awards from the governments accountable body to secure the successful continuation of the programme.

#### 4. Report detail - know

#### **Context**

4.1 Established in 2022, the UKSPF is the government's initiative for funding local growth and socio-economic projects, replacing the European Structural Funds. The WMCA serves as the lead authority and accountable body for the UKSPF

across the region, having developed an Investment Plan that outlines key measurable outcomes reflecting local needs and opportunities. These outcomes guide the interventions across three pillars: Communities and Place, Support for Local Business, and People and Skills.

- 4.2 In 2022, the region was allocated £88.4M UKSPF over three financial years, with funding determined using a formula based on 70% population and 30% needs (productivity, household income, and skills).
- 4.3 Walsall's allocation totalled £8,374,365, with £7,065,000 received, with the remaining fund retained for regional business expenditure by the WMCA.
- 4.4 Expenditure was allocated to the following locally agreed delivery themes:

Communities & Place	Supporting Local Business	People & Skills (2024/5 only)
Vibrant Places	Business Advice & Grants	Employment & Skills
Resilient Communities	Start Up Programme	Promoting Social Inclusion
Tackling Fuel Poverty	High Growth Programme	

- 4.5 From 2022, the Regeneration and Economy service, with the External Funding and Accountable Body teams, implemented the Investment Plan; making calls for projects, working with other council services to commence initiatives, inviting tenders to run services and submitting monitoring and returns to WMCA.
- 4.6 The three-year period has seen most of the original delivery themes taken forward to successful investments. There has been some variation in emphasis and quantum of funds from the initial Investment Plan (typical of multi-year programmes). Over 50 council officers and around 20 external bodies (under grant or procured contracts) are managed as intermediaries to deliver specific actions.
- 4.7 A full 2022-25 forecast and assurance exercise was completed by the Accountable Body team in January 2025, which identified some underspends (£121k total), but plans were immediately drawn up to spend on alternative schemes; hence a reallocation request across pillars was submitted to WMCA.
- 4.8 On 30 October 2024, the Autumn Budget announced a further year of the fund to operate for 2025-2026, which will serve as a 'transitional year' until the government reviews and launches its new programme. MHCLG have clarified they will not require lead authorities to submit a revised investment plan for 2025-26.
- 4.9 WMCA made clear that all current funding for the 2022-25 period must end, and that the new allocation is to be used over a one-year period ending 31 March 2026.

- 4.10 For 2024-25, the total West Midlands UKSPF allocation is £46,463,000 including £13,727,835 capital and £32,735,765 revenue. WMCA used the existing funding formula (70% population and 30% needs) to determine allocation per Local Authority area.
- 4.11 In January 2025, WMCA allocated £3,614,906.17 to Walsall for a one-year programme to commence in April 2025. This funding comprises £1,355,943.17 capital and £2,258,963 revenue. This represents a substantial £1,744,683 reduction on the £5,359,595 funding for 24/25, and therefore activities and impact delivered by the fund will be reduced.
- 4.12 A breakdown of Walsall's original 2025-26 allocation:

	Capital	Revenue	Total
Comm, Place &			
Skills	£839,024.00	£1,278,246.00	£2,117,270.00
Business Advice		£779,496.00	£779,496.00
SME Grants	£516,919.17	£91,221.00	£608,140.17
Total	£1,355,943.17	£2,148,963.00	£3,504,906.17
Management Fee		£110,000.00	£110,000.00
Total inc Mgt Fee	£1,355,943.17	£2,258,963.00	£3,614,906.17

## Re-distribution of Capital across Local Authorities

4.13 Recognising that individual local authorities may have varying capital and revenue requirements for their communities, place and skills delivery activity, WMCA offered a 'trade approach' between local authorities, subject to WMCA governance arrangements. It is anticipated that all local authorities will include some capital activity within their proposals.

## Walsall UKSPF 2025-26 Delivery Plan

- 4.14 In developing local UKSPF funding plans, WMCA requested that local authorities prioritise and build on existing successful UKSPF initiatives, ensuring alignment with Place Based Strategy development. A review of the Council's UKSPF activities for 2025-2026 was subsequently conducted, incorporating performance data and ongoing stakeholder feedback.
- 4.15 Implementing this strategy places considerable pressure on revenue, due to an overall reduction in funding. Consequently, this restricts the Council's capacity to continue financing all existing UKSPF activities, particularly those associated with the effective delivery of People and Skills initiatives. This includes the continuation of commissioning of Voluntary and Community Sector (VCS) services to promote employment and social inclusion.
- 4.16 Considering the revenue constraints, the Council submitted a request to WMCA to convert capital to revenue at an estimated rate of 56%, equating to £468,024. This strategy is pragmatic, given the availability of alternative capital funding sources such as the Town Deal, Community Regeneration Programme, and

Plan for Neighbourhoods. This adjustment does not change the reduced amount of funding available. However, it would allow enhanced revenue support for People and Skills activities, contingent upon WMCA governance procedures.

4.17 In light of these constraints, the following prioritisation of activities and expenditure is proposed for 2025-2026 UKSPF delivery:

Pillar	Theme	Activity	Reasons	Allocation
Communi ties & Place	Vibrant Places	Undertake place- making studies including Town Hall, development of Visitor and Tourism Strategy, and marketing initiatives.  Implement small capital public realm improvements and decarbonisation efforts in town centres, markets, and buildings, providing match funding for larger scale projects	Enhancing public spaces for better quality of life, economic boost, social interaction, and community.  Preparatory work to secure additional funding.	£346K
	Community Well-being	Addressing fuel poverty - support for the Housing Team's outreach efforts to reduce living costs and enhance energy efficiency. Continuation of community engagement and volunteering initiatives and enhancements in green space / countryside sites including meadow/wetland creation and improvement, paths, wildflower and community gardens.	Addressing financial pressures on households and improving residential buildings. Maximise work with external agencies e.g. Green Doctor, WEAP. Benefits to community health and vibrancy.	£350k
	Resilient Communities	Continuation of the Crowdfund Walsall	Established	£260,246
	Communities	Crowdiulia Walsali	community	

		initiative, providing small grants for area enhancements and improvements to quality of life. Launch of the Walsall 2040 Community Grant Scheme to promote volunteering and skill development. Continuation of the VCS Capacity Building Programme, including training opportunities.	grant programmes and governance, supporting VCSE with funding and non-financial opportunities to improve outcomes in communities and place.	
	Safe Reduce Crime	Design out crime initiatives around Council buildings and Libraries.	Reducing crime, fear of crime, and protecting property and services.	£105k
People & Skills	Employment and Skills	Funding and resource to the Walsall Works Employment and Skills Team to provide advisory employment and skill services, the Bloxwich Launchpad to enhance digital skills and support within the community, and VCS commissioning to promote employment and social inclusion.	Reducing unemployme nt, boosting workforce participation, and ensuring effective services at Bloxwich Launchpad.	£1,056,024
Local Business	Advice and support	Funding and resources for Business Growth Team advisory services within the community and premises, including Launchpad; continuation of the successful High-Level Business Growth Programme; support for start-up	Important for local economic growth and meeting local needs.	£1,387,636.17

		businesses; and SME capital grants.	
	Programme Management	Management and reporting of funds.	£110k
Total			£3,614,906.17

- 4.18 WMCA will collaborate with Local Authorities to precisely define programme outputs and outcomes. This will enable the development of a more detailed delivery plan in line with the proposed UKSPF delegations and governance arrangements.
- 4.19 The Council will continue to monitor and report on UKSPF activity with monthly claims due to WMCA.

## Council Plan priorities

- 4.20 The UKSPF is designed by the government to focus on three primary areas: Communities and Place, Support for Local Business, and People and Skills. These priorities align with the Walsall Council Plan.
- 4.21 The UKSPF offers a substantial opportunity to advance Council Plan objectives, including fostering resilient and empowered communities, ensuring vibrant towns, promoting a clean and sustainable future, supporting businesses, encouraging inclusive growth, and providing skills and jobs for all.
- 4.22 Moreover, it is intended that the fund will align closely with the ambitions of the We are Walsall 2040 initiative, particularly in creating a vibrant, safe, green, and healthy borough.

#### Risk management

- 4.23 The WMCA requires the Council to enter into a Funding Agreement, which outlines the rules and regulations of expenditure. Non-compliance could lead to financial clawback. To mitigate this risk, the Council's Accountable Body team will continue to resource monitoring officers funded through allocated administration costs. These officers will oversee local delivery, compliance, monitoring, and claims, and will serve as key points of contact for the WMCA UKSPF team.
- 4.24 The Accountable Body team will continue to review and update the Risk and Mitigation Register for the programme.

#### Financial implications

- 4.25 All activities will be fully funded by the grant received, as the UKSPF does not require match funding.
- 4.26 Walsall's original allocation against priorities is detailed in the table below.

	Capital	Revenue	Total
Comm, Place &			
Skills	£839,024.00	£1,278,246.00	£2,117,270.00
Business Advice		£779,496.00	£779,496.00
SME Grants	£516,919.17	£91,221.00	£608,140.17
Total	£1,355,943.17	£2,148,963.00	£3,504,906.17
Management Fee		£110,000.00	£110,000.00
Total inc Mgt Fee	£1,355,943.17	£2,258,963.00	£3,614,906.17

4.27 The Council has since submitted a revised proposal to trade 56% capital for revenue to mitigate delivery pressures, as outlined in the subsequent table. This is approved in principle but subject to WMCA governance procedures.

	Capital	Revenue	Total
Comm, Place &			
Skills	£371,000.00	£1,746,270.00	£2,117,270.00
Business Advice		£779,496.00	£779,496.00
SME Grants	£516,919.17	£91,221.00	£608,140.17
Total	£887,919.17	£2,616,987.00	£3,504,906.17
Management Fee		£110,000.00	£110,000.00
Total inc Mgt Fee	£887,919.17	£2,726,987.00	£3,614,906.17

4.28 Walsall has been allocated £110,000 to oversee the 2025-26 funding programme. These funds will be used to resource monitoring capabilities and manage claims processes.

#### Legal implications

- 4.29 The Council is required to enter into a Funding Agreement with the WMCA, which outlines the UKSPF rules and regulations. Legal Services will review the Funding Agreement to ensure the Council is fully aware of its obligations to the WMCA. Legal Services will also support the Accountable Body team to carry out is responsibilities.
- 4.30 The Council conducts thorough due diligence prior to awarding grants and mandates that grantees enter into a legal agreement with the Council, outlining the regulations and rules of the UKSPF. Additionally, the Council ensures compliance with Subsidy Control rules when distributing grants.

## Procurement Implications/Social Value

4.31 Procurement will be carried out in compliance with the Council's Contract Rules and the Public Contracts Regulations 2025 (where still applicable), or the Procurement Act 2023 which came into force on 24 February 2025.

4.32 Tenderers will be required to state how they will deliver additional social value as part of the contract.

## **Property implications**

4.33 There are no direct property implications arising from this report.

## Health and wellbeing implications

4.34 The UKSPF interventions will provide funding for initiatives aimed at enhancing existing health and well-being programmes, in alignment with local priorities identified within the Communities and Place intervention. These initiatives will address issues such as fuel poverty and inequitable access to green spaces. Additionally, community grant programmes will be available to support the Voluntary and Community Sector in advancing the health and well-being agenda.

### Reducing Inequalities

4.35 The UKSPF is about levelling up opportunities and prosperity and overcoming deep seated inequalities. In developing interventions for Walsall, they will support the overall objective of UKSPF in building pride in place and increasing life chances. An Equalities Impact Assessment will be completed for individual projects as required.

## Staffing implications

- 4.36 The UKSPF positively impacts staffing budgets by providing resources for key posts within the Business Growth, Employment and Skills, Housing, and Healthy Spaces teams.
- 4.37 Effective programme management is essential to leverage the opportunities presented by the UKSPF and to mitigate the risk of non-compliance, which could result in financial clawback. A £110k allocation is earmarked for the administration of the grant, which the Council will use for the Accountable Body team to oversee and lead on claims submission.
- 4.38 Work on the UKSPF will be led by Regeneration and Economy, with significant support from the External Funding and Accountable Body teams and Legal Services.

#### Climate Impact

4.39 In line with the Council's Climate Change Strategy, there are several initiatives funded within this programme that will positively impact on reducing carbon emissions. These include public building decarbonisation measures, enhancements to green space and nature recovery, and green business schemes.

4.40 When awarding contracts or grants funded by the UKSPF, applicants will be required to demonstrate how their projects contribute to the delivery of the Council's climate change objectives, as part of the assessment criteria.

#### Consultation

- 4.41 As the Lead Authority, the WMCA conducted consultations with Local Authorities, with further discussions to be undertaken regarding specific measures as necessary.
- 4.42 As the programme progresses into its final year, there will be numerous opportunities to communicate its benefits and to promote and encourage applications to our grant schemes within our communities.
- 4.43 Relevant officers within the Council, including those from the Regeneration, Housing, Business Growth, Employment and Skills, and Healthy Spaces teams, have been consulted on UKSPF and will be further engaged in its delivery.

#### 5. Decide

- 5.1 Options considered include:
  - a) Preferred approach as recommended in this report. Acceptance of UK Shared Prosperity Funding and delivery as outlined in the report will enable Walsall to secure economic and inclusive growth benefits for its communities and residents.
  - b) Do-nothing. The funding is voluntary, and the Council may choose not to accept it. While this decision would mitigate any financial risk associated with non-compliance with funding regulations, it would also mean that the Council is forfeiting the opportunity to leverage external funding to enhance economic growth.

### 6. Respond

6.1 Subject to approval of the report recommendations, the Council will enter into a funding agreement with WMCA in April 2025 and subsequently commence delivery of programme activities.

#### 7. Review

- 7.1 As lead authority UKSPF will be delivered through the established WMCA governance arrangements.
- 7.2 The programme will be monitored by the Accountable Body team with monthly returns submitted to WMCA. The programme will be regularly reviewed ensuring robust outcomes and spend profiles are achieved.

## **Background papers**

None.

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**654723** 

Dave Brown Executive Director

4 April 2025

Councillor Andrew Portfolio holder

4 April 2025

## **Cabinet – 16 April 2025**

## **Walsall Community Regeneration Partnership**

Portfolio: Councillor Andrew – Associate Leader, Economic Growth &

Regeneration

**Service:** Economy, Environment and Communities

Wards: St Matthews

Key decision: Yes

Forward plan: Yes

#### 1. Aim

1.1. In March 2025, the Government announced that Walsall would be receiving £20.25million funding for Walsall's Community Regeneration Partnership (CRP) with the Ministry of Housing, Communities and Local Government (MHCLG). The partnership was called a "Healthy Levelling Up Partnership" (HLUP) under the previous Government.

