

Cabinet – 15 March 2017

West Midlands Strategic Transport Plan Settlement and Transport Capital Programme 2017/18

Portfolio: Councillor Lee Jeavons, Deputy Leader and Regeneration

Related portfolios: None

Service: Regeneration & Development – Strategic Transportation

Wards: All

Key decision: Yes

Forward plan: Yes

1. Summary

- 1.1. The West Midlands Strategic Transport Plan (STP) sets out the transport strategy for the metropolitan area, together with an implementation plan. This Plan was approved by the West Midlands Integrated Transport Authority (ITA) in December 2015 and was subsequently adopted by the West Midlands Combined Authority (WMCA).
- 1.2. Work is ongoing to deliver the transport priorities for the Black Country Local Enterprise Partnership which are stated within the Strategic Economic Plan; this report is consistent with how the Strategic Economic Plan will be delivered and includes the two major scheme priorities in Walsall accepted by the Local Enterprise Partnership: Darlaston Strategic Development Area Access Project; and the development of a major scheme to improve traffic flow at M6 Junction 10.
- 1.3. To support the delivery of the STP in the West Midlands, the Department for Transport awards 'Integrated Transport Block' (ITB) grant funding and 'Highways Capital Maintenance Block' (HMB) funding to the WMCA. The WMCA then distributes this grant funding to the component metropolitan districts to be used to implement the STP in their area.
- 1.4. Since 2015/16 some ITB funding is being pooled in the Local Growth Fund (administered through the Black Country Local Enterprise Partnership) and the remainder is channeled through the WMCA. If the Council is to secure the necessary resources to deliver the agreed transport priorities for the Borough, funds allocated to Walsall Council will need to be secured through effective negotiations/bidding and delivery planning with both these bodies.
- 1.5. Walsall Council utilises the ITB funding it receives to deliver three headline work programmes: Major Scheme Development; Strategic Transportation; and Road

Safety and Sustainable Travel. The WMCA and Black Country Local Enterprise Partnership will hold Walsall Council to account for how this funding is utilised.

- 1.6. On 9 December, 2016 it was agreed at the WMCA Board that a development 'ring fence' of the ITB funding would establish development funding for local authorities to take forward key named schemes. This was set at 15% and within Walsall Council this development funding will be allocated to lead the M6 Junction highway improvements scheme through its development process.
- 1.7. The report sets out the proposed ITB transport capital programme for 2017/18 based on the output of a Cabinet-approved prioritisation process. The three-year highways maintenance programme 2015-18 was approved separately at Cabinet on 18 March, 2015.
- 1.8. The report also sets out key achievements delivered through the 2016/17 capital programme.

2. Recommendations

- 2.1. That Cabinet notes the West Midlands 2017/18 Block Allocations as set out at Table 1 in Section 6 of this report.
- 2.2. That Cabinet approves the Walsall Transport Capital Programme 2017/18 as set out at Table 2 in Section 6 of this report.
- 2.3. That Cabinet approves the utilisation of the Integrated Transport Block element of the grant funding for 2017/18 as described in paragraphs 6.3 to 6.7 of this report and appendices A to G, including the allocation of any slippage from 2016/17 to the 2017/18 programme.
- 2.4. That Cabinet delegate authority to the Executive Director for Economy & Environment, in consultation with the Cabinet Member for Regeneration, to manage any changes to the 2017/18 Integrated Transport Block programme allocations in order to manage the overall budget within approved limits.
- 2.5. That Cabinet delegate authority to the Executive Director for Economy & Environment, in consultation with the Cabinet Member for Regeneration, to negotiate on its behalf with the Black Country Local Enterprise Partnership, WMCA and government departments to maximise the values of future financial resources allocated to Walsall Council in pursuit of its transport priorities, including signing relevant agreements and contracts for schemes which are approved within the Walsall Transport Capital Programme 2017/18.
- 2.6. That Cabinet approve the use of the Homes and Communities Agency Technical Framework Panels 2014 – 2018 and the West Midlands Transportation Professional Services Framework to procure essential specialist services such as structural engineering or traffic modelling as necessary to ensure that delivery programmes are met. This would be utilised when the resource is not available in-house or via existing shared services with other local authorities in line with the Council's Contract Rules and in consultation with the Council's Procurement Team.

3. Report detail

- 3.1. The Strategic Transport Plan (STP) sets out the transport strategy for the metropolitan area, together with an implementation plan, and was approved by the West Midlands Integrated Transport Authority (ITA) in December 2015 and was subsequently adopted by the West Midlands Combined Authority (WMCA).
- 3.2. Combined Authorities are designated as the 'accountable bodies' for strategic transport plans and the government funding allocated to deliver them. Integrated Transport Block (ITB) funding and Highways Capital Maintenance Block (HMB) funding is allocated to Walsall Council via the WMCA. However, from April 2015, an element of ITB has been top-sliced nationally and pooled in the Local Growth Fund. In the Black Country, this funding is administered by the Black Country Local Enterprise Partnership (LEP).
- 3.3. The WMCA and the LEP monitors each District's transport capital programme to ensure that they are using funds to deliver the aims and objectives of the West Midlands STP and the Black Country Growth Deal, and that funding is used in line with government grant conditions. In response to this, the Council has prioritised its proposed 2017/18 ITB programme against STP objectives. (The current year's programme was appraised and prioritised using a process previously endorsed at Cabinet in December 2012.)
- 3.4. Key achievements delivered through the 2016/17 ITB and HMB capital programme, include: -
 - Completion of a comprehensive highway improvements scheme for the Caldmore Road;
 - Commencement of highway mitigation works associated with the closure of Reeves Street level crossing;
 - Delivery of junction improvements at Bentley Lane/Bloxwich Lane, Churchill Road/Bloxwich Lane and Stephenson Avenue/Green Lane as part of the M6 Junction Resilience Package;
 - Further development of a calibrated and validated micro-simulation model of the town centre ring road to help inform future development proposals as well as scenario testing;
 - Road safety schemes along A4148 Broadway North, Birmingham Road and A4148 Broadway junction, Bloxwich Lane and Wednesbury Road (Hilary Street to Milton Street);
 - Ongoing development of a major scheme business case for a congestion-busting scheme at M6 Junction 10;
 - Completion of the Darlaston Strategic Development Area Access Project;
 - Highways Maintenance Block and Incentive Funding was used for major reconstruction of 1.4 miles (2,213m) of footway and 3.5 miles (5,609m) of carriageway to the network including A461 Lichfield Rd and B4154 Daw End Lane;
 - An additional 3.3 miles (5,236m) of carriageway on the classified network has been reconstructed through the DfT Challenge Funding including A41 High St, Moxley and B4484 Rose Hill Willenhall;

