Wednesday 10 February 2021 at 6.00 p.m.

Virtual meeting via Microsoft Teams

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

Present

Councillor Bird	Leader of the Council
Councillor Andrew	Deputy Leader and Regeneration
Councillor Perry	Deputy Leader and Resilient Communities
Councillor Martin	Adult Social Care
Councillor Wilson	Children's
Councillor Butler	Clean and green
Councillor Towe	Education and skills
Councillor Craddock	Health and wellbeing
Councillor Chattha	Personnel and business support

3668 **Welcome**

At this point, Councillor Bird opened the meeting by welcoming everyone, and explaining the rules of procedure and legal context in which the meeting was being held. He also directed members of the public viewing the meeting to the papers which could be found on the Council's Committee Management Information system (CMIS) webpage.

Councillor Bird also advised that the Cabinet would be trialling an e-voting system at this meeting whereby members would vote using an App for this purpose. He said that the voting would be formally recorded but would not be visible on the livestream therefore, the result of the voting would be verified and announced by the Democratic Services officer after each vote.

3669 **Minutes**

Councillor Bird moved approval of the minutes of the meeting on 9 December 2020 which was put to the vote and declared carried:

Resolved (unanimously)

That the minutes of the meeting held on 9 December 2020 copies having been sent to each member of the Cabinet be approved and signed as a correct record.

3670 **Declarations of interest**

There were no declarations of interest.

3671 **Local Government (Access to Information) Act, 1985**

Resolved (by assent)

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

3672 **Petitions**

No petitions were submitted

3673 **Questions**

No questions from the public had been received.

3674 **Forward plan**

The forward plan as at 8 February 2021 was submitted:

(see annexed)

Resolved (by assent)

That the forward plan be noted.

3675 **Crisis Support Provision for families in financial hardship during the Covid-19 Pandemic**

In attendance: Mr B. Hamer, Hamer Consultancy Ltd.
Ms E. Hopkins, Director, Customer Engagement

A report was submitted which provided an update on the outcome of an appraisal carried out by Mr B. Hamer from Hamer Consulting Limited, which explored the extent to which the local Crisis Support provision was meeting the needs of Walsall Residents.

(see annexed)

Councillor Bird welcomed Mr Hamer to the meeting.

Mr Hamer introduced himself and gave an overview of his working background which he said had given him the expertise to undertake this work. He advised that he was a member of the Walsall Enterprise Board, the Towns Fund Board for Bloxwich and had previously held the position of Independent Chair of One Walsall so knew the voluntary sector in Walsall well.

Mr Hamer gave a presentation outlining the findings of the appraisal in relation to Walsall Council's Crisis Support provision and the recommendations going forward as set out in appendix 1 to the report.

(see annexed)

Councillor Bird and Cabinet members thanked Mr Hamer for his work.

During the ensuing discussion, Councillor Perry said that having the Making Connections Walsall infrastructure in place before the pandemic had been key element of the support provision. He asked for a report to be prepared to enable Making Connections Walsall to continue for the next 12 months and to ensure that it was funded appropriately to sustain it in the future.

Cabinet members paid tribute to volunteers who had been working across the borough and in particular, those who had been helping, in very poor weather conditions, to take testing kits to residents in specific areas of the borough as a result of the Covid-19 variant.

Councillor Bird Moved approval of the recommendations which was put to the vote and declared Carried:

Resolved: (unanimously)

1) That Cabinet notes the outcome of the Independent Appraisal of the Crisis Support Provision for families in financial hardship during the Covid-19 Pandemic and endorses the recommendations listed in Appendix 1.

2) That Cabinet request a further report in 6 months' time on progress made.

3676 **Corporate Plan Delivery – Q3 update**

Councillor Bird presented a report which provided an oversight of the current levels of performance in the delivery of services aligned to the Council's corporate priorities and outcomes.

(see annexed)

Councillor Towe said that he was pleased to see that the Education Health and Care Plans backlog had been cleared and asked that his appreciation be recorded.

Councillor Bird took the opportunity to thank officers for their hard work to continue this work whilst dealing with the pandemic. In particular, he thanked the Chief Executive, Dr Helen Paterson, for her commitment and dedication during this time.

It was Moved by Councillor Bird, seconded by Councillor Andrew and:

Resolved (by assent)

That Cabinet notes the performance information provided in the appendix

3677 **Corporate Financial Performance 2020/21 and Covid-19 update**

Councillor Bird presented a report which provided the budget monitoring position for 2020/21 including an updated assessment of the impact of Covid-19 on the Council's financial performance and Covid-19 Government funding to address cost pressures and income losses.

(see annexed)

Councillor Bird Moved approval of the recommendations which was put to the vote and declared Carried:

Resolved (Unanimously):

That Cabinet:

1) Notes the additional funding allocated to Walsall as set out in sections 4.4 and **Appendix 1** of this report, and that this will be sufficient to cover the additional costs of supporting the council's Covid-19 response in the short term, assuming the current position does not continue beyond current forecast levels.

2) Notes the forecast impact of Covid-19 to November 2020 as set out in section 4.4 to 4.14, and that expenditure plans for all grants shown on Appendix 1 are completed to ensure spend is committed in accordance with respective grant conditions.

3) Approves £259k of additional costs in relation to vaccination centres to be funded from the Contain Outbreak Management grant, and £592k for the roll out of lateral flow testing in care homes, as set out in section 4.12.

4) Notes the draft forecast non Covid-19 service position is an underspend of £0.26m.

5) Approves the write off of debt as detailed in section 4.17.

6) Approves the amendments to the 2020/21 capital programme as set out in section 4.18

7) Notes the financial health indicator performance as set out in **Appendix 3**.

3678 **Corporate plan 2021-22**

Councillor Bird presented a report which set out the Council's one-year Corporate Plan for 2021-22.
(see annexed)

Councillor Bird Moved approval of the recommendations which was seconded by Councillor Andrew. The motion was put to the vote and declared Carried:

Resolved (unanimously)

1) That Cabinet supports the refreshed 2021-22 Corporate Plan, as appended to the report.

2) To recommend to Council: That the refreshed 2021-22 Corporate Plan be approved.

3) That authority be delegated to the Director of Public Health and the Leader of the Council to make minor amendments necessary prior to submission to Council.

3679 **Corporate Budget Plan 2021/22 to 2023/24, incorporating the Capital Strategy, and the Treasury Management and Investment Strategy 2021/22**

Councillor Bird presented a report which provided the revenue and capital resource envelope for delivery of the Council's aims and objectives and ensured that the statutory framework is met by recommending the statutory determinations and council tax bands, and capital programme to full Council.

(see annexed)

In presenting the report, Councillor Bird thanked both the officers involved in producing the Plan and his Cabinet members for their work.

Councillor Bird Moved approval of the recommendations which was seconded by Councillor Andrew and declared carried:

Resolved (unanimously):

1. That Cabinet note:

a) That at the time of despatch of this report, the final local government settlement for 2021/22 has not been received. (The final local government settlement for 2021/22 has been confirmed as 10 February 2021, and any changes will be included within the final papers to Council).

b) That at the time of despatch of this report, the precepting authorities (fire and police) had not formally notified the authority of their final council tax precept levels for 2021/22. (The council has been advised that they will be approved following meetings scheduled for early to mid-February, final figures may therefore be provided prior to or at the Council meeting of 25 February 2021).

c) That at the time of despatch of this report, the levy authorities, (Environment Agency and West Midlands Combined Authority - Transport Levy) had not formally notified the authority of their final demand for 2021/22. Estimates have been used for the Transport Levy based on informal communication, but these are subject to formal approval. (The final Transport Levy is expected to be approved early February, and will be included within the final papers to Council).

d) That the council tax base, set by the S151 Officer under officer delegations, is 70,809.41 for 2021/22.

e) The feedback from Overview and Scrutiny Committees on the draft capital programme and revenue budget and responses to recommendations, as set out in **Section A - Part 1** of this report.

f) The amendments to the budget arising from the Provisional Settlement, including additional savings identified since the October Cabinet report, as set out in section 4.25.

g) That Members must have due regard to consultation feedback and the public sector equality duty (Section 149 of the Equality Act 2010) when making budget decisions.

2. That Cabinet approve:

a) The attached report as set out in **Section A - Part 2 and Part 3**: The Findings from Budget Consultation: Financial Year 2021/22+ and Cabinet Responses and that Members have had regard to their duties in relation to consultation, and in relation to the public sector equality duty, in forming their budget recommendations.

b) That delegated authority be given to the S151 Officer to make any necessary amendments, after consultation with the Leader (portfolio holder for finance), to take account of the final local government settlement, final levies and precepts; final grant allocations and final technical guidance or legislation on the budget, and to make any necessary amendments to the statutory determinations and council tax bands to take account of those changes and the resulting final analysis of the budget and for these amendments to be submitted and therefore recommended to Council at its meeting on 25 February 2021, after consultation with the portfolio holder for finance (Leader of the Council).

c) Policy service changes as set out in Table 1 of this covering report, and instruct executive directors to implement these.

d) That delegated authority be given to the S151 Officer, after consultation with Leader of the Council and Chief Executive, to agree the council's final contribution to the West Midlands Combined Authority.

e) That members approve a commitment to Birmingham Airport Holdings Ltd (BAHL) to make a loan as set out within section 4.16, and sections 4.31 to 4.40 of this report, having due regard to the information provided in the Private Appendix, and that delegation is given to the S151 Officer after consultation with the Monitoring Officer and Leader of the Council to sign and enter into all legally binding agreements including any variations to the proposal that may arise during the shareholders governance process with BAHL.

3 **To approve <u>and recommend to Council</u>, subject to receipt of the final local government settlement, final precepts and levies, receipt of final grant allocations, technical/legislative guidance and final specific grant allocations (*substitute figures and resolution to be provided to Council by the S151 Officer to take account of any changes arising from these*) the following**:

3.1 *<u>Revenue</u>*

a) The financial envelope of resources for 2021/22 as set out in **Section B - Part 1** "The Revenue and Capital Budget Plan".

b) A Walsall Council net council tax requirement for 2021/22 of £132.55m and a 4.99% increase in council tax (inclusive of 3% precept for Adult Social Care).

c) That the recommendations of the S151 Officer in respect of the robustness of the estimates made for the purposes of the budget calculations and the adequacy of reserves **be approved**, including the levels of central contingency and an opening general reserve of no less than £16.64m, as set out in the S151 Officer Section 25 statement in **Annex 12** of the Budget Plan**.**

d) The (estimated) levies below for outside bodies and Cabinet **approve** that the final figures **be substituted** for these provisional ones once they are available at the Council meeting on 25 February 2021. (An estimate has been used within this report based on informal notification from the authorities).

LEVY	AMOUNT (£)
West Midlands Combined Authority Transport Levy	**11,183,812**
Environment Agency	**82,739**

e) The following statutory determinations (references are to the Local Government Finance Act, 1992 as amended), and subject to any final changes arising from receipt of final precepts and levies, receipt of final grant allocations, technical/legislative guidance and final specific grant allocations, **and Cabinet approve that these will be substituted** at the Council meeting on 25 February 2021 for the final figures once received:

I. **£657,732,870** being the aggregate gross expenditure, which the council estimates for the items set out in Section 31A(2) (a) to (f) of the Act.

II. **£525,187,089** being the aggregate income which the council estimates for the items set out in Section 31A(3) (a) to (d) of the Act.

III. **£132,545,781** being the amount, by which the aggregate at (e) (I) above exceeds the aggregate at (e) (II), calculated by the council in accordance with Section 31A(4) of the Act, as its council tax requirement for the year.

IV. **£1,871.87** being the amount at (e) (III) above**,** divided by the council tax base of 70,809.41, calculated by the council in accordance with Section 31B of the Act, as the basic amount of its council tax for the year (average council tax at band D).

V. Valuation bands

Being amounts given by multiplying the amount at (e) (IV) above by the number which, in the proportion set out in Section 5 (1) of the Local Government Act 1992, is applicable to dwellings listed in valuation band D, calculated by the council in accordance with Section 30 and 36 of the Act as the amounts to be taken into account for the year in respect of categories of dwelling listed in different valuation bands.

A	B	C	D
1,247.91	1,455.90	1,663.88	1,871.87
E	**F**	**G**	**H**
2,287.84	2,703.81	3,119.78	3,743.73

f) The draft precept from the Fire and Rescue Authority and the Police and Crime Commissioner, issued to the Council in accordance with Section 40 of the Local Government Finance Act, 1992, for each of the categories of dwelling shown below and Cabinet **approve** that the final figures **be substituted** once they are available at the Council meeting on 25 February 2021.

PRECEPTING AUTHORITY	VALUATION BANDS			
Police And Crime	A	B	C	D
	118.37	138.09	157.82	177.55
	E	F	G	H
	217.01	256.46	295.92	355.10
Fire & Rescue	A	B	C	D
	42.03	49.03	56.03	63.04
	E	F	G	H
	77.05	91.06	105.07	126.08

g) That having calculated the aggregate in each case of the amounts at (e) (v) and (f) above, the Council, in accordance with Section 30 (2) of the Local Government Finance Act 1992, hereby sets the amounts of council tax for 2021/22 for each of the categories of dwellings shown below and Cabinet **approve** that the final figures **be substituted** once the final precepts are available at the Council meeting on 25 February 2021.

A	B	C	D
1,408.31	1,643.02	1,877.73	2,112.46
E	**F**	**G**	**H**
2,581.90	3,051.33	3,520.77	4,224.91

h) That notice **be given** of the council tax within twenty one days of it being set by publishing details of the same in the "Express and Star" newspaper circulating in the Authority's area.

i) That the S151 Officer **be instructed** to take all necessary action in relation to council tax, community charge and national non-domestic rates, including, where appropriate, the signing of all documents, billing, the giving of notices and the taking of necessary steps to ensure collection thereof.

j) That the S151 Officer **be given delegated authority** to make transfers to and from reserves in order to ensure that reserves are maintained as necessary and in particular, adjusted when reserves are no longer required, or need to be replenished.

k) That, pursuant to Section 52ZB and 52ZC of the Local Government Finance Act 1992, the relevant basic amount of council tax for the Council is not excessive in relation to determining whether a referendum is required.

3.2 *Capital*

a) The allocation of capital expenditure plans as set out in **Section B - Part 1** "The Revenue and Capital Budget Plan" and that the capital and leasing programme as set out in **Annex 9 be approved** bearing in mind the principle that unless affordable from within current resources, specific projects funded by borrowing will not be commenced until a payback agreement is in place. Schemes funded from grant will commence when final allocations are published. Reserve list items will only commence should funding become available during the financial year.

b) That the S151 Officer be **given delegated authority** to determine how each source of finance is used to fund the overall capital programme and to alter the overall mix of financing as necessary, to maximise the flexibility of capital resources used and minimise the ongoing costs of borrowing to the council.

c) That the S151 Officer, after consultation with the Leader (portfolio holder for finance), be **given delegated authority** to release capital resources held back for any contingent items that may arise (earmarked capital receipts for essential or emergency spend), and also for any match funding requirements that may be required of the Council in order to secure additional external capital funding (e.g. bids for government or other funding).

d) The Capital Strategy set out in **Annex 8** of the Budget Plan **be approved**.

e) The Flexible Use of Capital Receipts Strategy set out in **Annex 11** of the Budget Plan be approved.