- 1.2. The programme seeks to align with the Government's 5 missions, particularly:
  - "Kick-starting economic growth",
  - "Taking back our streets",
  - "Breaking down barriers to opportunity" and
  - "Building an NHS fit for the future".
- 1.3. The funding provides for fifteen projects which are broadly focused on:
  - strategic acquisitions to improve our town centre economic growth,
  - reducing crime and anti-social behaviour in the town centre,
  - improving skills to increase opportunities and
  - encouraging improved health in our residents.

## 2. Summary

- 2.1 Levelling Up Partnerships (LUPs) were introduced in March 2023 as a new place-based approach to policy making to bring together public and private sector partners and the collective power of government to provide bespoke place-based regeneration and boost delivery of the levelling up priorities.
- 2.2 Walsall is one of an initial twenty areas in England that were invited to form a Partnership with the then Department for Levelling Up, Housing and Communities (DLUHC) (now MHCLG). The partnership locations were

identified as the most in need of levelling up over the 2023-24 and 2024-25 periods based on four key metrics:

- Percentage of adults with Level 3+ qualifications
- Gross Value Added (GVA) per hour worked
- Median gross weekly pay
- Healthy life expectancy
- 2.3 However, in May 2024 the partnership was "paused" due to the calling of the General Election and election of a new Government. Following the Autumn 2024 Budget, the new Government wrote on 1st November 2024 to confirm that the Ministry of Housing, Communities and Local Government ("MHCLG") will continue its partnership with Walsall Council under a renamed "Community Regeneration Partnership" with up to £20million capital funding (and £0.25million revenue funding) available to allocate across priority projects.
- 2.4 MHCLG and HM Treasury have provided some flexibility to the original terms of the HLUP (which was to spend £20million by 31/3/2025). The flexibility is that £10.25million should be committed by 31/3/2025 and £10million committed by 31/3/2026.
- 2.5 Walsall has also received £90,000 (£45,000 in 2023/24 and £45,000 in 2024/25) as initial capacity funding, in addition to the £20.25million funding to distribute to priority projects through the CRP programme. This is therefore a key decision as such funding exceeds the threshold for "significant" expenditure of £500,000.
- 2.6 In March 2024, Cabinet agreed that the Council should act as the Accountable Body for the Walsall Healthy Levelling Up Partnership, to be in receipt of and administer funds of up to £20million.
- 2.7 This report asks Cabinet to note the amended name for the Partnership and to receive the amended amount of funding, as well as to approve the final list of projects. Delegated authority is also requested from Cabinet to move funding between projects and activities (if needed) and to request appropriate projects may be added to the approved list.

#### 3. Recommendations

- 3.1 That Cabinet note the amended name of the partnership to Community Regeneration Partnership ("CRP") and agree to receive the £20.25million in accordance with Government guidance and approvals.
- 3.2 That Cabinet approves the final list of projects agreed with MHCLG, as set out in paragraph 4.8.
- 3.3 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities, in consultation with the Associate Leader and Cabinet Member for Economic Growth and Regeneration, to

- (i) finalise governance and delivery responsibilities for the projects in the final list of Community Regeneration Partnership projects,
- (ii) to move funding (if needed) between projects and activities to deliver the agreed outcomes and to request the addition of projects to the approved list if they meet the Government's criteria, subject to being within the approved programme, outcomes and/or budget and no additional funding being required
- (iii) approve works to action the implementation or variations to the projects and delivery plans in accordance with Annex 1 Walsall LUP Delivery Plan, including designs, invitations and acceptance of tenders, quotations or estimates (subject to Financial and Contract rules), and final designs.
- 1.4. That Cabinet authorise the Council entering into contractual arrangements and other related documents for such goods, works and services and any variations thereof, should these be required throughout the duration of any contracts and provided they are in line with the Council's Contract rules and any relevant legislation, including the Public Contract Regulations 2015 (where still applicable) and the Procurement Act 2023 which came into force on 24 February 2025.

## 4. Report detail - know

#### Context

- 4.1 LUPs were introduced by the previous government in March 2023 at the Spring Budget where an initial twenty areas in England, including Walsall, were invited to form a Partnership with the Department for Levelling Up, Housing and Communities (DLUHC) (now MHCLG).
- 4.2 In October 2023, the Council was also approached by the Department of Health and Social Care (DHSC) with the opportunity to be considered as a "Healthy LUP", recognising some of the key health and inequality problems in the Borough. A proposal was subsequently drafted based on harnessing key health benefits of the regeneration opportunities that a LUP would bring. The proposal was submitted to DHSC in November 2023.
- 4.3 Officers from DLUHC carried out a "Deep Dive" in Walsall in April/May 2024, speaking to Stakeholders and understanding the projects that had been identified as being able to meet the tight spend timetable of March 2025.
- 4.4 A long list of projects was reduced to a list of 13 projects (valued at £20.74m) after discussion with DLUHC officers. The list was shared with the Corporate Management Team and was due to be finalised pending approval when the General Election was called, and the approval process was paused by DLUHC.
- 4.5 The new Government changed DLUHC back to the Ministry of Housing, Communities and Local Government (MHCLG), and also announced after the

- Autumn Budget 2024 that the Levelling Up Partnerships would continue (albeit renamed as "Community Regeneration Partnerships").
- 4.6 The original plan for funding was that it should have been spent by 31<sup>st</sup> March 2025. However, MHCLG and HM Treasury have amended the funding timetable to provide more flexibility, so that £10.25m should be committed by 31/3/2025 and £10m committed by 31/3/2026. MHCLG have also clarified in writing that funding "defrayed" can be considered to include funding "committed".
- 4.7 There are now 15 projects in the final list, and the projects were submitted to MHCLG who completed a programme-level business case, which has been approved and agreed by the Minister for MHCLG. There was no requirement for individual project business cases to be completed.
- 4.8 The final list of projects is as follows:

	Project Name	CRP funding y/e 31/3/25 £	CRP funding y/e 31/3/26 £	Total CRP funding £
1	High St Health Hub	190,000	420,000	610,000
2	Healthy High Streets team	160,000	40,000	200,000
3	Aaina Hub	700,000	2,400000	3,100,000
4	Alumwell Resource Centre	700,000	2,400,000	3,100,000
5	Walsall Community Fund	500,000		500,000
6	Creative Industries Enterprise Centre		900,000	900,000
7	ALC/SEND Centre	400,000	2,100,000	2,500,000
8	Youth Hub in Walsall TC	100,000	300,000	400,000
9	Walsall Waterfront	3,490,000	100,000	3,590,000
10	Walsall Renaissance Centre/Park Place	3,300,000	150,000	3,450,000
11	Walsall Markets	260,000	540,000	800,000
12	Walsall Leather Museum	200,000		200,000
13	Town Centre Public Realm	250,000	500,000	750,000
14	Wolverhampton St Pedestrian Improvement		50,000	50,000
15	Connected Gateway		100,000	100,000
	Totals	10,250,000	10,000,000	20,250,000

- 4.9 This delivery Plan provides a description and key activities of each project, plus key milestones, outputs, outcomes and risks. MHCLG require quarterly reporting against this plan for the first year, then six-monthly reporting.
- 4.10 The Memorandum of Understanding between the Council and MHCLG allows the Council to move funding between projects and activities to deliver the agreed outcomes and to request the inclusion of additional projects if they meet the Government's criteria for the funding.
- 4.11 Initial discussions with representatives from MHCLG have suggested that the governance and delivery models could be similar to the format employed under the Town Deal funded programmes, so the Town Deal Board could be asked to have an oversight role of the delivery of the agreed projects.
- 4.12 Accountable Body team programme management costs (to cover contracting, output monitoring and reporting) of £477,300 and Programme Management costs of £172,700 over the two years have been allocated against each individual project. MHCLG required these costs to be allocated against projects rather than a separate allocation.

#### Council Plan Priorities

- 4.13 Our Council Plan 2022-25 sets out the Council's aims of reducing inequalities and maximising potential. The Walsall Community Regeneration Partnership will align with the objectives of Our Council Plan including:
  - Economic- supporting a dynamic, resilient, and diverse economy where businesses invest, and everyone has the right jobs and the right housing.
  - People- People can access support in their community to keep safe and well and remain independent at home.
  - Communities- the people of Walsall feel safe in a cleaner, greener borough.

#### Risk management

- 4.14 The CRP programme is a government initiative in which there is a prescribed role for local authorities, working with local partners and private sector. The Council is required to manage the risk of non-compliance by adhering to the guidelines provided by MHCLG and by ensuring that partnership members and partners do the same. This management will be supported by the toolkit and by working with the task force and with MHCLG officers to ensure that funding is spent in accordance with the guidance and objectives of the programme.
- 4.15 Project risks are set out in the Walsall LUP Delivery Plan, covering each individual project, which will be reviewed periodically and reported via the agreed governance structure.

## Financial implications

4.16 An initial £90,000 of revenue funding was released by the government in 2023/24 and 2024/25 as initial capacity funding to develop the projects and to

- respond to comments from the MHCLG officers that carried out the "Deep Dive". MHCLG carried out the Programme-level Business case for all the projects approved by MHCLG.
- 4.17 As the CRP funding has been approved by the Government, the Council received £10.25million in the 2024/25 financial year and will receive £10million in the 2025/6 financial year. The Council will act as Accountable Body for these funds and will allocate and administer funding as per the approved Walsall LUP Delivery Plan.
- 4.18 Programme Management and Accountable Body costs will be recorded and included within the individual project budgets as set out in paragraph 4.8.
- 4.19 Initial dialogue with MHCLG suggests that, similar to Town Deal Funds, the Section 151 Officer will be required to sign the Memorandum of Understanding and, at reasonable intervals, to provide MHCLG with a signed statement that the grant has been used for the delivery of the funded activities. Processes will be confirmed through further guidance from MHCLG.
- 4.20 The programme is required to commit £10.25m by 31 March 2025. At the date of drafting this report, it is forecast that this value will be achieved (albeit not for each individual project) as follows:
  - Land purchases already incurred totalling c£6.5m
  - Grant Agreements with external projects (Aaina Hub, Alumwell Resource Centre and the Canals River Trust) being progressed with a target to sign by 31 March 2025 totalling £6.2m
  - Creative Industries Enterprise Centre value already in contract £0.5m
- 4.21 Accountable Body and Programme Management costs of £0.1m have already been incurred and are allocated to appropriate projects within the CRP programme.

## Legal implications

4.22 Procurement will work with Legal Services to determine forms of contract suitable for the commission of any agreed CRP activity where the Council is required to hold the contract. The undertaking of procurement procedures will also ensure compliance with the Council's Contract Rules, the best value obligations under the Local Government Act 1999, the Public Contracts Regulations (where still applicable) and the Procurement Act 2023.

#### Procurement Implications/Social Value

4.23 The Council's 'commissioned partner' helped to develop a coherent and prioritised list of projects with officers and external partners and the list was agreed with MHCLG's officers, before submitting to MHCLG, based on impact, strategic fit and deliverability.

- 4.24 In delivering the CRP priority projects, the Council will work to drive and influence social value by working with local suppliers where possible and ensuring that a broad mix of suppliers are considered and that tender processes reflect social value principles wherever possible.
- 4.25 Where relevant, the Council must work with the CRP partners and stakeholders to understand and assess how proposed projects will be delivered in compliance with subsidy control.

## **Property implications**

4.26 There are currently no property implications arising from this report other than the programme funding paying for two strategic property acquisitions for Park Place and Lex/Coop site that were completed in a competitive market environment whilst the work to compile the list of projects was under way. The decisions relating to these two acquisitions were taken by Cabinet in March 2024.

### Health and wellbeing implications

4.27 The CRP funding for projects reflect some of the key health and inequality problems in the Borough and aligns with the Government's Mission to "Build an NHS fit for the future". The Walsall CRP proposal aims to have positive health and wellbeing outcomes through the policy intervention and regeneration to be delivered by the CRP priority projects.

#### Reducing Inequalities

4.28 The Community Regeneration Partnership programme is aligned with the Government's Five Missions, including "Kick-starting economic growth", "Taking back our streets" and "Breaking down barriers to opportunity". The projects will work to bring together Walsall's residents and organisations across all communities to create activity that will benefit all in alignment with the levelling up priorities. As a key partner, the Council will ensure that all relevant activity is impact assessed to understand any impact upon protected groups and the wider community groups with which the fund will interact with.

#### Staffing implications

4.29 The Council will be required to support the Walsall Community Regeneration Partnership with capacity and advice, as well as being a delivery agent. Where this may have staffing implications, the Council will access the capacity funding which MHCLG have set out to facilitate CRP implementation. This will be qualified and quantified as the work programme is developed and any resource support will be accessed in line with the agreed processes and assurance framework. The Council's Accountable Body team (part of the Programme Management service area) will support in managing the CRP programme and ensuring compliance of future project business cases.

#### Consultation

- 4.30 For the reasons set out above, there will be a high level of consultation across services and with key public and private sector partners in the deep-dive phase and in the development of the priority projects and business case.
- 4.31 Further consultation has taken place with the Walsall Advisory Board and the Walsall Town Deal Board, as to whether the Town Deal Board would be prepared to carry out oversight of the delivery of the programme, as many of the projects build on existing Town Deal projects.

## 5. Decide

- 5.1 The programme includes 15 projects that have been developed in conjunction with MHCLG (after their "Deep Dive" analysis of Walsall in April 2024). MHCLG completed a programme level business case of all 15 projects, and this has been approved and agreed by the Minister for MHCLG.
- Whilst there is some flexibility in the Memorandum of Understanding to move funding between projects and activities to deliver the agreed outcomes, the Minister's approval effectively means that Cabinet's decision is to either approve the receipt of the funding for the programme of 15 projects as a whole, or to reject the receipt of the funding and programme.

## 6. Respond

- 6.1 The final list of projects approved by the MHCLG programme-level business case is outlined in paragraph 4.8.
- 6.2 Cabinet is requested to note the change in title of the programme (from "Healthy Levelling Up Partnership" to "Community Regeneration Partnership") and to receive a slightly higher funding package than previously expected.
- 6.3 Cabinet is recommended to approve the final list of projects for the CRP programme.
- 6.4 Cabinet are also asked to delegate authority to the Executive Director for Economy, Environment and Communities, in consultation with the Associate Leader and Cabinet Member for Regeneration to finalise governance and delivery responsibilities for the projects in the final list of projects, and, in line with the Memorandum of Understanding, to move funding (if needed) between projects and activities to deliver the agreed outcomes and to request the addition of projects to the approved list if they meet the Government's criteria.

## 7. Review

- 7.1 Further dialogue will take place with MHCLG with regular updates on the progress of projects and funding, as well as quarterly updated delivery plans and monitoring reports.
- 7.2 Oversight of the projects will also be maintained by the Walsall Town Deal Board.

## **Appendices**

None

## **Background papers**

None.