- The use of Council capital budgets facilitated some of the above schemes and specifically funded major reconstruction of 1.2 miles (1,909m) of footways and 3.0 miles (4,808m) of carriageways including Caldmore Rd and Ida Rd;
- Self assessment returns have been completed on time which will be used to assess the Council's progress with Highway Asset Management. The results of this will impact on the amount of Highways Capital Maintenance Block (Incentive Funding) the Council gets in the forthcoming 4 years. Note that there is an expectation that as part of the West Midlands Combined Authority Walsall will receive the full amount of Incentive Funding.

Delivering a 2017/18 Integrated Transport Block Programme

- 3.5. Table 1 in Section 6 of the report sets out the residual transport capital funding available to the West Midlands Metropolitan Districts and Transport for West Midlands (TfWM) in 2017/18.
- 3.6. Table 2 in Section 6 of the report sets out the residual transport capital funding programme available to the Council in 2017/18.
- 3.7. The proposed split of funding as per Table 3 in Section 6 of the report will allow the Council to support the development of future major scheme business cases to give the Council the best opportunity to attract implementation resources; and allow the Council to continue to deliver a robust road safety and sustainable travel programme that addresses local transport needs and concerns.
- 3.8. The Strategic Transportation Team utilise their proportion of the ITB to develop and deliver 'major' and 'strategic'¹ schemes which meet the aims and objectives of the STP and bring benefit to the Walsall transportation system.
- 3.9. Determining which strategic schemes are selected for development and delivery in Walsall is based on the output of a spreadsheet-based tool which scores potential schemes against the STP aims and objectives, therefore making the selection non-subjective. This method of prioritisation was approved at Cabinet in December 2012.
- 3.10. Appendix A sets out the proposed residual ITB programme for 2017/18, together with any confirmed complementary transport capital funding. Appendix B sets out the appraisal results for the major and strategic schemes proposed for inclusion in this programme.
- 3.11. The Road Safety and Sustainable Travel Team use a long-standing ranking methodology to determine which schemes are delivered from their allocation of the ITB. Funding for Local Safety Schemes and Sustainable Travel Schemes will be awarded on a priority basis as set out in Appendices C to G. It will not be possible to fund all of the schemes detailed. Schemes have been prioritised and the identified reserve schemes will have first call on any resource which becomes available throughout the year. The final programme will be agreed and approved by the Executive Director for Economy & Environment in conjunction with the Cabinet Member for Regeneration.

¹ 'Major schemes' have traditionally been defined as those schemes over £5m in value (although post-2015 this threshold was removed). In this context, 'strategic schemes' are significant schemes, but below the £5m threshold e.g. large junction improvement schemes.

- 3.12. The appraisal methodologies referred to above relies upon the use of collision data records provided by West Midlands Police. This is supplemented with a range of additional locally determined data providing the Council with a strong basis to rationalise their decision-making and provide confidence to the WMCA, Black Country LEP and the Department for Transport that the ITB and Growth Deal resources are being used appropriately.

Essential Specialist Services

- 3.13. As part of the development of both existing and future major transport schemes, it has been identified that essential specialist services such as structural engineering, land acquisition, environmental impact assessment or traffic modelling services are required that are not currently available in-house or via existing shared services with other local authorities.
- 3.14. The Homes and Communities Agency has set up a wide range of technical framework panels that are available for use by its partners, including local authorities such as Walsall Council. These panels have been procured through fully compliant OJEU processes, and offer a quick and efficient means to procure transport- and development-related technical services. On appointment of a Panel member, a framework contract would put in place between the Panel member and Walsall Council.
- 3.15. Similarly, the West Midlands Transportation Professional Services Framework has also been set-up to help deliver transport programmes amongst the West Midlands local authorities.
- 3.16. Any use of the HCA panels (e.g. Multidisciplinary Panel and/or Property Panel) or the West Midlands Transportation Professional Services Framework will be in line with the Council's Contract Rules 2010. It is proposed that use of these framework contracts is an efficient way of procuring the necessary specialist support services to help the delivery of the M6 Junction Highway Improvements Scheme (existing major transport scheme) and future major transport schemes.

4. Council priorities

- 4.1. The ITB funding is allocated to the Council to deliver the West Midlands STP, which supports the Council's purpose to '*reduce inequalities and maximise potential*' outlined in the Corporate Plan 2017-2020. Further, it underpins delivery against the Council's priorities, including;
- Pursue inclusive economic growth;
 - Make a positive difference to the lives of Walsall people;
 - Safe, resilient and prospering communities.
- 4.2. Improving the safety of the transport network and the security of people using the network are important considerations in the development and delivery of transport schemes and the overall composition of the capital programme. To

date Walsall Council has performed well, when compared to others nationally, in reducing the numbers and severity of accidents on the Borough's roads.

