

Cabinet

Special Meeting - Wednesday 2 November 2022 at 6:00 p.m.

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

Livestream <http://www.WalsallCouncilWebcasts.com>

Portfolios

Councillor M.A. Bird,
Leader of the Council



Councillor G. Perry,
Deputy Leader and
Resilient Communities



Councillor A. Andrew
Deputy Leader and
Regeneration



Councillor Ken
Ferguson
Internal Services



Councillor K. Pedley
Adult Social Care



Councillor Gary Flint
Health and Wellbeing



Councillor T. Wilson
Children's



Councillor M. Statham
Education and Skills



Councillor K. Murphy
Clean and Green



Councillor Gaz Ali
Customer



Quorum 3 members

Democratic Services, The Council House, Walsall, WS1 1TW

Contact name: **Craig Goodall** 📞 (01922) 654765 ✉ craig.goodall@walsall.gov.uk

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

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

Access to information: Exempt information

Part 1

Descriptions of exempt information: England

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

Part I – Public session

1. Apologies
2. Declarations of interest
3. **Local Government (Access to Information) Act, 1985 (as amended):**
There are no items for consideration in the private session of the agenda

Deputy Leader and Regeneration: Councillor Andrew

Key decision

4. West Midlands Enhanced Partnership Scheme Variation
Enclosed
5. Black Country Plan - Walsall Local Plan
Enclosed

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Cabinet – 2 November 2022 (Special Meeting)

West Midlands Enhanced Partnership Scheme Variation

Portfolio: Councillor Adrian Andrew, Deputy Leader and Regeneration

Related portfolios: None

Service: Highways and Transport

Wards: All

Key decision: Yes

Forward plan: Yes

1. Aim

- 1.1. The improvement of bus services across the West Midlands through an improvement plan for the whole of the West Midlands Combined Authority area and a more-detailed improvement scheme to cover the same geography. This will support the implementation of West Midlands Bus Service Improvement Plan and Enhanced Partnership Plan.

2. Summary

- 2.1 The West Midlands Enhanced Partnership (EP) has been set up to enable formal partnership working arrangements between bus operators, the West Midlands Combined Authority (WMCA) and local authorities in the West Midlands (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton). The EP consists of a strategic document which sets out a clear vision of improvements that are envisaged to bus services (e.g. transition to a low emission bus fleet, simpler payment methods, faster journeys, safer services, better passenger information and concessions tailored to excluded groups) known as an **Enhanced Partnership Plan (EP Plan)**. The EP Plan must be accompanied by one or more **Enhanced Partnership Schemes (EP Schemes)** which set out the actions and commitments to achieve the improvements in the EP Plan. An EP places a legal duty on all members of the EP including the local authorities to deliver against the actions and commitments made in an EP Scheme.
- 2.2 In March 2021, The Department for Transport published a new national strategy for bus services in England (*'Bus Back Better'*) in an attempt to reform bus service provision across the country. The strategy set out an ambition for every local transport authority and bus operator in England to be in a statutory enhanced

- partnership or franchising arrangement by April 2022, using existing powers within the Bus Services Act 2017.
- 2.3 In response to this TfWM, in partnership with its constituent authorities (Walsall, Wolverhampton, Dudley, Sandwell, Birmingham, Coventry and Solihull), developed the West Midlands Bus Service Improvement Plan (BSIP) published in November 2021. The BSIP complements the existing Strategic Vision for Bus. This set out four key objectives for bus service improvement in the metropolitan area:-
- a) A more sustainable and attractive service offer
 - b) A consistent, good delivery of the service offer
 - c) Ensuring a good passenger experience for all
 - d) Reducing environmental impacts
- 2.4 The EP is used to deliver on the themes and objectives set out in the Strategic Vision for Bus and BSIP. The EP Plan is concerned with services throughout the West Midlands Metropolitan Area, setting out an overarching strategic roadmap for bus service improvement across the urban area. To complement this, there was previously a single, more detailed EP Scheme for the A34(N) and A45 / B425 SPRINT routes.
- 2.5 Walsall Metropolitan Borough Council (WMBC) Cabinet approved the EP Plan and Scheme in February 2021.
- 2.6 To meet the objectives set out in the BSIP, it is now proposed that a variation is made to the EP Scheme (**Appendix A**) so that it covers the same geography as the EP Plan (the whole of the West Midlands Combined Authority area), rather than just the A34 and A45 corridors.
- 2.7 This will mean that Walsall is legally committed to delivering the measures as outlined in the varied EP scheme. These measures (alongside measures operators and TfWM are committed to delivering) are outlined in **Appendix B**.
- 2.8 This EP Scheme variation requires approval from all the local authorities within the West Midlands Combined Authority area.
- 2.9 As funding for the bus network is dependent on there being an EP Plan and Scheme in place (£87.9m has been allocated to the West Midlands over a 3-year period), failure to approve the EP Scheme variation will jeopardise bus service investment as outlined in BSIP.

3. Recommendations

- 3.1 It is recommended that Cabinet: -

- 3.1.1 Agree to vary the Enhanced Partnership Scheme in conjunction with Transport for West Midlands, West Midlands Combined Authority and the other local authorities in the West Midlands, subject to compliance with the relevant statutory objection and consultation processes for varying the Enhanced Partnership Scheme annexed as **Appendix A**.

- 3.1.2 Delegate authority to the Executive Director – Economy, Environment & Communities to approve any subsequent variation to the West Midlands Enhanced Partnership Scheme that does not have any direct implications for Walsall Council.

4. Report detail – know

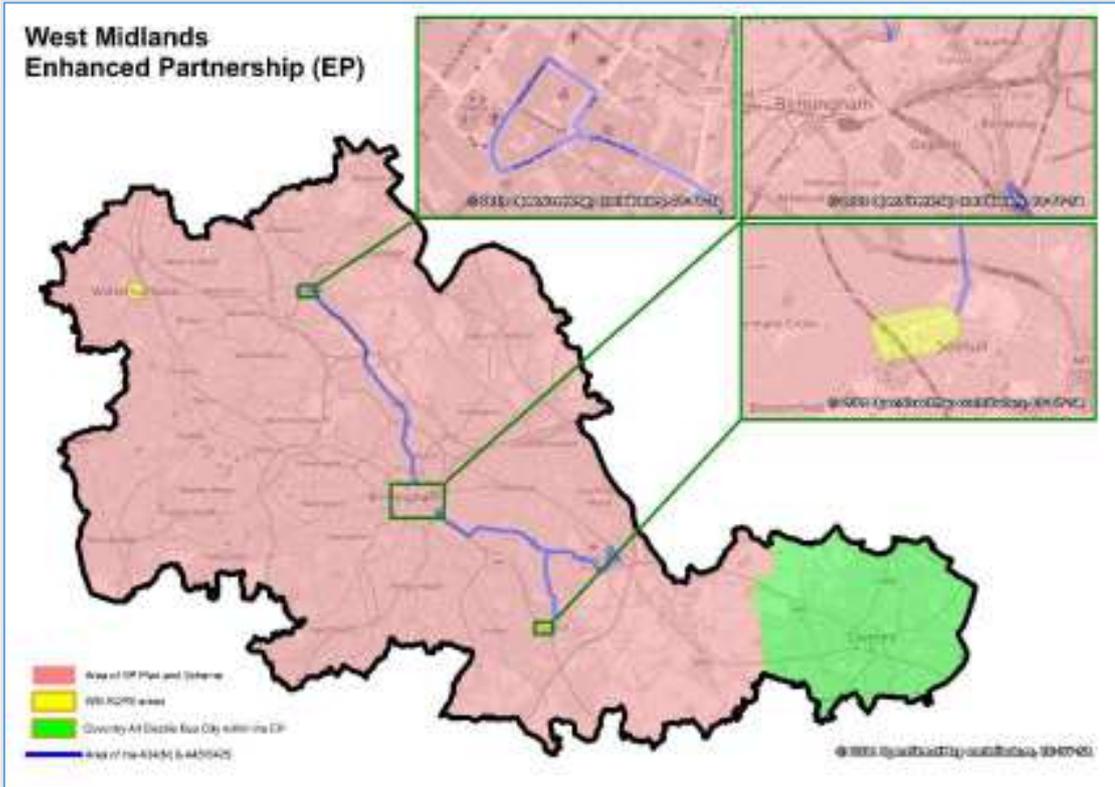
Context

- 4.1 The Strategic Vision for Bus was set out by TfWM in November 2018 to improve bus services right across the West Midlands. In November 2021 this was complemented by the West Midlands Bus Service Improvement Plan (BSIP) which sets out a clear strategic vision for bus service improvement in the West Midlands Combined Authority Area. The BSIP itself was a response to a requirement within the national bus strategy '*Bus Back Better*' for all local transport authorities to publish a Bus Service Improvement Plan (BSIP) to be able to access a share of the new £3 billion transformational funding from April 2023 (£87.9m has been allocated to the West Midlands over a 3-year period). Recent legislation has made provision for new powers to enable authorities and local bus operators to establish formal partnership arrangements to achieve improvements to bus services.

Background

- 4.2 The TA 2000 provides local transport authorities, local authorities and bus operators with powers to enable improvements to be made to services in their area. TfWM made an assessment of the legislation currently in use for partnership in the West Midlands as well as the arrangements set out in the TA 2000 (as amended by the Bus Services Act 2017) and determined that the options were Advanced Quality Partnership Schemes, Enhanced Partnerships and Franchising. In 2019, WMCA Board and Walsall Council (in conjunction with WMCA partner authorities) opted for the EP option. The details of this option are summarised below.
- 4.3 Enhanced Partnership (EP)
- a) An EP is a statutory-based partnership to facilitate the Local Transport Authority, local authorities and the majority of their bus operators to work together to improve local bus services;
 - b) It includes a clear vision of improvements that the EP is aiming for which is set out in the EP Plan and accompanying actions to achieve them;
 - c) The EP Plan cannot exist on its own and must be accompanied by one or more EP Schemes;
 - d) Can be indefinite, varied and/or revocable;
 - e) There is no mandatory requirement for the Local Transport Authority to commit bus facilities or measures. The Local Transport Authority can prescribe not only the same characteristics as an Advanced Quality Partnership Scheme but also entitlement passes, on-bus information equipment, vehicle and ticket appearance, ticketing arrangements (including multi-operator ticket prices, timetable change windows and other scheme facilitating arrangements);
 - f) Plans and schemes cannot be made where a 'sufficient number' of 'operators of qualifying local services' object.

4.4 The West Midlands Enhanced Partnership Scheme Variation is set out in the plan below.



4.5 Specific EP Schemes provide the details of the actions and developments to be taken by the EP to deliver a marked improvement in bus services to meet the above objectives, particularly by speeding-up bus journey times and improving journey time reliability. Such schemes may be proposed and promoted by TfWM, constituent local authorities or bus operators.

4.6 Within each EP Scheme the details of the infrastructure commitments, service specification and standards, customer standards, performance requirements and maintenance are agreed between partners.

4.7 The original EP Scheme (approved at Cabinet in February 2021) only identified the two SPRINT routes – A34(N) and A45/B425 – as these were a priority to facilitate the transport element of the 2022 Commonwealth Games. However, it is now proposed that the EP Scheme be ‘varied’ so that it covers the same, wider geography as the EP Plan (the WMCA area). This will allow for more detailed planning and specified actions across the urban area to deliver improvements to bus services as outlined in the EP Plan and Bus Service Improvement Plan.

4.8 WMBC is under a legal obligation to provide and maintain facilities and measures as set out in the EP Scheme’s schedules, outlined in **Appendix B**.

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

4.10 Following the approval of this variation to the EP Scheme, TfWM has proposed a further variation to the scheme to follow in the coming months. This variation will

reduce the number of tickets options chargeable by bus operators from 1 January 2023, creating a simpler fare structure for bus users. Additionally, this variation will also introduce maximum service frequencies on certain routes to ensure that bus operators do not overprovide on the most profitable corridors but spread their services to meet passenger demand. Because neither of these changes will directly impact WMBC, it proposed that Cabinet delegate authority to the Executive Director – Economy, Environment & Communities to approve this variation in Walsall Council’s capacity as a member of the Enhanced Partnership Reference Group.

Council Corporate Plan priorities

- 4.11 The EP Scheme supports WMBC’s vision that *‘Inequalities are reduced and all potential is maximised’* as set out in the Corporate Plan 2022-2025. The proposed variation of the scheme so that it covers the entire metropolitan area will facilitate better bus services across the borough and wider region, which will help delivery against WMBC’s priorities, particularly: -

“Supporting a dynamic, resilient and diverse economy where businesses invest and everyone has the right jobs and the right housing in the right place.”

Risk management

- 4.12 Failure to secure approval would have an impact on WMBC’s ability to participate in the delivery of the EP Plan and the completion of the A34 SPRINT scheme, including the introduction of bespoke tram-style zero emission, low floor, articulated SPRINT vehicles.

Financial implications

- 4.13 Obligations on WMBC regarding the EP Scheme will be as follows: -
- a) Maintenance of bus lanes (six locations) will be in line with the WMBC’s current reactive and planning maintenance procedures and will be managed within existing budgets;
 - b) Maintenance of bus lane enforcement cameras post the initial defects and maintenance period will be between £2,500 and £3,500 per year per site for four sites, which will be offset by anticipated revenue from penalty charge notices.
 - c) Maintenance cost of bus priority equipment at traffic signals post the initial defects and maintenance period will be up to £750 per year per site for one site, which will be offset by anticipated revenue from penalty charge notices.
 - d) Maintenance cost of pedestrian crossings controlled with traffic signals post the initial defects and maintenance period will be up to £750 per year per site for five sites, which will be offset by anticipated revenue from penalty charge notices.
 - e) Sprint A34/A45 Phase 2: This has been budgeted for with £30.6m CRSTS capital funding across the entire scheme with funding approval by WMCA, subject to WMBC approval at a future (as yet unspecified) date. Risk of time and cost overspend rests with WMCA (and TfWM as their delivery organisation) and TfWM’s appointed contractor.

- f) A41/A4038 Moxley Iron Park to Walsall Town Centre: WMBC has an indicative funding allocation of £19m of CRSTS capital funding to deliver the bus and active travel elements of a proposed corridor-based scheme (Phase 1), subject to business case finalisation, WMCA approval and WMBC approval at a future (as yet unspecified) date.

4.14 If electric vehicles are selected to operate the SPRINT service, any rapid electric vehicle re-charging infrastructure for buses subsequently installed as part of the SPRINT scheme will be owned and maintained by WMCA/TfWM, at nil cost (both capital and revenue) to WMBC. If hydrogen vehicles are selected, refuelling will be off-road in a dedicated facility owned and operated by the bus operator, at nil cost (both capital and revenue) to WMBC.

Legal Implications

4.15 The Bus Services Act 2017 (the “2017 Act”) amends the TA 2000 by inserting a new wide range of powers to improve the local bus market, which includes franchising and two forms of partnership working.

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

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

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

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

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

4.19 The requirements of an EP Scheme apply to all local bus services unless the scheme either:

- a) excludes a particular category of local bus service, or
- b) Defines a particular category of local service that particular requirements apply to.

- 4.20 An EP is only intended to cover bus services that are:
- a) Registered as 'local bus services' with the traffic commissioner; and
 - b) used by local people.
- 4.21 The LTA must comply with the notice requirements set out in S138F and S138G, which relate to the intention to make and prepare EP Plans and Schemes.
- 4.22 Under Section 138A(10) of the TA 2000, an EP Plan may not be made unless the authority or authorities are satisfied that the scheme will contribute to the implementation of: -
- a) The Policies set out in the related EP Plan, and
 - b) The Local Transport Policies.
- 4.23 In addition, an EP Scheme may not be made unless the authority or authorities are satisfied that the scheme will:-
- a) Bring benefits to persons using the Local services in the whole or any part of the area to which the scheme relates by improving the quality or effectiveness of those services; or
 - b) Reduce or limit congestion, noise or air pollution.
- 4.24 The commitments made by the by the authority or by a bus operator once a formal EP Plan and EP Scheme are made are legally binding. An authority that does not fulfil its obligations can face legal action by the bus operators in the Courts. Likewise, an operator not meeting its service standards could be in breach of its bus service registration and face its bus registration being cancelled by a traffic commissioner.
- 4.25 Under Section 138(11) of the TA 2000, an EP Plan or EP Scheme may not be made unless the authority or authorities have complied with the requirements in: -
- (a) Section 138F (preparation, notice and consultation), and
 - (b) Section 138 G (1) to (4) (making of plan and scheme).
- 4.26 Further under s138 (12) an EP Plan may not be made without also making an EP Scheme.
- 4.27 If a Local Authority includes any facilities or measures under an EP Scheme they have a legal obligation in accordance with s138 J of the TA 2000: -
- a) Provide the facilities and take the measures not later than the date(s) specified in the Scheme; and
 - b) Continue to provide those facilities and take those measures throughout the lifetime of the scheme or until a scheme is varied to remove the obligation to do so.
- 4.28 The only exception to this rule is if: -
- a) The scheme is formally postponed; or
 - b) If the local authority is temporarily unable to provide a facility or take a measure due to circumstances beyond their control.
- 4.29 The LTA has formal responsibility for making the Scheme, but at set points in the process they can only proceed with the proposals if they have the support of a defined number of bus operators on the expiry of the objection periods.

Procurement Implications/Social Value

4.30 There are no procurement implications.

Property implications

4.31 There are no property implications.

Health and wellbeing implications

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

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

Staffing implications

4.33 There are no staffing implications.

Reducing Inequalities

4.34 Access to a wide range of opportunities (such as employment, education, training, healthcare and leisure) are important to all residents. The EP Plan and EP Scheme enable high-quality public transport, such as SPRINT, which can help ensure that young people, elderly people, disabled people and non-car drivers/owners, have access to the full range of services available in the Borough and wider West Midlands. SPRINT is part of a wider network of public transport (bus, rail and Metro) across the metropolitan area developed and promoted by TfWM. Whilst Sprint Phase 1 and Phase 2 is focused on the Walsall to Birmingham corridor along the A34 and will inevitably have the most impact for residents of St Matthews ward and Paddock ward, the importance of good connectivity to the regional centre, Birmingham Airport and the wider West Midlands is important to all residents.

4.35 All vehicles operating SPRINT services will be low-floor and fully accessible for wheelchair users and parents with buggies. Engine standards and the ambition articulated for 'zero emissions at the point of use' will help promote improved air quality in the corridor.

4.36 WMCA previously undertook a Stage 1 initial analysis of the equalities implications for the EP Plan and Scheme for A34(N) and A45/B425, in which it concluded that there were no concerns that the proposal affected or could affect different groups adversely or that the needs of certain groups would not be met. This has been reviewed by WMBC officers who are satisfied with the assessment. TfWM officers have confirmed that EIA produced for the original EP Plan and Scheme remains sufficient for the variation of the EP Scheme as outlined in this report. It is to be noted that improved bus services can particularly benefit the elderly, disabled and those on lower incomes as these groups have fewer transport options available to them.

Consultation

4.37 Full consultation with operators and local authorities on the varied EP Scheme was undertaken by TfWM within the EP Reference Group as outlined in Government guidance.

Climate Change

4.43. The City Region Sustainable Transport Settlement from the Department for Transport incentivises local authorities to actively promote sustainable modes by only funding capital schemes that can demonstrate that they are placing the needs of pedestrians, cyclists and bus users ahead of other road users. Guidance to local authorities published in July 2021 highlights the importance of carbon reduction, the need to develop schemes in accord with Local Transport Note 1/20 - Cycle Infrastructure Design, and the importance of helping deliver against the objectives set out in the National Bus Strategy.

4.44. The EP Scheme Variation is a direct response to the objectives of the National Bus Strategy and the subsequent West Midlands BSIP.

4.45. Improved bus services in the West Midlands will enable people to shift all or some journeys to bus and SPRINT services from private modes, thereby reducing harmful carbon emissions in Walsall and surrounding areas.

5. Decide

5.1 Cabinet is asked to agree to the variation of the EP Scheme in conjunction with Transport for West Midlands, West Midlands Combined Authority and partner authorities.

5.4 Cabinet could choose to reject the proposed variation. However, failure to approve the EP Scheme variation would jeopardise future investment in the bus network, as the West Midlands Bus Service Improvement Plan (and associated funding – £87.9m has been allocated to the West Midlands over a 3-year period) is predicated on there being an EP Plan and Scheme in place between TfWM, operators and local authorities.

5.3 Cabinet is asked to note WMBC's new obligations as outlined in **Appendix B** Scheme.

6. Respond

- 6.1 The intention is for TfWM and WMBC to deliver and maintain the bus facilities and measures (SPRINT and non-SPRINT) within the Borough of Walsall, which will achieve the improvements envisaged in the West Midlands EP Scheme Variation.
- 6.2 Now that SPRINT Phase 1 highway works are completed, a commercial bus operator – National Express West Midlands – is operating bus services that meet the standards set out in the EP Scheme on the SPRINT corridor. These will operate as cross-conurbation services (Walsall – Birmingham – Solihull/Airport) from 2023.
- 6.3 SPRINT Phase 2 will continue to be developed by TfWM and will be subject to public engagement and future approvals for funding and highway works. If these approvals are obtained and SPRINT Phase 2 works are implemented it is envisaged that tram-style zero emission, low floor, articulated vehicles will be operated commercially on the SPRINT route.
- 6.4 TfWM and WMBC will continue to develop other schemes envisaged as part of the City Region Sustainable Transport Settlement, and subject to these schemes receiving WMCA and WMBC approval, will be delivered to help achieve the improvements envisaged in the EP Scheme Variation.

7. Review

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

Appendices

Appendix A – West Midlands Enhanced Partnership Scheme Notice of Variation
Appendix B – West Midlands Enhanced Partnership Scheme Outline of Obligations

Background papers

- Report to Cabinet, February 2021 – West Midlands Enhanced Partnership Plan and Scheme

Author

Oliver Ford
Senior Transport Planner
✉ oliver.ford@walsall.gov.uk



Simon Neilson
Executive Director

21 October 2022



Councillor Adrian Andrew
Portfolio holder - Regeneration

21 October 2022

West Midlands Enhanced Partnership Scheme for Buses

DRAFT Variation 002: BSIP Funding



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

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

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

(3) THE BOROUGH OF SANDWELL of Sandwell Council House, Freeth Street, Oldbury B69 3DE

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

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

(6) COVENTRY CITY COUNCIL of the Council House, Earl Street, Coventry CV1 5RR

(7) DUDLEY METROPOLITAN BOROUGH COUNCIL of the Council House, Priory Road, Dudley DY1 1HF

(8) WOLVERHAMPTON CITY COUNCIL of Civic Centre, St Peter's Square, Wolverhampton WS1 1SH

Definitions used in the document

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

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

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

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

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

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

Bus Service Operators Grant – BSOG is a grant paid to operators of eligible bus services and community transport organisations to help them recover some of their fuel costs.

Bus Stand – means a bus stop clearway as defined in accordance with paragraph 1(a) of Part 1 to Schedule 19 of The Traffic Signs Regulations and General Directions 2002 but which will permit buses operating registered local bus services to wait within the clearway for as long as maybe necessary up to a maximum period of 10 minutes or alternative time as specified within the agreement.

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

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

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

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

EP Scheme Area – means the area to which this EP Scheme document applies.

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

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

Measures – means the improvements with the aim of:

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

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

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

Local Highway Authorities – this is a local authority with responsibility for the maintenance of highway infrastructure in its local authority area.

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

Local Qualifying Bus Services – means those Registered Local Bus Services operating within the EP Scheme area.

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

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

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

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

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

Strategic Vision for Bus – approved in November 2018 by the WMCA to provide a clear view of what the region requires from its bus network. The Vision supports the

region's Strategic Economic Plan and supporting West Midlands Strategic Transport Plan "Movement for Growth" in defining a longer-term strategy for bus in the West Midlands.

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

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

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

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

Transport Safety Officer (TSO) – means a member of staff deployed across the public transport network ensure a safe travel environment and to provide reassurance to service users.

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

West Midlands Bus Service Improvement Plan (BSIP) – published on 5 November 2021, it sets out our ambitions for continued investment in our local bus services to level up the West Midlands through Better Buses, Better Journeys and Better Fares for all our residents and visitors.

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

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

1. Introduction

- 1.1. This document fulfils the statutory requirements set out by the Bus Services Act 2017 for an Enhanced Partnership (EP) Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, this EP Scheme document sets out:
- Area covered (Section 2)
 - Commencement date (Section 2)
 - Details for reviewing the operation of the EP Scheme (Section 2 & 3)
 - Obligations made by the authorities (Sections 4 to 7)
 - Requirements imposed on local qualifying bus services (Section 8)
- 1.2. The EP Scheme can only be put in place if an associated Enhanced Partnership (EP) Plan has been made. Therefore, this document should be considered alongside the current West Midlands EP Plan.
- 1.3. The EP Scheme has been jointly developed by Transport for West Midlands (TfWM), local highway authorities and bus operators that provide qualifying local bus services in the EP Scheme area. It aims to support improvements to bus services across the West Midlands. It sets out obligations and requirements on the local transport authority, local highway authorities and bus operators to achieve the intended improvements, with the aim of passengers benefitting from attractive and convenient bus services.
- 1.4. The EP Scheme facilitates the achievement of the ambitions of the West Midlands Bus Service Improvement Plan (BSIP)¹ and the following 9 objectives set out in the *'Strategic Vision for Bus'*²:
1. UK-leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
 2. Fully integrated bus network, including demand responsive and rapid transit services supporting interchange with rail, coach and Metro to form one network.
 3. Simple, convenient and easy to use payment options, with fare capping, providing a network which is value for money and affordable for customers.
 4. Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change.
 5. Creating a safe, secure and accessible mode for all and tackling long-held barriers and perceptions.
 6. Accountable network performance management, tackling issues causing congestion and reliability problems.
 7. World-leading customer information, utilising 5G and all available technologies and platforms.
 8. All young people under 25 years supported by discounted travel, as well as addressing barriers for excluded groups.
 9. Evolve a network to support a 24/7 thriving economy, connecting people to new and developing destinations and attractions.