## **Author**

Dave Brown
Executive Director

4 April 2025

Councillor Adrian Andrew Portfolio Holder

4 April 2025

## Cabinet – 16 April 2025

## **Introduction of Mandatory Food Waste Collections**

**Portfolio:** Councillor Murphy – Street Pride

Related portfolios: N/A

**Service:** Environment, Leisure, and Commercial Services

Wards: All

Key decision: Yes

Forward plan: Yes

## 1. Aim

1.1 To ensure the Council complies with the requirements of the Environment Act 2021 and introduces a weekly food waste collection service by March 2026.

## 2. Summary

- 2.1 This is a key decision because it involves significant revenue expenditure and has an impact on two or more wards.
- 2.2 There is a legal requirement for local authorities to introduce a weekly collection of food waste from all households by 31 March 2026.
- 2.3 Waste composition surveys carried out in 2023 found that food waste was the major component of Walsall's residual waste.
- 2.4 This report considers two potential collection options for the introduction of the service:
  - Option 1 Separate weekly food waste collections.
  - Option 2 Weekly collections of mixed food and garden waste.
- 2.5 In August 2024, WRAP (the Waste and Resources Action Programme), provided an assessment of the two options, including a cost comparison.
- 2.6 WRAP concluded that the introduction of weekly food waste collections will increase the overall costs of collecting residents waste, but the most cost-effective way to achieve the mandatory requirement is Option 1 Separate weekly food waste collections. This is due to the difference in disposal methods and costs.

- 2.7 The annual revenue baseline cost of the existing kerbside collection services in Walsall is £10.7m. The net costs for separate weekly food waste collections will cost an additional £1.9m per annum (giving a total cost of £12.6m). The net cost of weekly collections of mixed food and garden waste will cost an additional £2.9m per annum (giving a total cost of £13.6m).
- 2.8 Current revenue budgets are insufficient to fund the new service. DEFRA has not confirmed additional ongoing revenue funding specifically for the new service but in November 2024 an estimate of the new Extended Producer Responsibility for Packaging (pEPR) payment was received. In 2025/26 this payment is expected to be in the region of £5.8m. In March 2025 a Transitional Resource Grant of £0.379m for the implementation of food waste collections was received.
- 2.9 In April 2024, a capital grant of £1.8m was received for the purchase of food waste caddies and collection vehicles. The grant does not fully cover the capital expenditure required to implement either option.
- 2.10 Both options require procurement exercises to be undertaken for the supply of containers, collection vehicles and disposal arrangements.

## 3. Recommendations

- 3.1 That Cabinet approve the introduction of statutory weekly food waste collections from 31 March 2026.
- 3.2 That Cabinet approve the standard food waste collection service to be one small kitchen caddy and one larger kerbside caddy per household, with the larger kerbside caddy being emptied weekly.
- 3.3 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities in consultation with the Portfolio Holder for Street Pride, to award the contract(s) for the supply of kitchen and kerbside food waste caddies, and larger receptacles for flats.
- 3.4 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities to subsequently authorise the sealing of Deeds and/or signing of contracts and any other related documents for the supply of kitchen and kerbside food waste caddies, and larger receptacles for flats.
- 3.5 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities in consultation with the Portfolio Holder for Street Pride, to award the contract(s) for the supply of food waste collection vehicles.
- 3.6 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities to subsequently authorise the sealing of Deeds

- and/or signing of contracts and any other related documents for the supply of food waste collection vehicles.
- 3.7 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities in consultation with the Portfolio Holder for Street Pride, to award the contract(s) for the disposal of food waste.
- 3.8 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities to subsequently authorise the sealing of Deeds and/or signing of contracts and any other related documents for the disposal of food waste should this be required throughout the duration of the contract.
- 3.9 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities in consultation with the Portfolio Holder for Street Pride, to agree details, plans and communications for the roll out of the new service.
- 3.10 That Cabinet note the standard service will need to be varied at some flats and properties with communal bins, but food waste will still be collected weekly.
- 3.11 That Cabinet note a reduced number of food waste collection vehicles will be purchased initially, and any additional fleet hired, until requirements and resident participation in the weekly service becomes clearer.

## 4. Report detail - know

### Context

- 4.1 The Environment Act 2021 requires local authorities in England to collect the following waste streams for recycling or composting:
  - glass
  - metal
  - plastic
  - paper and card
  - food waste
  - garden waste
- 4.2 The Act mandates that all households must receive a weekly food waste recycling service by 31 March 2026.
- 4.3 There is provision for certain materials to continue to be mixed for collection, allowing co-mingled recycling collections to continue and giving two potential options for food waste collections in Walsall. This is subject to a satisfactory TEEP (Technically, Economically and Environmentally Practicable) assessment, or equivalent, being completed.
- 4.4 The two options are:

- Option 1 Separate weekly food waste collections.
- Option 2 Weekly collections of mixed food and garden waste.

## Waste Composition

- 4.5 In 2023 a two-phase waste composition analysis was commissioned to identify what waste, including food waste, residents put in their grey and green bins. Phase 1 took place in April 2023, while phase 2 was done in November 2023. The two-phase approach was used to identify any seasonal changes in the waste.
- 4.6 The report highlighted that food waste is the major component of residual waste forming 40.4% of the total or around 28,500 tonnes. Of this food waste 75% was avoidable, with 28% of all discarded food still in its original packaging.
- 4.7 Depending on resident participation food waste collections could remove around 6,000 10,000 tonnes of waste from the residual stream and reduce the amount we send to landfill.

## Support from WRAP

- 4.8 In August 2024 WRAP (the Waste and Resources Action Programme), provided an assessment and financial appraisal of the two potential options. The results of this are attached in **Appendix A** WRAP Results August 2024.
- 4.9 This included assessing the additional vehicles and staff required, disposal methods and compared the estimated cost of each option to the baseline cost of the current kerbside collection service (grey, green and brown bins plus communal bins at flats), including disposal of the waste.
- 4.10 Both options result in a considerable increase in revenue costs, with weekly collections of mixed food and garden waste being the most expensive due to the difference in disposal methods and costs.
- 4.11 Both options result in an increase in collection costs (excluding disposal of the waste) of £2.3m per annum compared to the baseline position of £5.3m. (see **Appendix A** page 10).

- 4.12 The cost of disposing of the waste is significantly different for the two options. The baseline position for disposal is £5.4m. Option 1 Separate weekly food waste collections results in a reduction in disposal costs of £0.6m per annum. Option 2 Weekly collections of mixed food and garden waste results in an increase in disposal costs of £0.3m per annum (see **Appendix A** page 12). Including disposal, the current kerbside collection service costs £10.7m per annum. Option 1 Separate weekly food waste collections will cost £12.4m per annum, an increase of £1.7m compared to the baseline. Option 2 Weekly collections of mixed food and garden waste will cost £13.3m per annum, an increase of £2.6m compared to the baseline.
- 4.13 Table 1 below summaries the collection and disposal costs of each option and compares them to the baseline service position and is based on 2023/24 staff costs.

Table 1 - Comparative costs of each option

	Baseline Service (£m)	Option 1 - Separate Food Waste (£m)	Option 2- Mixed Food and Garden Waste (£m)
Residual waste (grey bins)	5.3	4.5	4.7
Mixed Recycling (green bins)	3.7	3.7	3.7
Garden waste	1.7	1.7	-
Separate food waste	-	2.5	0.3
Mixed food and garden waste	-	-	4.6
Total cost of service	10.7	12.4	13.3
Increase from baseline position	-	1.7	2.6

Option 1 – Separate weekly food waste collections

- 4.14 Separate weekly collections of food waste have emerged as the preferred service amongst local authorities that have already implemented an equivalent scheme.
- 4.15 Residents are issued with a small kitchen caddy for daily use and a larger kerbside caddy that is presented weekly for collection. Caddy liners are used with the kitchen caddies and successful schemes often include the issue of an initial free roll of caddy liners.
- 4.16 Collection crews transfer the contents of the kerbside caddies into a standard wheeled bin, which when full is taken to the collection vehicle to be emptied.

- 4.17 As this is a new service, the first issue of kitchen and kerbside caddies will be free of charge in line with the Household Waste Collection Policy.
- 4.18 Separate arrangements are required for flats and communal properties where kerbside caddies are inappropriate.
- 4.19 The food waste is collected by specialist, smaller, food waste collection vehicles rather than standard refuse collection vehicles used for other waste collections.
- 4.20 WRAP predict that approximately sixteen additional vehicles, including spare capacity, and fourteen addition collection crews consisting of one driver and one loader are required to operate this service, resulting in additional revenue costs (excluding disposal of the food waste) of up to £2.3m.
- 4.21 Due to uncertainty around resident participation a smaller number of food waste collection vehicles than predicted will be purchased initially. Additional hire vehicles will be used until fleet requirements are more clearly understood.
- 4.22 Where food waste is collected separately, it can be sent to a treatment facility where it is used to create a fertiliser and a biogas by a process known as anaerobic digestion. The biogas produced can be used to generate green electricity or power vehicles, while the fertiliser is used in agriculture. Capacity at anaerobic digestion facilities is available within the Birmingham region.
- 4.23 The cost per tonne for disposal of food waste via anaerobic digestion is less than that for incineration or landfill and a reduction in disposal costs of £0.6m is predicted.
- 4.24 Overall, it is estimated that implementing a separate weekly food waste collection service will require additional revenue funding of £1.7m.
- 4.25 Procurement exercises are required for the purchase of food waste caddies, receptacles for flats with communal bins, collection vehicles and waste disposal arrangements. This needs to commence promptly as high demand is leading to limited availability.
- 4.26 WRAP predict this is the best option to increase our recycling rate, with a potential increase of 8.2%, from 33.4% to 41.6%.
- 4.27 The new waste transfer station in Middlemore Lane, currently expected to open in Autumn 2025, is essential for the delivery of this service.
- 4.28 This option would fulfil the requirements of TEEP.
  - Option 2 Weekly collections of mixed food and garden waste
- 4.29 This option would require residents to place food waste in their brown garden waste bins. Currently garden waste bins are emptied fortnightly from April to October free of charge. The service would expand to weekly all year, also increasing garden waste collection provision.

- 4.30 Mixed food and garden waste can be collected by standard refuse collection vehicles. WRAP predict that approximately seven additional vehicles, including spare capacity, and six additional collection crews consisting of one driver and two loaders are required to operate this service.
- 4.31 Garden waste is currently 'direct delivered' to a local facility by the collection crews where it is composted in an open windrow system.
- 4.32 Co-collected food and garden waste must be disposed of via in-vessel composting, which is considerably more expensive than open windrow, or anaerobic digestion.
- 4.33 There is very limited capacity for in-vessel composting available. It may be difficult to secure disposal arrangements and waste may have to be transported long distances for disposal.
- 4.34 Separate arrangements are required for flats and communal properties who do not have brown bins. These properties will require suitable containers for their food waste, with separate collection and disposal arrangements.
- 4.35 Overall, WRAP estimate that implementing a co-collected weekly food and garden waste service (collection and disposal) will require additional revenue funding of £2.6m.
- 4.36 There are approximately 8 500 properties in the borough who do not have a brown garden waste bin but are entitled to one.
- 4.37 As this is a new service these bins are free of charge in line with the Household Waste Collection Policy. This is an additional cost of circa £0.2m, which is not included in the WRAP figures.
- 4.38 WRAP predict this option will increase our recycling rate by 3.9%, which is 4.3% less than collecting food waste separately.
- 4.39 The new waste transfer station in Middlemore Lane, currently expected to open in Autumn 2025, is essential for the delivery of this service.
- 4.40 This option would not fulfil the requirements of TEEP. Technically food waste can be collected separately, economically it is the most expensive option and there is no environmental advantage.

## Additional Funding

4.41 In November 2024, a provisional notice of assessment was received from DEFRA setting out the estimated value of the new Extended Producer Responsibility for Packaging (pEPR) payment that Walsall will receive from the Government in 2025/26. The estimated value of this payment is £5.8m. This amount may change but the government is guaranteeing local authorities will receive at least the estimated amount.

- 4.42 The aim of pEPR is for producers to pay the full costs of managing and recycling the packaging waste arising from products they place on the market.
- 4.43 In March 2025 a Transitional Resource Grant of £0.379m to cover resource costs related to communications, procurement, distribution of containers and project management for the implementation of food waste collections was received.
- 4.44 In April 2024 a capital grant of £1.8m was received by the Council for the purchase of food waste caddies and collection vehicles. Information from WRAP indicates there is a shortfall of £0.73m in the funding although the gap will not be determined until the items are procured.

## <u>Communications</u>

4.45 Good communication will be an integral part of this service change, and a communications & customer engagement plan will need to be developed to support the introduction of the new food waste collections. It is important that we communicate effectively with residents and address any concerns which they have about the new service, so everyone can participate correctly.

## Council Plan priorities

4.46 This supports the following priorities of the Council Plan 2025-2029.

Proud of Our Borough – A Clean and Green Future

- Invest in our waste management infrastructure to modernise, enhance and future-proof our recycling and waste disposal facilities.
- Work towards achieving a fair and equitable 'just' transition to a net zero future.
- Marker of Success 19 The borough's streets are clean, green, and welcoming, with more waste recycled and less going to landfill.

## Risk management

- 4.47 There is a risk around the confirmation of revenue funding from DEFRA. No ongoing additional revenue funding has been received specifically for the new service and the intention is to utilise pEPR funding, which is estimated at £5.8m for 2025/26. The government is guaranteeing local authorities will receive at least the estimated amount this year, but this may reduce in subsequent years.
- 4.48 Recent changes to the procurement legislation, due to the Procurement Act 2023 coming into force on the 24 February 2025, may have an impact on the procurement process, but this is unclear at the present time.

## Option 1 – Separate weekly food waste collections

- 4.49 There is a likelihood of procurement bottlenecks as most local authorities will be undertaking similar procurement exercises for containers and vehicles, and supply chain pressures are expected.
- 4.50 There is a significant risk that delays in the supply of containers and vehicles will impact on the Council's ability to deliver this project by March 2026.
- 4.51 There is risk of inflated prices for containers, vehicles and disposal capacity due to increased demand.
  - Option 2 Weekly collections of mixed food and garden waste
- 4.52 There is a risk of there being no capacity, or very limited capacity, available at in-vessel composting facilities for the disposal of co-collected food and garden waste. Waste may have to be transported long distances increasing the Council's costs and carbon footprint.

## Financial implications

- 4.53 WRAP have calculated that the annual baseline revenue cost of the kerbside refuse collection services (grey, green and brown bins), including disposal, is £10.7m. The WRAP annual baseline revenue costs are based on 2023/24 staff costs. The annual cost stated in 4.54 and 4.55 have been updated for both options to reflect the inflationary increase.
- 4.54 Option 1 Separate weekly food waste collections will cost £12.6m per annum, an annual net increase of £1.9m.
- 4.55 Option 2 Weekly collections of mixed food and garden waste will cost £13.6m per annum, an annual net increase of £2.9m.
- 4.56 The increased revenue costs of the chosen option will be funded from the transitional funding announced by DEFRA and the pEPR payment in 2026/27. The pEPR funding is ring fenced to this project and other schemes that fall within Waste. In 2025/26 this payment is expected to be circa £5.8m but this figure may reduce in the longer term as manufacturing processes change and packaging waste reduces. Ongoing funding beyond 2026/27 will need to be reviewed as part of the MTFO, taking into consideration any funding received from DEFRA through New Burdens.
- 4.57 New Burdens funding consisting of a capital grant of £1.8m for the purchase of kitchen caddies, kerbside caddies, communal bins for flats and food waste collection vehicles has been received. The allocation does not fully cover the capital anticipated to be required to implement either option. The actual costs of either option will only become clear once a compliant procurement exercise has been undertaken by the Council.