- 4.3. Environmental and safety factors are considered in the development and delivery of transport schemes. Care will be taken in the detailed design of schemes to minimise direct impacts on the local environment; where appropriate schemes will be subject to an Environmental Impact Assessment. The West Midlands STP has been subject to a Strategic Environmental Assessment.
- 4.4. As future schemes are progressed, the Council will be identifying good practice for adapting to, and mitigating the effects of, climate change and promoting environmental and economic sustainability.

5. Risk management

- 5.1. The principal risk to Walsall Council is that if the ITB funding allocated from WMCA is not spent or committed within the financial year there is a risk that any under spend may be 'clawed back' or future year allocations reduced. Utilising the Cabinet-approved prioritisation process allows better management of the programme and provides accountability at a regional level for those schemes selected for development and delivery.
- 5.2. Since April 2015 approximately half of the national ITB allocation has been pooled in the Local Growth Fund by the government to enable Local Enterprise Partnerships to deliver their Strategic Economic Plans. The Black Country Growth Deal announced in July 2014 includes an allocation to implement its transport projects and programme priorities.
- 5.3. This means that the residual ITB has been reduced by approximately 50%. Paragraph 6.11 sets out the risk on staffing if grant is significantly reduced or removed in 2018/19 or beyond.
- 5.4. A further risk is that of the continued failure to increase revenue funding to support the maintenance and operating costs of capital investment. This has been a concern raised by the Department for Transport in previous years and has not been addressed due to the severe financial pressures on Council revenue budgets. It is possible that Department for Transport may reduce future capital settlements if it cannot be demonstrated that the Council has appropriate procedures and resources for future maintenance of transport assets.
- 5.5. The change in the way funding has been allocated by government and the Local Enterprise Partnerships since April 2015 is affecting our ability to deliver the priorities set by Cabinet. The Council risks losing out on resource allocations if it is not active in the role of lobbying and successfully negotiating our position. Officers of the Council will seek to secure the position of our agreed transport priorities within both the government's and the Black Country LEP's programmes, together with the appropriate funding.

6. Financial implications

- 6.1. Following on from the Autumn Statement 2016 the Department for Transport announced its Roads Funding package on 13 January, 2017. This announcement also included an additional £5.78m allocation to the West Midlands CA from the National Productivity Investment Fund (NPIF). This particular funding will be managed by the WMCA with the constituent authorities bidding for highway schemes (including maintenance) within their respective boroughs. It is not therefore possible to speculate how much of this funding will be directed towards Walsall.

The settlement is split into blocks and the figures are indicative, pending final settlement letters.

Table 1 – West Midlands Block Allocations 2016/17 to 2020/21

Block – Indicative Allocations	Current 2016/17 (£000s)	2017/18 (£000s)	2018/19 (£000s)	2019/20 (£000s)	2020/21 (£000s)
Integrated Transport	17,618	17,618	17,618	17,618	17,618
Highways Capital Maintenance*	14,938	14,486	13,112	13,112	13,112

*Note the indicative reduction in 2017/18. The Department for Transport has introduced an incentive element from 2016/17 where local authorities will have to demonstrate sound efficiencies and asset management practices to release the difference.

- 6.2. Further to this, the WMCA confirmed at its meeting on 9 December, 2016 the allocation per metropolitan district after 'top-slicing' of the ITB for West Midlands joint initiatives in 2017/18 only. Walsall Council's 2017/18 transport capital programme is set out at Table 2.

Table 2 – Walsall Transport Capital Programme 2016/17 and 2017/18

Project/Programme	Current 2016/17 (£000s)	2017/18 (£000s)
Integrated Transport Block	1,283	1,281
Highways Capital Maintenance Block	2,214	2,147
Slippage from previous year's Integrated Transport Block**	1,018	51
Slippage from previous year's Maintenance Block***	300	0
Resources available to be programmed/committed to schemes	4,815	3,479

** At the time of writing, £51k of ITB is expected to be carried forward. The final figure will not be confirmed until early in 2017/18.

*** At the time of writing, Highways Capital Maintenance Block is forecast to carry forward £0, but the final figure will not be confirmed until early in 2017/18.

Allocation of Integrated Transport Block Funding

- 6.3. Walsall's ITB is split between three headline programmes: -
- Major Scheme Development and Delivery Programme (managed by Strategic Transportation Team, Economy & Environment Directorate)
 - Strategic Transportation Programme (managed by Strategic Transportation Team, Economy & Environment Directorate)
 - Road Safety and Sustainable Travel Programme (managed by Traffic Safety & Operations Team, Economy & Environment Directorate)

- 6.4. Cabinet agreed in December 2012 that the split between the three headline programmes will be based on the average allocation over a 5-year period (2008/9 to 2012/13), which reflects ‘transport need’ within the Borough.
- 6.5. Within the Major Scheme Programme a 15% ‘ring fence’ of the ITB is allocated as development funding for local authorities to take forward key named schemes. This development funding will be allocated to lead the M6 Junction 10 highway improvements scheme through its development process.

Table 3 – Current and 2017/18 ITB Allocations by Programme (excluding slippage)

	Current 2016/17 (£000s)	2017/18 (£000s)
Major Scheme Development & Delivery Programme	95	194
Strategic Transportation Programme	623	497
Road Safety & Sustainable Travel Programme	565	590
Total	1,283	1,281

- 6.6. Major schemes to be developed by the Council were approved at Cabinet in September 2012, and these priorities are reflected in the 2017/18 programme.
- 6.7. Appendix A sets out the proposed overall ITB programme for 2017/18, together with any confirmed complementary transport capital funding. Appendix B sets out the appraisal results for the major and strategic schemes proposed for inclusion in this programme. Appendices C to G provide detail of how the component local safety schemes and sustainable travel schemes have been appraised and prioritised for development and delivery within this programme.