¹ [wmca-bsip-05-november-2021.pdf](https://www.wmca-bsip-05-november-2021.pdf) (tfwm.org.uk)

² <https://www.tfwm.org.uk/media/38969/final-strategic-vision-for-bus.pdf>

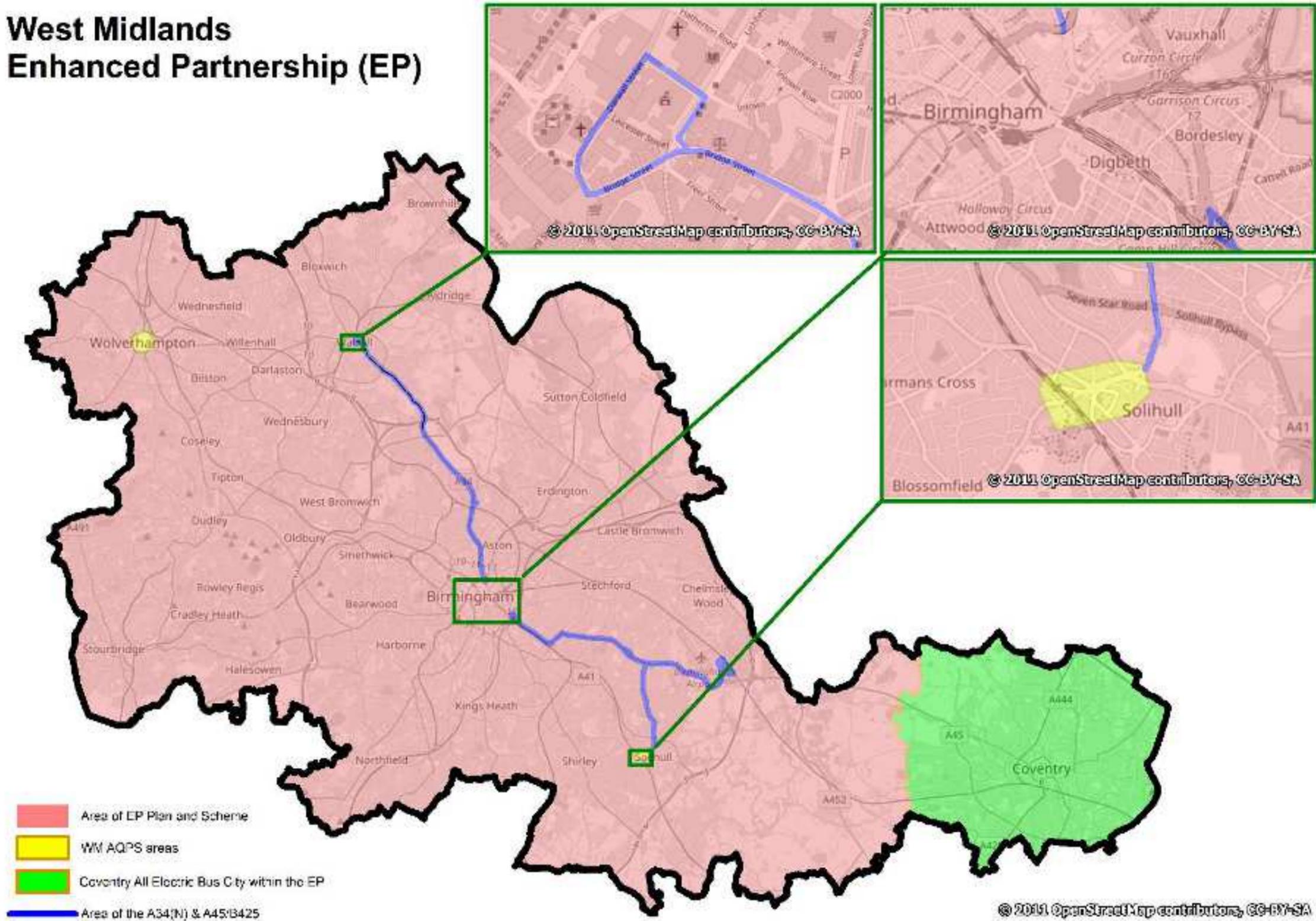
2. Scope of the EP Scheme

- 2.1. The EP Scheme supports the improvement of all local bus services operating in the West Midlands.
- 2.2. The EP Scheme area is the same as the EP Plan. It does not include the areas of the current Advanced Quality Partnership Schemes (AQPS) for Wolverhampton City Centre and Solihull Town Centre, as there can be no overlap between AQPS and EP Schemes. However, the EP Scheme will automatically incorporate the areas of the current AQPSs on their expiry or revocation, whichever is earliest. A map of the EP Plan and EP Scheme area is shown in Figure 1.
- 2.3. The original EP Scheme was made on 28 June 2021, and the start date was 70 days after it had been made, with subsequent milestone dates by which certain facilities and measures and bus service operator obligations will be introduced. The EP Scheme will have no specific end date but will be subject to a review by TfWM at least annually.
- 2.4. Registered Local Bus Services with one or more stopping places within the EP Scheme area are classed as 'qualifying local services', except those with locally-agreed exemptions, as set out below:
 - 2.4.1. Services run under sections 89 to 91 of the Transport Act 1985 where the authority retains all the revenue.
 - 2.4.2. Registered local services that are excursions or tours.
 - 2.4.3. Services operated under section 22 of the Transport Act 1985 (community bus services).
 - 2.4.4. Services that have 10% or less of their overall distance registered as local bus services.
 - 2.4.5. Services operated by vehicles that by law do not permit standing.
 - 2.4.6. Services operating under contract to local transport authorities outside of the area of the West Midlands Combined Authority³.
- 2.5. Bus services where all journeys operate under contract to WMCA through TfWM, will not need to comply with the vehicle requirements set out in this document for the duration of the current contract period. Any services procured after the EP Scheme was made must comply with the Scheme requirements.
- 2.6. The Scheme embraces a wide range of facilities, measures and operator requirements. These encompass existing and on-going commitments, along with commitments made to facilitate delivery of particular programmes or Government-funded schemes, including Coventry All Electric Bus City and City Region Sustainable Transport Settlement (2022-2027) and the Bus Service Improvement Plan (to March 2025).

³ As defined in the West Midlands Combined Authority Constitution

Figure 1 Map of the EP Plan and EP Scheme

West Midlands Enhanced Partnership (EP)



3. EP Scheme Management

Governance

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

Partners

- 3.1.2 Transport for West Midlands (part of the West Midlands Combined Authority)
- 3.1.3 Birmingham City Council
- 3.1.4 Sandwell Metropolitan Borough Council
- 3.1.5 Solihull Metropolitan Borough Council
- 3.1.6 Walsall Metropolitan Borough Council
- 3.1.7 Coventry City Council
- 3.1.8 Wolverhampton City Council
- 3.1.9 Dudley Metropolitan Borough Council
- 3.1.10 Bus operators providing qualifying local bus services

Stakeholders

- 3.1.11 Bus Users UK
 - 3.1.12 Confederation of Passenger Transport (CPT)
 - 3.1.13 Transport Focus
 - 3.1.14 Neighbouring authorities (non-voting)
- 3.2. The Group will be responsible for considering future variations, in accordance with the processes detailed in paragraphs 3.3 to 3.144.

Variations to the EP Scheme

- 3.3. Consideration will be given to potential EP Scheme variations highlighted either by one of the organisations represented on the EP Reference Group or an operator of qualifying local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to busalliance@tfwm.org.uk.
- 3.4. On receipt of a valid request for a variation, TfWM will reconvene the EP Scheme Reference Group, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operators, local highway authority and TfWM representatives present, TfWM will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and TfWM. Partners not represented at the meeting will be deemed to be abstaining from the decision.
- 3.5. If there is not full agreement of all partners present, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection period of 14 days replacing Part 2 of the Transport Act 2000 section 138L (2)

(c). The proposed variation will be advertised on the TfWM website and emailed to operators of qualifying local services in the EP Scheme area. If the proposed variation passes the operator objection mechanism, TfWM will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and TfWM.

Review of the EP Scheme

- 3.6. Once the EP Scheme is made, it will be reviewed by the EP Scheme Reference Group at least annually, commencing no later than on the anniversary of the scheme commencement date. TfWM will initiate each review and it will take no longer than 6 months to complete.
- 3.7. As part of the review process, at least every second year consideration will be given to the appropriateness of the milestone dates for the implementation of non-diesel vehicles, which will take into account changes in national and regional guidance and policy.
- 3.8. Depending on the outcome of the Business Case⁴ assessment for franchising in line with the WMCA assurance processes and legislation within the Bus Services Act 2017, it may be necessary to review the EP Scheme.
- 3.9. Any changes to the future target dates within Table 12, Table 13, Table 14, Table 19 and Table 20 will be agreed, as required, between TfWM and the relevant local highway authority responsible for maintaining the infrastructure, and automatically varied in the EP Scheme, without the need to follow the variation process set out in paragraphs 3.3 to 3.5.
- 3.10. The audio visual announcement requirements, set out in Table 5 to Table 9

⁴ As approved by the WMCA Board at its meeting on the 14 January 2022

- 3.11. Table 9 inclusive, will be automatically amended, as necessary, to align with national legislation, when adopted, without the need for a variation to the EP Scheme. This will not change the milestone dates in the EP Scheme or the requirements specified for every wheelchair space.
- 3.12. Any changes to the contact information contained in Schedule D, will be automatically updated, without the need to follow the variation process set out in paragraphs 3.3 to 3.5. This only applies to amendments to existing contact information or additional information regarding the mechanisms for reporting issues. Any proposal to remove a mechanism for reporting issues will be subject to the variation process set out in paragraphs 3.3 to 3.5.

Revocation of the EP Scheme

- 3.13. An EP Scheme can only exist if an EP Plan is in place. If, for any reason, the EP Plan is revoked, the EP Scheme would automatically cease. Equally, if all EP Schemes ceased, the EP Plan would be revoked.
- 3.14. If, for some reason, it becomes necessary for the EP Scheme to be revoked, the EP Scheme Reference Group will be reconvened and follow the same process as outlined in paragraphs 3.3 to 3.15 (noting that the agreement will be for revocation and not variation).
- 3.15. If at any point in the future the EP Scheme area is included in a Bus Franchising Area, the relevant requirements set out in this EP Scheme document will cease to apply from the commencement date of the Franchising Scheme.

4. EP Scheme obligations and requirements

4.1. The document continues by setting out the provision of specific facilities and/or measures by local authorities and requirements on operators of qualifying local bus services. This is structured by displaying:

- **Obligations made by TfWM**
 - TfWM facilities
 - Bus stations
 - Bus stop provision
 - Real time information displays
 - Bus stop infrastructure maintenance
 - Customer assistance
 - A34(N) and A45/B425 corridors
 - TfWM measures
 - Network performance and control
 - Promoting and prioritising bus travel
 - Monitoring of bus journey times
 - Integration with other sustainable travel modes
 - Slot booking system
 - Timetable changes
 - Provision of tendered services
 - TfWM bus investment
 - Reinvestment of operational expenditure savings
 - Demand Responsive Transport (DRT)
 - Improving bus emission standards
 - Parking policy and management
 - Ticketing simplification
 - TfWM measures (BSIP)
 - Bus Priority Development Programme
 - Passenger Led Recovery Programme
 - Bus network development
 - Network Performance Management
 - Lower Fares
 - Safety and security
 - West Midlands Bus Customer Charter
 - Staff capacity and capability
- **Obligations made jointly by TfWM and local highway authorities**
 - Facilities
 - Bus priority schemes (CRSTS)
 - Bus priority schemes (Other)
- **Obligations made by local highway authorities**
 - Facilities
 - Existing bus priority
 - A34(N) and A45/B425 corridors

- Measures
 - Local highway authority mechanisms and procedures
 - Bus lane enforcement
 - Junction enforcement
 - Managing highway works
 - Management and co-ordination of specific highway works
 - Bus priority development programme
 - Parking policy and management
- **Requirements imposed on qualifying local bus services**
 - Area-wide
 - Vehicle emission standards
 - Vehicle livery
 - Timetable changes
 - Information provision to the public (with TfWM)
 - Information provision to the public (by the operator)
 - West Midlands Bus Alliance Customer Charter
 - New West Midlands Bus Passenger Customer Charter
 - Ticketing schemes
 - Passenger Led Recovery programme
 - Reinvestment of operational expenditure savings
 - Bus network development
 - Parker Vehicles
 - Location specific
 - A34(N) and A45 / B425
 - Coventry local authority area

5. Obligations made by TfWM

TfWM Facilities

Bus stations

- 5.1. TfWM is responsible for bus stations in the locations listed in Schedule A1. TfWM will provide, maintain and operate these facilities to such extent as may be permitted by law and subject to weather conditions or the adverse actions or ruling of any competent authority, including slot booking management, the staffing and cleaning of them as shown, for the use of qualifying bus services.
- 5.2. Help points are provided at bus stations to enhance safety of users, giving a 24-hour response. TfWM will continue to provide help points.
- 5.3. TfWM will use a Bus Station User Agreement to regulate the use of the said bus stations, which will contain conditions for the use of such bus stations by an operator of public service vehicles, which includes buses and coaches.

Bus stop provision

- 5.4. TfWM is responsible for c. 12,200 bus stops across the West Midlands. It will continue to provide and maintain these, including detailing service numbers on bus stop flags and the provision of bespoke timetable information displays. The costs of providing information in display cases is recharged to operators according to the West Midlands Combined Authority Roadside Information Recharging Scheme agreed separately.

Real time information displays

- 5.5. There are c. 1,400 real time information displays. TfWM will continue to provide and maintain these, giving passengers reassurance and up-to-date information about when their bus is due, including details of delays.
- 5.6. TfWM will use the information provided by operators to establish as full a picture of vehicle movements and departure predictions as possible and provide these to output channels.

Bus stop infrastructure maintenance

- 5.7. TfWM is responsible for the maintenance of bus stops and associated infrastructure. It will carry this out in accordance with Schedule A2.

Customer assistance

- 5.8. TfWM provides and operates a customer contact centre, providing help and support to customers in using the public transport network via a range of media (phone; email; social media; live chat).
- 5.9. TfWM will continue to offer the customer contact centre throughout the daytime on Monday – Friday, except public holidays, and on Saturday morning.

A34(N) and A45/B425 corridors

5.10. TfWM will provide new Facilities detailed in Schedules B3 to B6. These include:

- 5.10.1. Bus lanes
- 5.10.2. Bus gates
- 5.10.3. Pedestrian crossing upgrades
- 5.10.4. Traffic signal upgrades

5.11. TfWM will provide new bus stop infrastructure at locations listed in Schedules C1 to C3, prior to the introduction of the standards for buses of 15m - 18.75m length.

5.12. The bus stops to be improved, as detailed in Schedules C1 to C3, will incorporate:

- 5.12.1. Real time information displays
- 5.12.2. Lighting
- 5.12.3. CCTV for security
- 5.12.4. Bench seating

5.13. TfWM will maintain the bus stop infrastructure in accordance with the standards set out in Schedule A2.

TfWM Measures

Network performance and control

- 5.14. TfWM will continue to provide and maintain the Regional Transport Coordination Centre (RTCC) as a hub for effective management of the highway and bus network and providing up to date information for users.
- 5.15. The RTCC will be developed as a centre through which TfWM and all operators work together to ensure a reliable network, by using data and intelligence to proactively respond to network incidents, delays and bus operator performance to bring about improvements.
- 5.16. TfWM plans to take on the local bus registration functions voluntarily in 2022/23, to act as the registration authority for bus services wholly within the EP Scheme area.

Promoting and prioritising bus travel

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

Monitoring of bus journey times

- 5.18. TfWM will monitor bus journey times in the EP Scheme area by collecting and analysing Automatic Vehicle Location (AVL) data and reporting these on a quarterly basis. The following measures will be made and compared with a first quarter baseline (after the EP Scheme is made) for each service that operates more than two journeys per day between defined stop points:
 1. RJT or Real Journey Time (95th percentile journey time)
 2. TJT or Timetabled Journey Time
 3. CT or Contingency Time passengers must allow = $RJT - TJT$
 4. Performance against TJT of TJT with CT added = $\% (TJT / (TJT + CT))$
= $\% (TJT / RJT)$
- 5.19. Measurements will be made on stop pairs (defined by TfWM) during the morning and afternoon peak periods (07:00-10:00 and 15:30-18:30) within the EP Scheme Area linking:
 1. A local centre with its nearest district centre
 2. A local centre with its nearest strategic centre
 3. A district centre with its nearest strategic centre
 4. Two strategic centres

- 5.20. This data will be published on TfWM's website and used to identify the need for further possible measures, facilities and influence on the management of roadworks in the EP Scheme area.
- 5.21. Through its monitoring of bus journey times, TfWM will influence the management and mitigation of roadworks by local highway authorities to minimise disruption to bus services and inconvenience to bus passengers in the EP Scheme Area.
- 5.22. A reinvigorated West Midlands Bus Alliance Bus Performance Board will use a data-led approach (drawing on TfWM's network management and monitoring tool and operators' systems to identify issues on the bus network and seek solutions from operators and relevant Highways Authorities to bring about change.

Integration with other sustainable travel modes

- 5.23. Improved access for people to and from bus stop infrastructure, and to board and alight buses will be considered. Pavement audits provide one means to identify improvements for the needs of pedestrians in areas of interchange, which can be investigated, by local highways authorities, when identified by partners.
- 5.24. The current Local Cycling and Walking Infrastructure Plan (LCWIP) identifies infrastructure within the Scheme area⁵. Bus and active travel modes need to be integrated to ensure high quality improvements are delivered that enhance sustainable travel. This will consider improvements to bus stop design to allow for safe bus passenger access, whilst considering the needs of other non-motorised users as referenced in the West Midlands Cycle Design Guidance⁶.

Slot Booking System

- 5.25. TfWM may introduce a 'Slot Booking System' at a stop in the EP Scheme area in situations where TfWM or an operator highlights the inability of that stop to accommodate all scheduled departures. Stops in this position will be considered on a case-by-case basis. An operator wishing to request consideration of slot booking at a particular stop should do so by emailing <mailto:busalliance@tfwm.org.uk>.
- 5.26. TfWM will maintain an up-to-date list of all stops where a slot booking system applies. This will be available from TfWM on request.
- 5.27. TfWM will explore a process for publishing the list of stops with a slot booking system.
- 5.28. TfWM will review the slot booking system, together with any stops to which such a system is applied, based on demand and quality, when requested or when the threshold of a full slot allocation is reached at a bus stop. This will be reviewed against a quality framework process agreed through the West

⁵ https://www.tfwm.org.uk/media/47547/feb19-759487472899466-lcwip-roadmap_v30.pdf

⁶ <https://www.tfwm.org.uk/media/2713/2019-07-15-wm-guidance-wcovers.pdf>

Midlands Bus Alliance within a 28-day period.

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

Timetable changes

- 5.30. With the aim of achieving network stability and ensuring service changes are co-ordinated, TfWM will agree with the Bus Operators' Panel a limited number of set service change dates (and no more than 8 per year) as part of the Network Stability Periods. The Network Stability Periods will be included in the EP Scheme, as Annex A and be automatically updated annually as it is agreed.

Provision of tendered services

- 5.31. TfWM will continue to subsidise socially necessary bus services where they are not provided on a commercial basis. Which services will be supported will be governed by the WMCA Access Standards which will be reviewed regularly and at points where there are significant changes to the network and/or available public sector funding. These include services that run at weekends, early in the morning or late evening.
- 5.32. TfWM will undertake a competitive process for the procurement of supported services through the Bravo system and will publish the outcome of tendered services online: [Bus Tenders | Transport for West Midlands \(tfwm.org.uk\)](https://www.tfwm.org.uk/bus-tenders)

TfWM's Bus Investment

- 5.33. TfWM's approved budget for 2022/23 to support the region's bus passengers is approximately £82 million and includes:
- 5.33.1. £13.420m (after BSOG) for supported bus services
 - 5.33.2. £6.6m for Ring & Ride operation and contact centre
 - 5.33.3. £1.14m for the existing West Midlands on-demand (DRT) service in Coventry (full budget)
 - 5.33.4. £46.914m for the English National Concessionary Travel Scheme and £6.401 for the child travel reimbursement
 - 5.33.5. £7.05 for TfWM staff resources looking after bus related activities, information and marketing.

Reinvestment of operational expenditure savings

- 5.34. The provision of new public investment to improve bus services (i.e. bus priority facilities) could lead to operational expenditure savings for operators, which would be expected to be reinvested in the local bus network.

- 5.35. TfWM will commit to working with local bus operators to agree a process through which, using an open book approach, operational expenditure (opex) savings can be identified and agreed between TfWM and the bus operator for reinvestment in the EP Scheme area on a case-by-case basis, as a result of new public investment to improve bus services. Any savings identified will be agreed with each operator and captured in the EP Scheme.
- 5.36. Any change to the EP scheme to capture this reinvestment would see the EP Scheme automatically varied, without the need to follow the variation process.
- 5.37. TfWM will also seek operator reinvestment of not just opex savings, but any cost and revenue growth benefits accruing to bus operators from new public investment to improve bus services, to be reinvested in the EP scheme area, on a case-by-case basis, and to be captured in the EP Scheme. The same process as the opex savings reinvestment would apply.

Demand Responsive Transport (DRT)

- 5.38. Having trialled DRT in the region through the West Midlands on-demand bus service, and through the experience of supporting the long-standing extensive Ring & Ride operation, there is clearly a future role for flexibly operated and demand responsive bus services. This has been backed by an Outline Business Case undertaken to assess the benefits of a regionwide DRT service.
- 5.39. Over the 3 years to March 2025, £10m has been provisionally secured through CRSTS for TfWM to implement a regionwide Demand Responsive Transport (DRT) network to complement the fixed route bus network and provide greater accessibility in areas and for journeys that are more challenging to serve well by bus. It is recognised that in many cases modern lifestyles necessitate journeys to a range of destinations that will not always be possible or straightforward to reach by bus. A strong bus network, complemented by reliable value for money DRT system is therefore intended to reduce the necessity for residents to own a car.

Improving bus emission standards

- 5.40. Through the CRSTS programme, £3 million will be available to upgrade vehicles that operate on qualifying local bus services in the EP Scheme area to improve emission standards. TfWM will develop and introduce a process for operators to apply and receive funding in 2022/23 to upgrade vehicles to at least Euro VI emission standards using Clean Vehicle Retrofit Accreditation Scheme (CRVAS) or emerging Zero Emission Vehicle Retrofit Accreditation Scheme (ZEVAS) technology.

Parking policy and management

- 5.41. The WM LTP5 Core Strategy acknowledges the role of parking management and charges as a key policy lever to help encourage modal change to bus.
- 5.42. TfWM will work with local authorities to identify and ensure that appropriate local parking planning policies are in place aligned to the development and

implementation.

- 5.43. TfWM will work with local authorities to explore opportunities to better use parking and land use policies to support viable bus services and provide the conditions that encourage greater bus use.

Ticketing simplification

- 5.44. As part of the management and development of the network, it is important to make bus services as attractive as possible and help levels of use to return to pre-pandemic levels.
- 5.45. TfWM will explore a process of ticketing reform, whereby its nBus multi-operator tickets become the main form of bus tickets, significantly reducing the overall number of tickets on offer. This will be achieved by pricing these the same as operators' own products. TfWM will work towards a target implementation date of 1 January 2023 for this ticketing simplification.

DRAFT

TfWM Measures (Bus Service Improvement Plan)

5.46. The following measures are subject to funding through the Bus Service Improvement Plan (BSIP) DfT funding of £87,857,760 for the period to March 2025. The level of funding requested for each area is as follows:

Table 1 West Midlands BSIP Funding (indicative)

BSIP Area	Indicative BSIP Funding (£m)
Bus Priority Development Programme	1.00
Passenger Led Recovery Programme	39.00
Bus network development	23.68
Network Performance Management	3.30
Lower Fares	18.50
Safety and security	1.08
West Midlands Bus Customer Charter	0.27
Staff capacity and capability	1.03

Bus priority development programme

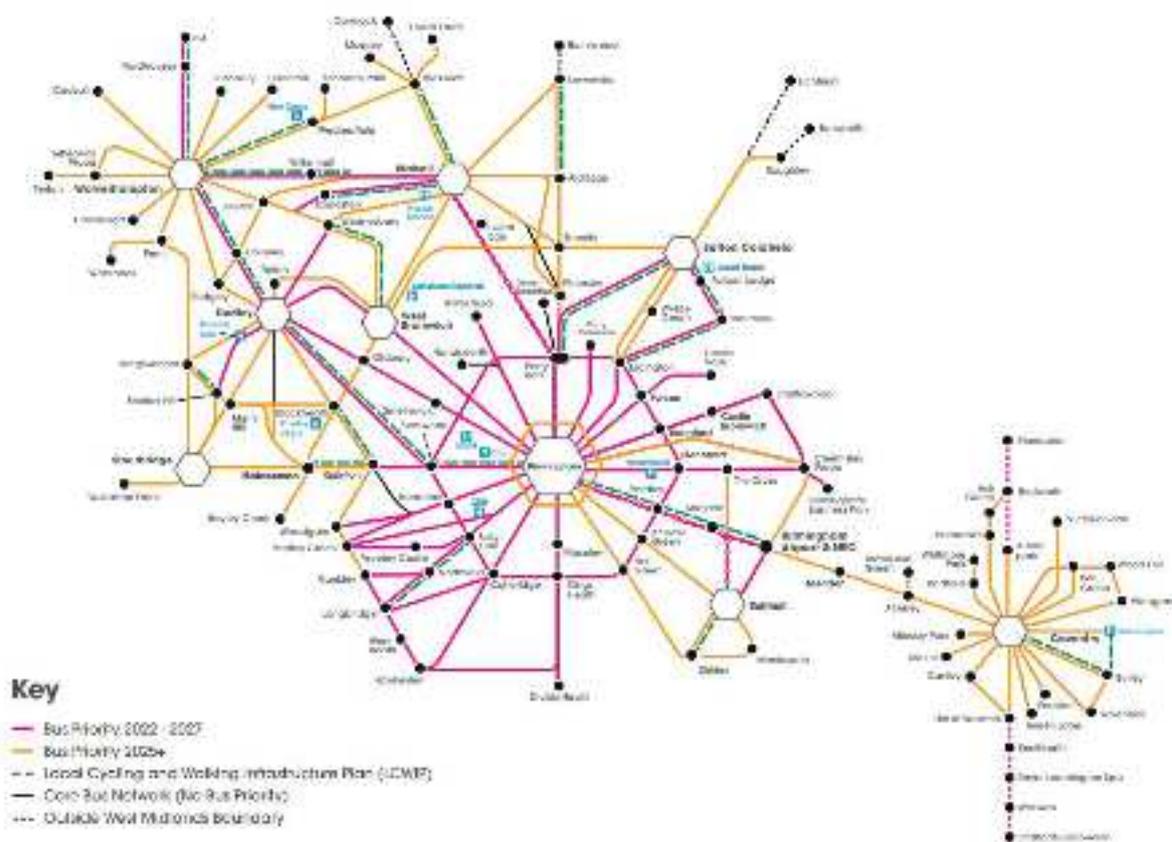
5.47. Given the current implementation of many schemes, it is important to develop a pipeline of potential future bus priority interventions, ready for implementation should future funding opportunities arise.

5.48. TfWM will work closely with bus operators and local highway authorities to identify, investigate and develop future bus priority interventions on the unfunded corridors of the West Midlands Bus Priority Network (as shown by the “Bus Priority 2025+” network), for faster bus journey times and reduced bus journey time variability. This will include the following target milestones:

- Strategic Outline Business Case by December 2023
- Outline Business Case by December 2024

5.49. The identification of possible future interventions will be evidence-led, drawing on bus operator data, operator engagement, and passenger data, and follow the WMCA’s Single Assurance Framework Business Case standards, compliant with HM Treasury Green Book and Transport Analysis Guidance.

Figure 2 Schematic of West Midlands Bus Priority Network (June 2022)



Passenger led recovery Programme

- 5.50. The BSIP includes a significant programme of passenger led recovery actions and incentives to help the recovery of the bus network post-pandemic. The passenger-led recovery actions fall into two categories:
- 5.50.1. Incentives to get people out of their cars and to try the bus. These will involve free trials for people who currently use a car and identified as those most likely to be encouraged to change.
 - 5.50.2. Incentives to specific groups who suffer exclusion because they are unable to access transport. This will provide assistance for a set period to improve life chances (such as training opportunities or a job) and then encourage continued bus use at usual fares.
- 5.51. By encouraging travel behaviour change and opening up access, the aim is that the incentives can be self-supporting through increased bus use and help to maintain a strong bus network for all.
- 5.52. The incentive programme will be accompanied by extensive and targeted information campaigns.
- 5.53. Modal shift incentives will include free trials and discounted offers for:
- 5.53.1. Individuals who drive to their place of employment.
 - 5.53.2. Individuals who drive to railway stations and tram park and ride sites or use Swift Parking.
 - 5.53.3. Individuals whose travel habits may have been disrupted and are intending to drive, such as those moving into new houses or starting new jobs or training.
 - 5.53.4. Individuals who use their car to make regular trips outside of travel to employment, such as for health appointments or to visit leisure facilities.
 - 5.53.5. Lapsed passengers who no longer use the bus to encourage them back to travel
 - 5.53.6. Individuals who only travel by bus occasionally to encourage more regular use.
 - 5.53.7. Companion offers to support ENCTS passengers back to using the bus,
 - 5.53.8. Individuals who claim travel expense for business travel by car.
 - 5.53.9. Family travel offers

5.54. Travel incentives for excluded groups in the following categories:

- **Jobs & Skills - examples**

5.54.1. Jobseekers

5.54.2. Those re-training with new skills

5.54.3. Those starting apprentices

5.54.4. Those not in education, employment or training (NEET)

- **Health & Wellbeing – examples**

5.54.5. People for whom the social prescribing of transport by the NHS may help combat obesity, loneliness or mental health issues.