- 4.58 Option 1 Separate weekly food waste collections results in a capital short fall of £0.79m.
- 4.59 Option 2 Weekly collections of mixed food and garden waste results in a capital short fall of £0.28m.
- 4.60 Table 2 below details the grant amount and the projected capital costs of purchasing the required containers and vehicles for each option.

Table 2 - New Burdens Capital Funding Allocation

	New Burdens Funding Allocation (£m)	Option 1 – Separate weekly food waste collections (£m)	Option 2 – Weekly collections of mixed food and garden waste (£m)
Containers	0.76	0.82	0.13
Vehicles	1.02	1.76	1.75
Total	1.78	2.58	1.88
Additional garden waste (brown) bins for properties without one.	-	-	0.19
Revised Total	1.78	2.58	2.06
Shortfall		0.79	0.28

4.61 The additional revenue and capital costs of the chosen option will be funded from the pEPR payment. In 2025/26 this payment is expected to be c. £5.8m but this figure may reduce in the longer term as manufacturing processes change and packaging waste reduces.

## Legal implications

- 4.62 The duty of local authorities to collect and dispose of household waste is set out in Section 45 of the Environmental Protection Act (EPA) 1990.
- 4.63 The Environment Act 2021 became law in November 2021 and amends the EPA 1990 by introducing changes to waste collections. It mandates that all local authorities in England must provide a weekly food waste recycling service to all households.
- 4.64 The date by which local authorities must implement weekly food waste collections has been confirmed by the Government as 31 March 2026.
- 4.65 ABPR Animal By-Products Regulations (ABPR). The processing of all animal by-products, including municipal kitchen waste, must comply with the Animal By-Products Regulations (ABPR). These were introduced in 2003 to ensure that all meat and other products of animal origin (including catering waste from

domestic kitchens) meet the treatment standard required to guarantee the protection of the environment and human health.

## Procurement Implications/Social Value

4.66 Compliant procurement exercises are required for both options these will be under the Public Contracts Regulations 2015, if an existing Framework is used, or the Procurement Act 2023, if a Framework does not offer Value for Money and the Council's Contract Rules.

## Option 1 – Separate weekly food waste collections

- 4.67 Option 1 requires procurement of the following goods or services,
  - Supply of kitchen and kerbside food waste caddies
  - Supply of communal containers for flats
  - Supply of food waste collection vehicles
  - Disposal of collected food waste via anaerobic digestion

## Option 2 – Weekly collections of mixed food and garden waste

- 4.68 Option 2 requires procurement of the following goods or services,
  - Supply of additional brown garden waste bins
  - Supply of communal containers for flats
  - Supply of additional refuse collection vehicles
  - Disposal of separately collected food waste from flats via anaerobic digestion (for flats and communal properties)
  - Disposal of co-collected food and garden waste via in-vessel composting.

## **Property implications**

4.69 Introduction of a new food waste collection service is dependent on the new waste transfer station in Middlemore Lane becoming fully operational in Autumn 2025.

## Health and wellbeing implications

- 4.70 The new service is considered to make a positive impact on general health and wellbeing by improving the quality of the environment within the borough in which our residents live.
- 4.71 The new service may help Walsall residents to save money and produce less waste by highlighting how much food they are throwing away, leading to improved recycling rates and a reduction in residual waste.

## Reducing Inequalities

4.72 Weekly food waste collections must be made available to all households in the borough.

4.73 There is an existing equality impact assessment for kerbside refuse collection services. This will be revised to include the chosen option.

## Staffing implications

- 4.74 Recruitment of additional staff will be necessary for either of the two options.
- 4.75 WRAP predict that option 1 separate weekly food waste collections will require approximately fourteen additional collection crews, each consisting of a driver and one loader. There will also be the need for an additional supervisor.
- 4.76 WRAP predict that Option 2 weekly collections of mixed food and garden waste will require twelve collection crews, each consisting of a driver and two loaders. The existing garden waste service utilises six crews.
- 4.77 Due to uncertainty about resident participation in the scheme the actual number of collection crews required may be less than WRAPs predictions. Initially a mixture of permanent and agency employees will be used until the permanent staffing requirements are clearer.

## Climate Impact

- 4.78 Municipal food waste collections will reduce the amount of biodegradable food waste sent to landfill, where it releases harmful greenhouse gases. Approximately 8-10% of the world's greenhouse gas emissions relate to food waste.
- 4.79 Collecting food waste will contribute to our target to achieve a fair and 'just' transition to net zero by 2041.

## Consultation

4.80 No consultation is proposed on the options in this report. Future consultation will be undertaken to explore residents concerns and preferences around potential changes to collection days.

### 5. Decide

5.1 Cabinet is asked to consider this report and decide which option for the weekly collection of food waste should be progressed.

## 6. Respond

- 6.1 Subject to Cabinet decision on the preferred option for a weekly food waste collection service, the next steps for officers are,
  - Procure the required containers

- Procure or hire the required vehicles
- Procure additional waste disposal arrangements
- Commence public engagement and communications
- Commence the recruitment of the requisite additional permanent and agency staff.

## 7. Review

- 7.1 Following implementation, the new service will be regularly reviewed for resident participation, staffing levels, vehicle usage and landfill diversion.
- 7.2 There will be further updates to Portfolio Holder and Cabinet as required.

## **Appendices**

Appendix A - WRAP Walsall results August 2024

## **Background papers**

None.

### **Author**

Dave Brown

**Executive Director** 

Councillor Andrew Portfolio holder

4 April 2025

4 April 2025

# WRAP support to Walsall Metropolitan Borough Council

An assessment of an agreed 'short-list of alternative household waste collection service design scenarios

Mike Gardner, Local Authority Technical Consultant



## **Short-listed scenarios**

	Residual		Dry recycling		Food		Garden	
Scenario number	Frequency / vehicle	Container	Frequency / vehicle	Container	Frequency / vehicle	Container	Frequency / vehicle	Container
Baseline	Fortnightly, RCV	140 / 240 litre wheeled bin	Fortnightly, co- mingled, RCV	240 litre wheeled bin			Fortnightly (free - 34 weeks), RCV	240 litre wheeled bin
Scenario 1	Fortnightly, RCV	140 / 240 litre wheeled bin	Fortnightly, co- mingled, RCV	240 litre wheeled bin	Weekly, 7.5T food waste vehicle	Food external caddy and kitchen caddy	Fortnightly (free - 34 weeks), RCV	240 litre wheeled bin
Scenario 2	Fortnightly, RCV	140 / 240 litre wheeled bin	Fortnightly, co- mingled, RCV	240 litre wheeled bin	Weekly mixed with food waste, RCV	Food external caddy and kitchen caddy	Weekly mixed with food waste, RCV	240 litre wheeled bin

## Inputs to Baseline cost model

	Residual	Dry recycling	Garden waste
Number of hh (including flats)	117,700	116,700	98,733
Tonnage collected	51,905	18,743	12,637
Contamination		19%	
Number of vehicles (spares in brackets)	7.5 (1.5)	7.5 (1.5)	6 (1)
Number of loaders	2	2	2

## Assumed tonnages for the baseline and 'short-listed' scenarios

	Residual	Dry recycling	Garden waste	Food waste	Mixed food and garden waste
Baseline	51,905	18,743	12,637		
Scenario 1 (separate food waste)	45,083	18,743	12,637	6,822	
Scenario 2 (mixed food and garden waste)	48,697	18,743		641	15,204

For all scenarios, it assumed there are no losses to the system, with materials moving across each stream but the total arisings remaining the same.

## Projected number of vehicles using outputs from 2019/20 KAT models (spare vehicles in brackets)

	Residual (26 tonne RCV)	Dry recycling (26 tonne RCV)	Garden waste (26 tonne RCV)	Food waste (7.5 tonne vehicle)	Mixed food and garden waste (26 tonne RCV)
Baseline	7.5 (1.5)	7.5 (1.5)	6 (1)		
Scenario 1 (separate food waste)	7.5 (1.5)	7.5 (1.5)	6 (1)	13.8 (2.2) *	
Scenario 2 (mixed food and garden waste)	7.5 (1.5)	7.5 (1.5)		2 (1)	12 (2)

<sup>\*</sup> Separate food waste scenario assumes Driver + 1 loader

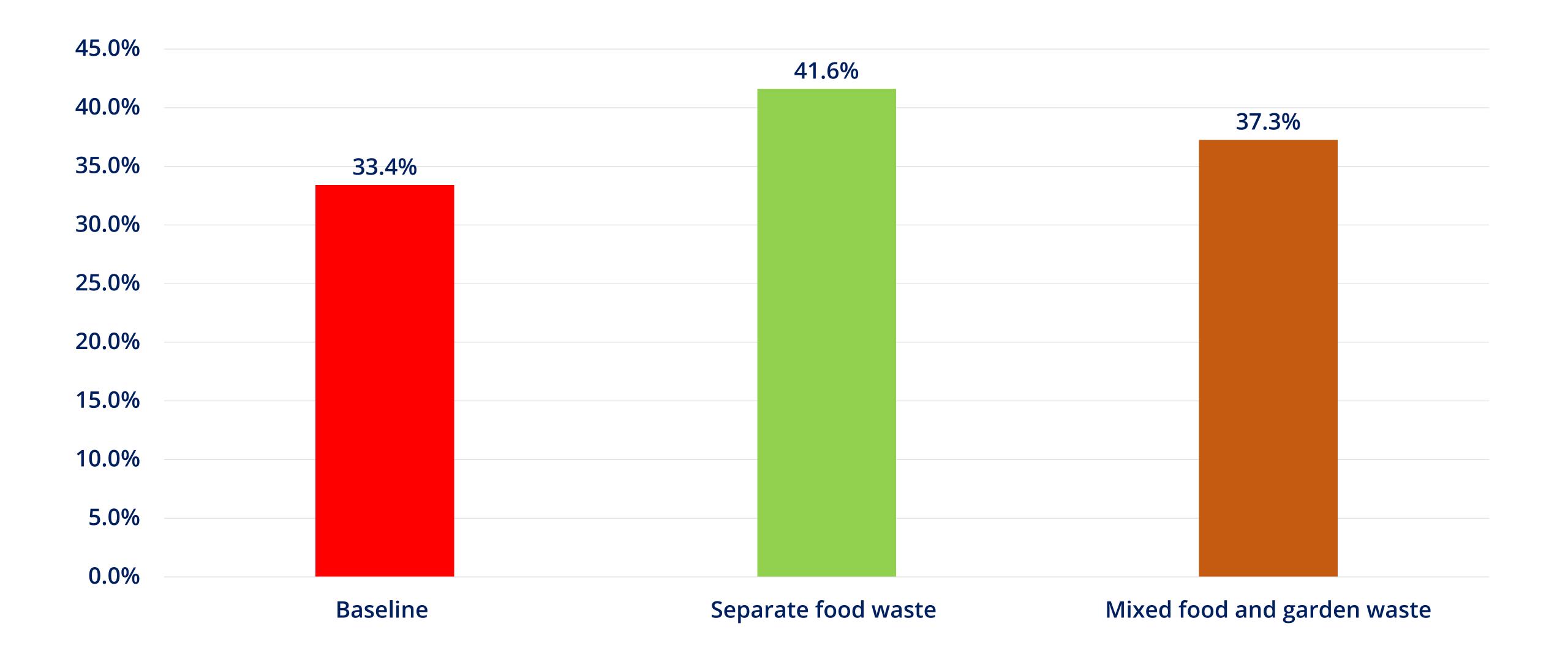
## Key financial assumptions for future scenarios

	Refuse	Dry	Garden waste	Food
Average unit cost for kerbside container (140 bin or 23 litre kerbside caddy) including delivery	£31.65	£31.65	£31.65	£5.00
Average cost for 180 litre wheeled bin				
Average unit cost for kitchen caddy				£2.00
Capital cost per 26 tonne RCV	£250,000	£250,000	£250,000	
Annual standing costs per 26 tonne RCV	£2,000	£2,000	£2,000	
Annual running costs per 26 tonne RCV	£4,000	£4,000	£4,000	
Fuel costs per 26 tonne RCV	£12,000	£12,000	£12,000	
Capital cost per 7.5 tonne dedicated food waste vehicle				£110,000
Annual standing costs per food waste vehicle				£1,500
Annual running costs per food waste vehicle				£3,000
Fuel costs per food waste vehicle				£4,500
Vehicle depreciation period/planned lifespan (years)	7	7	7	7
Driver unit cost	£63,385	£63,385	£63,385	£63,385
Loader unit cost	£46,904	£46,904	£46,904	£46,904
Supervision cost	£170,000	£170,000	£170,000	£170,000
Overheads cost (% of collection costs)	10%	10%	10%	10%
Gate fee (per tonne) - treatment 1	£55.00	£90.00	£70.00	£20.00
Gate fee (per tonne) - treatment 2	£120.59		£32.50	
Income (per tonne) - material stream 1 - DMR		-£15.00		
Recycling Credit income (per tonne)				
Handling/Bulking per tonne		£12.00	£18.00	£18.00
Contamination per tonne (£)				