Black Country Growth Deal Transport Programme

- 6.8. Since April 2015, government funding for major transport schemes; a proportion of ITB funding; and an element of the Local Sustainable Transport Fund has been pooled in the Local Growth Fund, which will be controlled by Local Enterprise Partnerships.
- 6.9. The introduction of the Local Growth Fund means that the residual Walsall ITB allocation for the 2017/18 financial year is considerably less than in 2014/15.
- 6.10. However, within the Black Country, the Local Growth Fund includes an allocation of £29.65m (over a 4-year period) towards the £64.5m cost of scheme implementation at M6 J10; and an additional allocation of £3.0m per annum for an ‘Accessing Growth’ rolling infrastructure fund to deliver smaller schemes which improve access to employment sites and strategic centres including highway efficiency improvements, sustainable transport, urban realm, transport information and interchange improvements. It is anticipated that this fund will complement the ITB budget/programme in 2017/18 by funding £1.25m towards junction improvements.
- 6.11. Whilst it is anticipated that ITB resources and additional Local Growth Fund resources will be available to develop and implement capital transport schemes in Walsall in 2017/18 and beyond (the former has confirmed allocations for five

years for instance), there is always a small risk that this resource will not be available e.g. should a government emergency budget rescind these commitments. This would impact on staff in the Strategic Transportation Team; Road Safety Team; and Major Projects & Minor Improvements (all (Economy & Environment Directorate). If sufficient grant funding was not made available to the Council by the Department for Transport and the Black Country Local Enterprise Partnership, relevant Council services would need to be reorganised with the risk that a small number of redundancies may ultimately be necessary.

- 6.12. If government and/or WMCA increases or reduces future Integrated Transport Block allocations for Walsall Council, the allocation of resources to programmes and projects will be reviewed accordingly. Financing major scheme implementation costs in line with agreed funding profiles will have priority.

7. Legal implications

- 7.1. There are no direct legal implications as a result of this report.
- 7.2. The Council may utilise a civil engineering framework contract and the highways maintenance term contract to engage contractors to carry out work required in the implementation of the capital programme.
- 7.3. Any contractual arrangements, including entering into any framework agreements, must be procured in compliance with the Public Contracts Regulations 2006 (as amended), if applicable; and with the Council's Contract Rules. The Council's Procurement and Legal Services Teams will work with Regeneration and Development – Strategic Transportation officers to ensure that mini-tenders and call offs from any such frameworks are conducted in compliant ways and that any contracts will be validly entered into before any services are provided to the Council.
- 7.4. In its role as Highway Authority, the Council has a statutory duty to identify and implement measures to address congestion and road safety concerns on the local highway network and also to maintain it in a reasonably safe condition. LTP funding is used to address these obligations.

8. Property implications

- 8.1. There are no proposals within the report that impact on the Council's property portfolio.

9. Health and wellbeing implications

- 9.1. The Transport Capital Programme 2017/18 has been tested against the 'Marmot Objectives'. These are:-
 - Giving every child the best start in life – *the programme includes measures to support travel to school by sustainable modes, which is part of a rolling programme across the Borough;*

- Enabling all children, young people and adults to maximize their capabilities and have control over their lives – *measures to promote sustainable modes help promote healthy and independent travel choices;*
- Creating fair employment and good work for all – *improved transport networks help people access employment and training opportunities;*
- Ensuring a healthy standard of living for all – *access to paid employment is facilitated by improved transport networks;*
- Creating and developing sustainable places and communities – *the programme includes active travel, public transport and road safety measures, which all support sustainable places and communities;*
- Strengthening the role and impact of ill-health prevention – *healthy travel choices, such as walking or cycling, can help prevent ill health.*

9.2. Whilst there are no proposals within the report that impact directly on health and wellbeing, the programme impacts indirectly by making sustainable travel – cycling, walking and public transport – available to all residents and stakeholders.

10. Staffing implications

- 10.1. There are no intended implications on staffing by prioritising projects in the manner described in this report. However, it should be noted that ITB funding helps support existing posts in Economy & Environment Directorate because work programmes are managed by the Strategic Transportation Team and Traffic Safety & Operations Team. A significant proportion of legitimate scheme development (e.g. design and business case work) and supervision costs (i.e. managing contractors delivering improvements on behalf of the Council) are also incurred by transport planners and engineers via the Timesheet Management System.
- 10.2. As set out in Section 6 (paragraph 6.11) and Section 5 (paragraph 5.3), if future grant funding is significantly reduced or removed altogether, it will be necessary to undertake a review of the service. This could result in a small number of staff being placed at “risk” of redundancy.

11. Equality implications

- 11.1. As part of the delivery of the West Midlands STP consideration has been given to ensuring that the needs of all sections of the community are considered in transport projects. Further the West Midlands STP has been subject to an Equalities Impact Assessment.
- 11.2. The ITB capital programme will assist in improving facilities for all modes of transport; this will be led through the development of Sustainable Urban Mobility Plans, which will focus on improving access to key services and facilities such as education, job opportunities and health care facilities.

12. Consultation

- 12.1. The West Midlands STP has been the subject of wide consultation with partners and stakeholders. Major public consultation was undertaken in summer 2015 on the strategies themselves, while partners and stakeholders are consulted with respect to individual transport projects.
- 12.2. The West Midlands authorities have been commended for the comprehensive nature of involvement in developing previous STP strategies and when consulting on transport schemes.
- 12.3. Local consultation always takes place as part of individual scheme development.