3.3 *Treasury Management*

1. **Section B – Part 2A** – The Treasury Management and Investment Strategy 2021/22 onwards, including the council's borrowing requirement, borrowing limits, and the adoption of the prudential indicators**, be approved**.

2. That decisions to effect movements between conventional borrowing and other long term liabilities, such as leases, **be delegated** to the S151 Officer.

3. That decisions to use capital receipts or borrowing within the framework of approved prudential indicators **be delegated** to the S151 Officer.

4. **Section B – Part 2B** – Treasury Management Policies**, be approved**.

3680 **A34 Walsall to Birmingham SPRINT (Bus Rapid Transit) Scheme – Phase 1**

Councillor Andrew presented a report which provided details of the proposed scheme on the A34 corridor route.

(see annexed)

Councillor Bird Moved approval of the recommendations which was seconded by Councillor Andrew. The motion was put to the vote and declared carried:

Resolved (unanimously)

1) That Cabinet agrees the designs for A34 SPRINT Phase 1 within Walsall Borough as described in Section 4 of the report and incorporating the highway works as set out in Table 2 in this report and as shown in the scheme drawings for the infrastructure works at **Appendix C**;

2) That Cabinet delegates authority to the Executive Director for Economy, Environment and Communities, in consultation with the Cabinet Member for Regeneration and the Local Highway Authority, to agree any changes to the detail of the SPRINT Phase 1 scheme designs with West Midlands Combined Authority who are acting in their capacity as project funder.

3681 **West Midlands Enhanced Partnership Plan and Scheme**

Councillor Andrew presented a report which sought agreement for the Plan and Scheme:

(see annexed)

Councillor Bird Moved approval of the recommendations which was seconded by Councillor Andrew. The Motion was put to the vote and declared carried:

Resolved (unanimously)

1) That Cabinet agrees to the making of the West Midlands Enhanced Partnership Plan in conjunction with TfWM / WMCA and the other local authorities subject to compliance with the relevant statutory objection and consultation processes for making the EP Plan in order to deliver improvements to bus travel as outlined in 'Strategic Vision for Bus' and deliver SPRINT in the A34 and A45 / B425 corridors annexed as **Appendix A**.

2) That Cabinet agrees to make the Enhanced Partnership Scheme for the A34(N) and A45 / B425 in conjunction with TfWM / WMCA and the other local authorities subject to compliance with the relevant statutory objection and consultation processes for making the EP Scheme annexed as **Appendix B**.

3682 **Contract for the Provision of Domestic Abuse Emergency Accommodation Support Service**

Councillor Wilson presented a report which sought approval to extend the contract.

(see annexed)

Councillor Wilson Moved approval of the recommendations which was seconded by Councillor Andrew. The motion was put to the vote and declared carried:

Resolved (unanimously)

1) That Cabinet approve the extension valued at £94,435 of the contract for the Provision of Domestic Abuse Emergency Accommodation Support Service with Accord Housing Association for the period 1 April 2021 to 30 September 2021.

2) That Cabinet delegates authority to the Executive Director of Children's Services to subsequently authorise the sealing or signing of any associated contracts, deeds or other related documents for the following contracts.

3) That Cabinet delegates authority to the Executive Director for Children's Services, in consultation with the Portfolio Holder for Regeneration, to authorise any variations to the contractual arrangements for the services identified above, should this be required at any time during the term, in line with Public Contract Regulations 2015 and the Council's Contract Rules.

3683 **Options for a transit site within Walsall**

A report was submitted:

(see annexed)

At this point, Councillor Bird stated that this was a policy decision and not a planning decision. He said that there were members of Cabinet who were members of the Planning Committee, therefore their comments would be confined to that of policy. He added that the Planning Committee would make their own independent assessment whether or not they supported any planning application which may go before them in the future.

Councillor Andrew presented the report. Cabinet members spoke in support of the recommendations.

Councillor Andrew Moved approval of the recommendations which was seconded by Councillor Wilson. The motion was put to the vote and declared carried:

Resolved (unanimously)

1) That Cabinet approve Option 2 and consequently, the submission of a planning application to construct a temporary traveller transit site at Narrow Lane.

2) That, subject to planning approval, Cabinet approve a budget of £160k for the construction of a traveller transit site in accordance with the planning consent.

3) That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities in consultation with the Deputy Leader of the Council, to award a contract for the provision of a traveller transit site at Narrow Lane.

4) That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities to enter into the contract, and to subsequently authorise the sealing, signing or variation of any deeds, contracts or other related documents for such services, within the approved budget envelope

3684 **Update 2 on Supplier Relief Payments to Contracted and Non-contracted Adult Social Care Providers**

Councillor Martin presented a report which sought approval to proposals in relation to the continuation of support to Adult Social Care providers and ensure continuity of care for service users.

(see annexed)

Councillor Martin Moved approval of the recommendations which was seconded by Councillor Bird. The motion was put to the vote and declared carried:

Resolved (unanimously)

1) That Cabinet approves funding of up to a further £900,000 for additional supplier relief to contracted and non-contracted Adult Social Care providers. This will be subject to agreed governance, as set out in this report. This additional supplier relief is projected to meet the demand from the adult social care market until 31st March 2021.

2) That Cabinet approves delegated authority to the Executive Director of Adult Social Care in consultation with the Portfolio Holder of Adult Social Care to enact these recommendations and subsequently authorise the sealing or signing of any associated contracts, deeds, variations and other related documents.

3) That Cabinet approves delegated authority to the Executive Director of Adult Social Care in consultation with the Portfolio Holder of Adult Social Care and the S151 officer to extend the flexible arrangements, within the approved budget envelope and in accordance with the Council's Constitution.

3685 **Sub-Regional Supported Accommodation Framework**

Councillor Wilson presented a report which sought approval for the Council to continue to be a member of the framework.

(see annexed)

Councillor Wilson Moved approval of the recommendations which was seconded by Councillor Bird. The motion was put to the vote and declared carried:

Resolved (unanimously)

1) That Cabinet approve Walsall Council to continue to be a member of the sub regional supported accommodation framework approach, where applicable, for 16 and 17 year old looked after young people in the process of leaving care and vulnerable and homeless 16 and 17 year olds supported by Children's Social Care.

2) That Cabinet delegate authority to the Executive Director of Children's Services, in consultation with the Portfolio Holder of Children's Services, to enter into call-off contracts with supported accommodation providers that successfully tender to Staffordshire County Council to join the Framework.

3) That Cabinet delegate authority to the Executive Director for Children's Services, in consultation with the Portfolio Holder for Children's Services, to subsequently authorise the sealing of deeds and/or signing of contracts and any other related documents for the provision of such services, as appropriate, including any agreement with the Staffordshire County Council to facilitate these services.

4) That Cabinet delegate authority to the Executive Director for Children's Services, in consultation with the Portfolio Holder for Children's Services, to authorise any variations to the contractual arrangements or other related documents for such services should this be required throughout the duration of the term of any contracts and provided they

are in line with the Council's Contract Rules and relevant Public Contract Regulations 2015.

5) That Cabinet delegate authority to the Executive Director of Children Services, in consultation with the Portfolio Holder for Children Services, to extend any existing arrangements, in line with the Council's Contract Rules and Public Contract Regulations 2015, where this is required to enable a successful transition from the existing framework agreement to the new one for these services.

3686 **Proposed High Needs Local Funding Formula 2021/22**

Councillor Towe presented a report which proposed an updated formal model for schools supporting pupils with identified special educational needs and disabilities (SEND).

(see annexed)

Councillor Towe Moved approval of the recommendations which was seconded by Councillor Bird. The motion was put to the vote and declared carried:

Resolved (unanimously)

1) That Cabinet approve the revised local high needs funding model, recommended by Schools Forum at their meeting on 12 January 2021 and set out in appendices A and B of this report.

2) That Cabinet approve the implementation of the proposed high needs funding model for 2020/21, as set out in section 4.5 of this report. Namely for all new EHCPs and all special school EHCP pupils from 1 April 2021 and for mainstream pupils with existing EHCPs through scheduled Annual Reviews from 1 April 2021 onwards.

3) That Cabinet approves to delegate authority to the Executive Director of Children's Services, in consultation with the Portfolio Holder for Education and Skills, to amend the final formula, within the total High Needs block funding that is available, to accommodate any protection that may be required if the request to disapply the Minimum Funding Guarantee is not supported by the Department for Education.

4) That Cabinet approves to delegate authority to the Executive Director of Children's Services, in consultation with the Portfolio Holder for Education and Skills, to agree the utilisation of any amount of available High Needs funding to support special schools and Pupil Referral Units in financial difficulty, as allowed within the High Needs Funding guidelines

3687 **Determination of the Scheme for Coordinated Admissions, and the Admission Arrangements for Community and Voluntary Controlled Primary Schools for the 2022/23 academic year**

Councillor Towe presented a report which set out the proposed scheme for co-ordinated secondary and primary admissions and midyear admissions.

(see annexed)

Councillor Towe moved approval of the recommendations wich was seconded by Councillor Bird. The motion was put to the vote and declared carried:

Resolved (unanimously)

1) That the proposed schemes as set out in **Appendix A** for inter-authority coordinated admissions for 2022/23 are approved.

2) That the admission arrangements for community and voluntary controlled primary schools for the academic year 2022/23, as set out in **Appendix B** of this report, are determined.

3) That Walsall Council informs all relevant stakeholders of the determination of its admission arrangements for the 2022/23 academic year in accordance with the provisions of the School Admissions Code 2014.

Private session

3688 **Exclusion of public**

Resolved (by assent)

That during consideration of the remaining item on the agenda, the Cabinet considers that the item for consideration is exempt information by virtue of the appropriate paragraph(s) of Part I of Schedule 12A of the Local Government Act, 1972, and accordingly resolves to consider the item in private.

3689 **Strategic Acquisitions – High Street Brownhills**

Councillor Andrew presented the report:

(see annexed)

Councillor moved the approval of the recommendations which was seconded by Councillor Craddock. The motion was put to the vote and declared carried:

Public Summary of Decision:

The Cabinet:

1) Delegated authority to approve the use of the Council's capital budget to cashflow all the final costs associated with acquisition of the third party land parcels

2) Authorised the use of Compulsory Purchase Powers under the Town and Country Planning Act 1990 to acquire any third party land to enable the redevelopment of the former Ravenscourt Shopping Centre, Brownhills

[Exempt information under paragraph 3 of Part I of Schedule 12A of the Local Government Act, 1972 (as amended)]

3690 **Willenhall Masterplan – Strategic Land Acquisitions**

Councillor Andrew presented the report.

(see annexed)

Councillor Andrew Moved approval of the recommendations which was seconded by Councillor Bird. The motion was put to the vote and declared carried:

Public Summary of Decision:

The Cabinet :

1) Noted the due diligence that had been completed as part of the stage 1 Baseline Review and noted the recommendation for further workstreams that include the development of a framework masterplan.

2) Authorised negotiations with landowners/occupiers of land interests, the outcome of which would be presented to Cabinet in a future report together with any budgetary and legal requirements

3) Delegated authority to the Executive Director Economy, Environment and Communities to amend the boundary of the site following title and other investigations in respect of this site.

[Exempt information under paragraph 3 of Part I of Schedule 12A of the Local Government Act, 1972 (as amended)]

3691 **Black Country Enterprise Zone – Gasholders site – next steps**

Councillor Andrew presented the report

(see annexed)

Councillor Andrew Moved approval of the recommendations which was seconded by Councillor Bird. The motion was put to the vote and declared carried.

Public Summary of Decision:

The Cabinet:

1) Approved the preparation of a procurement and delivery strategy, including Prior Information Notice (PIN), to determine the procurement route, the Council's role in the development and requirements for the appointment of a development partner for the delivery of the Gasholders site, facilitated by an external property consultant and legal advisors.

2) Approved the use of the Gasholders site on a temporary basis for meanwhile uses, the rental income from this being used towards the funding of the project delivery costs.

[Exempt information under paragraph 3 of Part I of Schedule 12A of the Local Government Act, 1972 (as amended)]

The meeting terminated at 8.07 p.m.

Chair:

Date:

Cabinet

Wednesday 17 March 2021 at 6.00 p.m.

Meeting via Microsoft Teams: Public access: https://youtu.be/YOhuNJnWq1Y

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 C. Towe,
Education and skills

Councillor R. Martin,
Adult social care

Councillor S. Craddock,
Health and wellbeing

Councillor T. Wilson,
Children's

Councillor B. Chattha
Personnel and
business support

Councillor O. Butler,
Clean and green

Democratic Services, The Council House, Walsall, WS1 1TW
Contact name: **Helen Owen** ☎ (01922) 654522 ✉ helen.owen@walsall.gov.uk
www.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	Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by a member in carrying out duties as a member, or towards the election expenses of a member. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Regulations (Consolidation) Act 1992.
Contracts	Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority: (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	Any tenancy where (to a member's knowledge): (a) the landlord is the relevant authority; (b) the tenant is a body in which the relevant person has a beneficial interest.
Securities	Any beneficial interest in securities of a body where: (a) that body (to a member's knowledge) has a place of business or land in the area of the relevant authority; and (b) either: (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or (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.

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. Minutes – 10 February 2020

3. Declarations of interest

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

   To agree that the public be excluded from the private session during consideration of the agenda items indicated for the reasons shown on the agenda.

5. **Petitions**.

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

6. **Questions**

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

From Katherine Moreton – question regarding Settled Status for EU citizens.

The deadline for EU citizens to register for Settled Status is 30th June 2021

Other councils are taking active steps to contact EU residents e.g. Brighton & Hove City Council have delivered a postcard to all addresses in the city, with a friendly message on the front, "We want EU citizens to stay in Brighton & Hove", and information sources, including phone numbers, on the back.

There are EU citizens registered on the Electoral Roll, but there may be others living in less formal circumstances such as sub-let's and HMO's and who may not be on the electoral roll.

Some EU citizens are working in roles where they have no formal contact with employers or HR resources to tell them about the new rules, such as self-employed tradesmen workers in the app-based gig economy.

I'm sure that the council would like all its EU citizens to continue to live their lives here.

With these points in mind, could the council leader give me the plan of action to contact Walsall's EU citizens so that nobody fails to apply before the end of June?

Then if I am allowed to ask additional questions then if like to ask these:

Can the council leader tell me about the resources, i.e. budget and officer time, that has been allocated to contacting EU citizens?

Can the council leader tell me what target has been set for the number of EU citizens to be successfully registered for Settled status in Walsall?

Can the council leader tell me how many of Walsall's EU citizens have been successfully registered to date?

From Shokt Fazal, Birchills Agenda 21 Vice Chairman

Question 1

As vice chair of Birchills agenda 21 can we ask for urgent action to be taken to reduce speeding related accidents in Bentley Lane Birchills. We had another Road collision on Saturday 13th February 21 between a bus and car. This has added to the numerous other incidents in 18 months. We have raised issues with local councillors but await council budget appraisal.