5.54.6. Individuals in poor health but do not qualify for the ENCTS pass.

5.54.7. Individuals in isolated social situations.

- **Care Systems & Care Support – examples**

5.54.8. Care leavers

5.54.9. Young carers

- **Criminal Justice System - examples**

5.54.10. Young people leaving the criminal justice system

5.54.11. People in the probation system

- **Other excluded groups – examples**

5.54.12. Refugees

5.54.13. Those who have experienced, or are fleeing, violence

5.54.14. Specific groups with barriers to opportunity, such as those whose first language is not English, people in social or affordable housing, veterans, those on low incomes or who are homeless

5.55. TfWM will lead the development of the incentive programme and information campaigns. Each element of the incentive programme will be taken forward separately and tailored to its specific requirements, in line with the following objectives:

5.55.1. Initial scoping and stakeholder engagement (complete).

5.55.2. Definition of each incentive (complete).

5.55.3. Detailed definition of programme delivery (complete).

- 5.55.4. Recruitment and initiation of administration and delivery function by November 2022⁷.
 - 5.55.5. Development of information campaigns prior to launch of each incentive.
 - 5.55.6. Introduction of the first incentive package by December 2022⁷.
 - 5.55.7. Incentives offered for fixed periods between December 2022⁷ and March 2025.
- 5.56. Further details on the development of the Passenger Led Recovery Programme are included in Annex B for reference.
- 5.57. Continuous monitoring and evaluation of the incentive offers, take up and the target groups will be undertaken to ensure the programme objectives are achieved. Where incentives are not achieving outcomes, the incentive offer will be reviewed, or funding reallocated to other cohorts of people, where offers and usage are performing strongly, or to new cohorts of people.

Bus network development

- 5.58. TfWM will manage and lead a collaborative review of the bus network to identify core routes and agree consistent levels of performance and quality of service, in order to establish a viable long-term network. This will be carried out in line with the following timescales agreed by the West Midlands Bus Alliance Bus Operators' Panel.
- 5.58.1. Undertake review and agree network (including expected quality of service and levels of performance), ready to be consulted upon, by 20 July 2022
 - 5.58.2. Consultation and engagement to be completed by 2 October 2022
 - 5.58.3. Final network mapping, service planning and registration preparation by 21 October 2022
 - 5.58.4. Service registrations submitted to Traffic Commissioner by 20 November 2022
 - 5.58.5. Network marketing and promotion through December 2022
 - 5.58.6. Revised services and viable network introduced 1 January 2023
- 5.59. This process will confirm (at step 4 paragraph 5.58.4) the level of BSIP funding required to provide this new viable long-term bus network to the period of March 2025.

⁷ Based on the assumption BSIP funding for the Passenger Led Recovery Programme will be available from 1st September 2022.

Network performance management

5.60. TfWM will commission a functional and operational review of the RTCC to determine its future scale and scope in effectively managing bus network performance and operation. This will be undertaken in close collaboration with local bus operators and will be completed by 31 March 2023. This will confirm the required resources (across TfWM, operators and local highway authorities) to achieve effective and co-ordinated performance and highway management through the RTCC.

Lower fares

5.61. TfWM will freeze the prices of the nBus ticket products at the levels as of 1 April 2022 (which are below pre-pandemic levels) until at least 31 March 2025.

Safety and security

5.62. Transport Safety Officers (TSOs) are deployed across the public transport network to provide reassurance to customers and to respond to incidents and concerns.

5.63. TfWM will maintain its current team of 3 TSOs. TfWM will also recruit and deploy 9 additional TSOs in 2022/23 for a minimum period of 3 years, with a focus on the bus network.

West Midlands Bus Customer Charter

5.64. In line with other improvements to the bus network, a new bus customer charter is being formulated to create a step change in expectation and experience, such that customers can see its impact. It will set standards and provide strong commitments that are specific and measurable, driving continuous improvement. Early engagement with customer representatives has provided the basis for the development of the charter.

5.65. TfWM will continue to develop the customer charter in partnership with operators, launching it by March 2023. An associated monitoring regime will also be agreed, which will inform an annual review and update of the charter in April each year.

Staff capacity and capability

5.66. The BSIP sets out an ambitious programme to further improve and promote the West Midlands bus network. This is backed by the significant commitments made in this EP Scheme. Delivery of the ambitions will depend on TfWM having a knowledgeable and well-equipped team. Therefore, TfWM will strengthen its internal team capacity and capability, employing up to 5 additional full time equivalent members of staff, around the planning and management of the bus network, project management and scheme delivery, and monitoring and evaluation, in order to support BSIP delivery to March 2025.

6. Obligations made jointly by TfWM and local highway authorities

Facilities

6.1. TfWM and local highway authorities will seek to progress and deliver the following bus priority schemes (confirming the relevant facilities to be delivered as schemes are progressed) as set out in Table 2 and Table 3.

Table 2: Bus Priority Schemes (CRSTS)

Lead Promotor	Corridor details	Main bus services	Indicative timescales and target operational date	Consultation commitments	Engagement with operators	Scheme objectives
TfWM	Cross-city bus priority: Additional bus priority IB and OB between Perry Common / Hamstead and Longbridge via Birmingham City Centre.	Perry Common (7) / Hamstead (16) –Hawksley (35) / Longbridge (45/47)	OBC: August 2023 FBC: August 2024 Operational: September 2026	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (15% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Additional bus priority IB and OB between Sutton Coldfield and Longbridge via Birmingham City Centre.	Sutton Coldfield (907/X14/65/67) –Longbridge (X20/X21/61/63)	OBC: December 2022 FBC: March 2024 Operational: September 2025	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators are part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (15% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Additional bus priority IB and OB between Harborne and East	Harborne (23/24) –East Birmingham (95/94)	OBC: August 2023 FBC: August 2024	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (12% reduction in peak bus JT) and reduce bus journey time

	Birmingham via Birmingham City Centre.		Operational: September 2026			<ul style="list-style-type: none"> variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Additional bus priority IB and OB between West Bromwich and Birmingham City Centre.	West Bromwich - Birmingham City Centre (74)	<p>OBC: August 2023</p> <p>FBC: August 2024</p> <p>Operational: September 2026</p>	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (10% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Bus priority to tackle congestion hotspots along the Outer Circle route and improve connectivity, where interaction with the cross-city corridors.	Outer Circle (11A/C)	<p>OBC: August 2023</p> <p>FBC: August 2024</p> <p>Operational: September 2026</p>	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (10% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Additional bus priority IB and OB between Birmingham City Centre and East Birmingham.	East Birmingham - Birmingham City Centre (97)	<p>OBC: August 2023</p> <p>FBC: August 2024</p> <p>Operational: September 2026</p>	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (10% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport

TfWM	Sprint A45 Phase 2. Additional bus priority IB and OB from Walsall bus station to Birmingham City Centre.		Operational: December 2024	Consultation undertaken in 2018, including bus user surveys. Additional engagement with residents and bus users in 2022.	National Express are part of Sprint programme board and investment due from operator as part of ZEBRA	<ul style="list-style-type: none"> • Improve bus journey time (20% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Sprint A34 Phase 2. Additional bus priority IB and OB from Solihull train station to Birmingham City Centre (via B425 and A45).		Operational: December 2024	Consultation undertaken in 2018, including bus user surveys. Additional engagement with residents and bus users in 2022.	National Express are part of Sprint programme board and investment due from operator as part of ZEBRA	<ul style="list-style-type: none"> • Improve bus journey time (20% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Hagley Road Rapid Transit Bus priority IB and OB from Lordswood Road junction to Five Ways.	9, X10, X8, 126	Operational: December 2025.	Early stakeholder engagement in 2022 (to include bus user group). Public consultation in 2023 with residents and bus users targeted.	National Express are part of programme board, investment expected as part of cross-city	<ul style="list-style-type: none"> • Improve bus journey time (20% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport and active travel
Sandwell	A461 Sandwell walk, cycle and bus corridor. MRN corridor from Dudley to A41 Great Bridge. Reallocation of road	74	Development by June 2024 Operational: March 2027			Bus journey time improvement

	space, including 1km of bus priority.					
Dudley	A461 Dudley walk, cycle and bus corridor (Amblecote to Dudley). Reallocation of road space, including 1km of bus priority.	5/6	Development by September 2024 Operational: March 2027			Bus journey time improvement
Solihull	UKC – Solihull – Dorridge corridor. Bus priority measures at key locations (congestion hotspots)		Operational: March 2027	Stakeholder engagement and consultation	Bus operators engaged throughout	Reduce bus journey times; improve bus journey time reliability.
Wolverhampton	A449 corridor, M5 J2 to Wolverhampton ring road. Active travel corridor with network amendments to improve bus journey reliability.	3	Commencement of works: 2023 Operational: December 2025	Stakeholder engagement already undertaken. Further public consultation on detailed design in 2022.	Bus operators will be consulted further on detailed design	Improve bus journey reliability (target to be set)
Wolverhampton	A4123 walk, cycle, bus corridor. High quality active travel measures and bus priority (including review and delivery of real time information; bus gates); bus stop rationalisation	X8, 126	SOBC: November 2022 OBC: July 2023 FBC: May 2024 Operational: March 2027	Consultation will be undertaken at OBC stage	Some engagement has already taken place with operators. Further engagement at OBC stage.	Reduce bus journey time variability; improve bus journey times; improve public transport information through real time information.

Wolverhampton	A454 walk, cycle, bus corridor. 8km corridor Walsall – Wolverhampton (to be delivered in various phases)	529 543/53/82	Different phases of works delivered between 2023 and 2027	Some statutory consultation already undertaken. Further consultation as each phase progressed.	Operators will be engaged throughout. Workshop with operators, TfWM and other stakeholders in summer 2022 to develop/agree objectives and SMART targets.	Measurable targets to be agreed.
Walsall	A41/A4038 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor	39, 79	OBC: December 2023 FBC: December 2026 Operational: 2029	Early stages of development, with TfWM engaged; followed by external consultation on preliminary designs. Specified surveys of bus users along the corridor as part of the development.	Operators to be engaged through TfWM during the stages of development	Improve public transport offering Reduce congestion Bus priority along the A41/A4038 corridor

Table 3: Bus Priority Schemes (Other Funding)

Lead Promotor	Corridor details	Main bus services	Indicative timescales and target operational date	Consultation commitments	Engagement with operators	Scheme objectives
TfWM	Cross city bus priority: Birmingham City Centre	All Birmingham city centre services	Operational March 2024	Public consultation undertaken and Traffic Regulation Orders advertised	Operators engaged throughout via project governance	<ul style="list-style-type: none"> Improve bus journey time Improve bus reliability Reduce delays to bus Improve bus passenger satisfaction
TfWM	Cross city bus priority: Dudley – Druids Heath	50, 82, 87	Operational December 2024	Public consultation planned, and follows wider stakeholder and local member engagement	Operators engaged throughout via project governance	<ul style="list-style-type: none"> Improve bus journey time Improve bus reliability Reduce delays to bus Improve bus passenger satisfaction
TfWM	Alcester Road	50	Operational December 2024	Public consultation undertaken and Traffic Regulation Orders advertised	Operators engaged throughout via project governance	<ul style="list-style-type: none"> Improve bus journey time Improve bus reliability Reduce delays to bus Improve bus passenger satisfaction
Birmingham	A457 Dudley Road improvements	82, 87	Business Case approved by BCC. Operational 2025	Public consultation	Operators engaged and consulted throughout the scheme development	<ul style="list-style-type: none"> Improving public transport journey time reliability Providing safer infrastructure for bus users

						Reducing congestion Improving accessibility into Birmingham City Centre
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7. Obligations by local highway authorities

Facilities

Existing bus priority

- 7.1. Extensive bus priority provision is already made across the West Midlands. The intention of this Scheme Element is to ensure that this remains in place and is maintained accordingly.
- 7.2. An inventory of existing bus priority interventions is given in Schedule B1 (Table 10).

Figure 3 Existing Bus Priority in the West Midlands



A34(N) and A45/B425 corridors

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

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Measures

Local Highway Authority mechanisms and procedures

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

Bus lane enforcement

- 7.7. Relevant local highway authorities will use the discretionary powers granted in the Traffic Management Act 2004 to enforce bus lanes with CCTV equipment. The local highway authorities are approved local authorities under The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 for the purposes of section 144 of the Transport Act 2000 (Civil Penalties for Bus Lane Contraventions).
- 7.8. The enforcement cameras and recording systems will be approved in accordance with the requirements of The Bus Lanes (Approved Devices) (England) Order 2005.
- 7.9. Relevant local highway authorities will implement an evidence-based assessment process to help determine the initial need and continued operational business case of any enforcement system used under this EP scheme, which must be provided and operated with due consideration to the whole enforcement process and the requirements of the Investigatory Powers Commissioner's Office.
- 7.10. Should a relevant local highway authority deem it necessary to relocate an enforcement camera then it will provide a response as to the reasons why to the EP Reference Group.
- 7.11. Bus lane enforcement details are provided in Schedule B2.

Junction enforcement

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

Managing Highway works

- 7.13. Each local highway authority will establish mechanisms to minimise disruption to qualifying local bus services from both planned and emergency highway works, in accordance with the New Roads and Street Works Act (1991) available under a noticing scheme.
- 7.14. Each local highway authority will commit to investigating implementation of Highway Lane Rental Schemes 12 months after the implementation of the relevant permitting scheme referenced in paragraph 7.13.
- 7.15. Where bus operators report a highway issue affecting bus travel to a local highway authority for investigation, they must also report the matter to TfWM using the rtccdutymanager@tfwm.org.uk email address.

Management and co-ordination of specific highway works

- 7.16. When necessary for future major highway works impacting bus travel in the scheme area, the relevant lead local highway authority will work with the relevant partners, including local bus operators, to maximise the benefits to bus users of the changes to the transport network and minimise bus disruption during construction. Any partner can make a request for partner mitigation groups to major highway works, as they deem necessary.

Bus priority development programme

- 7.17. Local highway authorities will work with TfWM and bus operators to identify, investigate and develop future bus priority interventions, as set out above.

Parking policy and management

Black Country

- 7.18. Black Country authorities will continue to use parking management policies, set out in Policy TRAN7 Parking Management, to support the provision of bus services.
- 7.19. The priorities for traffic management in the Black Country include the sustainable delivery and management of parking in centres and beyond, through use of some or all of the following measures as appropriate:
- 7.19.1. Management and control of parking - ensuring that it is not used as a tool for competition between centres.
- 7.19.2. Type of parking – ensuring that where appropriate long-stay parking is removed from town centres, to support parking for leisure and retail customers and to encourage commuters to use more sustainable means and reduce peak hour traffic flows.
- 7.19.3. Maximum parking standards – ensuring that a consistent approach to maximum parking standards is enforced in new developments as set out in supplementary planning documents.

- 7.19.4. Location of parking – by reviewing the location of town centre car parks through the “Network Management Duty”, to ensure that the flow of traffic around town centres is as efficient as possible.

Birmingham

- 7.20. The Birmingham Transport Plan (BTP) states that:

7.20.1. Commuter car parking will be limited in areas that are well served by public transport, such as the city centre; and

7.20.2. Public transport and cycling provision will be prioritised over car parking provision.

- 7.21. The adopted Birmingham Supplementary Parking Document (BSPD) seeks to take a balanced approach to managing the provision of parking in order to support the delivery of a sustainable transport system and the sustainable growth and regeneration of the city. The objectives of the BSPD include encouraging more journeys based on walking, cycling, public transport and low emission vehicles.

- 7.22. The development of a Full Business Case for the Workplace Levy was approved in October 2019 and allows Birmingham City Council to produce a full investigation of WPL options, identify governance and budget requirements, undertake comprehensive workplace parking surveys, develop a communication and engagement strategy and begin engagement with employers.

- 7.23. A tailored approach is taken for different areas of Birmingham taking into account connectivity, public transport availability and land use, as follows:

Birmingham City Centre:

- 7.24. The roll-out of the city centre controlled parking programme which will remove all uncontrolled on-street parking in the city centre.

- 7.25. The removal of on-street parking, where necessary, to support improvements to public realm, public transport provision or to provide priority for walking, cycling, servicing and delivery, taxis, car clubs and electric vehicle charging.

- 7.26. Parking charges structured to support short and medium stay uses and discourage long-stay or commuter parking activity in premium, on-street locations.

- 7.27. Replacement standalone off street parking and new off street parking in the city centre will not be supported unless it can be demonstrated that there is a deficit in local publicly available off-street parking, or that it will help to relieve on-street parking problems.

- 7.28. Given the significant levels of Private Non-Residential Parking located within the city centre, options for introducing a Workplace Parking Levy will be

explored.

Edge of Birmingham City Centre:

- 7.29. The main objectives of the parking strategy for edge of Birmingham city centre, include support for enhanced connections by public transport, walking and cycling from these areas to the city centre and the rest of the city.
- 7.30. Parking on the edge of the city centre will be managed through implementation of a controlled parking programme in areas close to the city centre and other transitional areas, to control parking capacity and protect the amenity of local communities.

Birmingham Urban Centres and Growth Areas:

- 7.31. One of the main objectives of the parking strategy for urban centres and growth areas is to support the improvement of public transport and walking and cycling routes that connect centres to their neighbourhoods and employment opportunities.
- 7.32. A phased programme of parking control measures across Birmingham will be introduced to ensure that on-street parking can be managed, without placing financial pressures on local business. The following locations will be prioritised initially: Selly Oak, Perry Barr, Harborne, Erdington, Sutton Coldfield.

Coventry

- 7.33. Coventry City Council is currently reviewing its city centre parking strategy that was introduced in 2016. The Strategy as it stands seeks to actively manage parking provision, to support wider LTP policies and support land use and regeneration aspirations, including keeping the city centre free from congestion. During 2021, 643 parking spaces were removed in Coventry, with a further 1,009 earmarked for removal from Summer 2022 to Summer 2023 (Table 4), including closures specifically linked to the All Electric Bus City implementation.

Table 4: Car Park closures in Coventry

Car Park	Closure	Spaces
New Union St multi-storey car park	Closed during 2021	240
Moat St surface car park	Closed during 2021	153
Whitefriars St surface car park	Closed during 2021	125
Cheylesmore surface car park	Closed during 2021	45
Leicester Row surface car park	Closed during 2021	80
Cox St surface car park	Expected closure Autumn 2022	140
Westminster Rd surface car park	Potential to close permanently August 2022	157
Warwick St surface car park	Potential part-closure	21

Barracks multi-storey car park	Expected closure Summer 2023 – City Centre South development	460
City Arcade surface car park	Expected closure Summer 2023 – City Centre South development	231

Dudley

7.34. Dudley Council’s parking management policies are set out in the Dudley Parking Supplementary Planning Document (2017). The priorities for parking management in the district include the delivery of parking as to ensure that adequate parking provision is provided to ensure that parking does not hinder traffic flows on the highway and account for future levels of demand for parking. The provision for off street parking is defined through a series of parking minimums and maximums depending upon the size and use class of the development.

Sandwell

7.35. Sandwell’s last Supplementary Planning Document on parking was published in 2006 and thus is out of date. However, the Parking and Traffic Enforcement Policy (2017) sets out aims to contribute to local and wider transport strategies, to balance the supply and demand of vehicle parking and ensure that town centres and encourage sustainable travel options. This is supported by objectives of Parking and Traffic Enforcement Policy:

- 7.35.1. Manage the traffic network to ensure traffic flow is protected.
- 7.35.2. Improve safety and the local environment.
- 7.35.3. Improve the quality and accessibility of public transport.
- 7.35.4. Reconcile competing demands for kerb space.

Solihull

7.36. In addition to the Solihull Local Plan, which was adopted in December 2013, Solihull has adopted the Vehicle Parking Standards and Green Travel Plans Supplementary Planning Document (SPD). This SPD elaborates on Policy T13 (Car Parking Provision) and seeks to assist in achieving objectives that seek to:

- 7.36.1. Reduce the need to travel, promote greener forms of transport with less reliance on the private car;
- 7.36.2. facilitate multi-purpose journeys and ensure that everyone has access to a range of facilities; and
- 7.36.3. Facilitate and promote sustainable and inclusive design and the efficient use of resources.

7.37. The SPD is used to limiting the amount of car parking in new developments that is essential as part of a package of measures to promote sustainable travel

choices. In appropriate circumstances this can be achieved through Green Travel Plans to promote access to developments by public transport, walking and cycling

Wolverhampton

7.38. Policies for parking in Wolverhampton are contained in Off Street Parking Guidance. The document gives guidance on parking for residential, employment and commercial activity. Concerning on street parking the priorities for parking are:

- 7.38.1. Maintain an efficient flow of traffic.
- 7.38.2. Protect safety for pedestrians, cyclists and other users.
- 7.38.3. Minimise likelihood of on-street parking problems.

Walsall

7.39. The most recent district wide parking strategy in Walsall was published in 2008, and as such as considerably outdated. However, within the town centre itself a parking strategy was developed in 2017. The document advocates that parking in the town centre meets parking standards, is well integrated with the town centre, meets the need of all users, is safe and secure and operated in line with council policies. This is seen as the approach to meet aims of the strategy, which are:

- 7.39.1. To provide assurance to private investors on parking to promote regeneration.
- 7.39.2. Control the highway network to ensure congestion is managed.
- 7.39.3. Promote sustainable transport policies.

8. Requirements imposed on qualifying local bus services

Area-wide

- 8.1. The requirements set out in this section will apply to all qualifying bus services in the EP Scheme area (i.e. all bus services within the West Midlands region), a list of which will be maintained by TfWM.

Vehicle emission standards

- 8.2. All qualifying bus services will be operated with vehicles that meet Euro VI emission standards or better by 1 May 2023. *[Note: Includes CVRAS retrofit vehicles]*

Vehicle livery

- 8.3. Vehicles must be in an appropriate finished livery, which clearly identifies either the bus operator or brand route.
- 8.4. No vehicles are to be used which remain in a livery belonging to a previous operator under any circumstances, or bear any previous operator's branding or other related information.

Timetable changes

- 8.5. Qualifying local bus services may only be changed on the dates agreed with TfWM and in line with Network Stability Periods (Annex A). In exceptional circumstances, and in agreement with TfWM, services may be changed on other dates.
- 8.6. Copies of registration applications and variations must be submitted to TfWM with at least 70 days' notice before the service takes effect.

Information provision to the public (with TfWM)

- 8.7. Operators of qualifying local bus services will be required to participate in the coordinated approach to the provision of bus information in displays at bus stops, sharing the cost of this in accordance with the separately agreed protocol of the West Midlands Combined Authority Roadside Information Recharging Scheme.
- 8.8. When service changes occur, and at least seven days in advance, bus operators are required to provide to TfWM full timetables in TransXChange format that include running board (block) and/or driver duty information and a vehicle journey reference for every trip. Amendments to vehicle and driver operations which do not result in a timetable change should still be communicated to TfWM as soon as possible.
- 8.9. It is important to ensure that passengers are aware of any service cancellations. Therefore, operators are required to notify TfWM of any known cancellations to

trips or part trips at the earliest opportunity, so that this information can be passed onto customers through TfWM's digital output channels. This information should be provided to serviceupdates@tfwm.org.uk

Providing information to the public (by the operator)

- 8.10. Operators providing multi-operator tickets in the EP Scheme area will display the range of nBus and nNetwork day ticket prices at the point of entry to buses on qualifying local bus services using information posters provided by TfWM.
- 8.11. nBus and nNetwork information will be provided and maintained by TfWM on displays at bus stops.
- 8.12. Operators will display details of relevant planned route changes and timetable changes on vehicles in the EP Scheme area at least 2 weeks prior and 1 week following the change.
- 8.13. Operators will publish the bus journey times data collected and processed by TfWM (referred to in paragraph 5.18 - 5.22) on their websites for the public to access.

West Midlands Bus Alliance Customer Charter

- 8.14. Operators of qualifying local bus services will display the principles of the West Midlands Bus Alliance Customer Charter on all their buses. This must include a means of contacting the local bus service operator with comments or complaints and an escalation option if the passenger is not satisfied with the response they receive. This escalation option should be a registered Alternative Dispute Resolution body. Copies of the Customer Charter can be provided by TfWM if requested to busalliance@tfwm.org.uk.
- 8.15. The Charter requirements as set out above will cease on the introduction of a revised Customer Charter during 2022-2023, details of which are set out under paragraphs 5.64 and 5.65.

New West Midlands Bus Passenger Customer Charter

- 8.16. Operators of qualifying bus services will work with TfWM to put a new bus charter in place by March 2023, which will be adopted immediately. All operators of qualifying services in the EP area will be obliged to comply to the requirements of the charter. The charter will be promoted on every bus providing qualifying services and on operators' websites. Operators will assist in the monitoring of the impact of the charter and assist TfWM in reviewing and setting improved standards within the charter each year.

Ticketing schemes

- 8.17. The following ticket types must be offered and accepted by qualifying services, subject to their validity. Services offering no more than two journeys in each direction per day, will not be required to participate in the multi-operator ticketing scheme. The overall schemes for these tickets will be managed by TfWM. The following ticket types must be offered:

1. nBus (full suite)
 2. nNetwork (full suite)
- 8.18. Ticket vending machines may be provided by TfWM at some selected bus stops. These will be capable of selling operators' own tickets, as well as network tickets. Operators wishing to use this facility will need to agree an arrangement and fee with TfWM.
- 8.19. Subject to TfWM progressing multi-operator capping schemes, the following ticket types must be offered and accepted by all services in the EP scheme (excluding those services offering no more than two journeys in each direction per day):
- Multi-operator capping on TfWM's Swift smartcard
 - Multi-operator capping contactless
- 8.20. Advertisements carried on ticket rears on qualifying services (including campaigns on behalf of TfWM) in the EP Scheme area should not conflict with the required standards outlined below, which supplement the requirements of the Advertising Codes. The regulation of advertising in the UK is the responsibility of the Advertising Standards Authority (ASA). The ASA applies the Advertising Codes which are written by the Committees of Advertising Practice (CAP). Advertising will not be acceptable if:
1. It is likely to cause widespread or serious offence to reasonable members of the public on account of the product or service being advertised, the content or design of the advertisement, or by way of implication.
 2. It relates to lap-dancing, 'gentlemen's clubs', escort agencies, massage parlours, or unproven health and weight loss products.
 3. It promotes (directly or indirectly) food or non-alcoholic drink which is high in fat, salt and/or sugar ('HFSS' products), according to the Nutrient Profiling Model managed by Public Health England. It is for the advertiser to demonstrate (in case of any doubt) that any product is not HFSS, and/or that an advertisement is not promoting HFSS products, and/or that there are exceptional grounds.
 4. It is unacceptable for some other substantial reason (which TfWM will identify and explain as reasonably required).

Passenger Led Recovery programme

- 8.21. Operators will work with TfWM to define the actions and incentives and agree the details of how they will be managed and applied, so as to target new or lapsed users rather than existing bus users.
- 8.22. Operators will help promote and implement the actions and incentives, ensuring that each incentive is accepted for use on appropriate services as agreed. Use of each incentive will be monitored to provide data to TfWM for evaluation purposes.