Appendices

- Appendix A – Walsall Council STP ITB Capital Programme 2017/18
Appendix B – Major and Strategic Scheme Appraisal Results 2017/18
Appendix C – Local Safety Scheme Ranking 2017/18
Appendix D – Promotion of Community Health and Safety 2017/18
Appendix E – Safer Routes to School Scheme Ranking 2017/18
Appendix F – Measures to Encourage Walking 2017/18
Appendix G – Measures to Encourage Cycling 2017/18

Background papers

West Midlands Strategic Transport Plan 'Movement for Growth' 2015

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Simon Neilson
Executive Director

15 March 2017



Councillor Lee Jeavons
Portfolio holder – Regeneration

15 March 2017

Walsall STP Integrated Transport Block Capital Programme 2017/18
Baseline 20/02/17

Scheme	Project Manager	Slippage (2016/17 to 2017/18)	Budget 2017/18	Total Budget	Actual Spend to Date	Obligation Commitments	New OBL/Proc Commitments	Spends to Date - Commitments	Budget Remaining	Forecast Spend (Projected Spend to Annual Budget)				Assess Risk on Projected Spend	
										Jan 17	Jun 17	Sep 17	Dec 17		Jan 18
Major Scheme Development & Delivery Programme															
Significant Projects															
Res Junction 10 Scheme Development	Street Ewards	£ -	£ 153,500.00	£ 153,500.00	£ -	£ -	£ -	£ -	£ 153,500.00	£ 153,500.00	£ -	£ -	£ -	£ -	£ -
TOTAL			£ 153,500.00	£ 153,500.00	£ -	£ -	£ -	£ -	£ 153,500.00	£ 153,500.00	£ -	£ -	£ -	£ -	£ -
Strategic Transportation Programme															
Public Transport Programme															
James Bridge Station Design	Matt Pahn	£ -	£ 100,000.00	£ 100,000.00	£ -	£ -	£ -	£ -	£ 100,000.00	£ 100,000.00	£ -	£ -	£ -	£ -	£ -
Western Opportunity Area 2: Walsall Economic Development	Rachel Toller	£ -	£ 20,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ 20,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ -
Walsall Town Centre Development Opportunity Area: Interchange	Rachel Toller	£ 35,000.00	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ -
North Western Opportunity Area 1: Bowditch North Rail Park & Ride	Matt Crowton	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ -
Sub-Total		£ 35,000.00	£ 180,000.00	£ 210,000.00	£ -	£ -	£ -	£ -	£ 210,000.00	£ 210,000.00	£ -	£ -	£ -	£ -	£ -
Improvement Scheme Programme															
Western Opportunity Area 2: A664 Corridor	Matt Pahn	£ -	£ 37,193.00	£ 37,193.00	£ -	£ -	£ -	£ -	£ 37,193.00	£ 37,193.00	£ -	£ -	£ -	£ -	£ -
Western Opportunity Area 2: Walk to Daboban	Matt Pahn	£ 16,000.00	£ 30,331.00	£ 46,331.00	£ -	£ -	£ -	£ -	£ 46,331.00	£ 46,331.00	£ -	£ -	£ -	£ -	£ -
Western Opportunity Area 2: Walsall Economic Development	Rachel Toller	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ -
Western Opportunity Area 2: Walsall Economic Development	Rachel Toller	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ -
Public Rights of Way	Kevin Gannon	£ -	£ 25,000.00	£ 25,000.00	£ -	£ -	£ -	£ -	£ 25,000.00	£ 25,000.00	£ -	£ -	£ -	£ -	£ -
Sub-Total		£ 16,000.00	£ 152,544.00	£ 168,544.00	£ -	£ -	£ -	£ -	£ 168,544.00	£ 168,544.00	£ -	£ -	£ -	£ -	£ -
Highway Efficiency Programme															
MS Junction 10 Resurfacing Programme	Paul Leighton	£ -	£ 80,000.00	£ 80,000.00	£ -	£ -	£ -	£ -	£ 80,000.00	£ 80,000.00	£ -	£ -	£ -	£ -	£ -
MS Junction 10 Resurfacing Package II	Down Gifford	£ -	£ 50,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ 50,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ -
Sub-Total		£ -	£ 130,000.00	£ 130,000.00	£ -	£ -	£ -	£ -	£ 130,000.00	£ 130,000.00	£ -	£ -	£ -	£ -	£ -
Complementary Projects Programme															
MS Junction 10 Resurfacing Package II	Rachel Toller	£ -	£ 15,000.00	£ 15,000.00	£ -	£ -	£ -	£ -	£ 15,000.00	£ 15,000.00	£ -	£ -	£ -	£ -	£ -
MS Junction 10 Resurfacing Package II	Matt Pahn	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ -
MS Junction 10 Resurfacing Package II	Matt Pahn	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ -
MS Junction 10 Resurfacing Package II	Matt Pahn	£ -	£ 35,000.00	£ 35,000.00	£ -	£ -	£ -	£ -	£ 35,000.00	£ 35,000.00	£ -	£ -	£ -	£ -	£ -
Sub-Total		£ 30,000.00	£ 497,544.00	£ 542,544.00	£ -	£ -	£ -	£ -	£ 542,544.00	£ 542,544.00	£ -	£ -	£ -	£ -	£ -
Road Safety & Active Travel Programme															