Question 2

Will the council executive , cabinet and chamber members agree to increase funding to Walsall council community litter group and recognise the Efforts of council officers Richard Upton and Beth Deeley and volunteer members.

We have gained Keep Britain Tidy community engagement award and this needs to be acknowledged by council executive team and best practice transferred to council depts.

7. Forward plan

Deputy Leader and Regeneration: Councillor Andrew

Key decisions

8. Black Country Tenancy Strategy

9. Voluntary Refugee Community Sponsorship Scheme for Walsall

10. Black Country Transport Hub Collaboration Agreement

11. West Midlands Strategic Transport Plan Settlement and Transport Capital Programme 2021/22

Deputy Leader and Community, Leisure and Culture: Councillor Perry

Key decision

12. Making Connections Walsall – contract extension

Health and wellbeing: Councillor Craddock

Non-Key decision

13. Mental Wellbeing impact of Covid-19 – progress on Action Plan

Personnel and business support: Councillor Chattha

Key decision

14. Professional Services provider for Capital Construction Projects – award of contract

Education and Skills: Councillor Towe

Key decision

15. Early Years Funding Formula

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Part II – Private session

Deputy Leader and Regeneration: Councillor Andrew

Key decisions

16. Regional Materials Recycling Facility - Coventry

    [Exempt information under paragraph 3 of Part I of Schedule 12A of the Local Government Act, 1972 (as amended)]

17. Black Country Enterprise Zone: Financial Borrowing

    [Exempt information under paragraph 3 of Part I of Schedule 12A of the Local Government Act, 1972 (as amended)]

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FORWARD PLAN OF KEY DECISIONS

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

8 March 2020

FORWARD PLAN

The forward plan sets out decisions that are termed as “key decisions” at least 28 calendar days before they are due to be taken by the Executive (Cabinet). Also included on the plan are other decisions to be taken by the Cabinet (“non-key decisions”). Preparation of the forward plan helps the Council to programme its work. The purpose of the forward plan is to give plenty of notice and an opportunity for consultation on the issues to be discussed. The plan is updated each month with the period of the plan being rolled forward by one month and republished. Copies of the plan can be obtained from Democratic Services, Walsall MBC, Council House, Walsall, WS1 1TW helen.owen@walsall.gov.uk and can also be accessed from the Council’s website at www.walsall.gov.uk. The Cabinet is allowed to make urgent decisions which do not appear in the forward plan, however, a notice will be included on the agenda for the relevant Cabinet meeting which explains the reasons why.

Please note that the decision dates are indicative and are subject to change. Please contact the above addressee if you wish to check the date for a particular item.

Cabinet responsibilities are as follows

Leader of the Council – Councillor Bird
Deputy Leader, Regeneration – Councillor Andrew
Deputy Leader, Resilient Communities – Councillor Perry
Adult social care – Councillor Martin
Children’s – Councillor Wilson
Clean and green – Councillor Butler
Education and skills – Councillor Towe
Health and wellbeing – Councillor Craddock
Personnel and business support – Councillor Chattha

The Cabinet agenda and reports are available for inspection by the public 7 days prior to the meeting of the Cabinet on the Council’s website. Background papers are listed on each report submitted to the Cabinet and members of the public are entitled to see these documents unless they are confidential. The report also contains the name and telephone number of a contact officer. These details can also be found in the forward plan.

Meetings of the Cabinet are open to the public. Occasionally there are items included on the agenda which are confidential and for those items the public will be asked to leave the meeting. The forward plan will show where this is intended and the reason why the reports are confidential. Enquiries regarding these reasons should be directed to Democratic Services (helen.owen@walsall.gov.uk).

“Key decisions” are those decisions which have a significant effect within the community or which involve considerable expenditure or savings. With regard to key decisions the Council’s Constitution states:

(1) A key decision is:

(i) any decision in relation to an executive function which results in the Council incurring expenditure which is, or the making of savings which are, significant, having regard to the Council’s budget for the service or function to which the decision relates or

(ii) any decision that is likely to have significant impact on two or more wards within the borough.

(2) The threshold for “significant” expenditure/savings is £250,000.

(3) A decision taker may only make a key decision in accordance with the requirements of the Executive Procedure Rules set out in Part 4 of this Constitution.

Dates of meetings

2020 28 October
9 December

2021 10 February
17 March
21 April

FORWARD PLAN OF KEY DECISIONS
APRIL to JULY2021(8.3.21)

1 7	2	3	4	5	6	
Reference No./ Date first entered in Plan	**Decision to be considered** (to provide adequate details for those both in and outside the Council)	**Decision maker**	**Background papers (if any) and Contact Officer**	**Main consultees**	**Contact Member** (All Members can be written to at Civic Centre, Walsall)	**Date item to be considered**
11/21 (8.3.21)	**Review of Achievements 2019-20:** To receive a review of some of the key achievements during the 2020-21 year in relation to the Council's Corporate Plan 2018-2021.	Cabinet Non-key decision	Helen Dudson Helen.dudson@walsall.gov.uk	Internal Services	Councillor Bird, Leader of the Council	21 April 2021
12/21 (8.3.21)	**Walsall Future High Street scheme** To seek approval of the full business case and funding package for Walsall's Future High Street scheme. *Private session report. Contains commercially sensitive information.*	Cabinet Key decision	Joel Maybury Joel.maybury@walsall.gov.uk Valdheer Rajania Valdheer.rajania@walsall.gov.uk	Internal Services	Councillor Andrew	21 April 2021
13/21 (8.3.21)	**Restart Scheme**: To note an overview of the new government Restart scheme and accept a sub-contract with the approved DWP Tier 1 Prime Provider for the Central West region.	Cabinet Key decision	Jane Kaur-Gill Jane.kaur-gill@walsall.gov.uk	Internal Services	Councillor Andrew	21 April 2021
14/21 (8.3.21)	**Willenhall Masterplan: Strategic Land Acquisitions** – in principle approval for	Cabinet	Willenhall Masterplan: Strategic Land	Internal services	Councillor Andrew	21 April 2021

	the use of Compulsory Purchase Order powers. *Private session report. Contains information relating to the financial or business affairs of a particular person*	Key decision	Acquisitions. (Private Report) Contact: Kauser AghaKauser.agha@walsall.gov.uk			
9/21 (2.1.21)	**Adult Social Care Call Electronic Call Monitoring System:** Approval of the extension to the Electronic Call Monitoring Contract for an additional year and delegate authority to make any variations as a result of statutory requirements	Cabinet Non-key decision	Hardeep Kainth 01922 658387 Hardeep.kainth@walsall.gov.uk.	Internal services	Councillor Martin	21 April 2021
15/21 (8.3.21)	**Shared Lives Model** - Permission to consult on a proposed new standardised scheme of payments to carers who support adults and young people in the carers own family home	Cabinet Key decision	Jeanette Knapper/Kirpal Bilkhu/Nigel Imber Kirpal.bilkhu@walsall.gov.uk	Shared Lives Carers, Shared Lives Service Users and families, internal services.	Councillor Martin	21 April 2021
16/21 (8.3.21)	**Direct Payment Support Service: award of contracts:** To delegate Authority to the Director of Adult Social Care to award contracts for the provision Direct Payment Support Services for a period of three years, with the option to extend on an annual basis for a further period of up to two years; and to agree a contract modification with existing DPSS providers for the period 6.10.21 up to 31.03.22 to allow for transition between new and outgoing providers; should this	Cabinet Non-key decision	Tracy Simcox Tracy.simcox@walsall.gov.uk Roberto Lusuardi Roberto.lusuardi@walsall.gov.uk	Staff, partner organisations, users, carers	Councillor Martin	21 April 2021

	be necessary.					
17/21 (8.3.21)	**Maintenance Contracts –**Award of contracts for General Building repairs and Fire Safety maintenance to commence from 1st June 2021. 3 + 1 + 1 contracts	Cabinet Key decision	Ian Lister Ian.lister@walsall.gov.uk	Internal	Councillor Chattha	21 April 2021
18/21 (8.3.21)	**Youth Justice Plan:** To agree the plan and refer to Council to approve.	Cabinet Council	Phil Rutherford Philip.rutherford@walsall.gov.ukk	Internal Services	Cllr Wilson	21 April 2021
19/21 (8.3.21)	**School Improvement and Moderation Service** : Delegate authority to Award of contract for the provision of School Improvement and Moderation Service from 01 September 2021 to 31 August 2023 with option to extend any part up to 3 years to 31 August 2026	Cabinet Key decision	Trudy Pyatt, Head of Inclusion Trudy.pyatt@walsall.gov.uk David DeMay, Children's Commissioner david.demay@walsall.gov.uk	Internal services Inclusion Centre, Alternative Provision providers	Cllr Towe	21 April 2021
20/21 (8.3.21)	**Provision of Alternative Education:** Delegate authority to award of contracts for the provision of Alternative Education from 01 August 2021 to 31 July 2025 with option to extend any part up to 2 years to 31 July 2027	Cabinet Non-Key decision	Alternative Provision Framework Contract Extension Cabinet Report on 15 July 2020 Trudy Pyatt Head of Inclusion Trudy.pyatt@walsall.g	Internal Council colleagues, Inclusion Centre, Alternative Provision providers	Cllr Towe	21 April 2021

			ov.uk			
21/21 (8.3.21)	**Pre-Audit Outturn 2020/21:** To inform Cabinet of the pre-audit revenue and capital financial outturn position for 2020/21 after revenue and capital carry forwards into 2021/22 and financial and treasury indicators for 2020/21.	Cabinet Non-key decision	Vicky Buckley 01922 652326 Vicky.buckley@walsall.gov.uk	Internal services	Leader of the Council	June 2021
43/18 (8.10.18)	**Lighting Invest to Save:** To consider proposals for a major investment in the highway lighting infrastructure by replacing all existing lighting with energy efficient LED lighting	Cabinet Key decision	Paul Leighton 07831 120871 Paul.leighton@walsall.gov.uk	Public, Walsall Public Lighting Ltd, industry companies, internal services.	Portfolio holder for Regeneration	June 2021
22/21 (8.3.21)	**Walsall Council Housing Allocations Policy:** To update the policy which sets the principles for the allocation of affordable housing	Cabinet Key decision	Neil Hollyhead 07943 500394 Neil.hollyhead@walsall.gov.uk	Public, Housing Associations, Internal Services	Portfolio holder for Regeneration	June 2021
23/21 (8.3.21)	**Corporate Financial Performance 2021/22, Covid-19 update and Budget Framework 2022/23 to 2024/25:** To report the financial position based on 2 months to May 2021, impact of Covid-19, and the budget framework for 2022/23 to 2024/25.	Cabinet Non-key decision	Vicky Buckley 01922 652326 Vicky.buckley@walsall.gov.uk	Internal services	Leader of the Council	July 2021
24/21 (8.3.21)	**Phoenix 10 Project**To seek authority for the award of a contract for Environmental Impairment Liability Insurance to support delivery of the project.	Cabinet Key decision	Joel Maybury Joel.maybury@walsall.gov.uk	Internal services	Portfolio holder for Regeneration	July 2021

	Private Session report: Contains commercially sensitive information					

Agenda item 8

Cabinet – 17 March 2021

Black Country Tenancy Strategy

Portfolio: Councillor Andrew – Deputy Leader, Regeneration

Related portfolios: None

Service: Money Home Job

Wards: All

Key decision: Yes

Forward plan: Yes

1. Aim

The aim of the Black Country Tenancy Strategy (Appendix A) is to enable a uniform approach across the Black Country Region for the administration of both Fixed Term Tenancies and Affordable Rents by registered providers of social housing.

2. Summary

2.1 The Localism Act 2011 requires the Council to publish a Tenancy Strategy (the "Strategy"). This legislation brought in the ability for registered providers of social housing (RPs) to provide Fixed Term Tenancies (FTT), and for the use of Affordable Rents. The Strategy sets out the matters that RPs should consider when developing their own tenancy policies. It should be noted that the majority of RPs in Walsall have either never introduced FTT, or have now adopted an approach of only using FTT in a minority of cases, for example rent to buy homes or certain supported accommodation.

2.2 The first Black Country Tenancy Strategy was produced in 2012 in partnership with Dudley, Sandwell and Wolverhampton councils, and was approved by this Cabinet on 24 October 2012. This approach was taken so that consistent guidance was provided to RPs who work in the Black Country. The requirement to have a Strategy is still in place, and so the four Black Country local authorities (LAs) have reviewed the Strategy. This review concluded that minor changes should be implemented, including lengthening the FTT review and notification period, and reaffirming our current requirement for social rent housing where possible, whilst accepting new external grant funded homes will be Affordable Rent. All four LAs are seeking approval of their respective Cabinets prior to the proposed implementation date of 1 April 2021.

2.3 This is a key decision because it affects more than two wards.

3. Recommendations

3.1 That Cabinet approve the Black Country Tenancy Strategy as set out in Appendix A

3.2 That Cabinet delegates authority to make any future minor amendments to the Strategy, if and when required, to the Executive Director Children's Services in consultation with the Deputy Leader, Regeneration.

4. Report detail - know

Context

4.1 The Localism Act 2011 introduced provision for flexible secure tenancies, referred to as Fixed Term Tenancies (FTTs), for RPs. These tenancies can be issued for fixed terms and, based on a set of specific criteria, can either be renewed or terminated at the close of the term. The legislation also brought in the use of Affordable Rents for social housing tenants (affordable rent conversions). Affordable Rents are calculated to a charge of up to 80% of the local private rented market level in accordance with set regulations, and are typically higher than social rents.

4.2 Section 150(1) of the Localism Act 2011 states that a local authority must publish a Tenancy Strategy setting out the matters to which RPs operating within their district must *'have regard'* when formulating policies relating to:

- the kinds of tenancies that they grant;
- the circumstances in which they will grant a tenancy of a particular kind;
- where they grant tenancies for a certain term, the lengths of the terms; and,
- the circumstances in which they will grant a further tenancy at the end of an existing tenancy

4.3 As the majority of RPs operating in Walsall also have stock across the rest of the Black Country, the Tenancy Strategy in 2012/13 was developed in partnership with Dudley, Sandwell and Wolverhampton Councils. This sub regional collaboration has the advantage that RPs operating across the Black Country Region will have standard guidance to work to. This approach has therefore again been adopted for the review of the Strategy, to produce a Black Country wide Tenancy Strategy that, in accordance with the legislation outlined in 4.2 above, sets out how RPs operating across the Black Country Region will be expected to administer both FTTs and Affordable Rents.

4.4 The review has concluded that the following key amendments should be made regarding FTTs:

- Reviews will take place at least nine months prior to the fixed term tenancy ending (instead of the current six).
- Tenants to be notified of the review outcome and the decision at least six months instead of three months before the fixed term tenancy ends
- To discontinue with the monitoring requirements. This has proved to be impracticable and difficult to administer since the current strategy took effect.
- To add greater clarity around the housing based situations that a decision could be taken not to renew a fixed term tenancy, including where:

    - The property is adapted and no-one residing at the property requires the adaptations
    - The financial circumstances of the tenant have changed to such an extent that other housing options would be more appropriate.
    - The tenant and/or their advocate do not engage in the FTT review process.
    - The tenant comes into legal ownership of another home or property.