Reinvestment of operational expenditure savings

- 8.23. Operators will commit to work with TfWM to agree a process through which, using an open book approach, operational expenditure (opex) savings can be identified and agreed for reinvestment in the EP Scheme area on a case-by-case basis, as a result of new public investment to improve bus services. Any savings identified will be agreed with each operator and captured in the EP Scheme. Any changes to the EP Scheme to capture this reinvestment would see the EP Scheme automatically varied, without the need to follow the variation process.
- 8.24. Operators will also explore with TfWM how not just opex savings, but any cost and revenue growth benefits accruing to them from new public investment to improve bus services, can be reinvested back into the EP Scheme area, on a case-by-case basis, and captured in the EP Scheme. The same process as the opex savings reinvestment would apply.

Bus network development

- 8.25. Operators will commit to active participation in the review of the RTCC and the implementation of its findings and recommendations.
- 8.26. Operators will commit to full and active participation in the bus network review and the implementation of its recommendations and requirements.
- 8.27. Operators will meet all reasonable requests for data and information to inform the network review process. This is likely to include, but not be limited to, existing route and timetable information, patronage by service at a stage level and vehicle and driver utilisation.

Parked vehicles

- 8.28. For parked vehicles, the following conditions apply:
- 8.28.1. Vehicle engines must be switched off at all times unless departure is imminent.
 - 8.28.2. Quitting (vehicles left unattended with the engine running) is strictly prohibited.

Location specific – A34(N) and A45 / B425

Vehicle standards

8.29. Vehicles used on qualifying local bus services will be required to meet specified standards, dependent on their type and age. These will apply differently according to the number of vehicles deployed on local bus services by each operator.

8.30. The implementation period for completing obligations for buses of 15m -18.75m length are detailed in Table 5:

Table 5: Obligations for buses of 15m-18.75m length

Phase	Obligations for buses of 15m-18.75m length	Milestone date
1	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Multiple doors for boarding and alighting • Zero emission (at tailpipe), as deemed zero emission (at tailpipe) by TfWM. • Heating and cooling for customer comfort • Ability to pay for tickets by contactless payment • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus (including Designated feeder services), train, Metro or air, where applicable, from open data sources. • CCTV installed, including a driver facing camera to ensure good driving standards. This will provide images inside the vehicle for the safety and security of passengers. A forward-facing camera will help identify issues with traffic and road conditions. • Automatic Vehicle Location equipment installed that will feed into TfWM’s real time information system • USB charging available, including at every wheelchair space and for priority seats • A specific livery agreed with TfWM 	<p>On completion of enhanced infrastructure listed in</p> <p>Table 15</p> <p>Table 16</p> <p>Table 17</p> <p>Table 18</p>

8.31. The implementation period for completing obligations for **Double Deck** vehicles not operating on Designated feeder services are detailed in Table 6.

Table 6 Obligations for Double Deck vehicles not operating on designated feeder services

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

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

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8.32. The implementation period for completing obligations for standard **Single Deck** vehicles not operating on Designated feeder services of operators with less than 21 local service buses, is detailed in Table 7.

Table 7: Obligations for Single Deck vehicles not operating on designated feeder services of operators with less than 21 local service buses

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

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

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8.33. The implementation period for completing obligations for standard **Single Deck** vehicles not operating on Designated feeder services of operators with more than 20 local service buses, is detailed in Table 8.

Table 8 Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses

Phase	Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses	Milestone date
1	<p>New vehicles registered on or after the EP scheme start date must meet the following requirements:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues. Also, a driver facing camera to ensure good driving standards. • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • USB charging available, including at every wheelchair space and priority seats • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • Option to pay for tickets through contactless ticketing. 	Existing
2	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • Option to pay for tickets through contactless ticketing. 	Existing
3	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources. 	Existing

4	<p>New Vehicles registered on or after 25/05/25 will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	25/05/2025
6	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	26/05/2030

8.34. If requested by an operator and in agreement with TfWM or designated by TfWM, a service that is specifically designed to connect with services at interchange points outlined in Schedule C3 Table 21, may be defined as a Designated feeder Service. Vehicles on such services will carry additional branding and have a co-ordinated timetable to facilitate connections.

8.35. The implementation period for completing obligations for vehicles used on Designated feeder services are detailed in Table 9.

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Table 9 Obligations for vehicles of operators on Designated feeder services

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

	<ul style="list-style-type: none"> • A specific livery agreed with TfWM 	
4	<p>New Vehicles registered on or after 25/05/25 will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	25/05/2025
5	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	26/05/2030

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Location specific - Coventry

8.36. All qualifying bus services in the Coventry area (as shown on Figure 1) and in a list maintained by TfWM will be operated using battery electric vehicles by the indicative target date of 31 December 2025. This date will be confirmed and the EP varied automatically, subject to confirmation of all of the following to the mutual satisfaction of both operators, TfWM and Coventry City Council, which in combination will enable the project to complete:

8.36.1. TfWM's Coventry Electric Bus City Grant Application Process

8.36.2. Coventry Bus Network Review

8.36.3. Coventry Bus Priority Programme (including London Road corridor; Foleshill Road; and City Centre Traffic Management, all of which are being developed and have provisional funding allocations and delivery programmes)

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Schedule A: Maintenance of current provision by TfWM

Schedule A1: Existing bus stations

Bus station	Staffed daily		Evening security	Daily cleaning	Notes
	Mon - Sat	Sun / Hols			
Dudley	Yes	Yes	Yes	Yes	Due to close September 2023 with services moved to temporary stands constructed on Tower Street Dudley Interchange expected to re-open December 2024 on the current programme
Walsall	Yes	Yes	Yes	Yes	
Coventry	Yes	Yes	Yes	Yes	
Walsall	Yes	Yes	Yes	Yes	
Wolverhampton	Yes	Yes	Yes	Yes	
Merry Hill	Yes	Yes	Yes	Yes	
Stourbridge	Yes	Yes	No	Yes	
Halesowen	Yes	Yes	No	Yes	
Bilston	Yes	No	No	Yes	
Wednesbury	Yes	Yes	No	Yes	
Cradley Heath	No	No	No	Yes	
Bearwood	No	No	No	Yes	Daily litter pick and bin emptying only; shelters washed once per month

Schedule A2: TfWM bus stop infrastructure maintenance

Any issues or problems with bus stop infrastructure are to be reported to:

[Report a problem with a bus stop or park and ride | Transport for West Midlands \(tfwm.org.uk\)](https://www.tfwm.org.uk)

TfWM will maintain bus stop infrastructure in accordance with the following standards.

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 48 hours**:

- Bus shelter

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 5 working days** to ensure all elements are fully functional:

- Advertisement panel
- Lighting panel
- Digital screen
- Stop flag
- CCTV
- Real time information

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 10 working days**:

- Feeder pillar

Response and removal within 24 hours of being reported

- Bus shelter offensive graffiti

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use:

- Ticket machine

Planned maintenance of bus stop infrastructure:

- Weekly shelter and floor cleaning within the shelter footprint, including litter removal
- Annual shelter roof clean
- Every 5 years full electrical tests and inspections

Schedule B: Facilities provided and maintained by local highway authorities

B1 Current bus lanes

The current bus lanes detailed in Table 10 will be maintained by the relevant local highway's authority as part of the EP Scheme.

Any proposed changes to existing interventions (listed in Table 10) by local highway authorities must be submitted to a meeting of the EP Scheme Reference Group for consideration. Once agreed by the group, the change will automatically be taken forward and Table 10 updated accordingly, without need to go through the formal EP Scheme variation process set out in this Scheme.

Table 10 Existing bus priority interventions

Id	Description	Type	Times Of Operation	Vehicles Permitted	Authority
1	A34 Walsall Road	Bus Lane	N/A	N/A	Birmingham
2	Sand Pits Clement Street - Nelson Street Westbound	Bus Lane	All Times	Bus, Motorbike, Cycle, Taxi	Birmingham
3	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
4	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
5	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
6	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
7	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
8	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
9	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
10	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
11	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
12	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
13	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
14	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
15	A45 Coventry Road Both Directions	Bus Lane	N/A	N/A	Birmingham
16	B4148 Tyburn Road Burcote Road (South Of) Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
17	A5127 Aston Bridge Thomas Street To Park Lane Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
18	Moor Street Queensway Carrs Lane to Albert Street Northbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
19	Suffolk Street Queensway Brunel Street to Holloway Circus Southbound	Bus Lane	Not In Operation Not in Operation	Not In Operation	Birmingham
20	A4040 Winson Green Road Aberdeen Street (Slip Road To) Southbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
21	A4040 Winson Green Road Norman Street to Aberdeen Street Southbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
22	Horton Square Belgrave Middleway (North Of) Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi	Birmingham

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23	A38 Bristol Road South Ulwine Drive (North Of) Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
24	Streetly Road Short Heath Road (North Of) Northbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
25	A435 Alcester Road South Albert Road to Addison Road Inbound	Bus Lane	0730-1000 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
26	A435 Alcester Road South Hawkhurst Road to Maypole (North Of) Outbound	Bus Lane	0700-1900 Monday To Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
27	Harborne Road Vicarage Road to Greenfield Crescent (East Of) Inbound	Bus Lane	0700-1900 Monday To Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
28	A38 Bristol Road Harborne Lane to Chapel Lane Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
29	Priory Queensway Colmore Circus Queensway to Old Square Southbound	Bus Only Road	All Times All Days	Bus, Pedal Cycle	Birmingham
30	Arden Road Holly Hill N/A	Bus Only Road	All Times All Days	Bus	Birmingham
31	Masshouse Lane Moor Street Queensway (Approach To) Westbound	Bus Lane	All Times All Days	Bus, Pedal Cycle	Birmingham
32	Priory Queensway Old Square to Colmore Circus Queensway Northbound	Bus Only Road	All Times All Days	Bus, Pedal Cycle	Birmingham
33	A4540 Camp Hill Middleway (Slip) New Moseley Road (Right Turn From) Right Turn	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
34	Bull Street Dale End to Corporation Street Northbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
35	A38 Bristol Road South Ulwine Drive Outbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
36	A5127 Aston Road North Rocky Lane to Holland Road West Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
37	A5127 Lichfield Road Waterlinks Boulevard to Grosvenor Road Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
38	A34 Birchfield Road Lozells Road to Heathfield Road Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
39	B4128 Bordesley Green East Alston Road to Eastfield Road Outbound	Bus Lane	0700-1900 Monday To Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
40	B4128 Bordesley Green East Alston Road to Belchers Lane Inbound	Bus Lane	0700-1900 Monday To Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
41	A34 Walsall Road Tower Hill (South Of) Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
42	A34 Birchfield Road Trinity Road to Witton Road Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham

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43	B4128 Bordesley Green East Belchers Lane to Alston Road Outbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
44	A441 Pershore Road Edward Road to Bellevue Inbound	Bus Lane	0700-1000 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
45	B4128 Bordesley Green East Little Bromwich Road to Alston Road Inbound	Bus Lane	0700-1900 Monday To Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
46	A453 Aldridge Road Birmingham City University Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
47	A34 Walsall Road Rocky Lane (South Of) Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
48	A34 New Town Row Cecil Street (South Of) Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
49	A34 New Town Row St Stephens Street to Miller Street Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
50	A34 New Town Row Cecil Street to Lower Tower Street Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
51	A34 Walsall Road Yateley Crescent (South Of) Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
52	A34 Stratford Road Hamlet Road (South Of) Inbound	Bus Lane	0700-1000 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
53	B4100 Camp Hill Trinity Terrace to Camp Hill Circus (North Of) Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
54	A34 Lancaster Street Vesey Street to Price Street Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
55	A4040 Stechford Lane Burney Lane (North Of) Northbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
56	A34 Walsall Road Rocky Lane (North Of) Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
57	B4148 Tyburn Road Padstow Road Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
58	B4148 Tyburn Road Padstow Road (North Of) Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
59	B4148 Tyburn Road Eaton Wood to Padstow Road Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
60	B4148 Tyburn Road Egerton Road to Sorrel Grove Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
61	B4148 Tyburn Road Springthorpe Road to Eaton Wood Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
62	B4148 Tyburn Road Sorrel Grove to Burcote Road Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
63	B4148 Tyburn Road Paget Road to Springthorpe Road Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
64	B4148 Tyburn Road Paget Road (South Of) Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
65	A34 Walsall Road Cliveden Avenue Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham

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66	A34 Stratford Road Welby Road (North Of) Outbound	Bus Lane	1600-1900 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
67	A34 Stratford Road York Road to Green Road Outbound	Bus Lane	1600-1900 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
68	A435 Alcester Road Hill Crest Road (South Of) To Queensbridge Road Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
69	A4040 Stoney Lane Rockingham Road to Church Road Southbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
70	A34 Stratford Road Palmerston Road (North Of) Outbound	Bus Lane	1600-1900 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
71	B4128 Bordesley Green East Upton Road (East Of) To Little Bromwich Road Inbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
72	A34 Walsall Road Old Walsall Road (South Of) Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
73	A34 Walsall Road Beeches Road (North Of) Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
74	A34 Walsall Road Perry Park Crescent to Church Road Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
75	A34 Walsall Road Perry Avenue Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
76	A34 Walsall Road Regina Road Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
77	A34 Birchfield Road Heathfield Road to Wellington Road Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
78	A34 Birchfield Road The Broadway To Trinity Road (North Of) Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
79	A34 High Street Newsbury Road to Lozells Road Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
80	A34 High Street Victoria Road to Park Lane Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
81	A34 New Town Row Park Lane to St Stephens Street Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
82	A34 New Town Row Brearley Street to New John Street West Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
83	A34 New Town Row Princip Street Outbound	Bus Gate	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
84	A38 Corporation Street Staniforth Street to Bagot Street (North Of) Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
85	A38 Corporation Street Mill Street (North Of) To Lancaster Circus Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
86	A5127 Aston Road North Holland Road West to Whitehouse Street (North Of) Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
87	A5127 Lichfield Road Park Lane to Waterlinks Boulevard Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham

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88	A5127 Lichfield Road Lynton Road to Rocky Lane Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
89	A5127 Lichfield Road Grosvenor Road to Lynton Road Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
90	A5127 Lichfield Road Priory Road to Tyburn Road (South Of) Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
91	A5127 Lichfield Road Cuckoo Road to Priory Road (South Of) Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
92	B4114 Jennens Road Chapel Street to Aston Circus Outbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
93	B4114 Jennens Road Aston Circus to Chapel Street Inbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
94	Moor Street Queensway Albert Street to Priory Queensway Northbound	Bus Lane	All Times All Days	Bus, Pedal Cycle	Birmingham
95	B4100 High Street Deritend Oxford Street to Gibb Street Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
96	B4100 High Street Deritend Green Street to Mill Lane Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
97	B4100 High Street Bordesley Bradford Street to Alcester Street Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
98	A4540 Highgate Middleway Upper Conybere Street (Right Turn From) Right Turn	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
99	A34 Stratford Road Ladypool Road to Mole Street Outbound	Bus Lane	1600-1900 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
100	A441 Pershore Road Pebble Mill Road (North Of) To Edgbaston Road Inbound	Bus Lane	0700-1000 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
101	A38 Bristol Road Weoley Park Road to Lodge Hill Road Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
102	A38 Bristol Road Oak Tree Lane Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
103	A456 Hagley Road West Galton Road to Bearwood Road Inbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle	Birmingham
104	A456 Hagley Road West Lordwood Road to Hamilton Avenue Outbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
105	B4100 High Street Deritend Alcester Street to Birchall Street Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
106	A435 Moseley Road Lime Grove (North Of) To Runcorn Road Outbound	Bus Lane	1630-1845 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
107	A34 Stratford Road Durham Road to Fulham Road Inbound	Bus Lane	0700-1000 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
108	B4128 Bordesley Green East Station Road to Denton Grove Inbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham

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109	B4128 Bordesley Green East Eastfield Road to Station Road Outbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
110	A34 New Town Row New John Steet West to Newbury Road Outbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
111	A34 New Town Row Brewery Street (North Of) Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
112	A34 New Town Row Brewery Street (South Of) Inbound	Bus Gate	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
113	A5127 Lichfield Road Grosvenor Road to Waterworks Street Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
114	A5127 Lichfield Road Waterworks Street to Grosvenor Road Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
115	Centenary Square Bridge Street to Paradise Circus Inbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
116	Centenary Square Paradise Circus to Bridge Street Outbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
117	Broad Street Bridge Street (West Of) Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
118	Moor Street Park Street to Moor Street Queensway Westbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
119	St Martins Queensway Moor Street to Worcester Street (Through Tunnel) Southbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
120	Moor Street Queensway Moor Street Station U Turn	Bus Only Road	All Times All Days	Bus	Birmingham
121	Moor Street Queensway Moor Street Southbound	Bus Lane	All Times All Days	Bus, Pedal Cycle	Birmingham
122	Moor Street Queensway Moor Street to Carrs Lane Northbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
123	B4100 High Street Bordesley Gibb Street to Trinity Terrace Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
124	Priory Queensway Old Square to Moor Street Queensway Eastbound	Bus Only Road	All Times All Days	Bus, Pedal Cycle	Birmingham
125	St Martins Queensway Worcester Street to Moor Street (Through Tunnel) Northbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
126	Priory Queensway Moor Street Queensway to Old Square Westbound	Bus Only Road	All Times All Days	Bus, Pedal Cycle	Birmingham
127	A34 Stratford Road Petersfield Road to Cole Bank Road (South Of) Inbound	Bus Lane	0700-1000 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
128	A34 Stratford Road Dunsmore Road (North Of) To Shaftmoor Lane Inbound	Bus Lane	0700-1000 Monday to Friday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham

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129	Broad Street Five Ways to Ryland Road (East Of) Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
130	A435 Alcester Road Reddings Road to Farquhar Road (North Of) Inbound	Bus Lane	0730-1000 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
131	A435 Alcester Road Park Road (North Of) To Runcorn Road Inbound	Bus Lane	0730-1000 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
132	A435 Alcester Road South Tenbury Road to Howard Road (South Of) Inbound	Bus Lane	0730-1000 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
133	A435 Alcester Road South Maypole (North Of) To Idmiston Croft Inbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
134	A435 Alcester Road South Whitland Drive to Warstock Road Inbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
135	A435 Alcester Road South Warstock Road to Whitland Drive Outbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
136	A38 Bristol Street Irving Street Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
137	Broad Street Bishopsgate Street (South Of) To Five Ways Outbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
138	B4128 Coventry Road Herbert Road to Bordesley Circus (East Of) Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
139	Lordswood Road/High Street Lonsdale Road (South Of) To Harborne Park Road (We Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
140	Queen Street Brassington Avenue to South Parade Eastbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
141	A47 Nechells Parkway Windsor Street South (North Of) To Aston Circus Inbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
142	Station Road Service Road Bordesley Green East to Alcombe Road Southbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
143	Bordesley Green East Station Road (East Of) Outbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
144	Bordesley Green East Station Road (East Of) Inbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
145	Belgrave Middleway Horton Square (South Of) Outbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
146	High Street Turnhouse Road to Austin Street Westbound	Bus Only Road	All Times All Days	Bus, Pedal Cycle	Birmingham
147	Garrison Lane Langdon Street (East Of) To Garrison Circus Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
148	Great Hampton Street Harford Street to Constitution Hill Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
149	Longmore Street Belgrave Middleway (South Of) Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham

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150	Holloway Head Granville Street to Blucher Street Inbound	Bus Lane	7am To 7pm All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
151	Summer Row Paradise Circus Queensway to Great Charles Street Eastbound	Bus Lane	All Time All Day	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
152	Great Charles Street Queensway Summer Row to Newhall Street Northbound	Bus Lane	All Times All Day	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
153	Great Charles Street Queensway Margaret Street (South Of) Southbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
154	Margaret Street Cornwall Street to Great Charles Street Westbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
155	Harborne Road Kingscote Road to Hawthorne Road Inbound	Bus Lane	7am To 10am Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
156	George Road Islington Row Middleway (South Of) Northbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
157	Gravelly Hill Salford Circus (East Of) Inbound	Bus Lane	0700-1900 All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
158	Islington Row Middleway Bath Row (South Of) Northbound	Bus Only Road	All Times All Days	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
159	Scotland Road Bartley Green N/A	Bus Only Road	All Times All Days	Bus	Birmingham
160	Sheepcote Street King Edwards Drive (North Of) Southbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Birmingham
161	Paradise Circus Queensway Centenary Square to Summer Row Northbound	Bus Lane	All Time All Day	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Birmingham
162	B4135 Summer Row Eastbound	Bus Lane	All	Bus Only	Birmingham
163	Summer Hill Road Nw of Goodman Street to Ladywood Rd Junction Westbound	N/A	All	Bus, Motorbike, Cycle, Taxi	Birmingham
164	Summer Hill Road Summer Hill Street to Anderton Street Westbound	N/A	All	Bus, Motorbike, Cycle, Taxi	Birmingham
165	Summer Hill Road Anderton Street to Goodman Street Westbound	N/A	All	Bus, Motorbike, Cycle, Taxi	Birmingham
166	Summer Hill Road Opposite Summer Hill Street Eastbound	N/A	All	Bus, Motorbike, Cycle, Taxi	Birmingham
167	Sand Pits West of Nelson Street Westbound	N/A	All	Bus, Motorbike, Cycle, Taxi	Birmingham
168	Sand Pits Summer Hill Terrace to Camden Street Eastbound	N/A	All	Bus, Motorbike, Cycle, Taxi	Birmingham
169	Snow Hill Queensway Nw of Snow Hill Queensway	N/A		Bus, Cycle, Taxi	Birmingham
170	Bristol Steet Wrentham Street to Belgrave Middleway	N/A		Bus, Cycle, Taxi	Birmingham
171	Qe Hospital Link Road	N/A	N/A	N/A	Birmingham

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172	Harborne Lane Birmingham Southbound	Bus Lane	N/A	N/A	Birmingham
173	Harborne Lane Birmingham Northbound	Bus Gate	N/A	N/A	Birmingham
174	Foleshill Road (Outbound) Coventry Ring Road Outbound	Bus Lane	N/A	N/A	Coventry
175	Stoney Stanton Road Swanswell Street Northbound	Bus Lane	N/A	N/A	Coventry
176	Longford Road Windmill Road Southbound	Bus Lane	N/A	N/A	Coventry
177	Longford Road Hurst Road Southbound	Bus Lane	N/A	N/A	Coventry
178	Stoney Stanton Road Bright Street Southbound	Bus Lane	N/A	N/A	Coventry
179	Ansty Road/Clifford Bridge Southbound	Bus Lane	N/A	N/A	Coventry
180	Stoney Road Manor Road Southbound	Bus Lane	N/A	N/A	Coventry
181	London Road Whitley Interchange Eastbound	Bus Lane	N/A	N/A	Coventry
182	Sky Blue Way Binley Road Westbound	Bus Lane	N/A	N/A	Coventry
183	Sky Blue Way Walsgrave Road Westbound	Bus Lane	N/A	N/A	Coventry
184	Tile Hill Lane Hearsell Common Eastbound	Bus Lane	N/A	N/A	Coventry
185	Tile Hill Lane Hearsell Common Eastbound	Bus Lane	N/A	N/A	Coventry
186	Butts Road	N/A	N/A	N/A	Coventry
187	Vanguard Avenue	Bus Lane	N/A	N/A	Coventry
188	Tile Hill Lane	Bus Lane	N/A	N/A	Coventry
189	Gosford Street	Bus Lane	N/A	N/A	Coventry
190	Park Road Quinton Road	Bus Lane	N/A	N/A	Coventry
191	Pool Meadow Access Pool Meadow	N/A	N/A	N/A	Coventry
192	Warwick Road Greyfriars Road	N/A	N/A	N/A	Coventry
193	White Street Cox Street	Bus Lane	N/A	N/A	Coventry
194	Hales Street Whittle Arch	Bus Lane	N/A	N/A	Coventry
195	Hales Street Whittle Arch	Bus Lane	N/A	N/A	Coventry
196	The Boulevard Westbound	Bus Lane	Mon-Sat	Bus & Cycle	Dudley
197	Castle Hill Westbound	Bus Lane	N/A	N/A	Dudley
198	A459	Bus Lane	N/A	N/A	Dudley
199	Kirkstone Way	Bus Lane	N/A	N/A	Dudley
200	Kings Street	Bus Lane	N/A	N/A	Dudley
201	Castle Hill Eastbound	Bus Lane	N/A	N/A	Dudley
202	Tipton Road Birmingham New Road	Bus Lane	N/A	N/A	Dudley
203	Tipton Road Birmingham New Road Northbound	Bus And Cycle L	N/A	N/A	Dudley
204	Birmingham Road Tesco Superstore Junction Eastbound	Bus Lane	N/A	N/A	Dudley

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205	A456 Hagley Road West Lewis Road Inbound	Bus Lane	All Times All Days	Bus, Licensed Taxi, Pedal Cycle	Sandwell
206	Hagley Road West Inbound	N/A	N/A	N/A	Sandwell
207	Haden Hill Road Halesowen Road Southbound	N/A	N/A	N/A	Sandwell
208	Haden Hill Road Halesowen Road Southbound	N/A	N/A	N/A	Sandwell
209	A4031 Walsall Road Southbound	N/A	N/A	N/A	Sandwell
210	A4031 Walsall Road Southbound	N/A	N/A	N/A	Sandwell
211	A456 Hagley Road West Harborne Road to Galton Road Eastbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle	Sandwell
212	A4031 Walsall Road Southbound	N/A	N/A	N/A	Sandwell
213	Hagley Road Balden Road (West Of) To Wolverhampton Road (East Eastbound	Bus Lane	0700-1900 Monday to Saturday	Bus, Licensed Taxi, Pedal Cycle, Solo Motorcycle	Sandwell
214	Hagley Road West Inbound	N/A	N/A	N/A	Sandwell
215	A4031 Walsall Road Southbound	N/A	N/A	N/A	Sandwell
216	A4031 Walsall Road Southbound	N/A	N/A	N/A	Sandwell
217	A4031 Walsall Road Southbound	N/A	N/A	N/A	Sandwell
218	A34 Birmingham Road Northbound	N/A	N/A	N/A	Sandwell
219	A34 Birmingham Road Northbound	N/A	N/A	N/A	Sandwell
220	A34 Birmingham Road Northbound	N/A	N/A	N/A	Sandwell
221	A34 Birmingham Road Northbound	N/A	N/A	N/A	Sandwell
222	A34 Birmingham Road Southbound	N/A	N/A	N/A	Sandwell
223	A34 Birmingham Road Southbound	N/A	N/A	N/A	Sandwell
224	High Street Southbound	N/A	N/A	N/A	Sandwell
225	St Michael Street Southbound	N/A	N/A	N/A	Sandwell
226	A4037 Hurst Lane Southbound	N/A	N/A	N/A	Sandwell
227	New Street Inbound	N/A	N/A	N/A	Sandwell
228	Upper High Street Eastbound	Bus Gate	N/A	N/A	Sandwell
229	B4438 Bickenhill Lane Birmingham International Northbound	Suspended	N/A	N/A	Solihull
230	B425 Lode Lane Southbound	Bus Lane	All Times	N/A	Solihull
231	B4438 Bickenhill Lane Birmingham International Southbound	Suspended	Part Time	N/A	Solihull
232	B425 Lode Lane from Hermitage Road Southbound	Bus Lane	All Times	N/A	Solihull
233	B425 Lode Lane Southbound	Bus Lane	All Times	N/A	Solihull
234	Central Boulevard Blythe Valley Park Southern Access	Bus Lane	N/A	N/A	Solihull
235	Chelmsley Road Chelmsley Wood Town Centre Access	Bus Lane	N/A	N/A	Solihull
236	Station Link Road Birmingham International	Bus Lane		Bus	Solihull
237	Station Road Solihull Town Centre	Bus Lane		Pedestrian Zone, Taxi, Permit Holders	Solihull
238	Warwick Road Solihull	Bus Lane		Bus	Solihull
239	Hatherton Road Between Lichfield Street and Hatherton Street	Bus Lane	24 Hours	Bus Only	Walsall