Safety Programme															
Princes Avenue	John Charles	£ -	£ 28,250.00	£ 28,250.00	£ -	£ -	£ -	£ -	£ 28,250.00	£ 28,250.00	£ -	£ -	£ -	£ -	£ -
Health Road, Draxton (Midland Road to Kenricks Road)	John Charles	£ -	£ 41,112.50	£ 41,112.50	£ -	£ -	£ -	£ -	£ 41,112.50	£ 41,112.50	£ -	£ -	£ -	£ -	£ -
Health Road, Draxton (Midland Road to Kenricks Road)	John Charles	£ -	£ 41,112.50	£ 41,112.50	£ -	£ -	£ -	£ -	£ 41,112.50	£ 41,112.50	£ -	£ -	£ -	£ -	£ -
Health Road, Draxton (Midland Road to Kenricks Road)	John Charles	£ -	£ 3,212.50	£ 3,212.50	£ -	£ -	£ -	£ -	£ 3,212.50	£ 3,212.50	£ -	£ -	£ -	£ -	£ -
Health Road, Draxton (Midland Road to Kenricks Road)	John Charles	£ -	£ 3,212.50	£ 3,212.50	£ -	£ -	£ -	£ -	£ 3,212.50	£ 3,212.50	£ -	£ -	£ -	£ -	£ -
Blith County Road/Kewley Roundabout	John Charles	£ 50,000.00	£ 50,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ 50,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ -
AST Birmingham Road Slip Lane to Water Road and approaches]	John Charles	£ -	£ 89,732.50	£ 89,732.50	£ -	£ -	£ -	£ -	£ 89,732.50	£ 89,732.50	£ -	£ -	£ -	£ -	£ -
Health Road, Draxton (Midland Road to Kenricks Road)	John Charles	£ -	£ 10,000.00	£ 10,000.00	£ -	£ -	£ -	£ -	£ 10,000.00	£ 10,000.00	£ -	£ -	£ -	£ -	£ -
Sher Road to School: Palfrey Juniors	John Charles	£ -	£ 10,000.00	£ 10,000.00	£ -	£ -	£ -	£ -	£ 10,000.00	£ 10,000.00	£ -	£ -	£ -	£ -	£ -
Sher Road to School: Park Hill Infant & Junior	John Charles	£ -	£ 10,000.00	£ 10,000.00	£ -	£ -	£ -	£ -	£ 10,000.00	£ 10,000.00	£ -	£ -	£ -	£ -	£ -
Sher Road to School: Allwood Nursery, Infant & Junior & West Walsall FACT	John Charles	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ -
Sher Road to School: Allwood Nursery, Infant & Junior & West Walsall FACT	John Charles	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ -
Sher Road to School: Bentley West Phase 2	John Charles	£ -	£ 12,000.00	£ 12,000.00	£ -	£ -	£ -	£ -	£ 12,000.00	£ 12,000.00	£ -	£ -	£ -	£ -	£ -
Sher Road to School: Bentley West Phase 2	John Charles	£ -	£ 12,000.00	£ 12,000.00	£ -	£ -	£ -	£ -	£ 12,000.00	£ 12,000.00	£ -	£ -	£ -	£ -	£ -
Sher Road to School: Support for ASTARS	John Charles	£ -	£ 5,000.00	£ 5,000.00	£ -	£ -	£ -	£ -	£ 5,000.00	£ 5,000.00	£ -	£ -	£ -	£ -	£ -
Sher Road to School: Design in Advance 2017/18	John Charles	£ -	£ 5,000.00	£ 5,000.00	£ -	£ -	£ -	£ -	£ 5,000.00	£ 5,000.00	£ -	£ -	£ -	£ -	£ -
Sher Road to School: Design in Advance 2017/18	John Charles	£ -	£ 5,000.00	£ 5,000.00	£ -	£ -	£ -	£ -	£ 5,000.00	£ 5,000.00	£ -	£ -	£ -	£ -	£ -
Promotion of Community Health & Safety: Speed Limit Review	John Charles	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ -
Sub-Total		£ -	£ 439,874.00	£ 439,874.00	£ -	£ -	£ -	£ -	£ 439,874.00	£ 439,874.00	£ -	£ -	£ -	£ -	£ -
Active Travel Programme															
Measures to encourage cycling: Design in Advance	John Charles	£ -	£ 48,000.00	£ 48,000.00	£ -	£ -	£ -	£ -	£ 48,000.00	£ 48,000.00	£ -	£ -	£ -	£ -	£ -
Measures to encourage cycling: Route Improvements	John Charles	£ -	£ 2,000.00	£ 2,000.00	£ -	£ -	£ -	£ -	£ 2,000.00	£ 2,000.00	£ -	£ -	£ -	£ -	£ -
Measures to encourage cycling: Design in Advance	John Charles	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ -
Measures to encourage walking: Upgrade of pedestrian crossing routes	John Charles	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ -
Measures to encourage walking: Upgrade of pedestrian crossing routes	John Charles	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ -
Measures to encourage walking: Upgrade of pedestrian crossing routes	John Charles	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ -
Measures to encourage walking: Upgrade of pedestrian crossing routes	John Charles	£ -	£ 150,000.00	£ 150,000.00	£ -	£ -	£ -	£ -	£ 150,000.00	£ 150,000.00	£ -	£ -	£ -	£ -	£ -
Sub-Total		£ -	£ 588,874.00	£ 588,874.00	£ -	£ -	£ -	£ -	£ 588,874.00	£ 588,874.00	£ -	£ -	£ -	£ -	£ -
TOTAL		£ 30,000.00	£ 1,328,928.00	£ 1,328,928.00	£ -	£ -	£ -	£ -	£ 1,328,928.00	£ 1,328,928.00	£ 148,000.00	£ 786,000.00	£ 0	£ 1,322,000.00	£ 0
GRAND TOTAL		£ 30,000.00	£ 1,328,928.00	£ 1,328,928.00	£ -	£ -	£ -	£ -	£ 1,328,928.00	£ 1,328,928.00	£ 148,000.00	£ 786,000.00	£ 0	£ 1,322,000.00	£ 0