4.5 The review has concluded that the following key amendments should be made to the administration of Affordable Rents:

- As a local authority, we currently expect that a proportion of new build affordable housing is social rent. However, we also understand that any rented homes provided by RPs which are funded through Homes England's Affordable Homes Programme will be Affordable Rent.
- Where affordability is an issue, as a local authority we expect the landlord to provide support to the tenant to enable them where possible to access and sustain the tenancy rather than exclude the household in the first instance
- That converting from social rent to affordable rent is not supported unless there is a direct link to the funding of additional affordable or social homes within the region

Council Corporate Plan priorities

4.6 The Strategy will contribute to the Council's priorities as follows:

- Communities are prospering and resilient with all housing needs met in safe and healthy places that build a strong sense of belonging and cohesion – the Strategy promotes long term and sustainable tenancies, rather than FTT.

Risk management

4.7 The Council is at risk of not meeting a statutory obligation unless it approves this Strategy. There are no specific risks for the Council associated with the content of the Strategy.

Financial implications

4.8 There are no financial implications for the Council.

Legal implications

4.9 Section 150(1) of the Localism Act states that all local authorities must publish a strategy that sets out the matters to which registered providers of social housing operating in their district must '*have regard'* when formulating policies relating to Fixed Term Tenancies and Affordable Rents. The adoption of the Strategy will ensure that the Council is not open to any form of legal challenge and maintains its statutory obligations in this context. The strategy will come into effect from 1 April 2021.

Procurement Implications/Social Value

4.10 There are no procurement implications for the Council.

Property implications

4.11 There are no property implications for the Council.

Health and wellbeing implications

4.12 The principles and actions contained within this report are in full accordance with the Marmot objectives. The advice to RPs to minimise both the use of FTTs, and conversion of social rent units to affordable rent, will help households to have secure, affordable and sustainable tenancies.

Staffing implications

4.13 There are no staffing implications for the Council.

Reducing Inequalities

4.14 The implications for reducing inequalities have been taken into account and assessed as set out in a detailed Equality Impact Assessment (EQIA). The EQIA does not show any negative impact for particular groups and is attached at Appendix B.

Consultation

4.15 Consultation has been carried out with Dudley, Sandwell and Wolverhampton Councils, and with all the main RPs operating across these areas. There have

been no objections to the revised Strategy from any of the RPs operating within Walsall. During the consultation exercise many RPs reported that they intended to reduce or discontinue with FTTs, largely on account of the administrative burden involved, and a number of others confirmed that they have not used the FTT option anyway.

5. Decide

A 'do nothing' option is not seen as viable, as it is a statutory requirement for a local authority to publish a Tenancy strategy.

6. Respond

If approved, then officers will work with local RPs to ensure that they understand the requirements and implications of the Strategy.

7. Review

The number and percentage of FTTs will be monitored on an annual basis.

Background papers
None

Author

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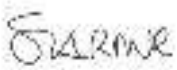
✉ neil.hollyhead@walsall.gov.uk



Signed
Sally Rowe
Executive Director
Childrens Services
March 2021

Signed
Councillor A Andrew
Portfolio Holder Regeneration

March 2021

APPENDIX A

Black Country Tenancy Strategy

Dudley MBC
Sandwell MBC
Walsall MBC
Wolverhampton City Council

Effective from: 1st April 2021

Black Country Tenancy Strategy

Overview

This Black Country Tenancy Strategy has been developed in response to the Localism Act 2011. Section 150 (1) to (8) sets out the issues and administration procedures to be followed by local authorities with regard to their Tenancy Strategy. Section 150 (1) of the Act states that a local housing authority in England must prepare and publish a strategy (a "tenancy strategy") setting out the matters to which the registered providers of social housing for its district are to have regard in formulating policies relating to—

- the kinds of tenancies that they grant;
- the circumstances in which they will grant a tenancy of a particular kind;
- where they grant tenancies for a certain term, the lengths of the terms; and,
- the circumstances in which they will grant a further tenancy at the end of an existing tenancy.

Section 150 (3) also states that local authorities must have regard to their tenancy strategy when delivering their housing management function.

The Localism Act introduced provision for a new flexible secure tenancy for registered providers of social housing referred to as a Fixed Term Tenancy (FTT). As the term suggests, these tenancies can be issued for fixed terms and, based on a set of fixed circumstances, can either be renewed (by way of ending the original tenancy and granting a new one) or terminated at the close of the term. The legislation also brings in the use of 'Affordable Rents' for social housing tenants that are set at up to 80% of the local private rented market level (in accordance with guidance set out in the relevant Affordable Homes Programme).

The purpose of this strategy is to indicate how these new freedoms will be used in a strategic way to make the best use of affordable housing[1] stock across the Black Country local authority areas consisting of Dudley, Sandwell, Walsall and Wolverhampton. All Registered Providers operating across the Black Country area will be expected to give regard to the objectives and principles set out in this strategy.

The overarching strategic objective of this strategy is to create a consistent and fair approach to the use of Fixed Term Tenancies and Affordable Rents across the Black Country Region in order to:

- help local households to meet their current and future housing needs
- encourage Registered Providers to invest in the Black Country to provide more affordable housing options
- create sustainable communities and continue to protect the vulnerable

We welcome the use of these powers, alongside the use of existing powers, where they can contribute to:

[1] See Glossary of Terms

- Making the best use of social housing stock
- Addressing issues such as under occupation or overcrowding
- Assisting tenants to improve their employability prospects and improve the economic circumstances of their household (by supporting access to training, employment, mentoring etc) which will widen the range of housing options that are available to them
- Encouraging and maintaining thriving sustainable communities

Use of tenancies and their duration

Housing providers should, where possible, offer the most secure form of tenure that is compatible with the purpose of the accommodation, the needs of the household and helps to build sustainable communities.

Local authorities and Registered Providers have the powers to use a wide range of tenancy types. Registered Providers have a range of tenancy options, including, for example, Secure, Assured, Assured Shorthold, Starter, Non-Secure and Demoted tenancies that have been used to good effect over the years. These should still be used as appropriate and Fixed Term Tenancies should not necessarily be the default tenancy type.

Each Black Country authority that has its own housing stock has developed its approach to using fixed term tenancies and as such there are no plans to introduce the wide scale use of fixed term tenancies. However, each authority continues to retain the right to use such tenancies where circumstances dictate that this may be the most effective way to utilise their housing stock.

Administration of Fixed Term Tenancies

The use of fixed term tenancies must be considered very carefully in order to ensure that communities are sustainable and the most vulnerable tenants or prospective tenants are provided with an appropriate type and length of tenancy to provide them with the protection and stability that they require to live successfully within their local community.

In order to achieve that, we require that:

- In accordance with government advice, any fixed term tenancy is offered for a minimum of five years plus any introductory/probationary or starter period. Tenancies of any shorter duration should only be issued in exceptional circumstances.
- A longer minimum fixed term be considered for those vulnerable tenants that may benefit from an additional period of stability, for example occupants of some supported housing schemes or households containing children of school age.

- Tenants in sheltered housing or Extra Care Housing will not be considered for fixed term tenancies.
- All prospective tenants be advised of the consequences of entering into a fixed term tenancy arrangement prior to the signing of the tenancy agreement.

Registered Providers will be expected to have procedures in place that will provide clear information to prospective tenants covering:

- the type of tenancy to be issued
- the reasons for issuing such a tenancy
- the grounds upon which a tenant may appeal the prospective landlord's decision
- the circumstances where a fixed term tenancy will be issued, the length of the term and the criteria used for review

Fixed term tenancy - review and termination

We expect that fixed term tenancies will be reviewed **at least nine months** prior to the tenancy end date.

The review process must give due regard to the need to create sustainable communities containing a range of households with mixed income levels. We have therefore not set any household income criteria within the tenancy review process. Each household should be assessed and advised on the range of housing options that are available to them and advice and assistance should be offered to higher income households so that they can consider staircasing into home ownership products if this is affordable and an expressed desire of the household.

We expect that there will be a **presumption that a new fixed term tenancy will be issued, upon review** unless the size or needs of the household are such that the property is unsuitable to continue to be occupied. Typically, though not exhaustive, the situations not to issue a further fixed term tenancy would include:

- The property is adapted and no-one residing at the property requires the adaptations
- The property is under-occupied
- The property is over-crowded
- The financial circumstances of the tenant have changed to such an extent that other housing options would be more appropriate.
- Breaches of tenancy or tenancy fraud are identified and legal proceedings have been commenced.
- The tenant and/or their advocate do not engage in the Fixed Term Tenancy review process.
- The tenant comes into legal ownership of another home or property.
- The tenant's behaviour during the fixed term of the tenancy has been unacceptable to the extent that they would not be accepted onto the council's housing register – for example sustained and documented anti-social behaviour.

In the circumstances where a tenancy may be terminated and no breach of tenancy has occurred, reasonable efforts must be made to offer suitable alternative accommodation.

The review should NOT be used as an alternative to using the legal remedies and proceedings that are available for the management of tenancies if there is sufficient time and evidence to commence the appropriate legal proceedings.

Existing tenants

We expect that in the main, all existing tenants who may wish to transfer to another social rented home will retain their existing level of security of tenure, even if the transfer is from one social landlord to another.

Review and appeal

Prior to the tenancy commencing, all tenants must be given information about the landlord's review process and the appeals process.

Summary

In summary, the Black Country Councils will expect Registered Providers to offer tenant's before they issue a Fixed Term Tenancy, during the tenancy, and prior to the end of the tenancy the following:

Prior to tenancy:

- Timely information and advice services are available to help people understand their housing options which should include, where appropriate, opportunities to move within and outside the social and affordable rent sectors e.g., into market rent or home ownership (including low cost).
- Clear criteria against which the decision to offer a further tenancy, at point of review, will be made.

During the tenancy

- Tenancy support, for example help with financial planning and money management advice.
- Referral to external support agencies where required.
- Periodic reviews to monitor any change in circumstances.

Prior to end of the Fixed Term period

- A clear and transparent review process which is understood by the tenant at the time of tenancy sign up.
- Information sharing between Registered Providers and the council when the decision not to issue a new tenancy has been taken. This must ideally be provided six months before the tenancy ends, to help to prevent homelessness.

- To make tenants aware that advice agencies may be able to support tenants in the tenancy review process.

Administration of Affordable Rents

Affordable rents

We acknowledge that the use of Affordable Rents is essential to the delivery of new social housing, especially the homes delivered under the Homes England Affordable Housing Programme arrangements. However, householders within the Black Country generally have low incomes and we expect landlords to take this into account and take a responsible view when determining when and how Affordable Rents (new build and conversions) will be used. Additionally, we expect, where possible, a proportion of new build development to be for social rent where they are not funded through the Affordable Housing Grant programme.

We expect landlords to offer prospective tenants the opportunity to discuss and evaluate if a tenancy at an Affordable Rent level is a sustainable housing option for them. Where affordability is an issue, we expect the landlord to provide support to the tenant to enable them where possible to access and sustain the tenancy rather than exclude them in the first instance.

Affordable rent conversions

The relevant local authority must be involved at an early stage in discussions about stock conversions and provided with details regarding the property type, location and proposed rent level prior to conversions being implemented. The participating local authorities want to ensure that all conversions are suitable and appropriate for their local areas.

Any decisions on implementation must give careful consideration to the sustainability of local communities. Fundamentally, we expect all housing providers to ensure that any Affordable Rents are genuinely affordable for local tenants. The number of conversions in each locality must be carefully managed to ensure that local housing estates continue to contain households with a mix of incomes and that the local community is sustainable.

Consideration should also be given in special circumstances to de-converting Affordable Rents in tenancies where tenants are struggling to meet rent levels on affordability grounds. Converting from social rent to affordable rent is not supported unless there is a direct link to the funding of additional affordable or social homes within the region.

Monitoring and Review

The Black Country authorities will review this strategy as and when required.

Further Information

This document should be read in conjunction with the relevant allocations, homelessness and other relevant policies.

A copy of this policy, or other related policies, is available for inspection, without charge to members of the public. Copies can be made available upon request. This information can be obtained from:

Dudley MBC
www.dudley.gov.uk
Dudley Council Plus 0300 555 2345

Sandwell MBC
www.sandwell.gov.uk
Housing Management – 0121 569 5190

Walsall MBC
http://cms.walsall.gov.uk/index/housing/housing_strategies_and_policies.htm
01922 655413 or HousingServices@walsall.gov.uk

Wolverhampton CC
www.wolverhampton.gov.uk/housing/strategy_performance/default.htm
01902 551155 or Housing.Strategy@wolverhampton.gov.uk

Glossary of Terms

Affordable Housing is defined in Annex 2 of the National Planning Policy Framework guidance – February 2019 MHCLG

Appendix B

Ref No.56/20

Equality Impact Assessment (EqIA) for Policies, Procedures and Services

Proposal name	**Black Country Tenancy Strategy**		
Directorate	Childrens Services		
Service	Money Home Job		
Responsible Officer	Vicki Mann		
Proposal planning start	October 2020	**Proposal start date (due or actual date)**	01/04/2021

1	**What is the purpose of the proposal?**	**Yes / No**	**New / revision**
	Show which category the proposal is and whether it is new or a revision.		
	Policy	**Yes**	**Updated Tenancy Strategy**
	Procedure		
	Guidance		
	Is this a service to customers/staff/public?	**Yes**	
	If yes, is it contracted or commissioned?		
	Other - give details		

2 What is the business case for this proposal? Please provide the main purpose of the service, intended outcomes and reasons for change?

Under Section 150 (1 to 8) of the Localism Act 2011 each local authority is required to produce and publish a Tenancy Strategy that sets out matters that Registered Providers (RPs) of social housing must 'have regard' to when formulating their policies in relation to:

- The kinds of tenancies that they grant
- The circumstances in which they grant a tenancy of a particular kind
- Where they grant tenancies of a certain term (fixed term), the lengths of the terms and the circumstances in which they will grant a further tenancy at the end of the term.