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240	A34 Birmingham Road 14m South of The Junction with Skip Lane Eastbound	Bus Lane	0700 - 1900	Buses, Pedal Cycles, Taxis & Motorcycles	Walsall
241	Stafford Street Between Ryecroft Park and Ryecroft Street Southbound	Bus Lane	0800 - 0930 And 1600 1830 Monday - Friday	Bus And Cycles	Walsall
242	A34 Birmingham Road from The Sandwell Boundary For 650m Northbound	Bus Lane	Any Time	Buses, Pedal Cycles, Taxis & Motorcycles	Walsall
243	Wolverhampton Road West Bentley from M6 Junction 10 Eastbound	Bus Gate	Any Time	Buses, Pedal Cycles & Licenced Taxis	Walsall
244	Lichfield Street Lichfield Street/Broadway Junction	N/A		Bus & Taxi	Walsall
245	A38 High Street Bloxwich Westerly	Bus Lane	Any Time	Buses, Pedal Cycles, Taxis & Motorcycles	Walsall
246	A4148 Pleck Road North of Moat Road Northbound	Bus Lane	Any Time	Buses, Pedal Cycles, Taxis & Motorcycles	Walsall
247	Somerford Place, Willenhall from Summer Street Westbound	Bus Lane	0800 - 0930 And 1600 - 1830 Monday - Friday	Buses, Pedal Cycles, Taxis & Motorcycles	Walsall
248	A454 Wolverhampton Road, Walsall from Pargeter Street Eastbound	Bus Lane	Any Time	Buses, Pedal Cycles, Taxis & Motorcycles	Walsall
249	A454 Wolverhampton Road Walsall After Hollyedge Lane Westbound	Bus Lane	Any Time	Buses, Pedal Cycles, Taxis & Motorcycles	Walsall
250	B4210 Stafford Street, Walsall from Ryecroft Street to Ryecroft Park Southbound	Bus Lane	Any Time	Bus Only	Walsall
251	B4210 Stafford Street, Walsall Between Short Acree Street and Day Street Northbound	Bus Lane	Any Time	Bus And Cycles	Walsall
252	B4210 Stafford Street, Walsall Between Day Street and A4148 Southbound	Bus Lane	Any Time	Bus And Cycles	Walsall
253	Ablewell Street Walsall Between Town Hill and Upper Rushall Street Northbound	Bus Lane	Any Time	Bus And Cycles	Walsall
254	Hatherton Road Northbound 22m West of Hatherton Street Eastbound	Bus Gate	Any Time	Buses, Pedal Cycles & Licenced Taxis	Walsall
255	St Pauls Street Walsall from Hatherton Road North-East	Bus Gate	Any Time	Buses, Pedal Cycles & Licenced Taxis	Walsall
256	Unnamed Link Road Between A452 Chester Road and Wood Lane, Streetly	Bus Only Road	Any Time	Bus Only	Walsall
257	Great Croft Street, Darlaston	Bus Only Street	Any Time	Bus Only	Walsall
258	Darlington Street Darlington St Nr Red Lion St Eastbound	Bus Gate	24h All	Bus, Cycle, Taxis, Private Hire, R&R, Emergency	Wolverhampton
259	High Street High Street Wednesfield Eastbound	Bus Gate	24h All	Bus, Cycle, Taxis, Private Hire, R&R, Emergency	Wolverhampton

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260	Hall Street Hall Street Bilston Both	Bus Gate	24h All	Bus, Cycle, Taxis, Private Hire, R&R, Emergency	Wolverhampton
261	A449 Stafford Street Wednesfield Southbound	Bus Lane	All Times All Days	N/A	Wolverhampton
262	A4124 Wednesfield Road Wolverhampton Inbound	Bus Lane	All Times All Days	N/A	Wolverhampton
263	A4124 Wednesfield Road Wednesfield Westbound	Bus Lane	All Times All Days	N/A	Wolverhampton
264	A449 Stafford Road Wednesfield Inbound	Bus Lane	All Times All Days	N/A	Wolverhampton
265	A449 Stafford Road Wednesfield Inbound	Bus Lane	All Times All Days	N/A	Wolverhampton
266	A4124 Wednesfield Road Wolverhampton Westbound	Bus Lane	All Times All Days	N/A	Wolverhampton
267	Queen Square City Centre Eastbound	Bus Lane	All Times All Days	N/A	Wolverhampton
268	Market Street City Centre Northbound	Bus Lane	All Times All Days	N/A	Wolverhampton
269	A454 Middle Cross Bilston Westbound	Bus Lane	All Times All Days	N/A	Wolverhampton
270	A41 Bilston Road Bilston Westbound	Bus Lane	All Times All Days	Tram & Bus	Wolverhampton
271	A4123 Dudley Road Up to A4150 Junction Northbound	Bus Lane	All Times All Days	N/A	Wolverhampton
272	A4123 Dudley Road Opposite Frederick Street Northbound	Bus Lane	All Times All Days	N/A	Wolverhampton
273	A449 Stafford Road Wednesfield Inbound	Bus Lane	All Times All Days	N/A	Wolverhampton
274	Peel Street City Centre Inbound	Bus Lane	All Times All Days	N/A	Wolverhampton
275	Stafford Street City Centre Outbound	Bus Lane	All Times All Days	N/A	Wolverhampton
276	A454 Willenhall Road Bilston Westbound	Bus Lane	7am-7pm Mon-Sat	N/A	Wolverhampton
277	A454 Willenhall Road Bilston Westbound	Bus Lane	7am-7pm Mon-Sat	N/A	Wolverhampton
278	A454 Willenhall Road Bilston Westbound	Bus Lane	7am-7pm Mon-Sat	N/A	Wolverhampton
279	A454 Willenhall Road Bilston Westbound	Bus Lane	7am-7pm Mon-Sat	N/A	Wolverhampton
280	A454 Willenhall Road Bilston Eastbound	Bus Lane	7am-7pm Mon-Sat	N/A	Wolverhampton
281	Cleveland Street City Centre Eastbound	Bus Lane	All Times All Days	N/A	Wolverhampton
282	Victoria Square City Centre Northbound	Bus Lane	All Times All Days	N/A	Wolverhampton
283	A449 Stafford Street Wednesfield Northbound	Bus Lane	All Times All Days	N/A	Wolverhampton
284	A449 Stafford Street Wednesfield Southbound	Bus Lane	All Times All Days	N/A	Wolverhampton

285	A4124 Wednesfield Road Wednesfield Inbound	Bus Lane	7am-7pm Mon-Sat	N/A	Wolverhampton
286	A4124 Wednesfield Road Wednesfield Westbound	Bus Lane	7am-7pm Mon-Sat	N/A	Wolverhampton
287	A4124 Wednesfield Road Wednesfield Westbound	Bus Lane	7am-7pm Mon-Sat	N/A	Wolverhampton
288	A4124 Wednesfield Road Wednesfield Eastbound	Bus Lane	7am-7pm Mon-Sat	N/A	Wolverhampton
289	Queen Street Wolverhampton Eastbound	Bus Lane	4 Hours	N/A	Wolverhampton
290	Lichfield Street Wolverhampton Westbound	Bus Only Road	N/A N/A	N/A	Wolverhampton

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B2: Bus Lane Enforcement

Birmingham City Council Bus Lane Enforcement

Birmingham City Council manages the enforcement of bus lanes and bus only roads in the city. These lanes are enforced by a series of cameras placed on corridors throughout the city and a camera car. Drivers who are caught driving in a bus lane of bus only road are fined a Penalty Charge Notice.

Sandwell Metropolitan Borough Council Bus Lane Enforcement

Sandwell Metropolitan Borough Council manages the enforcement of bus lanes, bus only streets, bus gates and contraflows. Enforcement is managed through cameras mounted on streetlights which monitor illegal driving through bus lanes. Drivers who are caught driving in bus lanes are fined a Penalty Charge Notice.

Solihull Metropolitan Borough Council Bus Lane Enforcement

Solihull Metropolitan Borough Council manages the enforcement of bus lanes in the district. These lanes are enforced by cameras. Drivers who are caught driving in a bus lane of bus only are fined a Penalty Charge Notice.

Walsall Metropolitan Borough Council Bus Lane Enforcement

Walsall Council manages the enforcement of bus lanes in the district. These lanes are enforced by cameras. Drivers who are caught driving in a bus lane of bus only road are fined a Penalty Charge Notice.

Dudley Metropolitan Borough Council Bus Lane Enforcement

Dudley Borough Council does not manage the enforcement of bus lanes through the district, any enforcement is managed by West Midlands Police.

Coventry City Council Bus Lane Enforcement

Coventry City Council manages the enforcement of bus lanes and bus gates in the city. These lanes are enforced by Automatic Number Plate Recognition. Drivers who are caught driving in a bus lane of bus only road are fined a Penalty Charge Notice.

Wolverhampton City Council Bus Lane Enforcement

Wolverhampton City Council operate a bus lane enforcement scheme across the city which monitors bus lanes, bus gates and contraflows. Enforcement is based upon a rolling scheme throughout the city; with drivers fined a Penalty Charge Notice through enforcement cameras.

B3 New bus lanes

TfWM will look to implement the new bus lanes detailed in Table 11 by a future target date, which will then be maintained by the local highway authorities under the terms of the EP Scheme.

Table 11 New bus lanes to be provided by a future target date of 31/12/2024

Intervention number	Bus lane description	Hours of operation	Category of vehicle permitted	Responsibility for Maintaining
1.	Bus lane from junction Coventry Rd/Horse Shoes Ln to the junction of Coventry Rd/Sheaf Ln (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
2.	Bus lane from junction of Coventry Rd/Arden Oak Rd to the junction of Coventry Rd/Terminal Rd (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council and Solihull MBC
3.	Bus lane from junction of Hobs Moat Rd/Jillcot Rd to the junction of Coventry Rd/Hobs Moat Rd (northbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council and Solihull MBC
4.	Bus lane on Darwall Street, Walsall	24hrs	Local bus services	Walsall MBC
5.	Bus lane from junction of Birmingham Rd/Queens Rd to the junction of Birmingham Rd/Broadway (northbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Walsall MBC
6.	Offside bus lane from junction of Springhill Rd/Hill St to the junction of Ablewell St/Town Hill	24hrs	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Walsall MBC
7.	Bus lane from Jaguar-Landrover works Lode Lane North Gate to Jaguar-Landrover main gate (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Solihull MBC
8.	Offside bus lane from junction of Birmingham Rd/Chapel Lan to the southern end of M6 Motorway J7 flyover (southbound)	24hrs	Bus services, bicycles, hackney carriage vehicles	Sandwell MBC

9.	Bus lane from junction of Coventry Rd/Damson Parkway to junction of Coventry Rd/Glencroft Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
10.	Bus lane from before the junction of Coventry Rd/Lyndon Rd to the junction of Coventry Rd/Clay Lane	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
11.	After Dyas Avenue (658 Walsall Rd) to Opp Booths Farm Rd (northbound)	7am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
12.	Bus lane from after Walsall Rd/Stanford Avenue to Booths Farm Rd (southbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
13.	Bus lane from Canal Bridge Marathon Point (southbound)	7am to 10am	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
14.	Bus lane from junction of Coventry Rd/Glencroft Rd to the junction of Coventry Rd/Hobs Moat Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council

B4 New Bus Gates

TfWM will look to implement the new bus gates detailed in Table 12 by a future date, which will then be maintained by the local highway authority as part of the EP Scheme.

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

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

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B5 Traffic Signal upgrades to include priority for local bus services

TfWM will look to implement traffic signal upgrades detailed in Table 13 by a future target date, which will then be maintained by the local highway authorities under the terms of the EP Scheme.

Table 13 Traffic signal upgrades to be implemented by a future target date of 31/12/2024

Intervention number	Description	Implementation	Responsibility for Maintaining
16.	Coventry Rd/Gilbertstone Ave	TfWM	Birmingham City Council
17.	Coventry Rd/Wagon Ln	TfWM	Birmingham City Council
18.	Coventry Rd/Lyndon Rd	TfWM	Birmingham City Council
19.	Coventry Rd/Sheaf Ln/Hobs Moat Rd	TfWM	Birmingham City Council
20.	Coventry Rd, Morrisons access	TfWM	Birmingham City Council
21.	Coventry Rd/Hatchford Brook	TfWM	Birmingham City Council
22.	Jaguar Landrover north access	TfWM	Solihull MBC
23.	Lode Ln/Dovehouse House	TfWM	Solihull MBC
24.	Birchfield Rd/Trinity Rd	TfWM	Birmingham City Council
25.	New Town Row / New John St West	TfWM	Birmingham City Council

B6 Pedestrian Crossing upgrades

TfWM will look to implement pedestrian crossing upgrades detailed in Table 14 by a future date, which will then be maintained by the local highway authorities as part of the EP Scheme.

Table 14 Pedestrian crossings to be upgraded by a future target date of 31/12/2024

Intervention number	Description	Implementation	Responsibility for Maintaining
26.	E2124/5 Coventry Rd nr Clay Ln Crossing	TfWM	Birmingham City Council
27.	E2004/5 Coventry Rd nr Steyning Rd Crossing	TfWM	Birmingham City Council
28.	E2106/7 Coventry Rd Nr Brays Rd Crossing	TfWM	Birmingham City Council
29.	E2002 Coventry Rd nr Arden Oak	TfWM	Birmingham City Council
30.	New pedestrian crossing nr Old Lode Ln	TfWM	Solihull MBC
31.	B0966 – Nr Queen's Rd Crossing	TfWM	Walsall MBC
32.	Nr Metro Inns Crossing	TfWM	Walsall MBC
33.	New crossings nr Hill Street	TfWM	Walsall MBC
34.	E2000/1 Coventry Rd nr Wells Green Crossing	TfWM	Birmingham City Council
35.	E2113 Coventry Rd nr Wells Rd Crossing	TfWM	Birmingham City Council
36.	E2918/9 – Walsall Rd nr Perry Park Cres	TfWM	Birmingham City Council
37.	E2906 – Walsall Rd nr Booths Farm Rd	TfWM	Birmingham City Council

Schedule C: Enhanced Bus stops, shelters and information

C1 Enhanced Bus Stops

The enhanced bus stops detailed in Table 15 to Table 18 are equipped to accommodate vehicles of 15m -18.75m length, facilitating multi-door boarding and alighting, and maintained by TfWM.

The enhanced bus stops detailed in Table 19 will be equipped to accommodate vehicles of 15m -18.75m length by TfWM, facilitating multi-door boarding and alighting by a future target date of 31/12/2024 and maintained by TfWM.

These bus stops will also include:

- Real time information displays
- Lighting
- CCTV for security
- Bench seating

Local highway authorities will be responsible for maintaining bus stop clearway orders associated with the enhanced bus stops.

Although all stops will allow multi-door boarding, enhanced bus stops will be available for use by all local bus services.

Table 15 Enhanced bus stops on the A34 towards Birmingham City Centre

Intervention number	Location
38.	Walsall Town Centre (location to be confirmed)
39.	Walsall Six Ways, Birmingham Road
40.	Jesson Road, Birmingham Road
41.	Travelodge, Birmingham Road
42.	Queens Road, Birmingham Road
43.	Bell Inn, Birmingham Road
44.	Chapel Lane, Birmingham Road
45.	Scott Road, Birmingham Road
46.	Scott Arms, Walsall Road
47.	Beeches Road, Walsall Road
48.	Rocky Lane, Walsall Road
49.	The Tennis Court, Walsall Road
50.	Cliveden Avenue
51.	Perry Barr One Stop Birchfield Rd
52.	Livingstone Road
53.	Trinity Road, Birchfield Road
54.	Six Ways Aston, Birchfield Road
55.	Swimming Baths, Newtown Row
56.	St Stephens Street, Newtown Row
57.	Lower Tower Street

Table 16 Enhanced bus stops on the A34 towards Walsall

Intervention number	Location
58.	Lower Tower Street, Newtown Row
59.	Milton Street, Newtown Row
60.	Six Ways Aston, Birchfield Road
61.	Heathfield Road, Birchfield Road
62.	Livingstone Road
63.	Perry Barr Interchange
64.	Cliveden Avenue
65.	The Tennis Court, Walsall Road
66.	Rocky Lane, Walsall Road
67.	Beeches Road, Walsall Road
68.	Scott Arms, Walsall Road
69.	Cross Lane, Birmingham Road
70.	Chapel Lane, Birmingham Road
71.	Bell Inn, Birmingham Road
72.	Queens Road, Birmingham Road
73.	Travelodge, Birmingham Road
74.	Jesson Road, Birmingham Road
75.	Walsall Six Ways, Springhill Road

Table 17 Enhanced bus stops on the A45 towards Birmingham City Centre

Intervention number	Location
76.	Keresley Close, Lode Lane OR Solihull Hospital (this stop lies OUTSIDE the EP Scheme area)
77.	Henley Crescent, Lode Lane
78.	Castle Lane, Lode Lane)
79.	Solihull Ice Rink, Lode Lane
80.	The Wheatsheaf, Coventry Road
81.	Lyndon Road, Coventry Road
82.	Brays Road, Coventry Road
83.	Steyning Road, Coventry Road
84.	Swan Island, Coventry Road
85.	Kathleen Road, Coventry Road
86.	Kings Road, Coventry Road
87.	Small Heath Highway, Poets Corner

Table 18 Enhanced bus stops on the A45 towards Birmingham Airport/Solihull

Intervention number	Location
88.	Small Heath Highway, Poets Corner
89.	Kings Road, Coventry Road
90.	Kathleen Road, Coventry Road
91.	Swan Island, Coventry Road
92.	Sunnymead Road, Coventry Road
93.	Brays Road, Coventry Road
94.	Lyndon Road, Coventry Road
95.	Ulleries Road, Lode Lane
96.	Lode Lane, (opp Olton Tavern)
97.	Dovehouse Lane, Lode Lane
98.	Henley Crescent, Lode Lane
99.	Rowood Drive, Lode Lane
100.	Solihull Hospital

Table 19 Enhanced bus stops to be delivered by a future target date of 31/12/2024

Intervention number	Location
<i>A34 towards Birmingham City Centre</i>	
101.	Walsall Town Hall
102.	Skip Lane
103.	Fentham Road
<i>A34 towards Walsall</i>	
104.	Swimming Baths
105.	Hatfield Rd
106.	Old Walsall Road
107.	Skip Lane
<i>A45 / B425 towards Birmingham city centre</i>	
108.	The Hermitage
109.	Keswick Road
110.	Lode Heath School, Lode Lane
111.	Old Lode Lane, Lode Lane
<i>A45/ B425 towards Solihull</i>	
112.	The Hermitage
113.	Keswick Road
114.	Old Lode Lane, Lode Lane

C2 Enhanced Bus Stands

TfWM will look to implement the new bus stands detailed in Table 20 by a future target date. These will be designated as bus stands capable of accommodating vehicles of 15m -18.75m length, with buses able to stand for up to 10 minutes depending on the location.

Table 20 Enhanced bus stands to be implemented by a future target date of 31/12/2024

Intervention number	Stand location
115.	Swan Island, Coventry Road
116.	Sandwell/Walsall boundary
117.	Walsall Town Centre (position to be confirmed)
118.	Perry Barr One Stop, Birchfield Road

C3 Designated Feeder Bus Stands

TfWM will look to implement Designated feeder service Bus Stands listed in Table 21 at a future date. These stands will be specifically for 'feeder bus services' that are advertised to connect with other key bus services in the corridor, with buses able to stand for up to 10 minutes depending on the location. TfWM will define when these locations will be designated as feeder bus stands, as and when required. Standing buses will not be permitted to idle. These stops may be used by other qualifying local bus services.

Table 21 Designated feeder service Bus Stands

Intervention number	Stop location
119.	Birmingham International Stn, Station Way (NEC Grounds)
120.	Perry Barr One Stop, Birchfield Road
121.	Swan Island, Coventry Road
122.	Sandwell/Walsall boundary
123.	Walsall Town Centre (position to be confirmed)

Schedule D: Reporting Mechanisms to Local Highway Authorities

Schedule D1: Birmingham City Council reporting mechanisms

Highway Issues

All highway defects reported to Birmingham City Council will be dealt with in accordance with the City Council's current highway maintenance and management service contract requirements. Highway defects should be reported through: https://www.birmingham.gov.uk/info/20110/report_road_and_pavement_issues

This includes:

- a. Potholes (or other road and pavement problems);
- b. Faulty or broken street lights;
- c. Faulty traffic lights, signs or signals;
- d. Flooding or drainage issues; and
- e. Defects with or damage to other council street furniture.

Response times to defects will be prioritised according to their assessed urgency and the council's current service provisions.

Parking Issues

For specific parking issues, operators can report these by using the online form at:

https://www.birmingham.gov.uk/info/20109/parking/1983/report_an_illegally_parked_vehicle

The parking team can be contacted at: Parking@birmingham.gov.uk

Roadwork notifications

Information on roadworks, including Urgent, Emergency and notified roadworks, can be requested from BHM.Streetworks@kier.co.uk

Any operators wanting to join the list should contact BHM.Streetworks@kier.co.uk

Schedule D2: Sandwell Metropolitan Borough Council reporting mechanisms

Highway Issues

In the first instance all highway related defects related to carriageways, footways, potholes, manhole covers, road markings, road signs, streetlights, traffic lights, bridges and structures and blocked drains should be reported through the 'Report a Problem' page on Sandwell Council's website:

<http://www.sandwell.gov.uk/reportit>

Alternatively, defects can be reported through Sandwell Council's call centre (currently 0121 368 1177). In the event of an emergency response being required, this is the route we would encourage.

Defects will be automatically allocated to the correct team. Highway Safety Inspections will typically be assigned and undertaken the following working day. Defects will be prioritised and rectified in line with Sandwell Council's Asset Management Plan

Parking Issues

For the reporting of specific parking issues, operators can notify the council through the MySandwell Web Portal or contact centre by calling (currently) 0121 368 1177.

Roadwork notifications

Sandwell use one.network to make roadwork information available to operators on a self-help basis through a link on the council's website:

<https://one.network/custom/sandwell/>.

Operators can also follow on twitter on @sandwellroads.

Upcoming traffic management information is emailed on a weekly basis, normally a Wednesday. If any bus operators wish to be added to the weekly email distribution, they should request this via TfWM using busalliance@tfwm.org.uk

Schedule D3: Solihull Metropolitan Borough Council reporting mechanisms

Highway Issues

Solihull has a dedicated web page for reporting highway related issues, including potholes, street lights and flooding: <https://www.solihull.gov.uk/About/report>

In using this website it is possible to create an account on which a response to an enquiry will be posted. There is a daytime Contact Centre telephone (currently) 0121 704 8001 and an out of hours telephone (currently) 0121 704 8000.

Response to any reported defect will be assessed depending on the severity and risk, any repairs required will be prioritised using a risk-based approach with a standard defect response within 28 days.

Parking Issues

For specific parking issues, bus operators can notify the council by calling (currently) 0121 704 611 or e-mail parkingservices@solihull.gov.uk

Highway work notifications

Details of all planned and approved works are published on the One Network system at: <https://www.solihull.gov.uk/solihullroadworks>

Schedule D4: Walsall Metropolitan Borough Council reporting mechanisms

Highway Issues

Walsall Council specifies that all defects relating to roads and pavements, potholes, manhole covers, road markings, road signs and blocked drains be reported through its 'Report a street problem within Walsall' webpage:

<https://go.walsall.gov.uk/forms/Report-A-Street-Problem-Within-Walsall>

All Street lighting defects should be reported via:

<https://walsallstreetlighting.amey.co.uk/>

All Traffic Signal Defects should be reported to Walsall and Wolverhampton shared urban traffic control service by:

Calling (currently) 01902 555795 or through:

utc.controlroom@wolverhampton.gov.uk

Defects will be rectified in line with Walsall Council's procedures (shown on page https://go.walsall.gov.uk/highway_maintenance), giving priority to those sites which are most urgent.

Parking Issues

For specific parking issues operators can notify the Civil Parking Enforcement Team by calling (currently) 01922 652433 or e-mail carparks@walsall.gov.uk.

Roadwork notifications

Roadworks Notices will be e-mailed to operators and other stakeholders on a mailing list managed by the Traffic Management Team. They are also available on Walsall Council's website: -

<https://go.walsall.gov.uk/roadworks>

Any operators wanting to join the list should contact: -

trafficmanagement@walsall.gov.uk.

Schedule D5: Dudley Council reporting mechanisms

Highway Issues

All Highway defects in Dudley can be reported by calling 03005 552 345 or by using two online portals, Fix My Street: <https://www.fixmystreet.com/reports/Dudley?zoom=11&lat=52.49216&lon=-2.10174> or the Dudley Council website, where it is possible to report specific issues:

- Potholes or other road pavement problems: <https://www.dudley.gov.uk/residents/parking-and-roads/street-care-and-maintenance/report-a-pothole/>
- Faulty or broken traffic lights: <https://www.dudley.gov.uk/residents/parking-and-roads/street-care-and-maintenance/>
- Flooding and drainage issues: <https://www.dudley.gov.uk/residents/parking-and-roads/street-care-and-maintenance/>
- Defects with or damage to other council street furniture: **Error! Hyperlink reference not valid.**

Parking issues

Any parking issues in the borough can be reported to the Council using their Parking Problem Portal: <https://customer.dudley.gov.uk/service-request/council-contact/?ref=SO-00521>

Alternatively the parking team can be contacted at:
Dudleycouncilplus@dudley.gov.uk

Roadworks Notifications

Information on roadworks, including urgent, emergency and notified roadworks can be requested from:

<http://www5.dudley.gov.uk/WebSWR/SymSearch.aspx>

<https://www.dudley.gov.uk/business/licences-registrations-and-permits/highway-licences/>

Schedule D6: Coventry City Council reporting mechanisms

Highway Issues

All highway defects or issues with the pavement or verges can be reported to the council using the Council's online portal: <https://www.coventry.gov.uk/roads-highways-pavements/potholes>

Parking Issues

For any parking issues Coventry City Council have an online portal where problems can be raised: https://myaccount.coventry.gov.uk/service/Parking_issue_report

Roadworks Notifications

Coventry City Council publish a live map of roadworks, and a roadwork schedule, on their website: <https://www.coventry.gov.uk/roads-highways-pavements/roadworks>

Schedule D7: Wolverhampton City Council reporting mechanisms

Highways Issues

Issues or defects with the highways, pavements or verges can be reported to the council by either:

- Wolverhampton Report It: <https://www.wolverhamptonreportit.com/reports/livemap>
- Fix My Street: <https://www.fixmystreet.com/reports/Wolverhampton?zoom=12&lat=52.59094&lon=-2.12745>
- The 'Report a problem' section of Wolverhampton City Council's website. Respondents can report potholes, faulty street lights, damaged bridges and pavement hazards and repairs: <https://www.wolverhampton.gov.uk/parking-and-roads>

Parking Issues

Problems with parking in Wolverhampton can be reported through Fix My Street or through the 'contact parking services' section of their website:

<https://www.wolverhampton.gov.uk/parking-and-roads/contact-parking-services>

Annex A Network Stability Periods

Please find Network Stability Periods below for 2022 as an update to “The Code of Practice on Network Stability in the West Midlands Combined Authority area”, Appendix 2 of the “West Midlands Combined Authority Roadside Information Recharging Scheme”.