Walsall Council STP ITB Capital Programme 2017/18 - Strategic Scheme Appraisal Results

Project Name	Brief Description	Overall Cost	Score	Score as %	Included
James Bridge Rail Station Design	Assessment of rail station designs	£ 100,000.00	39	81%	Y
Walsall Town Centre Development Opportunity Area - Interchange	Development of Walsall town centre interchange with TfWM	£ 20,000.00	38	79%	Y
Western Opportunity Area 1: A454 Corridor	Multi-modal corridor improvements development	£ 37,193.00	36	75%	Y
Western Opportunity Area 2: Walsall to Darlaston	Multi-modal corridor improvements development	£ 30,351.00	36	75%	Y
Eastern Opportunity Area 1: A461 Corridor	Multi-modal corridor improvements development	£ 30,000.00	36	75%	Y
Public Rights of Way	Improvements to public rights of way	£ 25,000.00	33	69%	Y
Better Bus Services Improvements	Development of bus service improvements with TfWM	£ 40,000.00	33	69%	Y
Western Opportunity Area 3: Willenhall Economic Development	Feasibility study works in conjunction with Willenhall Economic Development Team's work streams.	£ 30,000.00	31	65%	Y
Highway Efficiency Measures Programme	Rolling programme of TRO and UTC improvements	£ 80,000.00	29	60%	Y
Northern Opportunity Area 1: Bloxwich North Rail Park & Ride	Development of park & ride site	£ 20,000.00	28	58%	Y
A34 Green Lane footpath	Contribution to highway improvement works	£ 15,000.00	27	56%	Y
Arboretum corner - design	Development of highway improvements	£ 20,000.00	27	56%	Y
M6 J10 Resilience Package II	Development of highway improvements	£ 50,000.00	26	54%	Y
Arboretum corner - delivery	Delivery of highway improvements	£ 130,000.00	27	56%	N
Darlaston District Centre Transport Package - Delivery	Delivery of highway improvements	£ 200,000.00	27	56%	N
Mellish Road Roundabout - delivery	Delivery of highway improvements	£ 375,000.00	19	40%	N
Advance Workstreams Access to Growth	Additional Access to Growth workstreams	£ 25,000.00	15	31%	N
Total Cost		£ 497,544.00			
2017/18 Budget		£ 497,544.00			
Balance		£ -			

Scheme not affordable
 Scheme not affordable
 Scheme not affordable
 Scheme score too low

Safer Routes Scheme Ranking 2017/18

School	Ranking by scheme	No. of accidents with children injured with the scheme	Description	ACTS ARE achieved	Completed or in progress	Link to existing scheme	Costs recovered at school	Priority rating	Estimated cost of scheme (£)	No. of pupils on route	No. of pupils that cycle	No. of pupils that walk to school (£100)	SCORE	Comments	RANKING	
Palmer Junior	1	36	pedestrian safety across school entrance	5	1	0	1	0	10,000	414	222	0	32.2	42.1		
Park Hill Infant & Junior	2	6	Improved School Zone signs / zebra L2D signage	5	1	1	1	1	30,000	656	282	20	30.2	39.1	linked to Park Hill Zomph zone	
Alumwell Junior / West Whitall EACT	2	32	Crossing / Formative parking areas	5	1	1	0	0	30,000	1502	868	15	29.4	37.7		
Bentley West	1	14	Monmouth Rd traffic calming / zebra (School Zone?)	5	1	1	1	1	12,000	418	226	3	19.9	35.0		
Bentley West	1	14	one-way system on Monmouth / A166	5	1	1	1	1	10,000	418	226	3	23.9	37.0		
Support for Astars	n/a	n/a	Major schemes to support	n/a	n/a	n/a	n/a	n/a	5,000	n/a	n/a	n/a	n/a	n/a		
Design in Advance	n/a	n/a	Development of schemes as detailed in Astar Action Plans	n/a	n/a	n/a	n/a	n/a	5,000	n/a	n/a	n/a	n/a	n/a		
Total budget to complete identified schemes £ 82,000.00																
Kings Hill	1	13	4	School Keep clear markings	5	1	0	1	1	500	284	194	4	396.0	221.0	Minor measures
Hilary	1	43	3	Changes to ramps of restrictions	5	0	0	1	0	500	458	289	15	608.0	320.0	Minor measures
Bacon	1	10	2	School keep clear review / junction protection markings	5	1	0	1	0	500	316	182	0	366.0	200.0	Minor measures
Brownhills West	1	8	0	Cycle shelter repair	5	1	0	1	0	500	169	82	9	182.0	108.0	Minor measures
Total budget to complete identified schemes £ 2,000.00																
Lanmore	1	37	4	Cycle Storage	5	1	1	0	0	5,000	242	142	6	29.6	33.8	
Barcot	1	23	3	Cycle Shelter Improvements	5	1	1	1	1	30,000	468	95	3	19.6	33.8	Part colours highlighted
Lanmore Lane / Redwood	0	11	2	pedestrian improvements along corridor	0	1	1	0	0	30,000	2106	1508	130	54.6	33.3	Part colours highlighted
Saltbury	1	22	5	Cycle Storage	5	0	0	0	1	5,000	339	151	1	30.4	33.2	
St Giles	1	23	2	Cycle Parking	5	0	0	0	1	5,000	358	171	6	35.4	32.7	
Redwood E-Act	1	34	3	School Zone on Bentley Drive	5	0	0	1	1	10,000	453	214	9	22.3	31.2	
Lindera Primary	1	6	1	Cycle Storage	5	0	0	0	1	5,000	317	156	6	32.4	30.2	
Blue Coat C&E Academy	1	19	3	Birmingham Street - improvements to zebra crossing between split school	5	0	1	1	0	20,000	578	440	8	22.4	29.2	
Saltbury	1	22	5	School Zone (Salisbury St Station Rd)	5	0	1	0	1	12,000	339	151	1	12.7	28.3	
County Bridge	1	16	0	School Storage	5	1	0	1	1	5,000	199	108	0	21.6	27.8	
The Steady Academy	1	4	0	Temp Zomph School Zone on Gusehill Rd	5	0	0	1	0	10,000	572	282	27	28.9	27.5	
St Thomas of Canterbury	1	17	4	Zomph address measures / school zone	5	0	0	1	0	10,000	238	113	13	13.1	25.6	
Emrose Green Primary	1	35	6	Emrose Green Road to Rail Station - Shared-use footway / cycleway	5	1	0	1	0	30,000	229	108	8	3.9	24.5	Link to Revere Street Level Crossing closure
County Bridge	1	16	0	School zone on A1500 Rd	5	1	1	0	1	10,000	199	108	0	10.8	24.4	
Pool Hayes	1	4	0	School gate parking issues	5	0	0	1	0	5,000	239	97	11	21.6	23.8	
St Giles	1	23	2	School Zone on Walsall Rd	5	0	0	0	1	12,000	358	171	6	14.8	22.4	
Shire Oak Academy	1	10	0	Part time Zomph speed limit on A422	5	0	0	1	0	20,000	1428	279	16	14.8	22.4	
Lindera	1	6	1	School zone / parking issues	5	0	0	1	0	15,000	317	156	6	10.8	21.4	
Lindera Primary	0	6	0	Gusehill Road / Bakers Lane - Dropped crossing	5	0	0	0	1	10,000	317	156	6	16.2	21.7	Request via local resident
Walling Street	1	8	0	The Parade - no passing places	5	1	0	1	1	15,000	234	110	11	8.1	21.0	
Little Boxkitch Primary	1	11	0	Gusehill Road - additional traffic calming	5	0	0	1	0	6,000	198	87	1	11.0	20.5	
Chinchester	1	27	1	Healden Road entrance improvements	5	0	0	1	0	10,000	294	66	6	7.2	19.6	
Abb Bay Girls School	1	35	6	Congestion on Scarborough Rd	5	0	0	0	0	10,000	171	49	0	4.9	19.5	
St Francis Catholic Primary	1	14	0	Four Crosses Streetlights / improvements	5	0	0	1	0	10,000	152	87	1	8.8	19.4	
Shinfield Omission Academy	0	6	2	Footway along Shandy Lane	5	0	1	1	0	100,000	1307	601	13	6.1	19.1	Partion following safety
Shire Oak Academy	1	10	0	Zebra crossing north of Freshford Lane	5	0	1	0	1	40,000	1428	279	16	7.4	18.7	
Middlebridge Academy	0	10	2	Tynings Lane (possible one-way system)	0	0	1	1	0	15,000	1467	295	20	21.0	18.5	
Cashton JMI	1	4	0	Cycle Storage	5	0	0	0	0	5,000	257	71	1	14.4	18.2	
Emmanuel	1	60	1	guard railing on centre refuge (A45)	5	0	1	0	0	1,000	124	7	0	7.0	17.5	
Shire Oak Academy	1	10	0	Chesler Road - Torsan crossing & segregated footway / cycleway	5	0	0	1	0	90,000	1428	279	16	3.3	16.4	
St Francis of Assisi	1	1	0	School Zone on Edlington Rd	5	0	0	1	0	15,000	1028	101	0	8.7	16.4	Horizontal link to closure of road
Mrus Academy / New Boxkitch (Academy)	0	9	0	Wentwell Lane / Lanore Lane	0	0	1	1	0	25,000	678	357	45	24.1	16.4	Horizontal link to closure of road
West Whitall E-Act Academy & Alumwell Schools	0	14	0	Primary Avenue - Shared-use footway / cycleway	0	0	1	1	0	50,000	1502	868	15	17.7	15.8	
St Francis of Assisi	1	1	0	Edlington Road - School zone / zebra	5	0	0	1	0	30,000	1028	101	0	3.4	14.7	
Old Hall Special School	1	1	0	School Keep Clear & School Zone	5	0	1	0	0	15,000	893	236	3	8.0	14.0	Part colours highlighted
Churchill Rd	0	7	2	pedestrian improvements along corridor	0	1	1	0	1	30,000	893	236	3	8.0	14.0	Part colours highlighted
Old Hall Special School	1	1	0	School Keep Clear & School Zone	5	0	1	0	0	15,000	893	236	3	8.0	14.0	Part colours highlighted
Winhall E-Act Academy	0	4	0	Bentley Lane - Shared-use footway / cycleway	0	0	0	1	0	60,000	1428	279	16	17.3	10.6	
Cooper & Jordan Primary	1	3	0	The Green - School zone / traffic calming	0	0	0	1	0	17,500	450	62	5	3.8	4.3	School with to withdraw from A-STAMS
Manor Primary	0	5	1	Fray Road East - Footpath link to Blair Avenue	0	0	0	0	1	30,000	275	75	0	2.5	4.3	