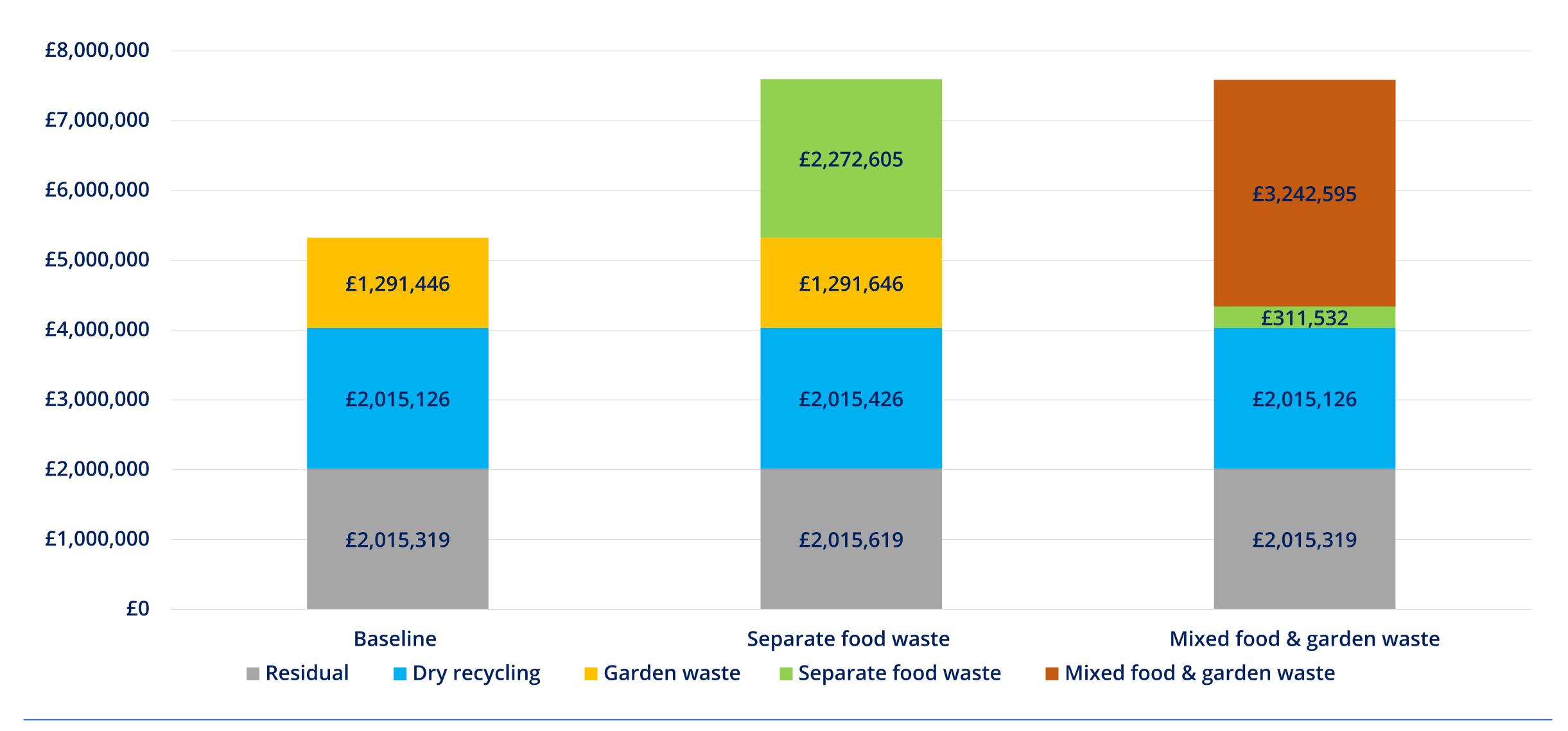
## What did we find?



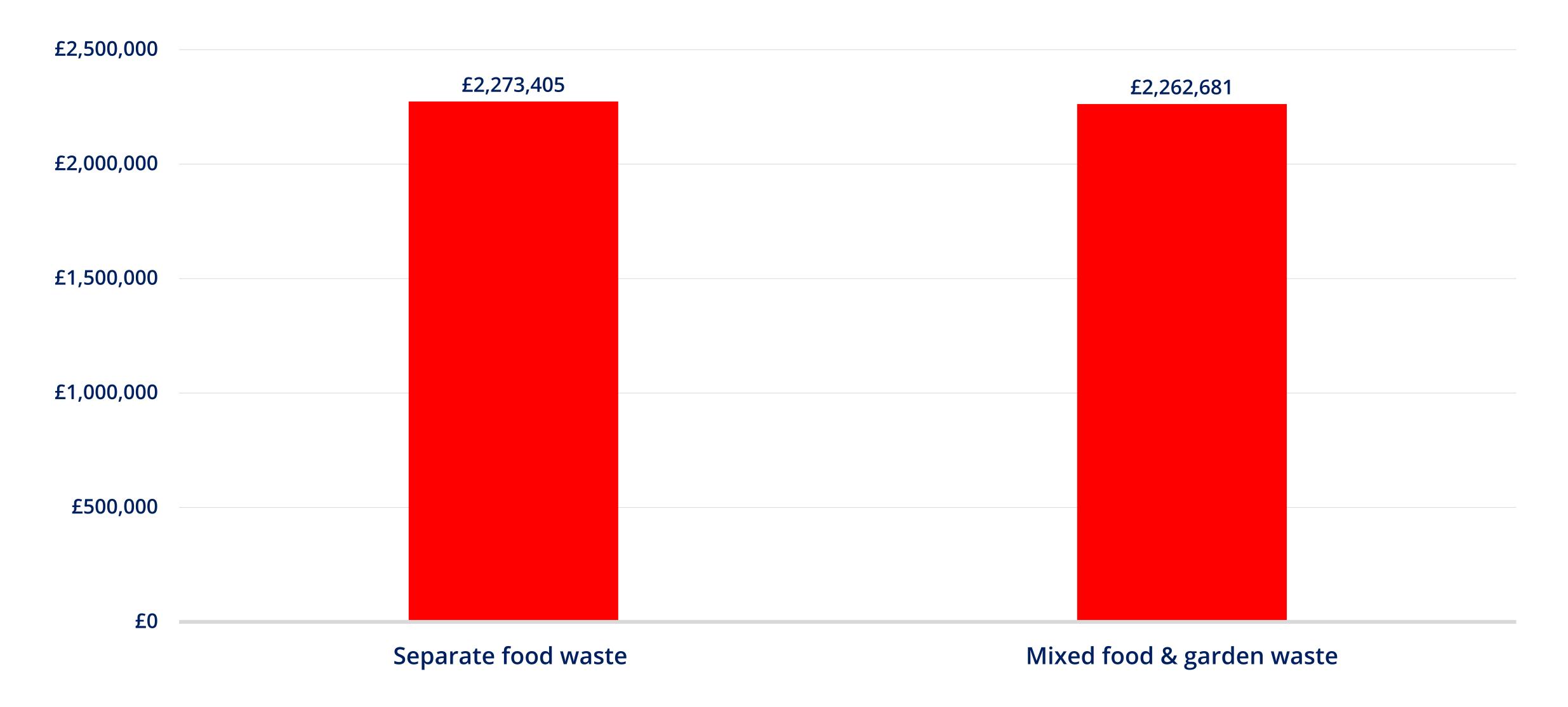
## Projected kerbside waste recycling rate



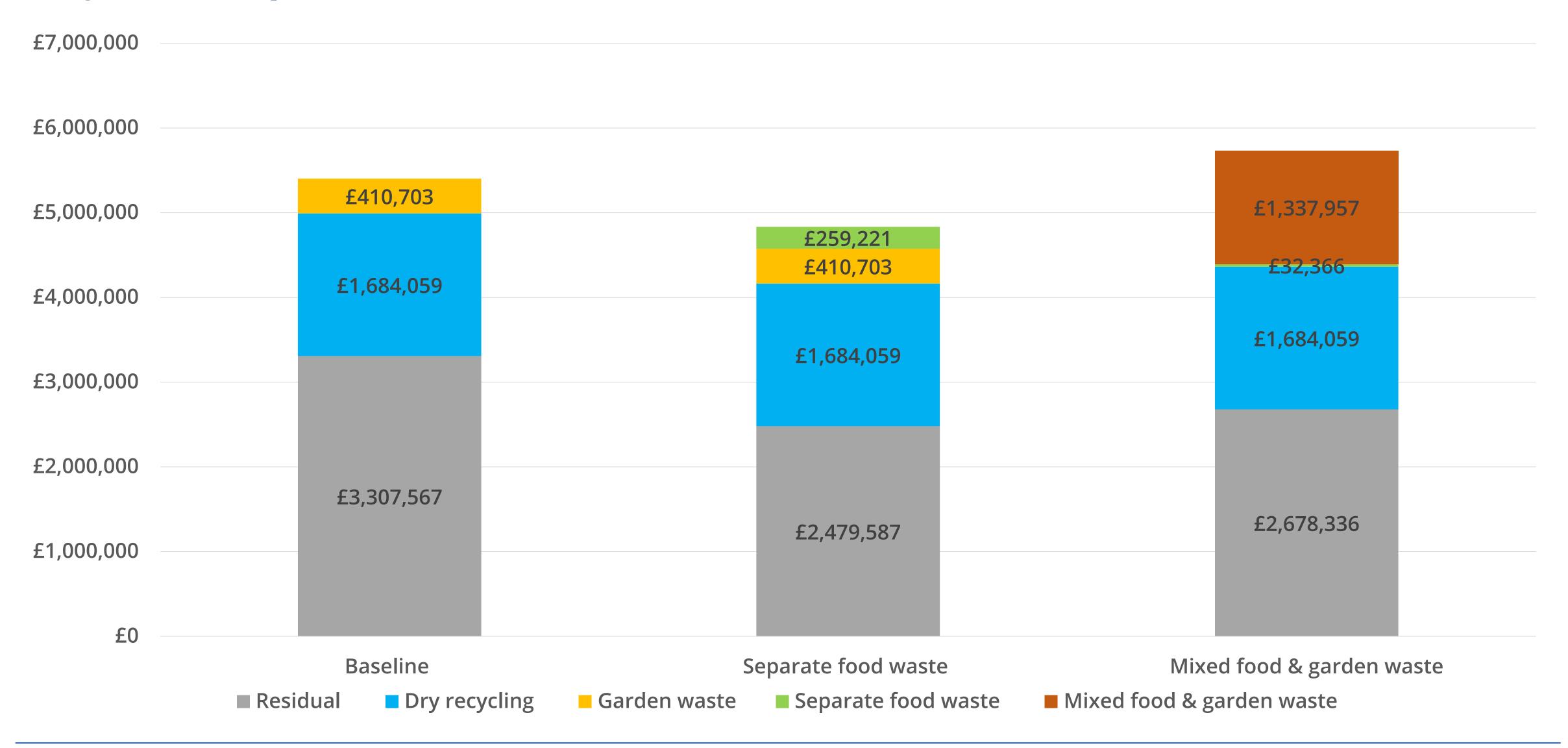
## Projected collection costs of the scenarios



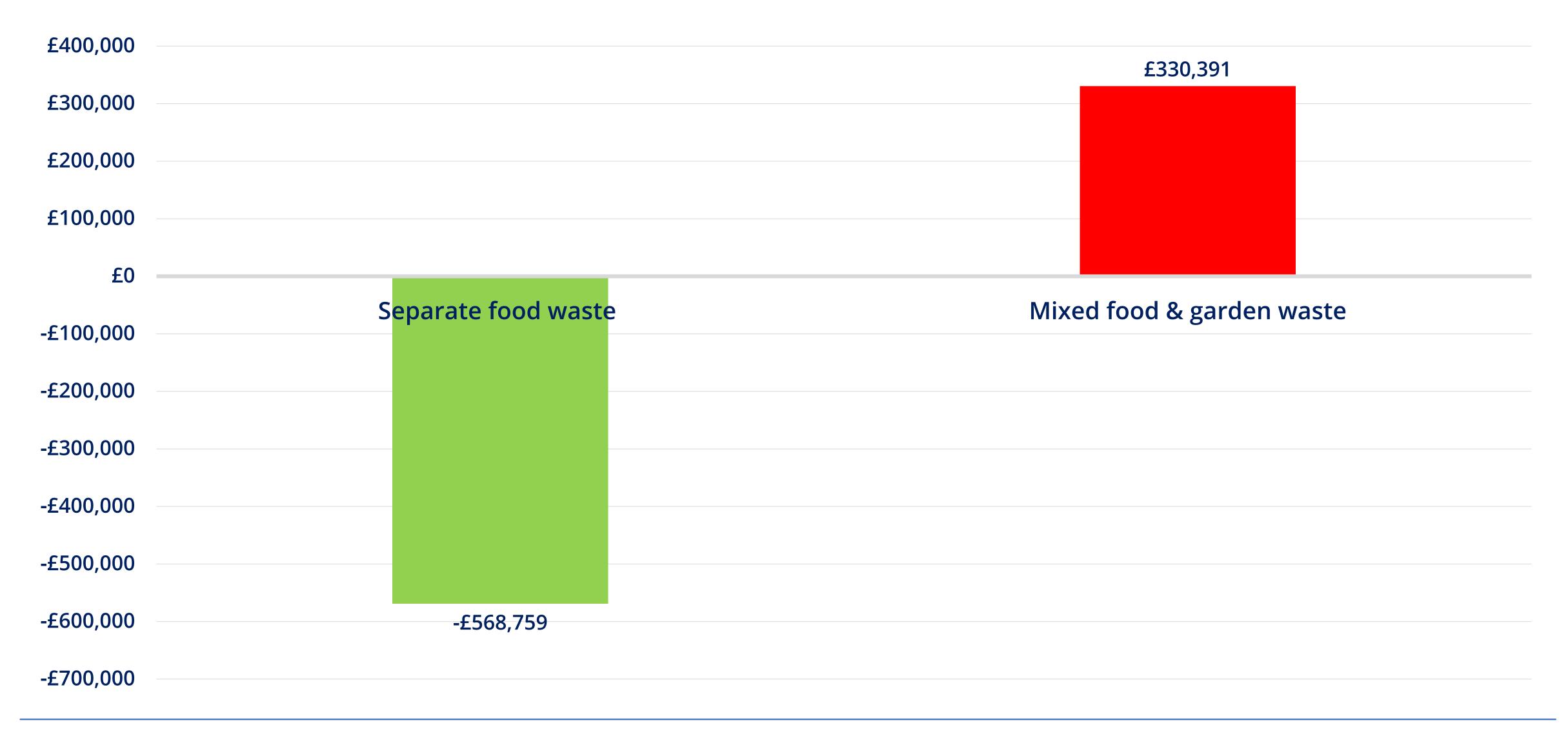
## Projected collection costs of the scenarios relative to the current baseline