As the scheme states:

“5.5 Operators will be required to follow the processes outlined in the Code of Practice on Bus Network stability in order to ensure timely distribution and posting of Roadside Information. Details of the agreed change dates from the Code of Practice are supplied in Appendix 2.

5.6 In normal circumstances, timetable information will only be distributed at the time of each of the agreed change dates in the West Midlands Code of Practice on Bus Network Stability. Any service changes received after the 8-week period prior to the agreed change dates will be held over until the next available distribution date. There will only be, unless there are exceptional circumstances, 12 dates per year when timetable information is updated. This measure is intended to reduce the cost of distribution and ensure that the scheme is economic and efficient.”

To clarify, these dates are primarily to enable efficient and value for money updates to roadside information, by encouraging operators to make service changes on the same date. Timescale for distribution and posting of Roadside Information is dependent on process used to submit registration to the Traffic Commissioner. Operators can of course make application to the Traffic Commissioner on any date they choose, but WMCA will only commit to updating roadside information for the dates listed below.

70 days to TfWM	42 days registration (to Traffic Commissioner)	Service change date	Comments
23 January 2022	20 February 2022	03 April 2022 (NSP155)	NSP to update any changes since 27 February (NSP154)
13 February 2022	13 March 2022	24 April 2022 (NSP156)	Half term 11/04-22/04 (Mon-Fri). Tender change date 24/04/22.
27 March 2022	24 April 2022	05 June 2022 (NSP157)	Half term 30/05-03/06 (Mon-Fri).
15 May 2022	12 June 2022	24 July 2022 (NSP158)	School term ends Thurs 21 July. CWG start on Thursday 28 July - Monday 8 August.
26 June 2022	24 July 2022	04 September 2022 (NSP159)	Most schools back Monday 05/09/22.
17 July 2022	14 August 2022	25 September 2022 (NSP160)	Warwick University date.
24 July 2022	21 August 2022	02 October 2022 (NSP161)	NSP date subject to removal of funding.
21 August 2022	18 September 2022	30 October 2022 (NSP162)	Half term 24/10-28/10 (Mon-Fri). Tender change 23/10/22 (Tender posters prioritised as starting 1 week earlier)
25 September 2022	23 October 2022	04 December 2022 (NSP163)	

Service change updates through digital channels are subject to different implementation timescales, as are data changes for Christmas and Easter holidays, RTI data builds and printed timetable leaflets. Further information regarding these can be provided to Bus Operators as a separate note as they do not currently form part of any scheme or formal commitment.

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Annex B Passenger Led Recovery Programme Development Details

TfWM have consulted and worked with multiple stakeholders and bus operators to establish the categories of passengers we aim to target to achieve the objectives of BSIP which focuses on encouraging travel behaviour change and opening access to bus travel.

A detailed workbook sets out who the target groups are broken into 'modal shift' or 'excluded access' categories. It provides estimated market size for each group (where this is not available, we show the number of offers we estimate will be made to the group) and an estimation of the take up of the offers. It also outlines what the first incentive offer will be followed by the onward offer for those who continue in the program. Furthermore, it breaks down the total estimated costs for each group and the cost of the incentive per person based on take up of the full offer.

Each cohort has been given a priority order. All groups categorised as '1' will be targeted first and this is the initial focus of our funding. Through the monitoring and evaluation process, to deliver the best value for money, where incentives are not achieving outcomes, either regarding the incentive offer, take up rates or engagement with the target groups, funding will be reallocated. The reallocated funding will be invested to other cohorts of people who have been identified within priority status '2' and then '3'.

The workbook also contains a timeline to show when each group will be targeted within the 3-year period and what budget allocation this will trigger. The groups that will be targeted in Q4 of 2022 are based on where we already have established agency connections meaning we can begin engagement on the offer quite quickly. Where connections with agencies are in their infancy, time has been built into the programme to ensure they are well established and available for us to deliver our targeted incentive to the end user. Where targeting can happen sooner it will be brought forward.

Annex C Reinvestment of operational expenditure savings

Operator commitments to be included as agreed with TfWM on a case-by-case basis.

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Signatories to the EP Scheme

THIS DEED is dated _____

PARTY SEALS

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

(2) THE COMMON SEAL OF)
BIRMINGHAM CITY COUNCIL)
was affixed to this agreement)
in the presence of:)

Authorised signatory

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

(4) SOLIHULL METROPOLITAN BOROUGH COUNCIL of Council House, Manor Square, Solihull, West Midlands, B91 3QB affixed hereto in the presence of its duly Authorised Officer

(5) WALSALL METROPOLITAN BOROUGH COUNCIL of Civic Centre, Darwall Street, Walsall, WS1 1TP affixed hereto in the presence of its duly Authorised Officer

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

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

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

Appendix B – Outline of obligations on Walsall Metropolitan Borough Council, Transport for West Midlands and bus operators under the varied Enhanced Partnership Scheme

The facilities and measures to be provided by **Walsall Metropolitan Borough Council** under the amended EP Scheme (within the Borough of Walsall only) include: -

- **A34(N) and A45/B425 corridors (SPRINT):** Maintain existing A34 SPRINT Phase 1 facilities and measures, including bus lanes, and maintain any new facilities and measures subsequently approved for A34 SPRINT Phase 2 (these are detailed for both Phase 1 and Phase 2 in Walsall in **Appendix A, Section 7, Schedule B**).
- **Existing bus priority:** Maintain existing bus priority measures, including bus lanes and signal optimisation. When this is not possible and the authority seeks to remove bus priority infrastructure it can only do so with the approval of all members of the Enhanced Partnership, or if there is an objection, with a simple majority of bus operators who are party to the enhanced partnership. This requirement applies to any infrastructure named in the Enhanced Partnership Variation (**Appendix A, Section 7, Schedule B**)
- **Local highway authority mechanisms and procedures:** Maintain reporting mechanisms to safeguard communication with operators and TfWM. Use resources and powers to enforce Traffic Regulation Orders to improve compliance and improve bus service reliability.
- **Bus lane enforcement:** Use powers and resources to enforce bus lanes with CCTV equipment.
- **Junction enforcement:** If and when additional powers are provided to local highway authorities or WMCA to deter vehicles from blocking junctions, these will be taken up and used in the EP Scheme area.
- **Managing highway works:** Establish mechanisms to minimise disruption to local bus services from both planned and emergency highway works. Commit to investigate Highway Lane rental schemes.
- **Management and co-ordination of specific highway works:** Work with relevant partners, including local bus operators, to maximise the benefits to bus users of major highway improvement schemes and minimise bus disruption during construction.
- **Bus priority development programme:** Work with TfWM and bus operators to identify, investigate and develop future bus priority interventions.
- **Parking policy and management:** Use parking management policies, set out in Policy TRAN7 Parking Management of the draft Black Country Plan, to support the provision of bus services.

The facilities and measures to be provided by TfWM under the EP Scheme include :-

- **Bus stop provision:** Continue to maintain the network of c.12,200 bus stops within the metropolitan area, including associated information displays and infrastructure maintenance.
- **Bus stations:** Continue to maintain the existing bus stations within TfWM's ownership, as outlined in schedule A1 of the appended EP scheme.
- **Customer assistance:** Continue to provide customer assistance through the customer service centre.
- **A34(N) and A45/B425 (SPRINT) corridors:** Provide bus lane, bus gate, signal and crossing upgrades for SPRINT Phase 1 (facilities associated with A34 SPRINT Phase 1 in Walsall are detailed in the report to Cabinet on 10 February 2021) and any facilities subsequently approved for A34 SPRINT Phase 2.
- **Network performance and control:** Continue to provide and maintain the Regional Transport Coordination Centre (RTCC) as a hub for effective management of the highway and bus network and providing up to date information for users.
- **Promoting and prioritising bus travel:** Actively promote bus travel in the EP Scheme area through the actions within its Communication Strategy and those of the Bus Alliance Communications and Marketing Steering Group.
- **Monitoring of bus journey times:** Monitor bus journey times in the EP Scheme area by collecting and analysing Automatic Vehicle Location (AVL) data and reporting these on a quarterly basis.
- **Integration with other sustainable travel modes:** Improved access for people to and from bus stop infrastructure, and on to and off buses will be considered.
- **Slot booking system:** TfWM may introduce a 'Slot Booking System' at a stop in the EP Scheme area in situations where TfWM or an operator highlight the inability of that stop to accommodate all scheduled departures.
- **Timetable changes:** With the aim of achieving network stability and ensuring service changes are co-ordinated, TfWM will agree with the Bus Operators' Panel a limited number of set service change dates (and no more than 8 per year) as part of the Network Stability Protocol.
- **Provision of tendered services:** TfWM will continue to subsidise socially necessary bus services where they are not provided on a commercial basis. The services which are to be supported will be governed by the WMCA Access Standards and will be reviewed regularly.
- **TfWM bus investment:** Continued financing in 2022/23 for supported bus services; Demand Responsive Transport; English National Concessionary Travel Scheme and child travel reimbursement.
- **Reinvestment of operational expenditure savings:** TfWM will commit to working with local bus operators to agree a process through which, using an open book approach, operational expenditure (opex) savings can be identified and agreed between TfWM and the bus operator for reinvestment in the EP Scheme area on a case-by-case basis, as a result of new public investment to improve bus services. TfWM will also seek

operator reinvestment of any cost and revenue growth benefits accruing to bus operators from new public investment to improve bus services, to be reinvested in the EP Scheme area, on a case-by-case basis, and to be captured in the EP Scheme.

- **Demand Responsive Transport (DRT):** TfWM will actively consider the role of DRT, introducing or promoting services that complement and integrate with the main bus network either by offering the best free-standing solution or means of linking people into the wider public transport network.
- **Improving bus emission standards:** Through the City Region Sustainable Transport Settlement (CRSTS) programme, £3 million will be available to upgrade vehicles that operate on qualifying local bus services in the EP Scheme area to improve emission standards. TfWM will develop and introduce a process for operators to apply and receive funding in 2022/23 to upgrade vehicles to at least Euro VI emission standards.
- **Parking policy and management:** TfWM will work with local authorities to explore opportunities to better use parking and land use policies to support viable bus services and provide the conditions that encourage greater bus use.
- **Ticketing simplification:** TfWM will explore a process of ticketing reform, whereby its nBus multi-operator tickets become the main form of bus tickets, significantly reducing the overall number of tickets on offer. This will be achieved by pricing these the same as operators' own products. TfWM will work towards a target implementation date of 1 January 2023 for this ticketing simplification.
- **Bus Priority Development Programme (£1m):** TfWM will work closely with bus operators and local highway authorities to identify, investigate and develop a pipeline of future bus priority interventions on the unfunded corridors of the West Midlands Bus Priority Network (as shown by the "Bus Priority 2025+" network), for faster bus journey times and reduced bus journey time variability.
- **Passenger Led Recovery Programme (£39m):** TfWM will deliver a programme of passenger led recovery actions and incentives to help the recovery of the bus network post-pandemic. These incentives will be delivered between December 2022 and March 2025. The passenger-led recovery actions will fall into two categories –
 - Incentives to get people out of their cars and to try the bus. These will involve free trials for people who currently use a car and are identified as those most likely to be encouraged to change.
 - Incentives to specific groups who suffer exclusion because they are unable to access transport. This will provide assistance for a set period to improve life chances (such as training opportunities or a job) and then encourage continued bus use at usual fares.
- **Bus network development (£23.4m):** TfWM will manage and lead a collaborative review of the bus network to identify core routes and agree

consistent levels of performance and quality of service, in order to establish a viable long-term network by 1st January 2023.

- **Network Performance Management (£3.3m):** TfWM will commission a functional and operational review of the RTCC to determine its future scale and scope in effectively managing bus network performance and operation. This will be undertaken in close collaboration with local bus operators and will be completed by 31 March 2023.
- **Lower Fares (£18.5m):** TfWM will freeze the prices of the nBus ticket products at the levels as of 1 April 2022 (which are below pre-pandemic levels) until at least 31 March 2025.
- **Safety and security (£1.1m):** TfWM will maintain its current team of 3 Transport Safety Officers (TSO). TfWM will also recruit and deploy 9 additional TSOs in 2022/23 for a minimum period of 3 years, with a focus on the bus network.
- **West Midlands Bus Customer Charter (£0.3m):** In line with other improvements to the bus network, TfWM will formulate a new bus customer charter to create a step change in customer expectation and experience, it will set standards and provide strong commitments that are specific and measurable, driving continuous improvement. The charter will be launched by March 2023.
- **Staff capacity and capability (£1m):** TfWM will strengthen its internal bus team capacity and capability, employing up to 5 additional full time equivalent members of staff, around the planning and management; project management; scheme delivery, and monitoring and evaluation.

Facilities and measures to be **jointly provided by Transport for West Midlands and WMBC** under the EP Scheme include: -

- **Bus priority schemes:** TfWM and local highway authorities will seek to progress and deliver a programme of bus priority schemes. Within Walsall these schemes will be SPRINT A34 Phase 2 (subject to public engagement and WMBC approval) and A41/A4038 Moxley Iron Park to Walsall Town Centre (subject to WMCA funding approval and WMBC approval).

Requirements imposed on **bus operators** include: -

- **Vehicle emission standards:** All qualifying bus services will be operated with vehicles that meet Euro VI emission standards or better by 1 May 2023.
- **Vehicle livery:** An appropriate finished livery, which clearly identifies either the bus operator or brand route must be used.
- **Timetable changes:** bus services may only be changed on the dates agreed with TfWM and in line with Network Stability Protocol. In exceptional circumstances, and in agreement with TfWM, services may be changed on other dates.
- **Information provision to the public (with TfWM):** Operators will be required to participate in the coordinated approach to the provision of bus information in displays at bus stops. Operators will also be required to notify

TfWM of any known cancellations to trips or part trips at the earliest opportunity.

- **Information provision to the public (by the operator):** Operators providing multi-operator tickets in the EP Scheme area will display the range of nBus and nNetwork day ticket prices at the point of entry to buses on qualifying local bus services. Operators will also be required to display details of relevant planned route changes and timetable changes on vehicles at least 2 weeks prior and 1 week following the change and publish journey times data on their websites for public access.
- **West Midlands Bus Alliance Customer Charter:** Operators of qualifying bus services will work with TfWM to put a new bus charter in place by March 2023, which will be adopted immediately. Operators will be required to display the principles of the West Midlands Bus Alliance Customer Charter on all their buses. This must include a means of contacting the local bus service operator with comments or complaints and an escalation option if the passenger is not satisfied with the response they receive.
- **Ticketing schemes:** nBus (full suite); nNetwork (full suite) must be offered and accepted on all services subject to TfWM progressing multi-operator capping schemes, multi-operator capping on contactless and smart card must also be offered unless the service runs less than three times a day.
- **Passenger Led Recovery programme:** Operators will help develop, promote and implement the actions and incentives, ensuring that each incentive is accepted for use on appropriate services as agreed. Use of each incentive will be monitored to provide data to TfWM for evaluation purposes.
- **Reinvestment of operational expenditure savings:** Operators will commit to work with TfWM to agree a process through which, using an open book approach, operational expenditure (opex) savings as well as cost and revenue benefits arising as a result of new public investment to improve bus services can be identified and agreed for reinvestment in the EP Scheme area on a case-by-case basis.
- **Bus network development:** Operators will commit to active participation in the reviews of the RTCC and bus network and the implementation of its findings and recommendations.
- **Parked Vehicles:**
 - Vehicle engines must be switched off at all times unless departure is imminent.
 - No vehicle must be left unattended.
 - Quitting (vehicles left unattended with the engine running) is strictly prohibited.
- **Vehicle Standards** Vehicles used on qualifying local bus services will be required to meet specified standards, dependent on their type and age as set out in tables 4,5,6,7 and 8 in the appended draft EP Scheme (Appendix A). These standards place an emphasis on the inclusion of audio-visual announcements, CCTV, USB charging and contactless payment to improve customer experience.

Cabinet - 2 November 2022 (Special Meeting)

Black Country Plan – Walsall Local Plan

Portfolio: Councillor Andrew, Deputy Leader and Regeneration

Related portfolios: Councillor Bird, Leader of the Council

Service: Planning and Building Control

Wards: All

Key decision: Yes

Forward plan: Yes

1. Aim

- 1.1 To confirm that the Black Country Plan will no longer proceed and to obtain agreement to take forward a statutory planning document, the Walsall Local Plan (WLP), to address the needs of the borough's residents and businesses, following the announcement from Dudley Council's Leader that Dudley wish to withdraw from the Black Country Plan.

2. Summary

- 2.1 The local plan (otherwise known as the development plan) forms the basis of decisions on planning applications and other matters relating to the use and development of land. It provides certainty for developers and protection for sites and buildings that are of value for environmental, economic and social reasons. The current local plan for Walsall comprises the Black Country Core Strategy (BCCS) (adopted in 2011), the Site Allocation Document (SAD) and Walsall Town Centre Area Action Plan (AAP) (adopted in 2019), and remaining 'saved' policies of the Walsall Unitary Development Plan (UDP) (adopted in 2005).
- 2.2 Amongst other matters, the local plan identifies the number of additional homes and land for employment uses that should be provided over the plan period to meet identified needs. The BCCS states the number and amount of land required up to 2026, whilst the SAD and AAP allocate sites to help achieve this number.
- 2.3 The limited time remaining to 2026 means that the supply of land for homes and employment is now running out. In addition, the Government currently requires local authorities to use a standard method to calculate the number of additional homes required per year; this number is greater than that set out in the BCCS. Other policies in the BCCS and UDP also require updating or do not meet current

requirements, for example they only provide limited guidance on climate change. Government requires Local Plans to be reviewed every five years, so work had begun on preparing the Black Country Plan (BCP) to address these issues.

- 2.4 The BCP, a joint planning document to be developed by the Local Authorities of Dudley, Sandwell, Walsall and Wolverhampton, was intended to replace both the BCCS and SAD, by both establishing targets for housing and employment land supply, and allocating sites. The BCP has completed two stages of public consultation. The Issues and Options consultation took place in the summer of 2017 whilst the Draft Plan (regulation 18) consultation took place between August and October 2021. Consultation about three additional sites in Walsall (as a supplementary regulation 18 stage) that were proposed to be added took place between July and September 2022. It was intended that consultation on the Publication Plan (regulation 19) would take place between October/November and December 2022. The Regulation 19 Plan would have been the version to be submitted to be examined by the Secretary of State.
- 2.5 The BCCS and SAD have been able to identify sufficient previously developed land to meet our needs up to the present time. Evidence published to date has demonstrated there are insufficient brownfield sites anywhere in the Black Country to meet future growth requirements. However, this along with the continuing growth in households and the need for additional employment land means that the BCP has had to propose allocating land for development that is currently in the Green Belt. These proposals have attracted a significant number of representations.
- 2.6 Preparation of the BCP has been overseen by the Leaders of the four authorities through the Association of Black Country Authorities (ABCA), although formal approval is the responsibility of the respective cabinets. The decision to adopt the plan would be the responsibility of Full Council.
- 2.7 The Leader of Dudley Council has now advised that Dudley wish to withdraw from the BCP as a result of a large number of objections that have been received to proposals in the plan to allocate for housing two sites in Dudley that are currently in the Green Belt. The Leaders of the four councils have issued a statement that they will now transition to a process focussed on local plans. Wolverhampton's cabinet on 26 October agreed to move to a local plan for the City. Sandwell are expected to consider the matter at their cabinet meeting on 16 November 2022.
- 2.8 In order to ensure that Walsall retain an up-to-date development plan, it is therefore necessary to prepare a local plan for Walsall only. Under the legislation, the Council is required to list the documents that comprise the local plan, and its timetable for preparing them, in the Local Development Scheme (LDS). Approval of the LDS is delegated to Cabinet. Walsall's LDS was last updated in June 2022. This report seeks to amend the LDS to refer to the preparation of a WLP instead of the BCP.
- 2.9 Preparing a Walsall Local Plan provides a number of opportunities. These include incorporating and updating the remaining policies of the UDP, as well as

the BCCS, SAD and AAP, into a single document. This should make the plan easier to use. A WLP can also better address the needs of Walsall residents and businesses.

3. Recommendations

- 3.1 Approve the revised local development scheme attached as **Appendix 1** to this report, to provide formal confirmation that the Black Country Plan is no longer proceeding and to confirm that work is to begin instead on a Walsall Local Plan.
- 3.2 Delegate authority to Executive Director for Economy, Environment and Communities to make factual changes to the local development scheme apart from those relating to the list of future development plan documents to be prepared.
- 3.3 Note that a report will be taken to a future meeting of Cabinet to approve consultation on the issues and options to be addressed through the Walsall Local Plan.

4. Report detail - Know

Context

- 4.1 Government requires all councils to have an up-to-date local plan. If plans are not progressing, or severely delayed, Government has powers to intervene by directly appointing Government officials, at a cost to the council, to prepare a plan for its area, taking away responsibility from the local authority.
- 4.2 There is a long history of the four Black Country authorities working together on local plans. The BCCS was adopted in 2011 and joint working was estimated at the time to have saved £1m compared with the cost of individual plans. The BCCS acknowledged that the geography and economy of the area were interlinked between the different local authorities, with many residents working in different authority areas to where they lived. Sandwell and to a lesser extent Wolverhampton are heavily constrained with little land available to meet the needs for additional homes and employment. Much of the land that might be available in Dudley and Walsall however is Green Belt, having been designated as such by earlier local plans.
- 4.3 The BCCS formed the basis of subsequent detailed plans that allocated specific sites for development. In Walsall's case these comprised the SAD and AAP. These plans have been able to identify sufficient brownfield land for development without the need to change the boundaries of the Green Belt. This is largely because there has been a supply of vacant and poor quality employment land resulting from industrial decline from the 1980's onwards. In addition, population numbers fell for decades as residents moved out of the area into the surrounding shire districts. It was also expected that much remaining employment would become office-based as service industries formed the dominant part of the

economy. Office-based employment requires less land to provide the same number of jobs compared with manufacturing or warehousing.

- 4.4 Local plans are meant to provide for a land supply for up to 15 years from the date of adoption. The BCCS, SAD and AAP sought to meet needs up to 2026. The BCP was intended to look at needs up to 2039, based on an intended adoption date of 2024.
- 4.5 Evidence prepared for the BCP has shown that there is insufficient brownfield land available to meet needs over the period to 2039. The supply of brownfield land remaining from previous economic downturns is being used up. Much of what remains is either still occupied by industry, or is unsuitable for re-use because of issues such as contamination and ground stability, even if funding was available to rectify these matters. The remaining industry has proven to be more resilient than expected, with much Black Country industry providing specialist and high technology skills, for example serving the motor industry. The transfer of employment from industry to offices has also failed to materialise.
- 4.6 The draft BCP has therefore proposed to allocate for housing and employment a number of sites that are currently allocated as Green Belt, particularly in Walsall and Dudley. These proposals have attracted a large number of objections from existing nearby residents. On 6 October 2022, the Leader of Dudley Council announced that he would be recommending to his Cabinet that the Council withdraw from the Black Country Plan, citing public objections as the principal reason.
- 4.7 A failure to have an up-to-date local plan would make it difficult to oppose development in inappropriate locations, especially those for housing, and place the Council at risk of 'planning by appeal'. More significantly, The Council would be failing to meet the housing and employment needs of our residents. Walsall does not at present have a five-year housing land supply as the supply provided for by the BCCS and SAD is being used up, and has not met the Housing Delivery Test in each of the last two years (and are unlikely to do so again this year).
- 4.8 The only option considered appropriate is to produce a Walsall Local Plan (WLP). It is hoped that this can make use of much of the technical work undertaken to date, in order to benefit from the resources expended. Evidence can become out of date so it is important that work on the new plan proceeds as quickly as possible. However, there is the opportunity to vary the scope of the document compared with that of the BCP to ensure it meets the needs of Walsall and aligns with other work being carried out by the council, for example the We Are Walsall 2040 project and the corporate plan. The WLP could also incorporate and update the remaining saved policies of the UDP, as well as the SAD and AAP. This would result in a single local plan document which would be clearer for users. It could also be better aligned with proposals arising from emerging legislation in the Levelling Up and Regeneration Bill.
- 4.9 The BCP proposed to allocate specific sites for development but was not intended to allocate land in Walsall town centre or the district centres. The only

site allocation document that covers the district centres is the district centre inset to the UDP which was adopted in 2005. The WLP could therefore draw on one of the recommendations of the Brownfield Land Study (the Chilmark Report) that was commissioned by the West Midlands Combined Authority. Chilmark suggested that there may be capacity for additional housing in the town and district centres. This could also draw on the work of the Willenhall Framework Study.

- 4.10 The formal stages for the preparation of a local plan are set out in regulations, beginning with a public consultation about what the plan should contain (the issues and options, or regulation 18, stage). Some of the work carried out at this stage for the BCP could be 'banked' and used to inform a Walsall plan, however this stage for the BCP was in 2017, so more than five years ago, and a WLP is likely to be significantly different to a plan for the whole of the Black Country. Any form of WLP therefore would have to begin with a regulation 18 consultation stage. Cabinet would be asked to approve the regulation 18 plan as the basis for public consultation.
- 4.11 Much of the content of a local plan is specified by legislation and national policy. In particular, paragraph 35 of the National Planning Policy Framework requires a plan to be 'positively prepared' – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs. However, the regulation 18 consultation would need to include alternative options. These could include the following:
- a) What are the key issues the plan should seek to address?
 - b) What level of growth should the plan seek to accommodate?
 - c) Could a plan meet the requirement to be positively prepared if it omitted any development that involves the Green Belt (except on previously developed land)?
 - d) Should we seek to meet all our local need? This would probably require additional sites in the Green Belt and elsewhere.
 - e) Option to only include Green Belt sites proposed in the current BCP, plus additional sites in town centres and elsewhere.
 - f) What policies other than site-specific ones should be included? This should include UDP/BCCS/SAD/AAP policies to be carried forward/ replaced.
- 4.12 The BCP identified that the scale of the shortfall in the supply of housing land is such that there is no option but to allocate land for housing that is currently Green Belt. The capacity of Green Belt sites currently proposed in Walsall in the draft BCP, combined with other sources of supply including sites within the existing urban area mainly involving previously developed land, and exporting need to neighbouring local authorities that have already provisionally agreed to accept some, would be almost sufficient to meet Walsall's housing need to the end of the plan period in 2039. However, this would not provide any supply to meet the needs of Sandwell, or the emerging needs of Birmingham, and assumes that the 'offers' made by authorities in the shire areas would continue.
- 4.13 Birmingham have advised that they have a shortfall of 78,415 dwellings and 73.64 hectares of employment land against their needs to 2042. Current offers

from neighbouring authorities to take some of the Black Country's unmet need are as follows. Only Shropshire have signed a formal Statement of Common Ground and incorporated the figures into the final draft of their local plan (Shropshire's plan is currently undergoing examination):

Housing Offers

Local Plan	Status	Potential Contribution to Black Country	Comments
Solihull	Examination underway	2,000 (minority)	Contribution is to meet needs arising across the whole of the HMA and not limited to the Black Country. However, Solihull has a stronger functional relationship with Birmingham than the Black Country
Shropshire	Examination underway	1,500 (all)	Contribution towards the Black Country only, confirmed in Statement of Common Ground
Lichfield	Submitted	2,000 (all)	Contribution forms majority of 2,665 contribution to meet the needs of the HMA as a whole. Draft SoCG prepared
Cannock Chase	Preferred Options	Up to 500 (majority)	Contribution is to meet needs arising across the whole of the HMA and not limited to the Black Country. However, Cannock Chase has a stronger functional relationship with the Black Country than with Birmingham
South Staffordshire	Preferred Options	Up to 4,000 (majority)	Contribution is to meet needs arising across the whole of the HMA and not limited to the Black Country. However, South Staffordshire has a stronger functional relationship with the Black Country than with Birmingham
Total		3,500 – 10,000	

Employment Offers (hectares)

Bromsgrove	25
Shropshire	30
Stafford	15
South Staffordshire (excluding West Midlands Interchange)	37
West Midlands Interchange	67
Total	174

These offers would have to be apportioned between each of the four Black Country authorities. Neighbouring authorities would expect the Black Country to examine the potential for the latter to use land in the Green Belt before offering similar land in their own areas.