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

Guidance document to be used with this form:

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

	Date proposal first worked on	27/01/17
	Date proposal completed	03/02/17
Proposal name	West Midlands Strategic Transport Plan Settlement and Transport Capital Programme 2017/18	
Directorate	Economy & Environment	
Service	Regeneration & Development - Strategic Transportation	
Responsible Officer	Matt Crowton x4358 matt.crowton@walsall.gov.uk	

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

2	What are the intended outcomes, reasons for change, who it is intended to benefit and how the proposal can impact on equality groups?
	The intended outcome is a political decision to approve the allocation of Local Transport Plan Integrated Transport Block (ITB) capital funding to Walsall programmes and projects in 2017/18.

The reasons for change is the need to politically approve the programme for the next 12 months and ensure that funding is utilised to deliver schemes which comply with the West Midlands Strategic Transport Plan as well as proving transparent reasoning for the those schemes selected to be delivered to the accountable body, the West Midlands Combined Authority.

The intended beneficiaries are:-

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

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

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

3 Summarise your business case, engagement and consultation.

The business case for making a policy decision on prioritising Integrated Transport Block schemes is that in order to secure future funds, the local authority must manage and deliver transport schemes which adhere to the West Midlands Strategic Transport Plan objectives.

Engagement and consultation was undertaken as part of the development of the West Midlands Strategic Transport Plan. This document includes all objectives that schemes must aim to meet.

Consultation and engagement activities included:-

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

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

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

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

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

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

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

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

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

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

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

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

7	Does your proposal impact on any other service that jointly could have a severe impact on particular equality groups? If yes, give details	Yes / No
	No	

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

Action and monitoring plan

Ref	Date	Action	Responsibility	Timescale	Outcome
1	03/02/17	EqIA for each major project (£5m+) part-funded from this programme	Strategic Transportation	By 01/05/17	