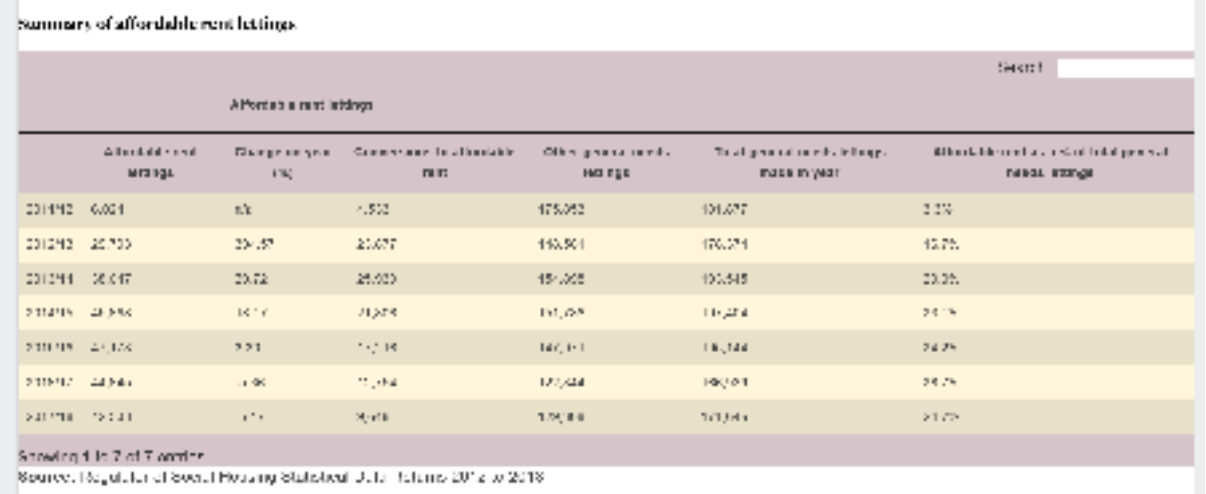
The four Black Country local authorities consisting of Dudley, Sandwell, Walsall and Wolverhampton are reviewing the Tenancy Strategy that is going to be applied across the local authority areas. The benefits of this are that many of the RPs operate in all four areas and there will be a coherence to the strategic objectives and guiding principles rather than all four areas adopting different strategies.

It should be noted that RPs must 'have regard' to the Strategy. In reality, this means that when RPs are developing their own policies they could choose to adopt or ignore elements of this strategy. It is assumed that each RP will produce an EQIA on its own policies and their impacts.

The RPs will be consulted about the content of the updated Tenancy Strategy and political sign off for all participating local authorities will be achieved prior to the proposed 01.04.2021 implementation date.

Since the implementation in 2012/13 implementation rates of the various providers range from some RPs adopting a policy of not implementing fixed term tenancies at all, to others doing selective use of Fixed Term Tenancies. RP's have indicated there will be minimal use of fixed Term Tenancies in the future. The rate of conversions to affordable rents has dwindled over the years since implementation and even at its height was not of a great concern to Walsall Council.

Nationally the rate of conversions is in decline. An analysis of the trends is discussed at length in this article :



https://www.socialhousing.co.uk/insight/insight/special-report-analysis-shows-10-fall-in-affordable-lettings-62025

An analysis of the Government's CORE data return summary for 2017/18 indicates that nationally 16% of RP new lettings to were on fixed term tenancies and 2% of lettings by local authorities.(1)

An analysis of the Government's CORE data return summary for 2018/19 indicates that nationally 17% of RP new lettings were to fixed term tenancies and 1% of lettings by local

1 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/759738/Social_Housing_Lettings_April2017_to_March2018_England.pdf

authorities. (2)

https://www.gov.uk/government/statistical-data-sets/local-authority-housing-statistics-data-returns-for-2017-to-2018

3 Who is the proposal likely to affect?

People in Walsall	Yes / No	Detail
All	**No**	The strategic policy will primarily impact upon people who will be accessing social housing from the date that the new Tenancy Strategy is implemented.
Specific group/s	**Yes**	
Council employees	**No**	
Other (identify)	**NA**	

4 Please provide service data relating to this proposal on your customer's protected characteristics.

Potential tenants could have any or none of the protected characteristics. The Government itself in its Impact Assessment 1 states that 'there are a number of uncertainties around the impacts that would follow through from the policy' because landlords considerable discretion as to what types of tenancies they can offer under existing legislation and the new powers within the Localism Act. The Government has indicated that around a quarter of annual general needs lettings are made to the elderly or households who have ongoing or have high support needs and they anticipate that these types of households will not generally be offered fixed term tenancies.

Age

The homelessness review identified that almost half of all homelessness applicants to whom a duty is accepted, are aged 25 – 44 years of age, just over one-third being aged 16-24, just over one-tenth are aged 45-59. Those aged 60 years and older equal about 4%.
During the past five years applications from those aged 25-44 have increased by 6% and those aged 16-24 have increased by 47% (falling in the past 12 months by 16%).

When compared to population data the age profile of homeless applicants suggests that young people are disproportionally impacted by homelessness compared to other age groups.

The Government's Impact Assessment in relation to social housing states that 'Lettings of supported housing, which is used to assist particularly vulnerable households, is unlikely to be affected by the legislation.' Core summary data for 2017/18 indicates that nationally 3.6% of new lettings were for housing designated for older people. We do not anticipate using fixed term tenancies in supported or sheltered housing for the elderly and this wider strategic intention is written into the Tenancy Strategy so it is unlikely that any older person has been disadvantaged by the Tenancy Strategy.

Disability

Roughly 5% of homeless acceptances were classed as having physical ill health or disability. It is unlikely that people with a disability would be affected by the Tenancy Strategy due to adaptations in place in the property.

Race, Religion or Belief

	Just over three-quarters (77%) of people accepted by the local authority as being owed the main housing (homelessness) duty, were of a white ethnic origin. The remaining one-quarter (23%), were from black or other minority ethnic origins. Compared to the overall population of Walsall, for which 81% are of a white ethnic origin and 19% are from black or other minority ethnic origins, the persons of the latter type of ethnic origin have a disproportionally higher likelihood of becoming homeless. Persons of a white and Asian or Asian British ethnic origin being homeless have increased (by 10% and 36% respectively) during the past five years, where persons from black or black British, mixed, or other ethnic origin have reduced (by 17%, 18% and 100%) during the same time-period. <u>Sexual Orientation and Gender Reassignment</u> The homelessness review did not specifically review sexual orientation or gender reassignment of homeless applicants. There is no reason to consider that the proposed actions would have a negative impact upon individuals with these protected characteristics. <u>Marriage, Civil Partnership, Gender, Pregnancy and Maternity</u> We do not have sufficiently robust data at this stage to do any meaningful analysis as social housing is allocated on the basis of overall housing need rather than this specific characteristic.
5	**Please provide details of all engagement and consultation undertaken for this proposal. (Please use a separate box for each engagement/consultation).**
	It is up to each Registered Provider to consult its customers and potential customer on the implementation of fixed term tenancies. Discussions between RP's and Walsall Council indicate that some organisations made the decision not to implement fixed term tenancies. In addition to this, any nomination from the local authority to the Registered Providers would have involved the nominee being made aware of the nature of the fixed term tenancy that was being offered. Any household applying for housing through the whg choice based lettings system (called choose and move) would have been provided with information about the tenancy type and this would have been considered by the applicant prior to bidding and the letting occurring. The household could also have chosen not to bid for that property and bid for other social housing that was on offer with a secure or assured shorthold tenancy.

6	**Concise overview of all evidence, engagement and consultation**

We do not intend to collect any additional information at the local level as the impact of conversions to affordable rent and fixed term tenancies is relatively minor in the Borough. We will review this position if it becomes apparent to us that either are increasing.

Census 2011 - Household Tenure (Source: Table KS402EW)
https://www.ukcensusdata.com/walsall-e08000030/tenure-ks402ew

All Households	Area No.	%
Owned Outright	33516	31
Owned With a Mortgage or Loan	33749	31
Shared Ownership (Part Owned and Part Rented)	601	0.6
Social Rented	25967	24
Rented From Private Landlord or Letting Agency	11553	11
Other Private Rented	1,036	0.96
Living Rent Free	1420	1.3
Total	107842	

In the 2011 Census 24% of households were social rented households.

7	**How may the proposal affect each protected characteristic or group? The effect may be positive, negative, neutral or not known. Give reasons and if action is needed.**			
	Characteristic	**Affect**	**Reason**	**Action needed Yes / No**
	Age	Neutral	The under 35's are a group which are affected by a number of welfare reforms and receive reduced levels of benefit. They are therefore more likely to be affected by the Black Country Tenancy Strategy. As there are very few fixed term tenancies the impact would be minimal.	N
	Disability	neutral	28% of all customers in	N

			poverty have a disability (report commissioned JR Foundation 2016) https://www.disabilityrightsuk.org/news/2016/august/half-people-poverty-are-disabled-or-live-disabled-person. Disabled people are therefore more likely to become homeless than non-disabled people. However, they would have an adapted property suited to their needs so would not be affected by the Tenancy Strategy or fixed term tenancies.	
	Gender reassignment	neutral	The homelessness review did not specifically review gender reassignment of homeless applicants. There is no reason to consider that the proposed actions would have a negative impact upon individuals with these protected characteristics. Data to be collected where possible.	Y
	Marriage and civil partnership	neutral	We do not have sufficiently robust data at this stage to do any meaningful analysis as social housing is allocated on the basis of overall housing need rather than this	Y

			specific characteristic.	
	Pregnancy and maternity	neutral	We do not have sufficiently robust data at this stage to do any meaningful analysis as social housing is allocated on the basis of overall housing need rather than this specific characteristic.	Y
	Race	Positive	31% of children from Asian and Black backgrounds live in low income households compared to 11% of white households. Black ethnic groups make up 7% of the homeless but are only 2.4% of the resident population. Social housing is allocated on the basis of overall housing need rather than this specific characteristic.	Y
	Religion or belief	neutral	No information specific data is available and so the impact is not currently known Social housing is allocated on the basis of overall housing need rather than this specific characteristic.	Y
	Sex	neutral	Women are more likely to experience homelessness than men.	N
	Sexual orientation	neutral	No information specific data is available and so the impact is not currently known.	Y
8	**Does your proposal link with other proposals to have a cumulative effect on particular equality groups? If yes, give details.**			(Delete one)

			Yes
	None that we are aware of.		
9	**Which justifiable action does the evidence, engagement and consultation feedback suggest you take?**		
	A	**No major change required**	
	B	**Adjustments needed to remove barriers or to better promote equality**	
	C	**Continue despite possible adverse impact**	
	D	**Stop and rethink your proposal**	

Action and monitoring plan				
Action Date	**Action**	**Responsibility**	**Outcome Date**	**Outcome**
01/04/2021	Continue to collect equality data on protected characteristics	**MHJ**	**Qtrly**	What outcomes have been achieved

01/04/2021	Monitor the number and percentage (of all social lets) of fixed term tenancies	**MHJ**	**Annual**	Demonstrate minimal use of fixed term tenancies, ensuring that households instead have access to secure and sustainable tenancies

Update to EqIA	
Date	**Detail**

Contact us

Consultation and Equalities
Resources and Transformation

Telephone 01922 655797
Textphone 01922 654000
Email equality@walsall.gov.uk
Inside Walsall: http://int.walsall.gov.uk/Service_information/Equality_and_diversity

Agenda item 9

Cabinet – 17 March 2021

Voluntary Refugee Community Sponsorship Scheme for Walsall

Portfolio: Councillor Andrew – Deputy Leader, Regeneration

Related portfolios: Councillor Perry – Deputy Leader, Resilient Communities

Service: Money Home Job (MHJ)

Wards: All

Key decision: Yes

Forward plan: Yes

1. Aim

To seek approval and support for the Home Office led Voluntary Refugee Community Sponsorship Scheme for Walsall.

2. Summary

2.1 The UK Community Sponsorship scheme was launched in July 2016 by the Home Office. The scheme allows specific community groups to sponsor and support refugee families directly in a bid to deliver resilient and integrated members of the community. The community sponsors secure their own residential unit, raise an initial £9,000 investment, and provide a holistic package of support to the individuals when they arrive. The Government provide one off tariff payments to the local authority to cover estimated additional education and health costs in the first year. The Community sponsors are also responsible for ensuring English language tuition, and helping the individuals access all relevant services.

2.2 The Council's role includes writing a letter of consent to the Home Office in support of the application, and viewing the proposed property to ensure it is suitable and safe. The council is not being asked to approve the application for the Community Sponsor Group or to conduct security checks on the Group members as the Home Office do this through a rigorous application process.

2.3 The scheme is an additional pathway for the refugee community through the Vulnerable Person Resettlement Scheme (VPRS) and allows community sponsor groups to welcome new communities. The VPRS scheme is a voluntary Home Office led scheme, which looks at settling refugees from

different countries into the UK. Walsall Council already has a history of helping refugees. In 2016 this Cabinet approved the resettlement of 20 Syrian refugees within Walsall through VPRS. Walsall has also housed 1 individual as at September 2020 through the Voluntary Child Resettlement Scheme (VCRS). Walsall is also a voluntary asylum dispersal area with 461 individuals being helped as at September 2020 through the Home Office and their commissioned accommodation provider, Serco and support provider, Migrant Help.

2.4 This is a key decision as it affects all wards in the borough.

3. Recommendations

3.1 That Cabinet approve and agree to be part of the government's Voluntary Refugee Community Sponsorship Scheme and endorse the process for Walsall as detailed in Appendix A.

3.2 That Cabinet delegates authority to the Director of Customer Access Management in consultation with the Portfolio Holder for Regeneration to subsequently authorise the approval of any Community Sponsor Group applications and to support the selection of Community Sponsored refugee applicants through the Home Office process.

3.3 That Cabinet delegates authority to the Director of Customer Access Management, in consultation with the Portfolio Holder for Regeneration to authorise any variations to the draft process (Appendix A).

4. Report detail - know

Context

4.1 Community Sponsorship was launched as an additional voluntary mechanism allowing for Home Office and local authority approved community groups to facilitate the sponsorship of a refugee household taking on direct responsibility for a 12 month period, for all housing and support needs. The refugees arrive through the VPRS. The national VPRS was launched in January 2014 and has helped those in the greatest need, including people requiring urgent medical treatment, survivors of violence and torture, and women and children at risk. In September 2015, the UK government pledged to resettle 20,000 Syrians in need of protection through the VPRS. The council helped resettle 20 Syrian refugees through VPRS, and these individuals have successfully integrated into communities, accessed further education and some have entered the job market.

4.2 Of those resettled under the VPRS and VCRS in the year ending September 2020, 104 refugees were resettled in the UK through the Community Sponsorship scheme and since the scheme began in July 2016, a total of 449 refugees have been resettled by community sponsor groups. The community

sponsorship scheme enables community groups including charities, faith groups, churches and businesses to take on the role of supporting resettled refugees in the UK and directly involved in supporting the resettlement of refugees fleeing conflict and in need of protection in the UK. It encourages innovation and community led resettlement that has the potential to promote positive resettlement outcomes, both for the resettled families and local communities. All resettled families are granted Refugee status, meaning they will have the right to work and to claim relevant welfare benefits on arrival to the UK.

4.3 Reset is the UK's Community Sponsorship training, support and advice provider, funded by the Home Office. As well as working with Community Sponsorship volunteers, Reset also provide services to Local Authorities and Lead Sponsors who work alongside volunteers to facilitate Community Sponsorship. Reset will work with the community sponsor group and with the local authority throughout the application process and is also responsible for providing mandatory training for the community sponsor group to ensure a consistent level of knowledge and skills across all community sponsor groups.

4.4 Community sponsors must be local registered charities or community interest companies and are responsible for all elements of resettling the family. This includes providing accommodation, meeting the family at the airport, providing a welcoming and culturally orientated service in the community, providing English language tuition, supporting access to medical and social services and empowering communities towards gaining employment. Community sponsors are required to also provide at least £9000 in funding to meet some of the financial needs of the resettled family and have a detailed, credible and realistic plan to illustrate how they will deliver effective resettlement support to a resettled family.