- 4.14 The Levelling Up and Regeneration Bill proposes to abolish the Duty to Cooperate. However, it is intended to replace it with a requirement for local plans to align with those of neighbouring authorities.
- 4.15 Walsall's current need alone for the period 2020-2039 is 16,152. Under the standard method, the annual need is calculated from the household projections for the years in question and adjusted to take account of the latest affordability ratios which are published each year. It is also expected that local plans should identify sufficient land to meet needs for a period of 15 years from the date of adoption. The 2039 end date is based on a BCP adoption date of 2024, but any WLP is unlikely to be adopted before 2026 so the plan would have to be extended to 2041 and would need to identify an additional two years' land supply.
- 4.16 Walsall's current housing land supply (as at April 2022) is 16,707 dwellings. This includes completions in 2020-22, Green Belt sites proposed for allocation in the regulation 18 BCP (including the sites added in the 2022 consultation) and an allowance for small windfall sites. On this basis, Walsall would be almost self-sufficient with the inclusion of the Green Belt sites identified already, or their replacement with others of an equivalent capacity, however it does not take account of need for the period after 2039 or any discount to take account of the likelihood that some brownfield sites will not get delivered in the plan period.
- 4.17 The BCP identified Green Belt sites in Walsall with a capacity to be delivered by 2039 of 7,953 homes and 47 hectares of employment land.
- 4.18 Green Belt sites in the BCP were selected on the basis of a site assessment process that was agreed between the four authorities. The site selection methodology began by examining the whole of the Green Belt for its potential suitability for development, either in the form of specific sites or larger 'parcels'. Areas were then excluded if they contained 'gateway constraints' such as nature reserves or other open space of public benefit. Over 170 individual sites and approximately 30 parcels were examined and rejected.
- 4.19 A Walsall only plan provides the opportunity to alter the selection criteria to reflect local concerns, so could result in sites being added or removed. This would allow

for a re-evaluation of Green Belt sites, as well as the potential to add additional non-Green Belt sites involving previously developed land, especially in town and district centres. However, any change would need to be applied consistently across all sites in the borough to limit the potential for challenge at a later stage. Recent legal advice to the Black Country Authorities confirmed that the site assessment work carried out for the BCP was an appropriate and justified process. As such any alternative assessment approach would potentially lead to broadly similar conclusions.

- 4.20 It is important that any revised selection criteria are agreed before individual sites are selected for the plan, to avoid bias and challenge. Potential criteria could be tested on sample sites.
- 4.21 Any consultation period should include a pre-consultation period, to raise public awareness prior to the start of the formal consultation period. All consultation arrangements, including public meetings, etc., should be agreed in liaison with Members before the consultation starts. This is necessary to avoid inconsistency and ensure adequate publicity is provided.
- 4.22 A comprehensive WLP would replace all the remaining policies of the BCCS, SAD, AAP and UDP with a single document. It would avoid the risk of new policies clashing with remaining saved policies in older plans. A single local plan would be much easier for development management and developers to use, easier for members of public to understand, would help improve public engagement on a single plan approach and would better match other Walsall corporate priorities and strategies. A comprehensive plan would also help to demonstrate that brownfield capacity is being maximised, by including potential additional housing capacity in centres. Site specific policies for the district centres have not been updated since the UDP was adopted in 2005, whilst the AAP pre-dates the impact of Covid on the demand for retail and office floorspace in Walsall Town Centre.
- 4.23 A comprehensive plan could therefore take longer to prepare than if the plan only incorporated the policies from the draft BCP. Detailed site-specific work would be needed, especially for district centres that have not been examined since the UDP was adopted in 2005. The Council would no longer benefit from the combined staff resources across the four authorities; however, time would be saved by avoiding the need for all four authorities to agree issues.
- 4.24 The timeline below assumes that as much evidence as possible is carried forward from the BCP. However, the Planning Inspectorate tend to view evidence that is more than two years old as out of date. This will be the case especially in respect of evidence where the situation might have changed, for example ecology surveys. Housing need and the related economic development needs assessment will also change. Under the standard method, housing need changes annually. The affordability ratios are usually published in March each year.
- 4.25 The regulations do not require a preferred option stage between the issues and options (regulation 18) and publication versions (regulation 19). However, a

preferred option or draft plan stage is recommended, similar to that for the BCP, as this allows stakeholders to comment in full on the 'final' version of the plan prior to the regulation 19. Regulation 19 only allows representations to be made on a limited number of issues.

- 4.26 A criticism of the BCP timetable is that little time has been included to allow reflection on representations received and evidence collected at each stage. This might include for example consideration by Scrutiny Committee. The timetable would need to allow for this process and could result in a delay to later stages if substantial changes to the draft plan are required.

Draft Timetable for Comprehensive Walsall Local Plan

Stage	Time	Comment
Cabinet to approve revised local development scheme to commence preparation of Walsall Local Plan and anticipated timetable	2 nd November 2022	
Issues & Options document drafting (inc updating of evidence etc.)	November 2022 – May 2023	Issues & Options document under Reg 18 to consult on the potential scope of the plan, key issues and what options there may be.
Cabinet to approve Issues and Options Document for Consultation	June 2023	
Reg 18- Issues & Options consultation (six weeks)	September – October 2023	Six weeks is the minimum time period required by the regulations. Exact form of consultation to be agreed in consultation with members.
Process Reg 18 representations and consideration of evidence	November 2023 – January 2024	To include Scrutiny Committee
Additional 'Preferred Options' document drafting	February 2024 – August 2024	Includes updating of evidence etc.
Preferred Options consultation (six weeks)	September - October 2024	As above, by introducing an additional stage the Council are providing an additional opportunity for people to influence the plan ahead of Reg 19. By undertaking this and earlier Issues & Options consultation could potentially soften the burden on that first document in terms of including specific policies.

Stage	Time	Comment
Process Preferred Options representations	November 2024 – January 2025	To include Scrutiny Committee
Draft Reg 19 (Publication) Local Plan	February 2025 – August 2025	
Reg 19 (Publication) consultation (six weeks)	September - October 2025	
Process representations and prepare Local Plan for submission to PINS	November 2025 – February 2026	
Submit for examination	March 2026	

Council Plan priorities

4.27 The Council's Corporate Plan 2022-25 sets out the Council's aim of reducing inequalities and maximising potential. The outcomes of the Plan include:

- Supporting a dynamic, resilient and diverse economy where businesses invest and everyone has the right jobs and the right housing in the right place.
- People are supported to maintain or improve their health, wellbeing and quality of life.
- Children and young people have access to high quality education and training.
- The people of Walsall feel safe in a cleaner, greener Borough.

The consultation process behind plan making also provides real opportunities for communities to engage in the future of the borough.

Risk management

4.28 Failure to have a development plan that is based on sound evidence could result in the borough having insufficient land to meet the need for housing, employment and other land uses that are necessary to support the economic and environmental well-being of the area. It could also result in development being placed in the wrong locations, leading to an inefficient use of resources, traffic congestion and other harm. Having a development plan in place is also essential in order to defend the Council's position in planning appeals. Without an up-to-date development plan, the Council risks intervention from central government and may compromise our ability to make decisions locally.

Financial Implications

- 4.29 Costs for a combined Black Country Plan were due to be met from existing resources. Whilst in this transitional period, it is not possible to quantify the cost of any potential further works and work is still ongoing to determine this.

Legal implications

- 4.30 The process for the preparation of development plans is set out in the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012. Section 15 of the Act requires Local Planning Authorities to maintain a LDS.

Procurement Implications/Social Value

- 4.31 Preparation of the BCP has involved the commissioning by the Black Country authorities of a number of pieces of evidence from external consultants. Procurement has been carried out by Sandwell Council on behalf of the four Black Country authorities. Any new evidence required for the WLP using external consultants will need to be commissioned through the council's procurement processes.

Property implications

- 4.32 None arising directly from the report. The WLP could involve the allocation of land owned by the council, as well as increasing the use of Council facilities such as schools and open space. The WLP will be supported by an infrastructure plan that will explore these issues. The WLP, once adopted, will facilitate the use of compulsory purchase orders if necessary to bring development forward.

Health and wellbeing implications

- 4.33 Preparation of the WLP will include the carrying out of an integrated Sustainability Appraisal, Equality Impact Assessment and Health Impact Assessment. One of the objectives of plan making is to ensure that the siting of new developments contributes to the health and well-being of residents of the borough, for example by being located where they can be accessed by walking and cycling.

Reducing Inequalities

- 4.34 Preparation of the WLP includes the carrying out of an integrated Sustainability Appraisal, Equality Impact Assessment (EqIA) and Health Impact Assessment. One of the objectives of the WLP will be to ensure that jobs, homes and services are provided for all residents of the borough including children and young people,

and groups such as gypsies and travellers. All Local Plans need to be produced in accordance with the Statement of Community Involvement (SCI) which sets out the Councils commitment to engagement with all communities, including minority ethnic communities, faith-based communities, disabled groups and individuals, young people, people on low incomes and the business community. This approach is designed to ensure that those communities that traditionally have not had their say on planning decisions are able to influence the planning process.

Staffing implications

- 4.35 Work on the WLP will be led by the Planning Policy Team in the Economy, Environment & Communities Directorate, but will require support from other service areas such as Highways, Environmental Protection, and Healthy Spaces.

Climate Impact

- 4.36 The WLP will include policies to address climate change, such as taking account of flood risk to new development, requiring improved energy efficiency in new buildings, and locating development where it can be accessed by sustainable travel modes including walking, cycling and public transport.

Consultation

- 4.37 Preparation of the WLP will involve several formal and informal consultation stages with statutory consultees, as well as the general public and internal consultees.

5. Decide

- 5.1 Consultation at the various stages of the WLP will allow the public and other stakeholders to influence the final version of the document. This will inform future decisions by Cabinet about the version to be submitted for examination by the Secretary of State and ultimately adopted by the Council.

6. Respond

- 6.1 Preparation of the WLP will require the preparation and commissioning of a range of evidence to support future consultation.

7. Review

- 7.1 The Issues and Options Report that will be presented to Cabinet in June/ July 2023 will provide the opportunity to review the content of the WLP.

Appendix

Revised Local Development Scheme

Background papers

Draft Black Country Plan and supporting evidence: all published on BCP web site at [Black Country Plan \(dudley.gov.uk\)](https://www.dudley.gov.uk/black-country-plan)

Author

Neville Ball
Principal Planning Officer
☎ 658025
✉ neville.ball@walsall.gov.uk



Philippa Venables
Director

On behalf of

Simon Neilson
Executive Director

26 October 2022



Councillor Andrew
Portfolio Holder

26 October 2022



**WALSALL LOCAL PLAN
LOCAL DEVELOPMENT SCHEME
11th Revision
(Effective from November 2022)**

SUMMARY

The Local Development Scheme (LDS) is the list of documents that comprise the Council's development plan. These are the documents that are used to determine planning applications and for various other statutory purposes. The LDS also specifies the timetable that the Council intends to follow to prepare and revise new and existing development plan documents (DPDs). These documents will form part of the Local Plan (also known as the Local Development Framework - LDF) once they are adopted.

Walsall's LDS was first produced in 2005 and has been revised several times as the Council has kept its plans under review. The last revision was in December 2020. That reflected the adoption of the Site Allocation Document and Town Centre Area Action Plan and updated the timetable for the Black Country Plan (BCP, formerly the Black Country Core Strategy Review). The current revision is needed to take account of the decision to end work on the BCP, and to produce instead a single Walsall Local Plan.

The Council's website contains full information about our plans and supporting documents. See https://go.walsall.gov.uk/planning/planning_policy .

HOW TO FIND OUT MORE

For more information about any of the issues raised in this LDS please contact:

Walsall Planning Policy Team,

Economy, Environment and Communities Directorate,

Walsall Council,

Civic Centre,

Darwall Street,

Walsall WS1 1DG

Telephone: 01922 658020

Email: planningpolicy@walsall.gov.uk

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1. INTRODUCTION

The Local Development Scheme

1.1 Section 15 of the Planning and Compulsory Purchase Act 2004 (as amended) requires local planning authorities to prepare and maintain a scheme to be known as their Local Development Scheme (LDS). This must specify which Local Development Documents (LDDs) are to be Development Plan Documents (DPDs), the subject matter and geographical area to which each DPD is to relate, and the timetable for the preparation and revision of the DPDs.

1.2 DPDs form part of a portfolio of documents that together comprise the Local Plan. There are three types of LDDs prepared by the Council¹ that can comprise the Local Plan:

- Old-style plans – adopted plans pre-dating the 2004 system, such as Unitary Development Plans (UDPs);
- Development Plan Documents (DPDs) – plans that can allocate sites for development and/or set out policies that are used as the basis to determine planning applications; and
- Supplementary Planning Documents (SPDs) – these supplement the policies in an old-style plan or an adopted DPD.

1.3 Adopted DPDs and ‘saved’ policies from plans prepared prior to 2004 together comprise the statutory Development Plan. When making decisions on planning applications and for certain other functions, the Council (and planning inspectors or the Secretary of State when applications go to appeal or are called in) have to make determinations in accordance with the development plan unless material considerations indicate otherwise. Statutory development plans are therefore very important plans, which have to be carefully prepared, subjected to public scrutiny, and examined by independent Planning Inspectors, before they can be adopted.

1.4 The intention was that over time, the old-style UDPs and other similar plans would be replaced with new DPDs. These have tended to include a Core Strategy, which provides an overall ‘spatial strategy’ and broad strategic policies for the area, and a Site Allocation Document, which identifies specific sites and areas for development. Planning authorities can also prepare Area Action Plans (AAPs) for particular areas where major change or regeneration is expected to take place.

1.5 As well as the LDS, the Council also has to have a Statement of Community Involvement (SCI), a plan that sets out how the Council will involve local communities in the planning process. The Council also has to produce an Authority’s Monitoring Report (AMR) at least annually, to summarise the progress the Council has made on preparing new LDDs, and implementing the policies in adopted LDDs.

1.6 When the Local Plan system under the 2004 Act first came into effect, the LDS was required to include details of all the LDDs being prepared, including the SCI and

¹ Neighbourhood Plans, prepared by local communities under the Localism Act 2011 can also become part of the Local Plan; There are no neighbourhood plans in Walsall at present.

SPDs, but this is no longer the case. Following the Planning Act 2008, the LDS is only required to contain details of the DPDs in preparation. However, for completeness, in the section below and in Appendix 4 we have included a summary of all of the documents currently in the Walsall Local Plan, and the dates they were adopted. The glossary at the end of this LDS gives a fuller explanation of some of the main terminology used in the Local Plan system.

1.7 The LDS will be reviewed as necessary. Reviews are needed to take into account changing circumstances, such as where the AMR tells us that policies in adopted plans are not working. There may also be a need to review the LDS when new plans are adopted, or to take account of changes to the planning system, new development trends, or the changing priorities of the Council and its partners. The Levelling-up and Regeneration Bill published on 11th May 2022 proposes major changes to the hierarchy of development plans and the process of preparing them. The LDS is also required to be updated to reflect progress on completing new DPDs.

Walsall's Local Plan

1.8 Since the first version of the LDS was produced in March 2005, the Council has produced the following documents:

- The Black Country Core Strategy (BCCS) has been prepared in conjunction with Dudley, Sandwell and City of Wolverhampton Councils, and was adopted on 3 February 2011.
- The Walsall Site Allocation Document (SAD) adopted on 7 January 2019
- The Walsall Town Centre Area Action Plan (AAP) adopted on 7 January 2019
- SPDs on:
 - (1) Affordable Housing (July 2005, Revised April 2008)
 - (2) Open Space, Sport and Recreation (April 2006)
 - (3) Walsall Waterfront (November 2006)
- (3) Healthcare (January 2007 but revoked in February 2012)
- (4) Education (February 2007 but revoked in February 2012)
- (5) Designing Walsall (February 2008 and revised July 2013)
- (6) Natural Environment (April 2008 and revised July 2013)
- (7) Shop Fronts (April 2005)
- (8) Black Country Air Quality (February 2017- prepared in conjunction with Dudley MBC, Sandwell MBC and Wolverhampton City Council)

1.9 Appendix 2 lists the LDDs that have been completed. In addition, The Statement of Community Involvement (SCI) was adopted by the Council in June 2006 and revised in both February 2012 and November 2018. A temporary amendment was made in January 2021 to address consultation arrangements as a result of Covid.

The Statutory Development Plan for Walsall

1.10 The Council is required by law to determine planning applications in accordance with the development plan unless material considerations indicate otherwise. Statutory development plans are therefore very important plans, which have to be carefully prepared, subjected to public scrutiny, and examined by independent Planning Inspectors, before they can be adopted.

1.11 Until 2004, the statutory development plan for Walsall was contained within a single plan: the Walsall UDP. However, the 2004 planning reforms changed this. The legal definition of the statutory development plan (in Section 38 and Schedule 8 of the Planning and Compulsory Purchase Act 2004 as amended) currently comprises 'saved' policies in adopted old plans and the development plan documents adopted or approved for the area. Regional Spatial Strategies were also formerly part of the development plan until they were revoked under the Localism Act 2011.

1.12 The Walsall UDP policies were automatically 'saved' under the transitional arrangements for the new planning system for 3 years from adoption. However, in response to a request from the Council, a Direction issued by the Secretary of State in December 2007 saved almost all of the policies in the plan.² Four policies that were not 'saved' ceased to have effect from 8th March 2008.

1.13 The adoption of the BCCS in 2011 has meant that some of the 'saved' UDP policies have now been replaced by new policies in the BCCS. However, the 'saved' policies that have not been replaced by the BCCS will remain part of the development plan until they are replaced by policies in future DPDs. Appendix 2 lists the policies in the 2005 Walsall UDP, showing which ones have not been 'saved', which ones have been replaced by policies in the BCCS, and which were to be replaced by the new DPDs.

1.14 In addition to the UDP, the BCCS, the SAD and the AAP, the Council has prepared various Supplementary Planning Guidance (SPG) documents and Supplementary Planning Documents (SPDs) to elaborate and explain UDP policies. As mentioned above, SPDs no longer have to be included in the LDS, although the SPDs that have been completed, revised or revoked are listed in Appendix 4.

The Relationship of Walsall's Local Plan to Other Plans

1.15 As well as providing the overall planning framework for the area and being consistent with other development plans for adjoining areas, the Local Plan is expected to be sensitive to related local requirements and aspirations. Accordingly, the BCCS embraced the proposals of the Sustainable Community Strategies prepared by the authorities' Local Strategic Partnerships (in Walsall the 'Walsall Borough Strategic Partnership', WBSP), and other local strategies. The Deregulation Act 2015 has removed the statutory requirements for sustainable community strategies to be prepared and for Local Plans to have to have regard to such strategies.

² See

https://go.walsall.gov.uk/Portals/0/images/importedddocuments/walsall_udp_saved_gowm_letter_06_dec_2007.pdf

2. OVERVIEW OF THE APPROACH TO THE LOCAL PLAN

Structure of the Local Plan

2.1 The basic components of the Local Plan are as follows.

A) **Borough-Wide Documents:**

Saved policies of **Walsall Unitary Development Plan** (UDP) adopted March 2005

https://go.walsall.gov.uk/Portals/0/Uploads/Planning/SAD/annotated_2011_udp%202019%20changes.pdf

Black Country Core Strategy (BCCS) adopted February 2011

https://go.walsall.gov.uk/ldf_core_strategy

Site Allocation Document (SAD) this does not include Walsall Town Centre or the five district centres of Aldridge, Brownhills, Bloxwich, Willenhall or Darlaston) adopted January 2019

https://go.walsall.gov.uk/site_allocation_document

B) **Area Action Plans:**

Walsall Town Centre Area Action Plan (AAP) adopted January 2019

https://go.walsall.gov.uk/walsall_town_centre_area_action_plan

C) **Supplementary Planning Documents**

https://go.walsall.gov.uk/ldf_supplementary_planning_documents

Affordable Housing SPD

Date of Adoption: July 2005, Review Adopted April 2008

Open Space, Sport and Recreation SPD

Date of Adoption: April 2006

Walsall Waterfront SPD

Date of Adoption: November 2006. Superseded by the Town Centre AAP

Healthcare SPD

Date of adoption: January 2007. Revoked February 2012

Education SPD

Date of adoption: February 2007. Revoked February 2012

Designing Walsall Design Guide SPD

Date of adoption: February 2008 July 2013 (revision)

Natural Environment SPD

Date of adoption: April 2008 July 2013 (revision)

Shop Front SPD

Date of adoption: April 2015

Black Country Air Quality SPD

Date of adoption: February 2017

D) Other Documents

- Statement of Community Involvement (SCI)
- Authority's Monitoring Report
- Charging Schedule for the Community Infrastructure Levy (CIL) (was in preparation with the SAD and AAP but has been suspended in light of the Government Review announced in the 2017 Housing White Paper)

A) Borough-Wide Documents

Black Country Core Strategy (BCCS)

2.3 The key DPD is the BCCS, which was been prepared and adopted jointly with Dudley, Sandwell and Wolverhampton councils to cover all four Black Country boroughs. The BCCS seeks to apply a regeneration strategy across the area and bring it together with other local plans and strategies to provide a strategic spatial plan for the area. It sets out the main objectives for the area, a spatial strategy, and core policies, and it explains how these will be implemented and monitored. The BCCS sets out the amounts of development to be planned for and the broad locations where it can be accommodated most sustainably. The broad locations and strategy are illustrated on a spatial strategy diagram and more detailed diagrams illustrate how the strategy might look for strategic centres (including Walsall Town Centre) and for regeneration corridors.

2.4 The BCCS was adopted in February 2011. It replaced some of Walsall's UDP policies that had previously been saved.

Site Allocation DPD (the 'Walsall SAD')

2.5 Whilst the BCCS sets out the strategy for the Black Country, identifies some strategic locations and puts forward important over-arching policies, it does not allocate sites for development. To make such allocations for housing, employment and other uses, to identify assets for protection and to update the UDP it is necessary to have site allocations. This is considered to be particularly important in ensuring that the Borough can safeguard and provide sufficient land for employment, and to support infrastructure planning. The SAD has been accompanied by the production of the Policies Map which has replaced the UDP Proposals Map except in respect of the district centres, which remain subject to the UDP District Centre Inset Maps. The Site Allocation DPD and Walsall Town Centre AAP was adopted on 7 January 2019.

2.6 Rather than include development management policies, as proposed previously, it was concluded that the necessary policies can be provided through the use of 'saved' UDP policies and national policies, with the possibility of a separate future document when resources allow.

B) Area Action Plans (AAPs)

Walsall Town Centre Area Action Plan (AAP)

2.7 The BCCS confirms that Walsall Town Centre has a strategic role and as one of the Black Country's 'Strategic Centres' (with Brierley Hill, West Bromwich Town Centre and Wolverhampton City Centre) its ability to attract and accommodate investment in shopping, offices, leisure and culture will be of vital importance for the regeneration strategy. However, the work for the BCCS indicated concerns that Walsall would lose market share if it did not compete with developments elsewhere, whilst at the BCCS Examination in Public issues were raised, concerning the locations for investment in the centre, which would most effectively be addressed at the local level. In response, an AAP has been prepared for Walsall Town Centre. This identifies and allocates sites and opportunities for development and investment and co-ordinates these with the necessary infrastructure as well as with environmental and management improvements (which can be brought forward in parallel with the statutory processes).

2.8 The need for subsequent replacement of the UDP Inset Plans for the smaller Town / District Centres (Aldridge, Bloxwich, Brownhills, Darlaston and Willenhall) were to be considered in future reviews of the LDS. The UDP Inset Plans for the District Centres will be saved and then modified as necessary as replacement DPDs are adopted.

C) Supplementary Planning Guidance (SPG) and Supplementary Planning Documents (SPD)

2.9 Walsall has a number of items of SPG prepared under the old planning system, as listed in an appendix to the UDP. This SPG cannot be automatically transferred into a Local Plan document with the status of the new-style SPD, but it can retain its status as a material consideration, as long as it is linked to saved policies in the UDP that are still in operation. Whilst, on the same basis as for SPD, there is no requirement for existing SPG to be set out in the LDS, the SPG that have been linked to the UDP are listed in Appendix 2 for ease of reference.

2.10 SPDs, under the Local Plan system, have been prepared to elaborate upon development plan policies. So far, these have been on saved UDP policies; an SPD on Affordable Housing has been adopted and then reviewed, and SPDs have been adopted on Open Space, 'Walsall Waterfront', Healthcare, Education Provision, Design and also the Natural Environment. The SPDs on Healthcare and Education provision have subsequently been revoked as they did not comply with the CIL Regulations and there was a lack of supporting up to date evidence. The Design and Natural Environment SPDs have been revised to take account of changes in legislation and policy, including the adoption of the BCCS. A more recent SPD has been produced on Shop Fronts which is based on both UDP and BCCS policies. The latest SPD to be adopted was produced jointly between the four Black Country authorities and elaborates on the BCCS policies along with national policies and guidance. The programme for future work on SPDs no longer has to be set out in the LDS.

Other Documents

Statement of Community Involvement

2.11 The Statement of Community Involvement (SCI) outlines how the Council will involve local communities, stakeholders and others in the preparation of LDDs and the consideration of planning applications. It has regard to the consultation strategies of the Council and the former Walsall Borough Strategic Partnership (WBSP), and it aimed to reduce any potential duplication of consultation activity that may be taking place on other initiatives. The original version was adopted by the Council in June 2006 and revised versions were adopted in February 2012, November 2018 and January 2021.

Authority's Monitoring Report (previously the Annual Monitoring Report)

2.12 Local authorities are required to produce a report at least once per year on what developments have taken place to measure progress against targets and indicators set out in the development plan as well as by Government. This includes progress on plan-making in terms of the extent to which the programme in this LDS is being met. Walsall's latest Authority's Monitoring Report can be found on the Council's website³.

Charging Schedule for the Community Infrastructure Levy

2.13 The Community Infrastructure Levy (CIL) is a mechanism to fund the provision of infrastructure such as open space. It was proposed by the Government in part to replace contributions that were previously provided through Section 106 agreements made in conjunction with planning permissions. CIL is charged on new developments based on a fixed rate per square metre for each type of land use. The council's cabinet resolved on 15th March 2017 that it would not adopt a CIL charging regime for the time being.

2.14 The Charging Schedule would not form part of the statutory development plan nor would it have to be included within the Council's LDS.

³ <https://go.walsall.gov.uk/annualmonitoringreport>

3. PROGRAMME FOR FUTURE DPD PREPARATION

Black Country Core Strategy Review (otherwise known as the Black Country Plan)

3.1 When the current Black Country Core Strategy (BCCS) was adopted there was a commitment to review it after 5 years. This was deemed necessary by the Planning Inspectors who examined the Plan to ensure the spatial objectives and the strategy are continually up to date, and also to ensure that the Plan reflects up to date national planning policy and guidance.

3.2 The review of the BCCS began in 2016 with consultation on the Issues and Options Report in 2017 and the Draft Plan in 2021. However, on 19th October 2022 the Leaders of the four authorities issued the following statement:

“The four Local Planning authorities in the Black Country have been working together on a joint plan for the area to 2039. It is with regret that we are unable to reach agreement on the approach to planning for future development needs within the framework of the Black Country Plan.