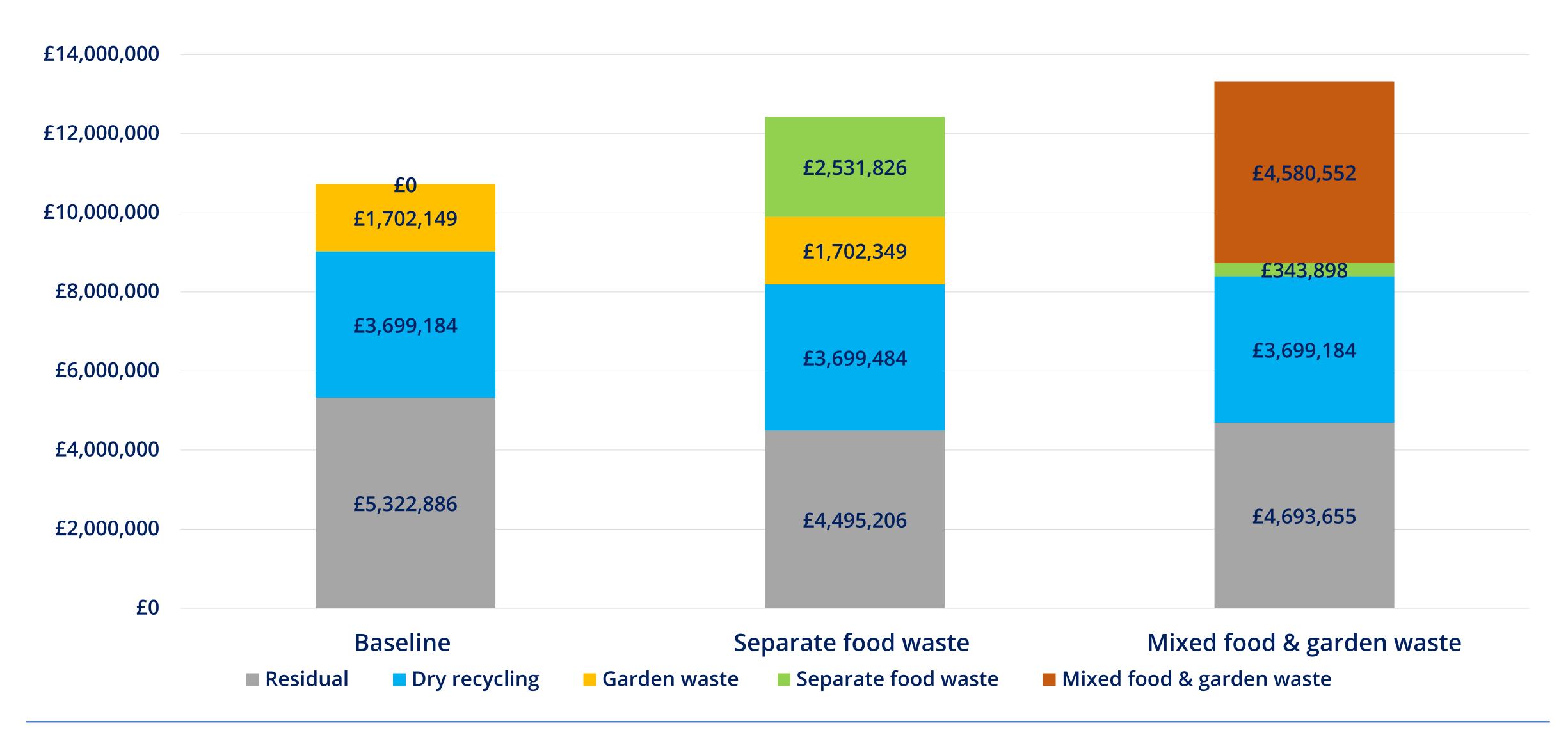
## Projected disposal costs of the scenarios



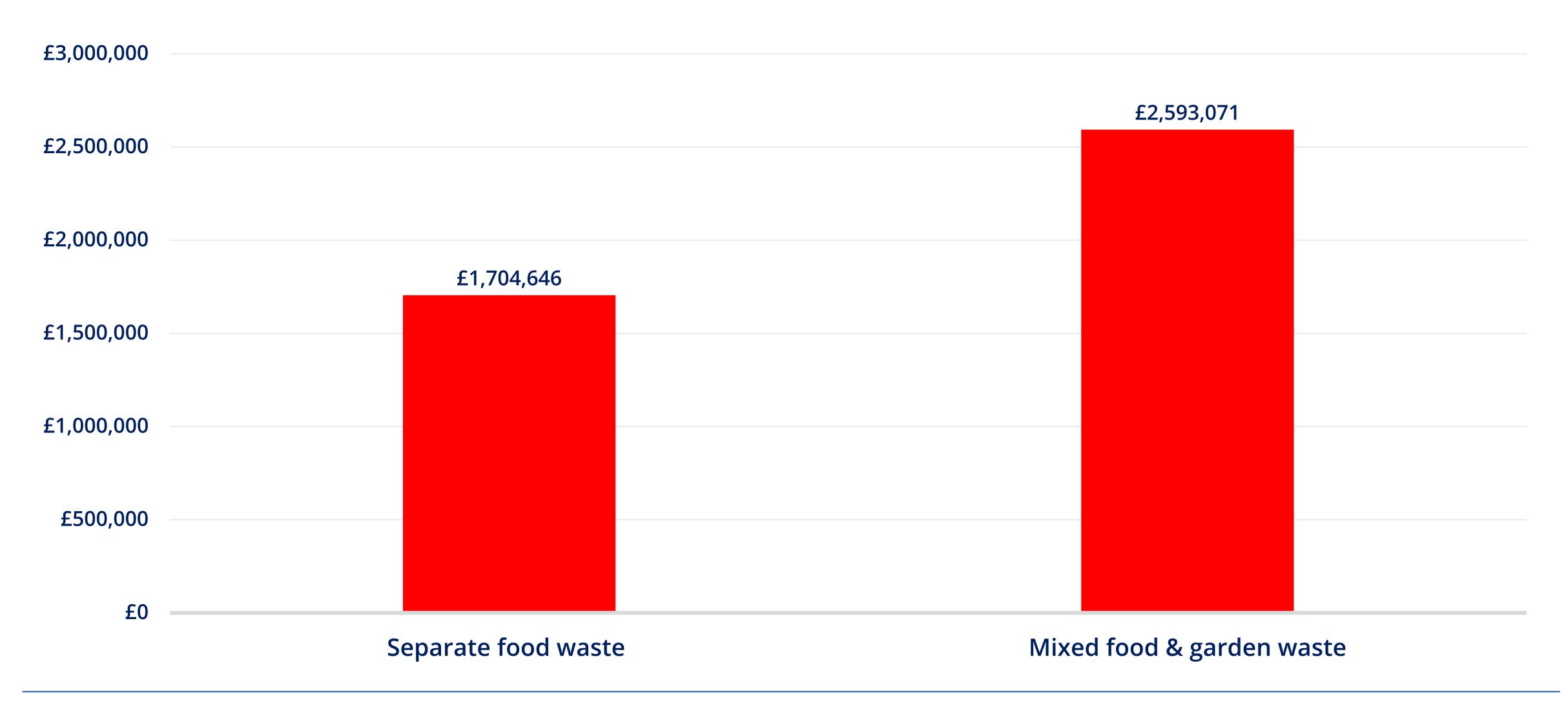
## Projected disposal costs of the scenarios relative to the baseline



## Projected 'whole system' costs of the scenarios



## Projected 'whole-system' costs of the scenarios relative to the current baseline



## Capital costs





## Thankyou

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Local Authority Technical Consultant

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## West Midlands Combined Authority (Adult Education Function) Order 2025

**Portfolio:** Councillor Perry – Leader of the Council

Related portfolios: Councillors Andrew – Associate Leader Economic Growth and

Regeneration

Councillor Kaur - Education and Skills

**Service:** Access and Inclusion

Wards: All

Key decision: Yes

Forward plan: No

## 1. Aim

1.1 To consider giving consent to a draft Order that would see the Secretary of State for Education devolve adult education functions to the West Midlands Combined Authority.

1.2 This item is included under the special urgency provisions as set out in Part 4.2, paragraph 16 of the Constitution. Consent to include the item on the agenda was received from Councillor Matt Follows, the relevant Scrutiny Chair.

## 2. Summary

- 2.1 Adult functions are currently funded by the Secretary of State for Education under the Apprenticeships, Skills, Children and Learning Act 2009 ("the 2009 Act"). The Secretary of State (SoS) has power to transfer functions to Combined Authorities under s105A Local Democracy, Economic Development and Construction Act 2009 and to transfer functions to Combined County Authorities under s19 of the Levelling-Up and Regeneration Act 2023.
- 2.2 As part of its ongoing programme on qualifications reform, the Department for Education has worked with the Institute for Apprenticeships and Technical Education (IFATE) and Ofqual to develop a suite of new technical qualifications at level 2 and level 3. These qualifications will be available from 1st August 2025 for both 16-19 year olds and adults. As this is a new type of qualification, it will be funded nationally under section 100 (1B) of the Apprenticeships, Skills, Children and Learning Act 2009. This is a new sub-clause in the Act and combined authorities do not currently have this power transferred to them. The Secretary of State wishes to transfer this additional power to combined

- authorities so that, if they wish, they can use their ASF budget to fund these new high-quality technical qualifications from 2025, alongside the other qualifications that are already available to them.
- 2.3 In November/December 2024, the Secretary of State held a public consultation to gather views on the proposal to transfer the additional funding power to combined authorities so they can fund new reformed technical qualifications from August 2025. The Levelling Up and Regeneration Act 2023 requires the SoS to hold a public consultation prior to giving public functions to any existing combined authority. The government response to this consultation can be viewed on www.gov.uk.
- 2.4 The Department of Education requires formal consent from each combined authority, including each of their constituent authorities, before it can proceed with the Parliamentary process to transfer the additional funding power.

## 3. Recommendations

- 3.1 That Cabinet approve the draft Combined Authorities (Adult Education) (Amendment) Order 2025, as attached at Appendix 1, and consent to the laying of the statutory instrument in Parliament;
- 3.2 That authority be delegated to the Chief Executive, in consultation with the Leader, to agree any minor amendments to the final Order should they be required.

## 4. Report detail - know

- 4.1 The WMCA, through its devolved powers, already funds a wide range of qualifications at multiple levels across many sectors, delivered by colleges, local authorities, independent training providers and voluntary community sector organisations. Through existing powers, the WMCA can decide which provision and qualifications it funds to best support the skills development of residents. The development of a new suite of technical qualifications at level 2 and level 3 is welcome, providing residents access to relevant training underpinned by qualifications and enabling them to acquire the essential skills needed to build successful careers.
- 4.2 This new power will support the further development of the region's ambitions to deliver a good foundation level 2 skills offer and upskilling and re-skilling at level 3 and above, as set out in the WMCA Employment and Skills Strategy which was approved at the WMCA Board in 2024.
- 4.3 This funding power will not be applicable for adults aged under 25 who are in receipt of an EHC Plan, as they will continue to be funded from the 16 to 19 budget, nor will it apply to adults in detention, as they are funded by the Ministry of Justice.

## Council Plan priorities

4.5 This decision applies to the 'Prosperous and Innovative' ambition.

## Risk management

- 4.6 Withholding consent would likely result in fewer opportunities for residents to access new technical qualifications, negatively impacting their employability, career progression, and the region's economic growth. It could also place WMCA at a disadvantage compared to other combined authorities that approve the amendment, especially those neighbouring the WMCA as residents in those areas could access the new technical qualifications.
- 4.7 There are no direct risks to the Council from this report.

## Financial implications

- 4.8 There are no direct financial implications from the recommendations of the report.
- 4.9 There could be financial implications from subsequent activity in the delivery and funding of new technical qualifications; these would be subject to further reports as appropriate, in line with financial procedure rules.

## Legal implications

- 4.10 There are no direct legal implications for the Council by approving this change to an Order of devolved Adult Education to the WMCA.
- 4.11 The powers being devolved are from the Secretary of State, not constituent councils.

## Procurement Implications/Social Value

4.12 No direct implications from this report.

## Property implications

4.13 No direct implications from this report.

## Health and wellbeing implications

4.14 If the Order is passed WMCA will be able to deliver and fund the new technical qualifications. This will benefit residents who are looking to upskill, reskill and improve employment opportunities which will in turn support improved health and wellbeing.

## Reducing Inequalities

- 4.15 The region's skills levels are below national averages and the introduction of new technical qualifications at levels 2 and 3 will help residents secure new jobs, promotion at work and develop their careers.
- 4.16 These new qualifications will also potentially benefit local employers by having a more skilled workforce.

## Staffing implications

4.17 No direct implications from this report.

## Climate Impact

4.18 No direct implications from this report.

## Consultation

4.19 In November/December 2024, the Secretary of State held a public consultation to gather views on the proposal to transfer the additional funding power to combined authorities so they can fund new reformed technical qualifications from August 2025. The Levelling Up and Regeneration Act 2023 requires the SoS to hold a public consultation prior to giving public functions to any existing combined authority. The government response to this consultation can be viewed on www.gov.uk.

## 5 Decide

5.1 To not give approval to the request from WMCA would limit the number and type of qualifications available to residents and businesses.

## 6 Respond

6.1 Subject to consent being given by all constituent authorities, the WMCA Board will agree to the Order at its board meeting on 9 May 2025. The Order will come into effect later this year.

## 7 Review

7.1 Subject to the Order being agreed and passed, the implementation of the Order can be reviewed by the WMCA or local Overview and Scrutiny.

## **Appendices**

- 1. Draft 'The Combined Authorities (Adult Education Functions)(Amendment)
  Order 2025
- 2. The West Midlands Combined Authority (Adult Education Functions) Order 2018

## **Background papers**

None

## **Author**

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⊠ Anthony.Cox@walsall.gov.uk

**2** 01922 654765

Signed

Emma Bennett Chief Executive

16 April 2025

Signed

Councillor Garry Perry Leader of the Council

16 April 2025

Draft Order laid before Parliament under section 117(2) of the Local Democracy, Economic Development and Construction Act 2009 (c. 20), for approval by resolution of each House of Parliament.

#### DRAFT STATUTORY INSTRUMENTS

#### 2025 No. 0000

# LOCAL GOVERNMENT, ENGLAND EDUCATION, ENGLAND

## The Combined Authorities (Adult Education Functions) (Amendment) Order 2025

*Made - - - - \*\*\** 

Coming into force in accordance with article 1(1)

The Secretary of State makes this Order in exercise of the powers conferred by sections 105A(1)(a), (2)(a), (3)(b), 114(1) and 117(5) of the Local Democracy, Economic Development and Construction Act 2009(a) ("the 2009 Act").

In accordance with section 105B(1)(b) and (2) of the 2009 Act(**b**) the following Combined Authorities and each of their respective constituent councils have consented to the making of this Order—

- (a) the Greater Manchester Combined Authority(c);
- (b) the Liverpool City Region Combined Authority(d);
- (c) the West of England Combined Authority(e);

<sup>(</sup>a) 2009 c. 20. Section 105A was inserted by section 7 of the Cities and Local Government Devolution Act 2016 (c. 1) ("the 2016 Act"). Section 117(5) was inserted by paragraph 29 of Schedule 5 to the 2016 Act.

<sup>(</sup>b) Section 105B was inserted by section 7 of the Cities and Local Government Devolution Act 2016 (c. 1). Section 105B(1)(b) was amended by section 67(2) of the Levelling-up and Regeneration Act 2023 (c. 55).

<sup>(</sup>c) A body corporate established under article 3 of S.I. 2011/908. The constituent councils of the Greater Manchester Combined Authority are the metropolitan district councils for the local government areas of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan.

<sup>(</sup>d) The Liverpool City Region Combined Authority is a body corporate established under article 3 of S.I. 2014/865. The Combined Authority was formerly known as the Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral Combined Authority. It has been known as the Liverpool City Region Combined Authority since 1st April 2014 in accordance with a resolution notified to the Secretary of State under section 97 of the Local Transport Act 2008 (c. 26), as applied to a combined authority by section 104(4) of the Local Democracy, Economic Development and Construction Act 2009 (c. 20). Its constituent councils are the councils for the local government areas of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral.