4.5 Community sponsors need to be approved as a sponsor through an application process, which is assessed by the Home Office who has the responsibility of ensuring checks and relevant processes are in place. Community sponsors also require written consent of the local authority in the area where the resettled family will live. The Home Office guidance states the grounds on which a local authority might object to the community sponsor application which include having insufficient capacity to provide certain crucial local services in the proposed housing area (e.g. lack of school places) and concerns about community tensions in the proposed housing area. The local authority can also object to an application where they have reason to believe that the organisation is not suitable to undertake the resettlement of vulnerable adults and children, or another appropriate reason.

4.6 If a community sponsor meets all of the criteria, they will be approved by the Home Office and will be allocated a family. This family will generally not have complex needs to make the process accessible for the community group. The Home Office will review the community sponsor approval after six months and if they have not been allocated a resettled family within this time they may be asked to submit a new application. The draft approval process is summarised in Appendix A of this report.

4.7 The council plays a key role for those settling through this scheme and also supports and plays an important enablement role in partnership with the Community Sponsor Group. The key roles of the council include:

- Assisting the community group in ensuring their safeguarding measures are fit for purpose, and include any relevel local level changes. The community sponsor will be asked to submit their safeguarding policy to the councils Safeguarding Team to comment on. Should the Safeguarding Team be unable, to do this, it will be checked by the Home Office;
- Play a role as a first point of call for the services on offer for newly arrived families;
- Approve the family arriving into the area;
- Submit claims to the Home Office for funds covering education for children and young people and for English to Speakers of Other Languages (ESOL) for adults;
- Write a letter of consent to the Home Office for the Community Sponsorship Group to submit alongside their application;
- View the property for the family they will be supporting and conduct an inspection to ensure the property is suitable and safe.

4.7 The council is not being asked to approve the application for the Community Sponsor Group or to conduct security checks on the Group members as the Home Office do this through a rigorous application process.

Council Corporate Plan priorities

4.8 The Community Sponsorship scheme will contribute to the council's priorities as follows:

- Economic growth for all people, communities and businesses – the Community Sponsor will be required to work with incoming servicer users in particular working to increase employment prospects and to provide access to education opportunities.

- People have increased independence, improved health and can positively contribute to their communities – the Community Sponsor will be required to ensure a suitable move on plan is in place preventing homelessness, support in maintaining a tenancy, promoting independence and can improve mental and physical health and wellbeing.

- Communities are prospering and resilient with all housing needs met in safe and healthy places that build a strong sense of belonging and cohesion – the community sponsor is responsible for ensuring the refugees are integrated into communities and therefore will enhance community cohesion.

Risk management

4.9 A number of risks are present such as a breakdown in agreement between the household and support provider. In this case, the council would be required to intervene and take on responsibility for ensuring support is in place for the household. The council has the option to draw down Home Office tariffs to meet the costs. In order to mitigate this risk regular liaison by MHJ, with the Home office, Community Sponsor and the incoming service users will take place.

4.10 At the end of the initial 12-month period, if the Community Sponsor is unable to help facilitate a move on option for housing this could result in vulnerable households not having suitable accommodation and a potential homeless case. In order to reduce this risk the council is requiring the community sponsor to detail a move on plan for the service user(s) after an initial 6 months.

Financial implications

4.11 The council will claim a number of tariffs, which will be used to help support the resettlement of the household in line with the Home Office Funding Instructions 2020/2021. The tariffs can only to be claimed on the service users entry to the UK and are one-off, year 1 tariffs. The council is responsible for drawing down the tariffs and distributing to the relevant service. The tariffs are set amounts and are for:

- Education – for qualifying children (£4500 per child 5-18 year olds and £2,250 per child for children aged 3-4 funding (under 3 no payment)
- Adult Education – for each qualifying adult £850 is drawn down for ESOL
- Walsall's Clinical Commissioning Group (CCG) - to support healthcare provision the tariff is set at £2600 per person for the General Practitioner (GP) in the area and will be transferred to the GP by the council.

The council can claim Exceptional Cost payments in order to cover social care or special educational needs provision for refugees. There is no minimum or maximum amount that can be claimed but Exceptional Costs cannot be claimed for support provided to a Refugee that would normally be funded through health or education funding or through welfare payments. The council will need to ensure any incurred Exceptional Costs should be sought with written agreement from the Home Office or risk having the claim rejected.

Costs of administering the Community Sponsorship scheme are expected to be minimal and will be covered from existing budgets within Money Home Job. However, if the placement should fail the council will have the option to draw down tariffs from the Home Office to accommodate the households and provide support as detailed in Appendix A

Legal implications

4.12 There are no direct legal implications for the council arising out of the report. However, the council will be required to ensure any funding tariffs are utilised appropriately and in line with Home Office funding requirements.

Procurement Implications/Social Value

4.13 There are no procurement implications for the council as the core process is managed by the Home Office.

Property implications

4.14 There are no direct property implications for the council arising out of this report. However, if a placement should fail the council may be required to support housing need either through the use of temporary accommodation or potentially through a homeless application.

Health and wellbeing implications

4.15 Migrant groups in general are more likely to be affected by health inequalities. National research demonstrates refugees are at an increased risk of mental health problems and low subjective well-being. Living circumstances in the host country are thought to play a vital role in shaping these health outcomes, which, in turn, are prerequisites for successful integration. The Community Sponsor will be required to ensure through effective support planning the health and wellbeing outcomes are addressed and refugee service users are signposted effectively.

Staffing implications

4.16 There are no direct staffing implications for the council. There will be a requirement for internal service consultation on applications and the co-ordination of the process will be met within existing MHJ resources.

Reducing Inequalities

4.17 The implications for reducing inequalities have been taken into account and assessed as set out in a detailed Equality Impact Assessment (EQIA) conducted in January 2021. The EQIA shows positive impacts for Black and Minority Ethnic (BAME) communities in particular for those families with children and disabled groups who are more likely to be selected through the scheme.

Consultation

4.18 Consultation has been carried out internally with Adult Social Care, Childrens Services Public Health and Communities Directorates on the proposal, and they are supportive of the Voluntary Refugee Community Sponsorship Scheme. In addition, in January 2021 a prospective community sponsor group applicant was consulted on the draft process and have supported the councils approach. The feedback from the community group has been incorporated into Appendix A to reflect the needs of our customers.

5. Decide

The scheme is not a mandatory scheme and the number of refugee applicants from the scheme do not form part of any subsequent pledges made by the council through the wider VPRS scheme. The council has the option of not rolling out a Community Sponsorship scheme for Walsall.

6. Respond

If approved, then the necessary process will be implemented. The council has one applicant (as at January 2021) in Walsall who has expressed an interest to become a Community Sponsor.

7. Review

Usage and outcomes of the service will be monitored by MHJ, including details on applicants to Community Sponsorship and those who have been selected by the scheme will be reviewed quarterly.

Background papers
Appendix A - Walsall Council Community Sponsorship Approval Process

Author

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Signed
Sally Rowe
Executive Director
Childrens Services
March 2021

Signed
Councillor A Andrew
Portfolio Holder Regeneration

March 2021

Appendix A

Walsall Council Community Sponsorship Internal Approval Process
February 2021

Introduction

The Home Secretary launched the Vulnerable Persons Resettlement Scheme (VPRS) in January 2014, and invited all local authorities in the UK to participate. A limited number of authorities joined and the first refugees arrived in the UK in March 2014. In response to the conflict in Syria in September 2015, a significant extension of the VPRS was announced by the government to resettle up to 20,000 individual refugees over five years and requested local authorities to assist. The Home Office introduced a voluntary Community Sponsorship Scheme in 2016 whereby local community groups can take responsibility to welcome and support refugees from Syria and the surrounding region directly into their communities. This complements resettlement work undertaken by local authorities as part of the VPRS and responds to communities wanting to play a greater role in refugee resettlement.

Nationally VPRS is targeted to be completed by the end of February 2021 and be placed by a new amalgamated scheme. Funding for resettlement beyond VPRS will remain unchanged. The Home Office will communicate and consult with their partners in advance if changes to funding are anticipated. The Home Office is also aiming to increase the amount of Community Sponsorship as part of the overall resettlement package (but numbers will continue to be counted outside of the resettlement figures).

In order to help deliver the community sponsorship scheme in Walsall, the council is required to play an active role in the selection process supporting the Home Office. The council will need to consider providing consent to the community sponsor at two stages of their application. The first stage is to consent so that the group can operate as a community sponsor in the area. The second stage is to agree that the group can accept the refugee family/household; once the Home Office has formally approved the community sponsor group.

Reset is the UK's Community Sponsorship training, support and advice provider, funded by the Home Office. As well as working with Community Sponsorship volunteers, Reset also provide services to Local Authorities and Lead Sponsors who work alongside volunteers to facilitate Community Sponsorship. Reset will ensure the Home Office required training is in place with the community sponsor and act as appoint of contact for the council for any issues relating to the Community Sponsorship scheme.

Community sponsors must be local registered charities or community interest companies and are responsible for all elements of resettling the family. This includes providing accommodation, meeting the family at the airport, providing a welcome and cultural orientation, providing English language tuition, supporting access to medical and social services and support towards gaining employment. Community sponsors must also provide at least £9,000 in funding to meet some of the financial needs of the resettled family and a detailed and credible plan to illustrate how they will deliver effective resettlement support to a resettled family. Community sponsors will need to be approved as a sponsor through a Home Office led application process. Community sponsors also require written consent of the council in the area where the resettled family will live.

Successful integration of refugee families is a key concept; we encourage the sponsor to integrate the refugees in the voluntary and community activities available to them on a local

and borough wide level. This will include providing opportunities for mixing with other communities across Walsall.

Property Requirements

The property will need to be in a suitable area in order to ensure integration and help to build strong and prosperous communities and can include a private or social let. The property will be inspected by the council's Housing Standards Team and any repair work will be required to be completed and copies of relevant certificates including for gas, electricity and Energy Performance Certificate which must be provided in advance of the family moving in. All units of accommodation will need to conform to relevant housing, building control, planning and other relevant standards including the Housing Health and Safety Rating System and properties are free from any Category 1 and Category 2 hazards. Additionally no properties should be band E to G inclusive as rated by Energy Performance Standards.

If any property is to be occupied by unrelated persons who share a toilet, kitchen or bathroom and thereby forming a House in Multiple Occupation (HMO) then relevant fire safety measures will also need to be put in place before it becomes occupied. The Housing Standards Team can provide advice on this.

The council will support those providers who are able to ensure properties are affordable where possible at or below Local Housing Allowance rates. For properties where this is not possible the top up must be affordable to the family unit to ensure sustainability of tenancy.

Safeguarding

The council will require the Community Sponsor to provide a copy of their Safeguarding policy which the councils local safeguarding board will assess and provide any local arrangement to the community sponsor. The Home Office is responsible for ensuring relevant checks and safeguarding issues are followed through.

The council will also assess and provide support in respect to any special educational needs, and any adult and children social care needs. The council will draw down any additional funds to support health or special educational needs. There will also be a legal duty to provide school places to children of compulsory school age.

Funding

The council will claim a number of tariffs, which will be used to help support the resettlement of the household in line with the Home Office Funding Instructions 2020/2021. The tariffs can only to be claimed on the families/clients entry to the UK and are one-off, year 1 tariffs (claimed through the MoveIt portal):

Education –for qualifying children (£4500 per child 5-18 year olds and £2,250 per child for children aged 3-4 funding (under 3 no payment). The council has the discretion to either to transfer this to a set school or to the central education teams (at the councils discretion). The tariff can be used for related expenditure such as (free school meals, uniforms or extra classroom support)

Adult Education – for each qualifying adult £850 is drawn down for English for Speakers of Other Languages (ESOL) – this can be sent to the provider of ESOL at the councils discretion. The Community Sponsor will be required to ensure liaison with the councils ESOL coordinator in ensuring the type of provision meets the needs of the customer.

Walsall's Clinical Commissioning Group (CCG) - to support healthcare provision the tariff is set at £2600 per person for the General Practitioner (GP) in the area and will be transferred to the GP by the council.

The council can claim Exceptional Cost payments to cover social care provision for refugees. There is no minimum or maximum amount that can be claimed but Exceptional Costs cannot be claimed for support provided to a Refugee that would normally be funded through health or education funding or through welfare payments. The council will need to ensure any incurring Exceptional Costs should be sought with written agreement from the Home Office or risk having the claim rejected.

Break Down of placements or Move On

The community Sponsor is responsible for notifying the council of any breakdown in support and help transition the client(s) to local authority support in the first year. The Community Sponsor will notify the council of any families/Clients who have additional support needs (health or education) which may be beyond the first year of support. The council may be required to draw on any additional funds from the Home Office to cover this arrangement and also for years 2-5. After an initial 6 months the community sponsor is required to address a housing move-on plan for the client.

In the case of not being able to adequately provide move on accommodation after the initial year the Community Sponsor will ensure the council is notified through the councils duty to refer process of any families at risk of becoming homeless. It is essential the council be notified in advance (12 weeks prior) to the end of the tenancy if there is a housing need or requirement.

Approval of Community Sponsors and families

The councils Designated Officer will ensure a visit is conducted with the perspective Community Sponsor and will ensure regular liaison with the Home Office contractor and lead officer at Reset. Although the application is vetted and verified by the Home Office the councils Designated Officer will work with the Community Sponsorship group where required in providing contacts to any services in the council and will also act as the single point of contact in the process for all external agencies. The council has the right to decline support of a community sponsor application based on the following reasons:

- insufficient capacity to provide certain crucial local services in the proposed housing area (e.g. lack of school places)
- concerns about community tensions in the proposed housing area
- where the council have a strong reason to believe that the community sponsor is not suitable to undertake the resettlement of vulnerable adults and children;
- or another appropriate reason

The Community Sponsor does have the right of appeal which should be made in writing no later than 7 days of receiving a negative decision.

The council will assess the suitability of an incoming family and feedback and concerns or approval to the Home Office. The council has the right to decline a potential family unit due to reasons including unsuitability of the proposed property, not being confident the community sponsor will be able to meet additional needs or support needs of the family unit or any other appropriate reason.