“Local Plans for the four Black Country Councils will now provide the framework for the long-term planning of the Black Country. The Black Country Plan 2039 work programme will end and we will now transition to a process focused on Local Plans. The issues of housing and employment land need will now be addressed through individual Local Plans for each of the authorities. The Councils will co-operate with each other and with other key bodies as they prepare their Local Plans.”

3.3 Walsall’s cabinet therefore resolved on 2nd November 2022 that the Black Country Plan would no longer proceed and that work would instead commence on a Walsall Local Plan (WLP). This revised LDS was approved at that meeting and is set out below. It will be subject to modification as work proceeds to confirm the scope of the WLP and dependant on the outcome of consultation at the various stages of plan preparation. The outcome of this additional consultation may require further change to the BCP timetable.

3.4 The Levelling-up and Regeneration Bill published by the Government on 11th May 2022 proposes major changes to the hierarchy of development plans and the process of preparing them, as well as related matters such as the introduction of an infrastructure levy. It is likely that there will be transitional arrangements for plans that are already in preparing, but these arrangements have not yet been announced by Government.

LDS PROGRAMME SUMMARY:
Walsall Local Plan

Stage	Time	Comment
Cabinet to approve revised local development scheme	2 nd November 2022	

to commence preparation of Walsall Local Plan and anticipated timetable		
Issues & Options document drafting (inc updating of evidence etc.)	November 2022 – May 2023	Issues & Options document under Reg 18 to consult on the potential scope of the plan, key issues and what options there may be.
Cabinet to approve Issues and Options Document for Consultation	June 2023	
Reg 18- Issues & Options consultation (six weeks)	September – October 2023	Six weeks is the minimum time period required by the regulations
Process Reg 18 representations and consideration of evidence	November 2023 – January 2024	To include Scrutiny Committee
Additional 'Preferred Options' document drafting	February 2024 – August 2024	Includes updating of evidence etc.
Preferred Options consultation (six weeks)	September - October 2024	As above, by introducing additional stage we are providing an additional opportunity for people to influence the plan ahead of Reg 19. By undertaking this and earlier Issues & Options consultation could potential soften the burden on that first document in terms of including specific policies.
Process Preferred Options representations	November 2024 – January 2025	To include Scrutiny Committee
Draft Reg 19 (Publication) Local Plan	February 2025 – August 2025	
Reg 19 (Publication) consultation (six weeks)	September - October 2025	
Process representations and prepare Local Plan for submission to PINS	November 2025 – February 2026	
Submit for examination	March 2026	

APPENDIX 1 – WALSALL UDP ‘SAVED’ POLICIES

The purpose of this Appendix is to outline the present position on the policies and proposals of the adopted Walsall Unitary Development Plan (UDP) 2005, and how the UDP has been affected by changes following adoption.

The Walsall UDP was adopted in April 2005, and included the following:

- Part I - general Strategic Policy Statements
- Part II – policies on General Principles, Environment & Amenity, Jobs & Prosperity, Strengthening Our Centres, Housing, Transport, Leisure & Community, Waste Management and Minerals
- Town and District Centre Policies – for Walsall Town Centre, Aldridge, Bloxwich, Brownhills, Darlaston and Willenhall
- Proposals Map – site allocations and designations such as Green Belt
- Inset Maps – details of proposals in the Town and District Centres

In 2007, the adopted UDP policies were reviewed by the Secretary of State. A Direction issued in December 2007 confirmed that all but four of the policies in Walsall’s UDP were to be ‘saved’⁴. The four policies that were not ‘saved’ (ENV22, ENV39, H8 and BR3) ceased to have effect from 8 March 2008.

In February 2011, Walsall Council adopted the Black Country Core Strategy (BCCS). This is a joint Core Strategy covering Dudley, Sandwell and Wolverhampton as well as Walsall. It sets out a spatial strategy and strategic policies for the whole of the Black Country. On adoption, the Core Strategy replaced many of the ‘saved’ UDP policies, including much of Part I, although the Proposals Map has not been altered. The UDP policies which have been replaced by new Core Strategy policies ceased to have effect from 3 February 2011.

Further UDP policies were replaced when the Walsall Site Allocation Document (SAD) and Walsall Town Centre Area Action Plan (AAP) were adopted in January 2019.

The table on the following pages summarises the current status of the UDP policies. Policies that are no longer effective either because they have not been ‘saved’ or have been replaced by BCCS, AAD or AAP policies are struck through (e.g. ~~GP7 Community Safety~~). Where relevant, references to BCCS, SAD or AAP replacement policies are also given. The ‘saved’ policies not struck through are still in place, and still form part of the statutory development plan for Walsall.

It is intended that the Walsall Local Plan will incorporate and replace the remaining saved UDP policies.

Key to Abbreviations in Table:

UDP = Walsall Unitary Development Plan

BCCS = Black Country Core Strategy

SADPD – Site Allocation DPD

WTCAAP = Walsall Town Centre AAP

⁴ https://go.walsall.gov.uk/language/en-us/planning_and_building_control/planning_policy/unitary_development_plan

Walsall UDP 2005 – Status of UDP Policies at November 2022

A 'track changes' version of the UDP showing the information below, including changes to supporting text that does not form policies, can be viewed at https://go.walsall.gov.uk/Portals/0/Uploads/Planning/SAD/annotated_2011_udp%202019%20changes.pdf

UDP Policy/ Proposal		Policy not "saved" after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
Ref.	Chapter 2: General Principles			
2.1-2.4	Strategic Policy Statement		Vision and Sustainability Objectives	
GP1	The Sustainable Location of Development		Vision and Sustainability Objectives	
GP2	Environmental Protection			No, still in effect
GP3	Planning Obligations			No, still in effect
GP4	Local Area Regeneration		Vision and Sustainability Objectives	
Fig. 2.1	Regeneration: Main Initiatives			
GP5	Equal Opportunities			No, still in effect
GP6	Disabled People			No, still in effect
GP7	Community Safety		CSP4, ENV3	
Ref.	Chapter 3: Environment & Amenity			

UDP Policy/ Proposal		Policy not "saved" after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
3.1, 3.10, 3.12, 3.16- 3.18	Strategic Policy Statement		Vision and Sustainability Objectives, CSP3-4, ENV1-4, ENV7	
3.2-3.9, 3.11, 3.13- 3.15	Strategic Policy Statement			No, still in effect
ENV1	The Boundary of the Green Belt			SADPD GB1
ENV2	Control of Development in the Green Belt			SADPD GB1
ENV3	Detailed Evaluation of Proposals in the Green Belt			SADPD GB1
ENV4	Major Developed Sites in the Green Belt			SADPD GB1
ENV5	Stabling and Riding of Horses and Ponies			No, still in effect
ENV6	Protection and Encouragement of Agriculture			No, still in effect
ENV7	Countryside Character			No, still in effect
Fig. 3.1	Countryside Area Profiles			No (this figure is not crossreferenced in the UDP text so is for information only)
ENV8	Great Barr Hall & Estate and St. Margaret's Hospital			SADPD EN7

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
ENV9	Environmental Improvement Initiatives			No, still in effect
ENV10	Pollution			No, still in effect
ENV11	Light Pollution			No, still in effect
ENV12	Hazardous Installations			No, still in effect
ENV13	Development Near Power Lines, Substations & Transformers			No, still in effect
ENV14	Development of Derelict and Previously-Developed Sites			No, still in effect
ENV15	Forest of Mercia			Replaced as no longer considered relevant (the programme is no longer operational and the boundaries are not shown on the SADPD Policies Map)
ENV16	Black Country Urban Forest			No (however, this programme is no longer operational)
ENV17	New Planting			No, still in effect
ENV18	Existing Woodlands, Trees and Hedgerows			No, still in effect
ENV19	Habitat & Species Protection		ENV1	See also SADPD EN1

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
ENV20	Local Nature Reserves		ENV1	See also SADPD EN1
ENV21	Sites of Local Importance for Nature Conservation		ENV1	See also SADPD EN1
ENV22	Protected Species		ENV1	
ENV23	Nature Conservation and New Development			No, still in effect
ENV24	Wildlife Corridors			No But see also SADPD EN1
Fig 3.2	Wildlife Corridors			A revised map of wildlife corridors is contained in the SADPD (Map 7.3) and in the Technical Appendix
ENV25	Archaeology			No, still in effect
ENV26	Industrial Archaeology			No, still in effect
ENV27	Buildings of Architectural Interest			No, still in effect
ENV28	The Local List of Buildings of Historic or Architectural Interest			No, still in effect

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
ENV29	Conservation Areas			SADPD EN5 and TCAAP AAPLV5 - 7 (but saved for use in District Centres)
ENV30	Registered Parks and Gardens			No, still in effect
ENV31	Continued Protection of the Historic Built Environment		ENV2	
ENV32	Design and Development Proposals			No, still in effect
ENV33	Landscape Design			No, still in effect
ENV34	Public Art			No, still in effect
ENV 35	Appearance of Commercial Buildings			No, still in effect
ENV36	Poster Hoardings			No, still in effect
ENV37	Small Poster Panel Advertisements			No, still in effect
ENV38	Telecommunications Equipment			No, still in effect
ENV39	Renewable Energy and Energy Conservation	Not saved	ENV7	
ENV40	Conservation, Protection and Use of Water Resources			No But see also SADPD EN3 and TCAAP AAPINV7

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
Fig. 3.3	Flood Zones			The SADDP Policies Map, SADPD Map 7.8, TCAAP AAPINV7 and AAP Technical Appendices show more detailed and up to date flood zones
Ref.	Chapter 4: Jobs & Prosperity			
4.1-4.2	Strategic Policy Statement		EMP1-3	
4.4, 4.5	Core Employment Areas and Best Quality Sites		EMP2 and EMP3	SADPD IND1 – IND3
4.6	The Service Sector			No
JP1	New Employment Sites			SADPD IND1, IND2, IND5
JP2	Improving the Employment Land Supply		EMP1	
JP3	Rail-Served Sites		TRAN3	
JP4.1	East of M6 Junction 10			SADPD IND2
JP4.2	James Bridge (former IMI Works)			SADPD IND2

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
JP5	Core Employment Areas			SADPD IND1 - 5 (but saved for use in District Centres as a small part of Willenhall District Centre is a Core Employment Area)
JP6	Best Quality Sites			SADPD IND1, IND2 and IND5
JP7	Use of Land and Buildings in Other Employment Areas			SADPD IND1 - 5 (but saved for use in District Centres)
JP8	Bad Neighbour Industrial Uses			No, still in effect
Ref.	Chapter 5: Strengthening Our Centres			
5.1—5.3	Strategic Policy Statement		CEN1-2	
5.4-5.11	Strategic Policy Statement			No, still in effect
S1	Definition of Town Centre Uses			No, still in effect
S2	The Hierarchy of Centres			No, still in effect

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
Fig. 5.1	Shopping Provision in Walsall Borough April 2004			No (this figure is for information only as the centres are shown on the Policies Map: note also that Darlaston Green (34) was deleted as a local centre by the BCCS)
S3	Integration of Developments into Centres			No, still in effect
S4	The Town & District Centres: General Principles			No, still in effect
S5	The Local Centres			SADPD SLC1 and SLC2
S6	Meeting Local Needs			No, still in effect
S7	Out-of-Centre and Edge-of-Centre Developments			No, still in effect
S8	Housing in Town Centres			No, still in effect
S9	Amusement Centres & Arcades			No, still in effect
S10	Hot Food Take-Aways			No, still in effect
S11	Drive-Through Facilities			No, still in effect
S12	Petrol Filling Station Shops			No, still in effect
S13	Nurseries, Garden Centres and Builder’s Merchants			No, still in effect
S14	Farm Shops			No, still in effect

UDP Policy/ Proposal		Policy not "saved" after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
S15	Banking and Cashpoint Facilities			No, still in effect
S16	Internet Shopping			No, still in effect
S17	Shopmobility			No, still in effect
Ref.	Chapter 6: Housing			
6.1-6.2	Strategic Policy Statement			No, still in effect
6.3-6.6	Strategic Policy Statement		HOU1-4	
H1	Renewal of Existing Residential Areas			No, still in effect
H2	Land Allocated for New Housing Development			SADPD HC1
H3	Windfall Sites and Conversion of Existing Buildings			SADPD HC2 and WTCAAP AAPLV1 (but saved for use in District Centres)
H4	Affordable Housing		HOU3 (parts a), b) c) d) e) and f))	No Parts g) h) i) and j) of UDP to be saved
H5	Housing for People with Special Needs			SADPD HC3 (but saved for use in District Centres)
H6	Nursing Homes and Rest Homes for the Elderly			No, still in effect
H7	Hostels and Houses in Multiple Occupation			No, still in effect
H8	Accommodation for Travelling People	Not saved	HOU4	

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
H9	Minimum Densities		HOU2	
H10	Layout, Design and Dwelling Mix		HOU2, ENV2-3	
Ref.	Chapter 7: Transport			
7.1, 7.27.3, 7.5, 7.6, 7.7, 7.8 7.9	Strategic Policy Statement		TRAN1-2, TRAN4	
7.4	Strategic Policy Statement			No, still in effect
T1	Helping People to Get Around			No, still in effect
T2	Bus Services			SADPD T2 and WTCAAP AAPT3 (but saved for use in District Centres)
T3	The Rail and Metro Network			SADPD T3 and WTCAAP AAPT3 (but saved for use in District Centres)

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
Fig. 7.1	Rail Network (Existing and Proposed)			SADPD T3, WTCAAP AAPT3 (but saved for use in District Centres)
T4	The Highway Network			SADPD T4, WTCAAP AAPT4 (but saved for use in District Centres)
Fig. 7.2	Strategic Highway Network and District Distributors			SADPD Map 10.1, WTCAAP Policies Map (but saved for use in District Centres)
T5	Highway Improvements			SADPD T5, WTCAAP AAPT4 (but saved for use in District Centres)
T6	Traffic Calming			No, still in effect

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
T7	Car Parking			No but see also AAPT5
T8	Walking			No but see also AAPT1
T9	Cycling			No but see also AAPT5
T10	Accessibility Standards – General			No, still in effect
T11	Access for Pedestrians & Cyclists			No, still in effect
T12	Access by Public Transport			No, still in effect
T13	Parking Provision for Cars, Cycles and Taxis			No, still in effect
Ref.	Chapter 8: Providing for Leisure & Community Needs			
8.1-8.2, 8.4-8.6	Strategic Policy Statement		CSP1, CSP3-4, ENV4, ENV6, CEN1-5	
8.3, 8.7- 8.9	Strategic Policy Statement			No, still in effect
LC1	Urban Open Spaces			SADPD OS1 and WTAAP AAPLV8

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
				(but saved for use in District Centres)
LC2	Proposed Open Space			SADPD OS1
LC3	Children’s Play Areas			No, still in effect
LC4	Allotment Gardens			No, still in effect
LC5	Greenways			SADPD LC5 and WTAAP AAPT1 (but saved for use in District Centres)
LC6	Sports Pitches			No, still in effect
LC7	Indoor Sport Including Health & Fitness Centres			No, still in effect
LC8	Local Community Facilities			No, still in effect
LC9	Canals		ENV4	But see also SADPD EN4 and TCAAP AAPLE4
LC10	Wolverhampton University, Walsall Campus, Broadway			SADPD UW1
LC11	Land for Cemetery Extension, Bentley Lane			SADPD LC11
Ref.	Chapter 9: Minerals			

UDP Policy/ Proposal		Policy not "saved" after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
9.1-9.11	Strategic Policy Statement		TRAN3, WM4-5, MIN1-5, Minerals Key Diagram	
M1	Minerals Safeguarding Areas		MIN1, Minerals Key Diagram	But see also SADPD M1 and SAD Policies Map, and TCAAP AAPINV7 and AAP Policies Map
M2	Branton Hill Lane Quarry, Aldridge		ENV5, MIN2, MIN5, Minerals Key Diagram	But see also SADPD M5 and SAD Policies Map
M3	Birch Lane Quarry, Aldridge		ENV5, MIN2, MIN5, Minerals Key Diagram	But see also SADPD M4 and SAD Policies Map
M4	Working of Etruria Marl and Fireclay		MIN3-5, Minerals Key Diagram	But see also SADPD M7, M8, M9 and SAD Policies Map

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
M5	Etruria Marl – North of Stubbers Green Road		MIN3-5, Minerals Key Diagram	But see also SADPD M8 (MP9) and SAD Policies Map
M6	Etruria Marl – South of Stubbers Green Road		MIN3-5, Minerals Key Diagram	But see also SADPD M8 (MP6) and SAD Policies Map
M7	Birch Coppice			SADPD M9 (MP3) and SAD Policies Map
M8	Brownhills Common		CSP2, ENV1, MIN4-5, Minerals Key Diagram	But see also SADPD M8 (MP5) and SAD Policies Map
M9	Working of Coal		CSP2, ENV1, MIN4-5	But see also SADPD M9 and SAD Policies Map
Ref.	Chapter 10: Waste Management			
10.1-7	Strategic Policy Statement		CSP3, ENV7, WM1-5	

UDP Policy/ Proposal		Policy not "saved" after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
WM1	Consideration of Proposals for Waste Management Activities		WM1-2, WM4	But see also SADPD W2, W3, W4
WM2	Control of Landfill, Land Raising and Other Waste Deposition		WM4, MIN5	But see also SADPD W4
WM3	Special Wastes		WM3	
WM4	Provision of Recycling Facilities in Development Schemes		WM5	
Policy	Chapter 12: Walsall Town Centre			
WA1	Primary Shopping Area			TCAAP AAPS1 - 2
WA2	The Market			TCAAP AAPS3
WA3	Other Town Centre Uses			TCAAP AAP1 and AAPLV1
WA4	Walsall College of Art and Technology – St Paul's Campus			TCAAP AAPLV2
WA5	Conservation Areas and Areas of High Townscape Value			TCAAP AAPLV5 - 7
WA6	Community Safety - CCTV			TCAAP AAPLV6
WA7	Development/ Investment Opportunities			TCAAP Chapter 8
WA8	Hatherton Street/ Littleton Street/ Albert Street			TCAAP Chapter 8
WA9	Intown			TCAAP Chapter 8

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
WA10	Lower Hall Lane/ Digbeth/ Old Square			TCAAP Chapter 8
WA11	Upper Rushall Street/ Ablewell Street/ The Ditch			TCAAP Chapter 8
WA12	Town Wharf			TCAAP Chapter 8
WA13	Littleton Street West/ Wisemore/ Garden Street/ Portland Street			TCAAP Chapter 8
WA14	Town Centre Transport Interchange			TCAAP AAPT1 - 3
WA15	Bus Services			TCAAP AAPT3
WA16	Rail Services			TCAAP AAPT3
WA17	Road Improvements			TCAAP AAPT4
WA18	Provision of Car Parking			TCAAP AAPT5
WA19	Pedestrians, Cyclists and Disabled People			TCAAP AAPT1
Policy	Chapter 13: Aldridge District Centre Inset Plan			
AL1	Primary Shopping Area			No, still in effect
AL2	Environmental Improvement			No, still in effect
AL3	The Croft			No, still in effect
AL4	The Precinct			No, still in effect
AL5	Land at High Street/ Little Aston Road			No, still in effect
AL6	Rail Station			No, still in effect
AL7	Pedestrian and Cycle Routes			No, still in effect

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
AL8	Traffic Circulation and Bus Priority			No, still in effect
AL9	Car Parking			No, still in effect
Policy	Chapter 14: Bloxwich District Centre Inset Plan			
BX1	Primary Shopping Area			No, still in effect
BX2	The Market			No, still in effect
BX3	Conservation Areas			No, still in effect
BX4	Urban Open Spaces			No, still in effect
BX5	Environmental Improvements			No, still in effect
BX6	Development/ Investment Opportunities			No, still in effect
BX7	The Market Centre			No, still in effect
BX8	South East End of High Street			No, still in effect
BX9	Improved Passenger Rail Facilities			No, still in effect
BX10	Improvements to Bus Facilities			No, still in effect
Policy	Chapter 15: Brownhills District Centre Inset Plan			
BX11	Pedestrian and Cycle Routes			No, still in effect
BX12	Traffic within the District Centre			No, still in effect
BX13	Car Parking			No, still in effect
BR1	Primary Shopping Area			No, still in effect
BR2	Brownhills Market			No, still in effect
BR3	Neighbourhood Resource Centre			No, still in effect
BR4	Redevelopment/ Refurbishment Schemes			No, still in effect
BR5	Heritage			No, still in effect

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
BR6	Public Art			No, still in effect
BR7	Environmental Enhancement			No, still in effect
BR8	Retail Development Opportunities			No, still in effect
BR9	Leisure, Service and Community Development Opportunities			No, still in effect
BR10	Transport Interchange			No, still in effect
BR11	Traffic within the Centre			No, still in effect
BR12	Bus Facility Improvements			No, still in effect
BR13	Pedestrian Routes			No, still in effect
BR14	Cycle Access and Parking			No, still in effect
BR15	Car Parking Provision			No, still in effect
Policy	Chapter 16: Darlaston District Centre Inset Plan			
DA1	Primary Shopping Area			No, still in effect
DA2	Darlaston Market			No, still in effect
DA3	Environmental Enhancement			No, still in effect
DA4	Urban Open Spaces			No, still in effect
DA5	Housing Developments			No, still in effect
DA6	Other Town Centre Uses			No, still in effect
DA7	Bus Facilities			No, still in effect
DA8	Pedestrians and Cyclists			No, still in effect
DA9	Car Parking			No, still in effect
Policy	Chapter 17: Willenhall District Centre Inset Plan			
WH1	Primary Shopping Area			No, still in effect

UDP Policy/ Proposal		Policy not “saved” after 08.03.08	Policy Replaced by BCCS Policy from 03.02.11	Policy Replaced by SAD or AAP from January 2019
WH2	The Market			No, still in effect
WH3	Environmental Enhancement			No, still in effect
WH4	Development/ Investment Opportunities			No, still in effect
WH5	Rail Station and Transport Interchange			No, still in effect
WH6	Buses			No, still in effect
WH7	Pedestrians			No, still in effect
WH8	Provision for Cyclists			No, still in effect
WH9	Traffic Management			No, still in effect
WH10	Parking			No, still in effect
	Proposals Map & Inset Maps			
	UDP Proposals Map			SADPD Policies Map
	Walsall Town Centre Inset Map			WTCAAP Policies Map
	Aldridge District Centre Inset Map			No, still in effect
	Bloxwich District Centre Inset Map			No, still in effect
	Brownhills District Centre Inset Map			No, still in effect
	Darlaston District Centre Inset Map			No, still in effect
	Willenhall District Centre Inset Map			No, still in effect

SUPPLEMENTARY PLANNING GUIDANCE

Introduction

Supplementary Planning Guidance (SPG) prepared before 2004 does not have the same status as a supplementary planning document (SPD) prepared under the current development planning system, which when adopted, forms part of the LDF. However, where it can be demonstrated that existing SPG is linked to a 'saved' UDP policy, and has gone through a process similar to that required for SPDs, it can still be a 'material consideration' for relevant planning applications.

In Walsall, the general principles for the preparation of SPG under the previous development plan system were that the SPG should accord with policies of the Walsall UDP, and that the SPG was approved by the Council after a period of public consultation. Therefore, where previously prepared SPG is still linked to a saved UDP policy and remains relevant, it will still have the status of a 'material consideration'.

The following table lists the existing SPG that is still in place, with references to the UDP policies it supports. However, it is recognised that some of the SPG is now out of-date, for example, where sites covered by development briefs have been developed or where policies or legislation have changed. If resources allow, the Council will carry out a review of existing SPG as well as SPDs, with a view to cancelling obsolete guidance.

Supplementary Planning Guidance (SPG) – Remaining SPG

Title of SPG	Linked to "saved" UDP Policy	Date Approved	Superseded by
Topic-Based SPG			
Birmingham & Black Country Biodiversity Action Plan	ENV23-24, Appendix 2	2000	
Shutters and Security Grilles	ENV35, Appendix 2	1998	Shop Front SPD April 2015
Area-Wide SPG			
Walsall Town Centre Strategy	WA1-19, Appendix 2	1998	Walsall Town Centre AAP
Strategy for Bloxwich Town Centre	BX1-13, Appendix 2	2000	
Brownhills Town Centre Action Plan	BR1-2 BR4-15, Appendix 2	1999	
Brownhills Town Centre Townscape Master Plan	BR1-2 BR4-15, Appendix 2	1999	
Darlaston Town Centre Plan	DA1-9, Appendix 2	1999	
Barr Beacon Countryside Area Profile	ENV7, Appendix 2	1993	
Longwood Gap Countryside Area Profile	ENV7, Appendix 2	1994	

Title of SPG	Linked to “saved” UDP Policy	Date Approved	Superseded by
Rough Wood Chase Countryside Area Profile	ENV7, Appendix 2	1996	
Area of Special Townscape Character, Thornhill Road / Middleton Road / Foley Road East, Streetly	ENV32, Appendix 2	2003	
Site Specific Planning Briefs			
Butts Centre, Butts Road / Cecil Street, Walsall	Appendix 2	2001	Development has been completed
Land at Castle Street / Booth Street, Darlaston	Appendix 2	1988	Development has been completed
Strategy for Digbeth / Old Square, Walsall Town Centre	WA7, WA10, Appendix 2	2000	Walsall Town Centre AAP
Planning Brief for Site G, Land to West of Essington Road, New Invention, Willenhall	Appendix 2	1988	Development has been completed
Land at Granville Street, Willenhall	Appendix 2	2001	Development has been completed
Revised Development Guidelines – Land at High Bridges, Lichfield Road, Pelsall	Appendix 2	2002	Site is now allocated as open space by the SAD
Land at Hollyhedge Lane, Walsall (Revised)	Appendix 2	1998	
Development Brief: Former Site of Kings Hill JMI School, Old Park Road, Darlaston. (Revised)	Appendix 2	2000	
Design Guidelines - Land at Littleton Street East / Hatherton Street / Lower Forster Street, Walsall	Appendix 2	1998	Development has been completed
Land at Middlemore Lane, Aldridge	Appendix 2	2002	
Land at Mill Street / Cannon Street, Walsall	Appendix 2	2001	

Title of SPG	Linked to “saved” UDP Policy	Date Approved	Superseded by
Noose Lane Opportunity Area: Planning Brief	Appendix 2	1992	
Planning Guidelines For Former Portobello School, School Street, Willenhall	Appendix 2	2002	Development has been completed
Development Guidance – Land at Roebuck Road (Revised)	Appendix 2	2003	Development has been completed
Planning Guidelines for the Rowley View Nursery Site, Moxley	Appendix 2	2003	
Land at Sherlock Close, Lane Head, Willenhall	Appendix 2	1993	Development has been completed
Development Guidelines – Land West of Sherlock Close, Lane Head, Willenhall	Appendix 2	2002	Development has been completed
Revised Development Guidelines – Land West of Sherlock Close, Willenhall	Appendix 2	2004 (Draft)	Development has been completed
Development Guidelines – Land at Stroud Avenue, Willenhall	Appendix 2	2003	Development has been completed
Development Guidance – Land at Sunningdale Way	Appendix 2	2004	Development has been completed
Development Brief – Land at Taylor Avenue/ Walker Road/ Well Lane/ Guild Avenue, Walker Road, Victoria House/ Church Place, Blakenall Close (Blakenall New Deal for Communities)	Appendix 2	2003	Development has been completed
Development Guidelines – Land at Turnberry Road	Appendix 2	2004	Development has been completed