<sup>(</sup>e) A body corporate established under article 3 of S.I. 2017/126. The constituent councils of the West of England Combined Authority are the councils for the local government areas of Bath and North East Somerset, Bristol City and South Gloucestershire.

- (d) the West Midlands Combined Authority(a);
- (e) the Tees Valley Combined Authority(**b**);
- (f) the Cambridgeshire and Peterborough Combined Authority(c);
- (g) the South Yorkshire Combined Authority(d);
- (h) the West Yorkshire Combined Authority(e);
- (i) the North East Mayoral Combined Authority(**f**).

The Secretary of State considers that in accordance with sections 105B(1)(b), 113(1)(a) and (aa) of the 2009 Act(g), the making of this Order is—

- (a) likely to improve the economic, social and environmental well-being of some or all of the people who live or work in the areas to which this Order relates; and
- (b) appropriate having regard to the need to secure effective and convenient local government, and to reflect the identities and interests of local communities.

A public consultation has been carried out in accordance with section 113(1)(b) and (2) of the 2009 Act(h).

In accordance with section 105B(9) of the 2009 Act, the Secretary of State has laid a report before Parliament explaining the effect of this Order and why the Secretary of State considers it appropriate to make this Order.

A draft of this Order has been laid before, and approved by a resolution of, each House of Parliament pursuant to section 117(2) of the 2009 Act(i).

#### Citation, commencement and extent

1.—(1) This Order may be cited as the Combined Authorities (Adult Education Functions) (Amendment) Order 2025 and comes into force on the day after the day on which it is made.

- (a) A body corporate established under article 3 of S.I. 2016/653. The constituent councils of the West Midlands Combined Authority are the councils for the local government areas of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton.
- (b) A body corporate established under article 3 of S.I. 2016/449. The constituent councils of the Tees Valley Combined Authority are the councils for the local government areas of Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton-on-Tees.
- (c) A body corporate established under article 3 of S.I. 2017/251. The constituent councils of the Cambridgeshire and Peterborough Combined Authority are the councils for the local government areas of Cambridges, Cambridgeshire, East Cambridgeshire, Fenland, Huntingdonshire, Peterborough and South Cambridgeshire.
- (d) The South Yorkshire Combined Authority is a body corporate established under article 3 of S.I. 2014/863. The Combined Authority was formerly known as the Barnsley, Doncaster, Rotherham and Sheffield Combined Authority. It has been known as the South Yorkshire Combined Authority since 17th September 2021 in accordance with a resolution notified to the Secretary of State under section 97 of the Local Transport Act 2008 (c. 26), as applied to a combined authority by section 104(4) of the Local Democracy, Economic Development and Construction Act 2009 (c. 20). Its constituent councils are Sheffield City Council, Barnsley Metropolitan Borough Council, Doncaster Metropolitan Borough Council and Rotherham Metropolitan Borough Council.
- (e) A body corporate established under article 3 of S.I. 2014/864. The constituent councils of the West Yorkshire Combined Authority are the metropolitan district councils for the local government areas of Bradford, Calderdale, Kirklees, Leeds and Wakefield.
- (f) A body corporate established under article 5 of S.I. 2024/402. The constituent councils of the North East Mayoral Combined Authority are the councils for the local government areas of Durham, Gateshead, Newcastle Upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland.
- (g) Section 113(1) was substituted by section 14 of the Cities and Local Government Devolution Act 2016 (c. 1) and amended by section 66 of the Levelling-up and Regeneration Act 2023 (c. 55).
- (h) The public consultation ran between 8th November 2024 and 6th December 2024. The Secretary of State was provided with a summary of the consultation responses.
- (i) Section 117(2) was substituted by section 13(2) of the Localism Act 2011 (c. 20).

(2) This Order extends to England and Wales.

### Amendment of the Greater Manchester Combined Authority (Adult Education Functions) Order 2018

- **2.**—(1) The Greater Manchester Combined Authority (Adult Education Functions) Order 2018(a) is amended as follows.
  - (2) In article 4—
    - (a) in paragraph (1)—
      - (i) for "paragraph (2)" substitute "paragraphs (2), (2A) and (2B)";
      - (ii) omit the "and" after sub-paragraph (a);
    - (b) after paragraph (1)(b), insert—
      - "; and
        - (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).";
    - (c) in paragraph (2), omit sub-paragraph (a) and the "or" after it;
    - (d) after paragraph (2) insert—
      - "(2A) The functions mentioned in paragraph (1)(a) and (b) do not include any function relating to apprenticeship training.
      - (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps towards occupational competence, is—
        - (a) aged under 19; or
        - (b) aged under 25 for whom an EHC Plan is maintained.
      - (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014(b).".
  - (3) In the Schedule, after paragraph 6(b) insert—
    - "(ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";".

### Amendment of the Liverpool City Region Combined Authority (Adult Education Functions) Order 2018

- **3.**—(1) The Liverpool City Region Combined Authority (Adult Education Functions) Order 2018(c) is amended as follows.
  - (2) In article 4—
    - (a) in paragraph (1)—
      - (i) for "paragraph (2)" substitute "paragraphs (2), (2A) and (2B)";
      - (ii) omit the "and" after sub-paragraph (a);

(c) S.I. 2018/1142.

<sup>(</sup>a) S.I. 2018/1141.

<sup>(</sup>b) 2014 c. 6. Section 264(2) of the Apprenticeships, Skills, Children and Learning Act 2009 (c. 22) ("ASCLA") provides that ASCLA is to be read as if the provisions of the Education Act 1996 (c. 56) were contained within it. Section 579 of the Education Act defines "EHC Plan" as meaning a plan within section 37(2) of the Children and Families Act 2014. Section 37(2) was amended by paragraph 97 of the Schedule to S.I. 2015/914.

- (b) after paragraph (1)(b), insert—
  - "; and
    - (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).";
- (c) in paragraph (2), omit sub-paragraph (a) and the "or" after it;
- (d) after paragraph (2) insert—
  - "(2A) The functions mentioned in paragraph (1)(a) and (b) do not include any function relating to apprenticeship training.
  - (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps towards occupational competence, is—
    - (a) aged under 19; or
    - (b) aged under 25 for whom an EHC Plan is maintained.
  - (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014.".
- (3) In the Schedule, after paragraph 6(b) insert—
  - "(ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";".

### Amendment of the West of England Combined Authority (Adult Education Functions) Order 2018

- **4.**—(1) The West of England Combined Authority (Adult Education Functions) Order 2018(a) is amended as follows.
  - (2) In article 4—
    - (a) in paragraph (1)—
      - (i) for "paragraph (2)" substitute "paragraphs (2), (2A) and (2B)";
      - (ii) omit the "and" after sub-paragraph (a);
    - (b) after paragraph (1)(b), insert—
      - "; and
        - (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).";
    - (c) in paragraph (2), omit sub-paragraph (a) and the "or" after it;
    - (d) after paragraph (2) insert—
      - "(2A) The functions mentioned in paragraph (1)(a) and (b) do not include any function relating to apprenticeship training.
      - (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps towards occupational competence, is—
        - (a) aged under 19; or
        - (b) aged under 25 for whom an EHC Plan is maintained.

<sup>(</sup>a) S.I. 2018/1143.

- (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014.".
- (3) In the Schedule, after paragraph 6(b) insert—
  - "(ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";".

### Amendment of the West Midlands Combined Authority (Adult Education Functions) Order 2018

- 5.—(1) The West Midlands Combined Authority (Adult Education Functions) Order 2018(a) is amended as follows.
  - (2) In article 4—
    - (a) in paragraph (1)—
      - (i) for "paragraph (2)" substitute "paragraphs (2), (2A) and (2B)";
      - (ii) omit the "and" after sub-paragraph (a);
    - (b) after paragraph (1)(b), insert—

"; and

- (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).";
- (c) in paragraph (2), omit sub-paragraph (a) and the "or" after it;
- (d) after paragraph (2) insert—
  - "(2A) The functions mentioned in paragraph (1)(a) and (b) do not include any function relating to apprenticeship training.
  - (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps towards occupational competence, is—
    - (a) aged under 19; or
    - (b) aged under 25 for whom an EHC Plan is maintained.
  - (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014.".
- (3) In the Schedule, after paragraph 6(b) insert—
  - "(ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";".

### Amendment of the Tees Valley Combined Authority (Adult Education Functions) Order 2018

- **6.**—(1) The Tees Valley Combined Authority (Adult Education Functions) Order 2018(**b**) is amended as follows.
  - (2) In article 4—
    - (a) in paragraph (1)—
      - (i) for "paragraph (2)" substitute "paragraphs (2), (2A) and (2B)";
- (a) S.I. 2018/1144
- **(b)** S.I. 2018/1145.

- (ii) omit the "and" after sub-paragraph (a);
- (b) after paragraph (1)(b), insert—

"; and

- (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).";
- (c) in paragraph (2), omit sub-paragraph (a) and the "or" after it;
- (d) after paragraph (2) insert—
  - "(2A) The functions mentioned in paragraph (1)(a) and (b) do not include any function relating to apprenticeship training.
  - (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps towards occupational competence, is—
    - (a) aged under 19; or
    - (b) aged under 25 for whom an EHC Plan is maintained.
  - (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014.".
- (3) In the Schedule, after paragraph 6(b) insert—
  - "(ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";".

### Amendment of the Cambridgeshire and Peterborough Combined Authority (Adult Education Functions) Order 2018

- 7.—(1) The Cambridgeshire and Peterborough Combined Authority (Adult Education Functions) Order 2018(a) is amended as follows.
  - (2) In article 4—
    - (a) in paragraph (1)—
      - (i) for "paragraph (2)" substitute "paragraphs (2), (2A) and (2B)";
      - (ii) omit the "and" after sub-paragraph (a);
    - (b) after paragraph (1)(b), insert—

"; and

- (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).";
- (c) in paragraph (2), omit sub-paragraph (a) and the "or" after it;
- (d) after paragraph (2) insert—
  - "(2A) The functions mentioned in paragraph (1)(a) and (b) do not include any function relating to apprenticeship training.
  - (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps towards occupational competence, is—
    - (a) aged under 19; or

<sup>(</sup>a) S.I. 2018/1146.

- (b) aged under 25 for whom an EHC Plan is maintained.
- (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014.".
- (3) In the Schedule, after paragraph 6(b) insert—
  - "(ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";".

### Amendment of the Barnsley, Doncaster, Rotherham and Sheffield Combined Authority (Functions and Amendment) Order 2020

- **8.**—(1) The Barnsley, Doncaster, Rotherham and Sheffield Combined Authority (Functions and Amendment) Order 2020(a) is amended as follows.
  - (2) In article 7—
    - (a) in paragraph (1)—
      - (i) for "paragraph (2)" substitute "paragraphs (2), (2A) and (2B)";
      - (ii) omit the "and" after sub-paragraph (a);
    - (b) after paragraph (1)(b), insert—

"; and

- (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).";
- (c) in paragraph (2), omit sub-paragraph (a) and the "or" after it;
- (d) after paragraph (2) insert—
  - "(2A) The functions mentioned in paragraph (1)(a) and (b) do not include any function relating to apprenticeship training.
  - (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps towards occupational competence, is—
    - (a) aged under 19; or
    - (b) aged under 25 for whom an EHC Plan is maintained.
  - (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014.".
- (3) In Schedule 1, after paragraph 5(b) insert—
  - "(ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";".

#### Amendment of the West Yorkshire Combined Authority (Election of Mayor and Functions) Order 2021

- **9.**—(1) The West Yorkshire Combined Authority (Election of Mayor and Functions) Order 2021(**b**) is amended as follows.
  - (2) In article 7—
    - (a) in paragraph (1)—

<sup>(</sup>a) S.I. 2020/806

<sup>(</sup>b) S.I. 2021/112, to which there are amendments not relevant to this Order.

- (i) for "paragraph (2)" substitute "paragraphs (2), (2A) and (2B)";
- (ii) omit the "and" after sub-paragraph (a);
- (b) after paragraph (1)(b), insert—

"; and

- (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).";
- (c) in paragraph (2), omit sub-paragraph (a) and the "or" after it;
- (d) after paragraph (2) insert—
  - "(2A) The functions mentioned in paragraph (1)(a) and (b) do not include any function relating to apprenticeship training.
  - (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps toward occupational competence, is—
    - (a) aged under 19; or
    - (b) aged under 25 for whom an EHC Plan is maintained.
  - (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014.".
- (3) In Schedule 1, after paragraph 6(b) insert—
  - "(ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";".

#### Amendment of the North East Mayoral Combined Authority (Establishment and Functions) Order 2024

- **10.**—(1) The North East Mayoral Combined Authority (Establishment and Functions) Order 2024(a) is amended as follows.
  - (2) In article 30—
    - (a) in paragraph (1)—
      - (i) for "paragraph (2)" substitute "paragraphs (2), (2A) and (2B)";
      - (ii) omit the "and" after sub-paragraph (a);
    - (b) after paragraph (1)(b), insert—

"; and

- (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).";
- (c) in paragraph (2), omit sub-paragraph (a) and the "or" after it;
- (d) after paragraph (2) insert—
  - "(2A) The functions mentioned in paragraph (1)(a) and (b) do not include any function relating to apprenticeship training.
  - (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps towards occupational competence, is—

<sup>(</sup>a) S.I. 2024/402.

- (a) aged under 19; or
- (b) aged under 25 for whom an EHC Plan is maintained.
- (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014.".
- (3) In Schedule 3, after paragraph 6(b) insert—
  - "(ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";".

Minister of State Department for Education

#### **EXPLANATORY NOTE**

(This note is not part of the Order)

This Order amends the following Orders ("the Combined Authorities Orders"):

- The Greater Manchester Combined Authority (Adult Education Functions) Order 2018 (S.I. 2018/1141) (see article 2);
- The Liverpool City Region Combined Authority (Adult Education Functions) Order 2018 (S.I. 2018/1142) (see article 3);
- The West of England Combined Authority (Adult Education Functions) Order 2018 (S.I. 2018/1143) (see article 4);
- The West Midlands Combined Authority (Adult Education Functions) Order 2018 (S.I. 2018/1144) (see article 5);
- The Tees Valley Combined Authority (Adult Education Functions) Order 2018 (S.I. 2018/1145) (see article 6);
- The Cambridgeshire and Peterborough Combined Authority (Adult Education Functions) Order 2018 (S.I. 2018/1146) (see article 7);
- The Barnsley, Doncaster, Rotherham and Sheffield Combined Authority (Functions and Amendment) Order 2020 (S.I. 2020/806) (see article 8);
- The West Yorkshire Combined Authority (Election of Mayor and Functions) Order 2021 (S.I. 2021/112) (see article 9);
- The North East Mayoral Combined Authority (Establishment and Functions) Order 2024 (S.I. 2024/402) (see article 10).