Quality Monitoring and Review

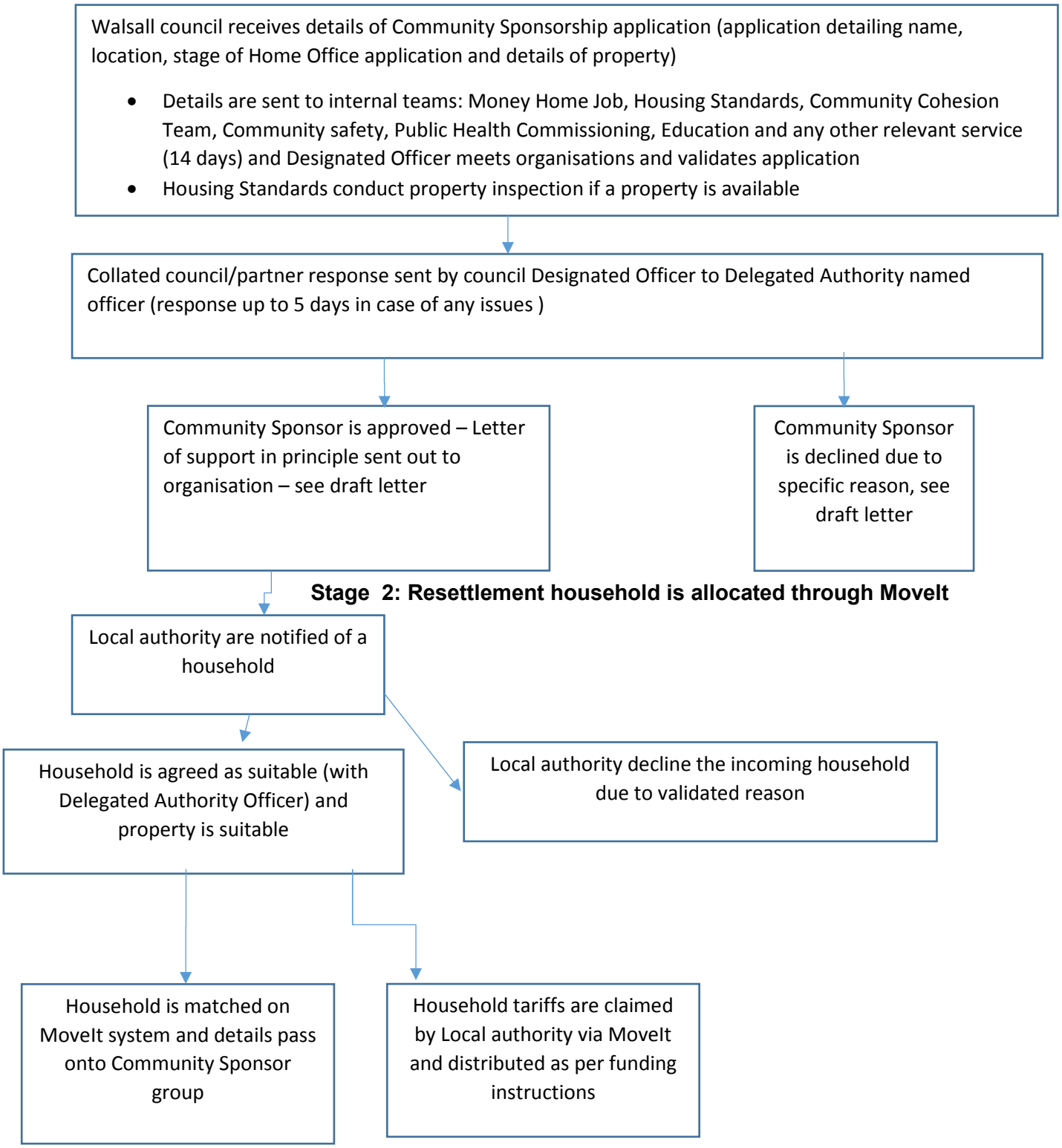
The councils Designated Officer will actively engage with the Community sponsor, Home Office and Reset to support the application process wherever possible. The council will conduct regular visits to the Community Sponsor and speak to the incoming household where possible. The councils Designated Officer will review support plans and also assess move on accommodation options to ensure the household is able to sustain tenancy and achieve independence. The council will monitor quarterly:

- the number of requests received from Community Sponsors
- the number of successful/unsuccessful Community Sponsorship applicants
- Protected characteristics of incoming households as defined by the Equality Act 2010
- Details of the community sponsor in terms of type of organisation and community they service
- Details of the community Sponsor property being used

The Designated Officer will conduct an annual internal evaluation on the process and recommend any changes. The Designated Officer will also make changes to the policy reflecting any national changes in VPRS or Home Office directives.

Summary - Draft council approval process

Stage 1: consent from the local authority on application in principle;



Draft Approval/Decline Letter

Date

Walsall council

Dear XX,

Re: Letter of support/decline for Community Sponsorship Application

Thank you for sharing your Community Sponsorship application with Walsall Council. Following our conversation and your subsequent application, *I can confirm that Walsall Council is happy to support your application to the Home Office and will commit to conducting a property inspection, once a property has been secured and will also support your organisation throughout the process. Or we regret to inform you we are not in the position to support your application due to:*

- insufficient capacity to provide certain crucial local services in the proposed housing area (e.g. lack of school places)
- concerns about community tensions in the proposed housing area
- where the council have a strong reason to believe that the community sponsor is not suitable to undertake the resettlement of vulnerable adults and children;
- or another appropriate reason

I would just like to take this opportunity to emphasise the fundamental importance of learning English ensuring exposure to English language learning is accessible and prioritised. It would be great if XXXX could commit to ensuring that those that are involved in supporting the family, speak to the family in English rather than in their native language whenever possible. XX will be able to provide guidance regarding ESOL support and throughout the process once the family arrive, ensuring connections are made to the other Syrian families and services provided through the scheme. If you have any queries, please do not hesitate to get in touch with XXX.

If you are unhappy with this decision please contact us at XX within 7 days of receiving this letter and outline your reason for appeal.

Yours sincerely

Walsall council

Appendix A

Ref No. 54/20

Equality Impact Assessment (EqIA) for Policies, Procedures and Services

Proposal name	Community Sponsorship		
Directorate	Childrens Services		
Service	Money Home Job		
Responsible Officer	Vicki Mann		
Proposal planning start	01/12/2020	**Proposal start date (due or actual date)**	01/04/2021

1	**What is the purpose of the proposal?**	**Yes / No**	**New / revision**
	Show which category the proposal is and whether it is new or a revision.		
	Policy	**Yes**	**New**
	Procedure	**Yes**	
	Guidance	**Yes**	
	Is this a service to customers/staff/public?	**Yes**	
	If yes, is it contracted or commissioned?		
	Other - give details		

2 What is the business case for this proposal? Please provide the main purpose of the service, intended outcomes and reasons for change?

In September 2015 the UK government pledged to resettle 20,000 Syrians in need of protection through their Vulnerable Person Resettlement Scheme (VPRS). In July 2017, the government further expanded the scope of the scheme to include other refugees who have fled the conflict in Syria but do not have Syrian nationality. The VPRS accounted for over three-quarters (4,030) of those resettled in the UK in year ending March 2020[1]. As at September 2020, the council has welcomed all 20 Syrian individuals as part of the councils pledge in 2016. After a competitive procurement process, the Refugee and Migrant Centre was commissioned to deliver support services to these 20 individuals. The individuals have successfully integrated into communities and have accessed further education and some have entered the job market. Walsall has also housed 1 individual as at September 2020 through the Voluntary Child Resettlement Scheme (VCRS).

The aim is to assist the most vulnerable refugees and with the support of the community enable them to learn English, apply for benefits and work and register with GP's. The expectation is that the community-led approach will lead to positive

[1] https://www.wmsmp.org.uk/wp-content/uploads/Migration-Statistics-Briefing-1.pdf Accessed 27/01/21

integration outcomes for refugees and communities. Establishing positive engagement and collaborative working relationships with local authorities is essential for community groups. The Community Sponsorship group will identify a property and provide support for resettlement.

The council plays a key role for those settling through this scheme and also supports and plays an important enablement role with the Community Sponsor Group. The key role of the council include:

- Assisting the community group in ensuring their safeguarding measures are fit for purpose, and include any relevel local level changes. The community sponsor will be asked to submit their safeguarding policy to your Safeguarding team to comment on. Should the Safeguarding Team be unable, to do this, it will be checked by the Home Office
- Play a role as a first point of call for the services on offer for newly arrived families
- Approve the family arriving into the area
- Submit claims to the Home Office for funds for education for children and young people and for ESOL for adults.
- write a letter of consent to the Home Office for the Community Sponsorship Group to submit alongside their application
- view the property for the family they will be supporting and conduct inspection to ensure the property is suitable

3 Who is the proposal likely to affect?

People in Walsall	Yes / No	Detail
All	No	The policy will affect various community groups wishing to partake in the Community Sponsorship Scheme.
Specific group/s	Yes	
Council employees		
Other (identify)		

4 Please provide service data relating to this proposal on your customer's protected characteristics.

A refugee is a person who has been accepted by the UK government as a refugee under the UN Convention relating to the Status of Refugees 1951. There are no restrictions on a refugee being employed in any type of job, having full access to public services, receiving housing support, and generally enjoying the same entitlements, and subject to the same conditions, for access to services or to higher education as UK citizens.

Women and children have been particularly affected. Antenatal care entitlement checks and charging put women at increased risk of pregnancy-associated complications; care was frequently received late and women received fewer antenatal appointments than the minimum standards for England (Shortall et al., 2015). Among migrants, Black African women had a mortality rate four times that of White women in the UK (Cantwell et al., 2011). Charging undocumented migrant children for secondary healthcare potentially prevents health professionals from identifying child protection and safeguarding concerns (The

Children's Society, 2015).

The Migration Observatory (University of Oxford) found:

- People who originally came to the UK to seek asylum made up an estimated 0.6% of the UK population in 2019.
- COVID-19 has had a major impact on asylum seeking and refugee resettlement in the UK.
- On 30 June 2020, around 56,000 people were awaiting an outcome on their asylum claim.
- The distribution of asylum seekers and resettled refugees is highly uneven across the UK.
- In 2019, the top five most common countries of nationality of people seeking asylum in the UK were Iran, Albania, Iraq, Pakistan, and Afghanistan.
- Of all refugees resettled in the UK from January 2010 to May 2020, around 70% were Syrian nationals.
- Of the roughly 29,500 refugees resettled in the UK from 1 January 2010 to 30 June 2020 under the country's four resettlement schemes, 75% were nationals of Middle Eastern countries, and 18% were nationals of sub-Saharan African countries.
- In 2019, the UK ranked 6th among the EU-28 in the absolute number of people to whom it granted asylum-related protection (excluding resettled refugees).
- In 2019, around 7,500 people were issued with a refugee family reunion visa, and around 2,500 unaccompanied asylum-seeking children were granted asylum or other leave.

Potential tenants could fall into the majority of the protected characteristics. However it is not the council that sources the property, but the community group that agrees to the sponsorship that sources the property. Therefore the property will not be taken out of social housing stock, meaning little or no impact to any homeless applicants.

5	**Please provide details of all engagement and consultation undertaken for this proposal. (Please use a separate box for each engagement/consultation).**

Consultation Activity

Type of engagement/consultation	Internal Consultation on the proposal for Community Sponsorship	**Date**	01/21
Who attended/participated?	Adult Social Services, Childrens Services, Public health and Communities Directorates		
Protected characteristics of participants	A cross section of staff including those from different ethnic, age, gender, disability related groups.		
Feedback Added into cabinet report as part of consultation process.			

Type of engagement/consultation	External Consultation on the proposal for Community Sponsorship	**Date**	01/21
Who attended/participated?	Prospective Community Sponsor Group		
Protected characteristics of participants	A cross section of staff including those from an ethnic, group.		
Feedback • The Community group were in support of the proposed scheme and process. This included the additional roles by the local authority such as offering housing inspections and liaising with the community sponsor throughout the first year. The community group were in support of the process in particular the use of the LA Tariffs and concluded they felt the scheme favoured the refugee community in terms of holistic support and integration.			

6 Concise overview of all evidence, engagement and consultation

Community Sponsorship was launched as an additional voluntary mechanism allowing for Home Office and local authority approved community groups to facilitate the sponsorship of a household taking on direct responsibility for a 12 month period of housing and support needs. Of those resettled under the VPRS and VCRS in the year ending September 2020, 104 refugees were resettled in the UK through the Community Sponsorship scheme, since the scheme began in July 2016, 449 refugees have been resettled by community sponsor groups.

Walsall is also a voluntary asylum dispersal area with 461 individuals being helped as at September 2020 through the Home Office and their commissioned accommodation provider Serco and support provider Migrant Help.

Using Community Sponsorship takes the pressure off the Local Authority and social

housing providers, this is due to the property being found within the Community Sponsorship group and not taking a property out of social housing stock. The Community Sponsorship Scheme helps to find a housing solution *(Case study 3, https://resetuk.org/la-toolkit/case-studies)*

Community Sponsorship brings together friends, faith groups, colleagues or neighbours. These sponsor groups deepen and broaden their social ties through the course of sponsorship, creating more resilient communities and boosting individual wellbeing. *(Case study 4, https://resetuk.org/la-toolkit/case-studies)*

7 How may the proposal affect each protected characteristic or group? The effect may be positive, negative, neutral or not known. Give reasons and if action is needed.

Characteristic	Affect	Reason	Action needed Yes / No
Age	Positive	United Nation's data suggests At least 79.5 million people around the world have been forced to flee their homes. Among them are nearly 26 million refugees, around half of whom are under the age of 18. Those accessing the VPRS scheme internationally will likely be subject to rigorous checks and its likely many will be family units.	N
Disability	Positive	When assessing families the UN look at health and the need for healthcare as part of their criteria. Migrant groups in general are more likely to be affected by health inequalities. National research demonstrates refugees are at an increased risk of mental health problems and low subjective well-being.	N
Gender reassignment	neutral	Those fleeing political and persecution due to their identities are amongst the groups considered under VPRS. There is no reason to consider	Y

			that the proposed actions would have a negative impact upon individuals with these protected characteristics. Data to be collected where possible.	
	Marriage and civil partnership	neutral	Many of those seeking help through the United Nations will include family units and it is likely these households are in a married/civil partnership.	Y
	Pregnancy and maternity	Positive	We do not have sufficiently robust data at this stage to do any meaningful analysis as social housing is allocated on the basis of overall housing need rather than this specific characteristic. Families with children who will be deemed to be at risk of harm forms part of the UN's criteria for assistance.	Y
	Race	Positive	Those accessing the VPRS scheme will be from a Black and Minority Ethnic group.	Y
	Religion or belief	Positive	No information specific data is available and so the impact is not currently known	Y
	Sex	Positive	Women and girls fleeing harassment are amongst the groups fleeing persecution.	Y
	Sexual orientation	neutral	No information specific data is available and so the impact is not currently known.	Y
8	**Does your proposal link with other proposals to have a cumulative effect on particular equality groups? If yes, give details.**			(Delete

		one) **No**
	None that we are aware of.	
9	**Which justifiable action does the evidence, engagement and consultation feedback suggest you take?**	
	A	**No major change required**
	B	**Adjustments needed to remove barriers or to better promote equality**
	C	**Continue despite possible adverse impact**
	D	**Stop and rethink your proposal**

Action and monitoring plan

Action Date	Action	Responsibility	Outcome Date	Outcome

Monitor from **01/04/21** **Then qtrly**	• the number of requests received from Community Sponsors • the number of successful/unsuccessful Community Sponsorship applicants • Collect data around protected characteristics of incoming households as defined by the Equality Act 2010 • Details of the community • sponsor in terms of type of organisation and community they service • Details of the community Sponsor property being used	**MHJ**	**Qtrly**	What outcomes have been achieved and service usage

Update to EqIA	
Date	**Detail**

Contact us

Consultation and Equalities
Resources and Transformation

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Email equality@walsall.gov.uk
Inside Walsall: http://int.walsall.gov.uk/Service_information/Equality_and_diversity

Cabinet – 17 March 2021

Black Country Transport Hub Collaboration Agreement

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 more efficient organisation of strategic transport functions across the four Black Country local authorities (Walsall, Dudley, Sandwell and Wolverhampton) and the acceleration of the major transport scheme programme (or 'project pipeline').