The amendments made by this Order confer on the relevant Combined Authorities the power in section 100(1B) of the Apprenticeships, Skills, Children and Learning Act 2009 ("ASCLA") to provide financial resources in connection with approved technical education qualifications or approved steps towards occupational competence (except in relation to functions relating to a person who, at the time of starting a course of study or starting to take approved steps toward occupational competence, is (a) aged under 19 or (b) aged under 25 for whom an Education, Health and Care Plan is maintained under section 37(2) of the Children and Families Act 2014 (c. 6)). This power is exercisable by each of the Combined Authorities in respect of their area concurrently with the Secretary of State.

This Order also amends the relevant Combined Authorities Orders to apply certain provisions of ASCLA with modifications to the Combined Authorities for the purpose of the Combined Authorities exercising the power in section 100(1B) of ASCLA conferred on them by this Order (see articles 2(3), 3(3), 4(3), 5(3), 6(3), 7(3), 8(3), 9(3) and 10(3)).

A full regulatory impact assessment has not been produced for this Order as no, or no significant, impact on the private, voluntary or public sector is foreseen.

Draft Regulations laid before [Parliament] under section of the Act (c.), for approval by resolution of [each House of Parliament].

#### DRAFT STATUTORY INSTRUMENTS

#### No.

# The West Midlands Combined Authority (Adult Education Functions) Order 2018

Made - - - - \*\*\*

Coming into force

The Secretary of State makes these Regulations in exercise of the powers conferred by section of the Act .

#### PART 1

#### General

#### Citation, commencement and application

- 1.—(1) This Order may be cited as the West Midlands Combined Authority (Adult Education Functions) Order 2018 and comes into force on the day after the day on which it is made.
- (2) Part 2 of this Order applies only in relation to the provision of education or training in an academic year beginning on or after 1st August 2019.
- (3) In paragraph (2), "academic year" means a period beginning with 1st August and ending with the next 31st July.

#### Interpretation

2. In this Order—

"the 2009 Act" means the Apprenticeships, Skills, Children and Learning Act 2009(a);

"adult detention" has the meaning given by section 121(4)(b) of the 2009 Act;

"apprenticeships training" has the meaning given by section 83(5)(c) of the 2009 Act;

"the Area" means the area of the Combined Authority; and

<sup>(</sup>a) 2009 c. 22

<sup>(</sup>b) Section 121 was amended by paragraph 30 of Schedule 1 to the Technical and Further Education Act 2017 (c.19); paragraph 22 of Part 2 of Schedule 1, and paragraph 27 of Part 1 of Schedule 14, to the Deregulation Act 2015 (c.20); and by paragraph 8 of Schedule 18 to the Education Act 2011 (c.21).

<sup>(</sup>c) Section 83 was amended by paragraph 14 of Part 2 of Schedule 1, and paragraph 4 of Part 1 of Schedule 14, to the Deregulation Act 2015 (c. 20); by paragraph 89 of Part 2 of Schedule 3 to the Children and Families Act 2014 (c.6); and by paragraph 5 of Schedule 18 to the Education Act 2011 (c.21).

"the Combined Authority" means the West Midlands Combined Authority, a body corporate established under the West Midlands Combined Authority Order 2016(a).

#### PART 2

Adult education functions of the Secretary of State transferred to the Combined Authority or to be exercisable concurrently with the Combined Authority

### Transfer of functions from the Secretary of State to the Combined Authority in relation to the Area

- 3.—(1) Subject to paragraph (2), the functions of the Secretary of State set out in the following provisions of the 2009 Act are exercisable by the Combined Authority in relation to the Area—
  - (a) section 86 (education and training for persons aged 19 or over and others subject to adult detention)(**b**);
  - (b) section 87 (learning aims for persons aged 19 or over: provision of facilities)(c); and
  - (c) section 88 (learning aims for persons aged 19 or over: payment of tuition fees)(d).
  - (2) The functions mentioned in paragraph (1) do not include
    - (a) any functions relating to apprenticeship training;
    - (b) any functions relating to persons subject to adult detention; or
    - (c) any power to make regulations or orders.
- (3) The functions mentioned in paragraph (1) are exercisable by the Combined Authority instead of by the Secretary of State.

### Functions of the Secretary of State to be exercisable concurrently with the Combined Authority in relation to the Area

- **4.**—(1) Subject to paragraph (2) paragraphs (2), (2A) and (2B), the functions of the Secretary of State set out in the following provisions of the 2009 Act are exercisable by the Combined Authority in relation to the Area—
  - (a) section 90 (encouragement of education and training for persons aged 19 or over and others subject to adult detention)(e); and
  - (b) section 100(1)(provision of financial resources)(f); and-
  - (c) section 100(1B) (provision of financial resources in connection with approved technical education qualifications or approved steps towards occupational competence).
  - (2) The functions mentioned in paragraph (1) do not include—
    - (a) any function relating to apprenticeships training; or

<sup>(</sup>a) S.I.2016/653 as amended by S.I. 2017/510.

<sup>(</sup>b) Section 86 was amended by paragraphs 1, 2 and 9 of Part 1 of Schedule 14 to the Deregulation Act 2015 (c.20); by paragraphs 88 and 90 of Part 2 of Schedule 3 to the Children and Families Act 2014 (c. 6); and by section 30 of, and paragraphs 1 and 7 of Schedule 18 to, the Education Act 2011 (c.21).

 <sup>(</sup>c) Section 87 was amended by paragraphs 1 and 10 of Part 1 of Schedule 14 to the Deregulation Act 2015 (c.20); and by paragraph 91 of Part 2 of Schedule 3 to the Children and Families Act 2014 (c.6).
 (d) Subsection (1) is amended by section 114(2) of the Digital Economy Act 2017 (c.30), on a date to be appointed. Section

<sup>(</sup>d) Subsection (1) is amended by section 114(2) of the Digital Economy Act 2017 (c.30), on a date to be appointed. Section 88 was amended by paragraph 11 of Part 1 of Schedule 14 to the Deregulation Act 2015 (c.20) and by section 73 of the Education Act 2011 (c 21).

<sup>(</sup>e) Section 90 was amended by paragraphs 5 and 20 of Part 2 of Schedule 1, and paragraphs 1 and 12 of Part 1 of Schedule 14, to the Deregulation Act 2015 (c.20).

<sup>(</sup>f) Section 100 was amended by section 27 of the Enterprise Act 2016 (c.12); by Schedules 1 and 14 to the Deregulation Act 2015 (c.20); and by paragraphs 1 and 9 of Schedule 18 to the Education Act 2011 (c.21). Section 100 was also amended by article 7 of the Greater Manchester Combined Authority (Adult Education Functions) Order 2018 (S.I. 1141).

- (b) any function relating to persons subject to adult detention.
- (2A) The functions mentioned in paragraphs (1)(a) and (b) do not include any function relating to apprenticeship training.
- (2B) The function mentioned in paragraph (1)(c) does not include any function relating to a person who, at the time of starting a course of study for an approved technical education qualification or starting to take approved steps towards occupational competence, is—
  - (a) aged under 19; or
  - (b) aged under 25 and for whom an EHC Plan is maintained.
- (2C) In paragraph (2B), an "EHC Plan" means a plan within the meaning of section 37(2) of the Children and Families Act 2014.
- (3) The functions mentioned in paragraph (1) are exercisable concurrently with the Secretary of State in relation to the Area.

#### Conditions on the exercise of functions mentioned in articles 3 and 4

- 5.—(1) The Combined Authority must adopt rules of eligibility for awards by an institution to which it makes grants, loans or other payments under section 100 of the 2009 Act in accordance with any direction given by the Secretary of State.
- (2) In exercising the functions mentioned in articles 3 and 4, the Combined Authority must have regard to guidance issued by the Secretary of State for the purpose of this article (as amended from time to time or as replaced by a subsequent document)(a).
- (3) In subsection (1), "award" has the same meaning as in regulation 2 of the Fees and Awards (England) Regulations 2007(b).

#### Modification of provisions in the 2009 Act

**6.** For the purpose of the exercise by the Combined Authority of the functions mentioned in articles 3 and 4, sections 86 to 88, 90, 100, 101, 103, 115 and 121 of the 2009 Act apply in relation to the Combined Authority with the modifications set out in the Schedule.

<sup>(</sup>a) The Secretary of State's guidance was published on 23rd July 2018 and is available at https://www.gov.uk/government/publications?departments%5B%5D=department-for-education. Copies are available on request from the Department for Education, 20 Great Smith Street, London SW1P 3BT.

<sup>(</sup>b) S.I. 2007/779, as amended by S.I. 2007/2263, S.I. 2010/1172, S.I. 2010/1941, S.I. 2011/87, S.I. 2011/1043, S.I. 2011/1987, S.I. 2012/765, S.I. 2012/956, S.I. 2012/1653, S.I. 2015/971, S.I. 2016/584, S.I. 2017/114, and S.I. 2018/137.

### Modification of provisions of the 2009 Act in their application to the Combined Authority

- 1. All references to provisions in this Schedule are to provisions in the 2009 Act.
- 2. Section 86 has effect as if—
  - (a) in subsection (1), for each reference to "Secretary of State" there were substituted a reference to "Combined Authority";
  - (b) subsection (1)(b) were omitted but not "and" at the end;
  - (c) in subsection (1)(c), for "paragraphs (a) and (b)", there were substituted "paragraph (a)";
  - (d) in subsection (5), the words "(except so far as relating to facilities for persons subject to adult detention)" were omitted;
  - (e) in subsection (6), paragraph (c) in the definition of "training" were omitted; and
  - (f) in subsection (7), the words "or (b)" were omitted.
- **3.** Section 87 has effect as if for each reference to "Secretary of State", there were substituted a reference to "Combined Authority".
- **4.** Section 88 has effect as if in subsections (1), (2)(b), (2A), (3), (4)(b) and (6)(a) for each reference to "Secretary of State", there were substituted a reference to "Combined Authority".
  - 5. Section 90 has effect as if—
    - (a) in subsection (1), for the first reference to "Secretary of State", there were substituted a reference to "Combined Authority";
    - (b) in subsection (1)(a), for "section 86(1)(a) and (b)", there were substituted "section 86(1)(a)"; and
    - (c) in subsection (1)(a), (b) and (c) for each reference to "Secretary of State's remit" there were substituted the words "Combined Authority's remit".
  - 6. Section 100 has effect as if—
    - (a) in subsection (1), for the reference to "Secretary of State" there were substituted "Combined Authority";
    - (b) in subsection (1)(a), for the reference to "Secretary of State's remit" there were substituted "Combined Authority's remit";
    - (ba) in subsection (1B), for the reference to "Secretary of State" there were substituted "Combined Authority";
    - (c) in subsection (3), for each reference to "Secretary of State" there were substituted a reference to "Combined Authority"; and
    - (d) in subsection (4), for the reference to "Secretary of State" there were substituted a reference to "Combined Authority".
- 7. Section 101(a) has effect as if for each reference to "Secretary of State" there were substituted a reference to "Combined Authority".
- (a) Section 101 was amended by paragraphs 3 and 14 of Part 1 of Schedule 14 to the Deregulation Act 2015(c. 20).

- 8. Section 103(a) has effect as if—
  - (a) for the reference to "Secretary of State" there were substituted a reference to "Combined Authority"; and
  - (b) the words "or (1A)" were omitted.
- 9. Section 115(b) has effect as if—
  - (a) for the reference to "Secretary of State", there were substituted "Combined Authority";
  - (b) in subsection (2)(a), the word ", and" were omitted; and
  - (c) in subsection (2), paragraph (b) were omitted.
- 10. Section 121(c) has effect as if—
  - (a) in subsection (1), there were added at the appropriate place—
    - ""Combined Authority" means the West Midlands Combined Authority, a body corporate established under the West Midlands Combined Authority Order 2016;";
  - (b) in subsection (2)—
    - (i) for the reference to "Secretary of State's remit", there were substituted the words "Combined Authority's remit"; and
    - (ii) in paragraph (a), the words "or (b)" were omitted; and
  - (c) in subsection (3)—
    - (i) for the reference to "Secretary of State's remit", there were substituted the words "Combined Authority's remit"; and
    - (ii) paragraphs (a) and (aa) were omitted.

a) Section 103 was amended by paragraphs 4 and 16 of Part 1 of Schedule 14 to the Deregulation Act 2015 (c.20).

<sup>(</sup>b) Section 115 was amended by paragraph 23 of Part 1 of Schedule 14 to the Deregulation Act 2015(c. 20); and by paragraphs 88 and 93 of Part 2 of Schedule 3 to the Children and Families Act 2014 (c. 6).

<sup>(</sup>c) Subsection (1) is amended by paragraphs 1 and 30 of Schedule 1 to the Technical and Further Education Act 2017 (c.19) on a date to be appointed. Section 121 was amended by paragraph 22 of Part 1 of Schedule 1 and paragraph 27 of Part 1 of Schedule 14 to the Deregulation Act 2015 (c.20); and by paragraphs 1 and 12 of Schedule 18 to the Education Act 2011 (c.21).

#### **EXPLANATORY NOTE**

(This note is not part of the Order)

This Order provides for the conferral of certain adult education functions of the Secretary of State under the Apprenticeships, Skills, Children and Learning Act 2009 ("the 2009 Act") on the West Midlands Combined Authority ('the Combined Authority').

Article 1 of the Order provides for coming into force on the day after the day the Order is made; and for Part 2 to apply only in relation to the provision of education or training in an academic year beginning on or after 1st August 2019. This enables the Combined Authority to carry out the functions in relation to the 2019/20 academic year from the day the Order comes into force. Article 3 of the Order provides for the transfer to the Combined Authority of adult education functions under section 86 to 88 of the 2009 Act, with the exception of such functions relating to apprenticeships training, persons subject to adult detention or any power to make regulations or orders. The transferred functions will be exercisable by the Combined Authority instead of by the Secretary of State in relation to the area of the Combined Authority.

Article 4 also provides for the functions of the Secretary of State under section 90 of the 2009 Act, which relate to the encouragement of education and training for persons aged 19 or over, and under section 100(1) of that Act, which relate to the provision of financial resources, to be exercisable by the Combined Authority in relation to the area. The functions will be exercisable by the Combined Authority concurrently with the Secretary of State.

Article 5 sets conditions on the exercise of the functions mentioned in Articles 3 and 4. The Combined Authority must adopt rules of eligibility for awards by an institution to which it makes grants, loans or other payments under section 100 of the 2009 Act in accordance with any direction given by the Secretary of State. In addition, in exercising the transferred functions, the Combined Authority must have regard to guidance issued by the Secretary of State (as amended from time to time or replaced by a subsequent document).

Article 6 and the Schedule to the Order apply certain provisions of the 2009 Act with modifications to the Combined Authority for the purpose of the Combined Authority exercising the functions conferred on it by articles 3 and 4.