2. Summary

2.1 This report provides details of the proposed Black Country Transport Hub and Team that will complement the work of the strategic transport teams in each of the four Black Country local authorities. The scope of this team will be to support the development of major transport schemes, although the delivery of these schemes will remain with individual local authorities.

2.2 The proposal to create this team is based on a business case completed and presented to the Association of Black Country Authorities (ABCA) in September 2019. It requires the four Black Country local authorities to enter into a legally binding agreement that sets out: -

- How the work of the team will be managed;
- That decisions will rely on existing governance arrangements;
- That annual capital and revenue funding will be required to meet a share of the team's costs that cannot be allocated or capitalised to other budgets;
- That underwriting is required for an equal share of the team's overall costs should project- and programme-based grant funding fall away in the future.

2.3 In light of the recommendations below, Cabinet should take note that the City of Wolverhampton Council will host the Black Country Transport Team on behalf of the four Black Country local authorities and provide ancillary services as defined in the Collaboration Agreement.

2.4 The City of Wolverhampton Council will be the Accountable Body for the majority of external funds that will be used for development of major transport projects, although this may be reviewed on a scheme by scheme basis in case alternative arrangements are preferential and can be mutually agreed.

2.5 The City of Wolverhampton Council will hold and manage budgets provided by each Black Country local authority and act as the Lead Authority (as defined in the Collaboration Agreement).

2.6 On behalf of the four local authorities, the City of Wolverhampton Council Director of Finance will be empowered to sign grant agreements relating to the receipt of grants for the Black Country Transport Team.

3. Recommendations

It is recommend thatCabinet: -

3.1 Approve the financial implications of the Black Country Transport Team set out within Section 4 (specifically paragraphs 4.34 to 4.43) of this report.

3.2 Delegate authority to the Executive Director for Economy, Environment and Communities, inconsultation with the Cabinet Member for Regeneration,to authorise the sealing of the Collaboration Agreement for the Black Country Transport Hub at **Appendix A** and the sealing or signing of any associated contracts, deeds or other related documents to give full effect to the work of the Black Country Transport Team**.**

4. Report detail – know

Context

4.1 The purpose of this report is to seek approval for the Black Country Transport Hub Collaboration Agreement, and that Walsall Council seal the agreement alongside the three other Black Country local authorities.

4.2 The report sets out the background to the Black Country Transport Team, the rationale behind its development and the financial and legal aspects for Cabinet to consider.

4.3 The Black Country has a proud past and a strong future. Much private and public sector activity is currently underway to grow its economy, equip people with skills for jobs of the future, transform its centres and local environments, build new homes, achieve cleaner air, improve public health and make the Black Country a thriving, decent place for all of its people.

4.4 The Black Country has a clear overall development strategy, as set out in the Black Country Core Strategy (BCCS), which was adopted in 2011 and is now under review (now known as the Black Country Plan). This Strategy is based

on steering growth to the four strategic centres (Wolverhampton, Walsall, Brierley Hill and West Bromwich) and sixteen regeneration corridors, where transport improvements underpin and enable the new employment and housing growth. Overall, the Black Country's approach will create: -

- 132,000 new jobs from 2023
- 630,000 new homes by 2026
- Increased incomes to the national average by 2033
- An extra £17bn Gross Value Added (GVA) by 2033

4.5 The Issues and Options Consultation for the Black Country Plan in summer 2017 demonstrated the need to continue with the sustainable growth aspirations in order to fulfil the Black Country's potential. The Black Country Plan will set out the plans for land use across the sub-region for the next 15 years.

4.6 The Black Country Transport Priorities include a pipeline of projects across several key themes: motorways, rail, tram (Metro), key road corridors and transport interchanges, totalling some £2.1bn of investment. The Black Country will advocate and promote these transport priorities at all available opportunities, with all relevant stakeholders and partners to ensure that the Black Country achieves a transport system in line with the scale of its bold plans.

4.7 Over recent years, the four Black Country local authorities have been identifying priority schemes to be delivered over the medium- to long-term, which will help connect the area to key opportunities emerging across the West Midlands. In doing so, this will help the Black Country become an attractive place to work and live, whilst delivering transport improvements that will help bolster the local economy by enabling new homes and jobs to be created.

4.8 To ensure the Black Country is strongly positioned within the West Midlands Combined Authority (WMCA), capital funding is required for both the development and delivery of major transport schemes. The Black Country Local EnterprisePartnership (BCLEP) has previously provided capital funding for the development of the pipeline schemes, but this needs to be used efficiently and effectively in order to lever-in further capital and revenue funding from the WMCA and central government for the delivery of the schemes.

4.9 The BCLEP will not be able to fund the development and delivery of all schemes currently planned, therefore new funding streams (both capital and revenue) from West Midlands and national sources will need to be identified and secured.

4.10 Major transport schemes historically require significant development funding allocated to them prior to securing implementation funding from the Department for Transport (DfT) or other government departments for delivery. Although some development funds can be capitalised, there is always the risk

of them becoming abortive and requiring a revenue budget to underwrite them should the costs not result in a capital asset. In addition, due to requirements for planning, land acquisition and stakeholder engagement, each scheme typically takes up to 5 years to develop and work through the necessary statutory processes before commencing construction on site.

4.11 High Speed Two (HS2) and the two train stations at Curzon Street (Birmingham city centre) and Interchange (Solihull, near Birmingham Airport and the NEC) will dramatically reshape the economic landscape of the West Midlands Metropolitan Area, including the current travel to work patterns. The Black Country stands to benefit from the economic uplift these schemes will deliver, but only by ensuring Black Country residents have fast and reliable transport networks and services to make the Black Country an attractive place to live, whilst enabling people to access these new job opportunities in other parts of the conurbation.

4.12 Historically the Black Country local authorities have developed major projects and made representation at West Midlands and to government departments individually across various transport agendas. As resources are stretched and budgets are under pressure, there are opportunities for greater effectiveness by looking at ways in which the existing teams can work more efficiently, whilst finding new ways to provide additional capacity.

4.13 The Black Country local authorities have sought to identify ways in which they can work more effectively, considering areas of responsibility with Transport for West Midlands (TfWM) and Midlands Connect (the transport arm of Midlands Engine), by prioritising key schemes of work. This will ensure that the Black Country local authorities deliver on key priorities and successfully make representations at a regional and national level, whilst simultaneously seeking to utilise resources across the various stakeholders effectively and efficiently.

Progress and Priorities

4.14 In 2018, the Black Country Director of Transport commissioned management consultants to undertake a review of the strategic transport capabilities across the Black Country. Through this work, and detailed discussions between Regeneration Directors and Chief Executives,a clear rationale and business case were developed demonstrating the need and benefit in establishing a new Black Country Transport Team to provide additional capacity to the four Black Country local authorities.

4.15 The new Black Country Transport Team working on behalf of the four Black Country local authorities and the BCLEP would deliver benefits of at least £4.3bn in the long-term from current schemes. Research generated by the appointed consultants in May 2018 identified that all strategic transport teams are at full capacity and over 50% of the total pipeline of transport projects remains unfunded and not resourced.

4.16 A new Black Country Transport Team would work dynamically developing strategies and major schemes, which unlock growth and help support key agendas. Working collaboratively with key regional and national partners such as Highways England, Network Rail, Midlands Connect and Department for Transport amongst others.

4.17 Recognising the new political landscape that has emerged over recent years with the formation of the WMCA, the team will work seamlessly with TfWM to drive forward investment in key Black Country priorities. Combined the Black Country Transport priorities amount to £2.1bn of total investment in transport infrastructure and services.

4.18 There is currently an emerging 'perfect storm' of transport funding opportunities in the West Midlands. Through ongoing dialogue with Executive Directors and Heads of Service, all have agreed there is a need to explore new ways in which the Black Country can work more effectively on major transport programmes to maximise the opportunities.

4.19 A Black Country Transport Team Business Case presented to ABCA in September 2019 set out the clear strategic approach and rationale for the new team; how this would operate; and the financial implications to each local authority.

4.20 The new team will be hosted by the City of Wolverhampton Council, which will also be the Accountable Body for external funds secured for development of schemes and funding of the team. In order for this to be financially viable and sustainable, a Collaboration Agreement is required to set out the legal and financial framework within which the team will operate.

4.21 The Collaboration Agreement at **Appendix A**sets out how the team will operate, governance arrangements, financial recharging and how risks and liabilities are dealt with. The document also sets out how disputes between parties to the agreement may be resolved.

4.22 The principles and business case for the Black Country Transport Team were approved by the Association of Black Country Authorities (ABCA) in September 2019.

Evaluation of alternative options

4.23 Through the development of the business case and the original work undertaken by management consultants, two alternative options were considered as follows: -

- 'Do Nothing' –leave the existing teams operating exactly as they were prior to the review. This option was discounted on the basis that there was a clear rationale to improve the current working situation and seek to lever-in a greater level of investment. Failure to improve and evolve would have resulted in a decreased level of investment.

- Merge Existing Teams–an option identified was to merge the four local authority strategic transport teams together. Although in principle this may seek to utilise the existing available personnel, it was discounted for a number of reasons. The merging of teams would not have benefit to the existing setup, because there would be no additional personnel to assist with the increasing workload. Each of the four teams are also funded and structured in different ways, with some funded via revenue, some funded capital, whilst some teams included additional functions e.g. planning policy and development control. In order to meet the funding opportunities on offer, undertaking a complicated merger of teams with TUPE and restructure implications, would have had a negative impact on the level of funding available to the Black Country. The option was discounted on time, financial and legal grounds as being too expensive and complicated.

4.24 The preferred option as outlined in this report and reflected in the recommendation to enter into the Collaboration Agreement, is to create a new Black Country Transport Team that will work with, and complement the work of, the existing teams in each of the four Black Country local authorities.

Council Corporate Plan priorities

4.25 As set out in the Corporate Plan 2018-2021, the Council's stated purpose is 'to create an environment that provides opportunities for all individuals and communities to fulfil their potential' and will achieve this by focusing on five priorities. The Black Country Transport Team will improve highways and public transport, helping to meet the Council's priorities of ensuring 'economic growth for all people, communities and businesses' and creating communities that are 'prospering and resilient with all housing needs met in safe and healthy places that build a strong sense of belonging and cohesion'. This will in-turn contribute to the people of Walsall having 'increased independence, improved health and can positively contribute to their communities'.

Risk management

4.26 All project risk, including financial risk and opportunity, is to be shared between the participating local authorities, with specific clauses on clawback as per paragraph 4.32.

4.27 The Collaboration Agreement ensures the host authority is protected proportionally against financial and legal risks related to hosting the team and any work undertaken on behalf of the team.

4.28 However, it should be noted that there are residual risks for Walsall Council that will require management and mitigation.

4.29 *Influence Risk* – the development of major schemes will now be managed by the Black Country Transport Team, hosted by Wolverhampton. It is

anticipated that in most scenarios, development funds will be held and managed by the Lead Authority, although this may be agreed on a scheme by scheme basis. This will include schemes within Walsall. There is therefore a risk of dilution of control of development of Walsall schemes, but this is mitigated by strategic transport leads for each local authority being part of the team and having full oversight and input in the programme of scheme development. Consultation with Heads of Regeneration Working Group and transport portfolio holders will also ensure local authority engagement.

4.30 *Overspend Risk* – the risk that that Walsall Council can't control overspends that the Council is funding and sharing the underwriting of. This risk is mitigated by clauses in the Collaboration Agreement that requirethe local authorities to regularly monitor and manage joint funds, and use reasonable endeavours to minimise shared costs.

4.31 *Clawback Risk* – the Collaboration Agreement sets out specific clauses in relation to clawback of external grants. Clause 7.5 states that in the event of a clawback by a funder, the authorities shall agree to meet any liability in respect of the repayment of grant monies and any other costs of dealing with the clawback and taking steps to mitigate as shared costs.

4.32 This is a risk of Walsall Council contributing to a clawback of grant when the grant is being managed by another local authority. This is mitigated by: -

- Clause 7.6 which states if due to negligence, breach or default of a specific authority then that authority would be liable.
- Clause 7.9 that says if project doesn't involve a local authority then they wouldn't be liable.
- Clause 7.7 stating partners will agree at the outset how clawback will be managed.

4.33 Therefore a small residual risk is that Walsall Council may need to share clawback when the Council has less involvement in the development of major schemes than the Council would under the current arrangement (pre-Black Country Transport Team). This will be managed by the strategic transport lead for Walsall having oversight and continued participation in projects specifically relating to Walsall.

Financial implications

4.34 The four existing Black Country technical lead posts will form part of the Black Country Team although remain employed by their respective local authorities, for Walsall Council this currently being the Transportation Major Projects & Strategy Manager. This post will continue to be funded from existing Council budgets. In practice this will mean that Walsall officers have a direct role in determining and agreeing the work programme and priorities of the Black Country Team and ensures that Walsall Council has sufficient oversight and management control within this collaborative arrangement.

4.35 In order for the team to be based within one local authority (City of Wolverhampton), a collaboration agreement is required as per this report to set out ways in which the four local authorities will cover the risks and costs of employing staff and commissioning work.

4.36 Costs incurred in relation to the new Black Country Transport Team will include: -

(a) Employee costs: the new team will comprise of 6 new posts, estimated at circa £330,000 per annum in total. This includes x3 programme managers; x2 graduates; and x1 apprentices. Redundancy costs will need to be covered separately.

(b) Ancillary services provided by Wolverhampton, including but not limited to finance, legal, IT, human resources, and accommodation. These are estimated to be negligible costs and are able to be managed within the Local Authority revenue contributions detailed below.

(c) Development, strategy, business caseand other costs to support the successful delivery of the joint commissioning programme, such as commissioning external technical advisors and professional services, which is estimated at £640,000 over a 4-year period. This will facilitate the preparation of applications for transport scheme delivery funding, and is therefore expected to help lever-in additional funding.

4.37 It is proposed that the Black Country Transport team costs will be funded from the following:

- Local Authority capital contributions of £40,000 each authority per annum (£160,000 total per annum) (para 4.38)
- Local Authority revenue contributions circa £25,000 each authority per annum (£100,000 total per annum) (para 4.39)
- External Development grants (para 4.40)

4.38 The requirement for local authorities to contribute capital contributions iscovered within the Collaboration Agreement. Walsall Council can fund its contribution from the annual capital Integrated Transport Block grant, although this relies on the annual allocations from the Department for Transport. As these allocations are provided to the WMCA, which are then allocated to the Black Country local authorities, it also depends on local agreements on how the fund is allocated.

4.39 The Collaboration Agreement states any costs that cannot be capitalised (to either the local authority capital contribution or external grants) shall be treated as revenue costs and shared equally by the local authorities. The amount is not specified in the agreement although it is estimated that this will be circa £25,000 per local authority per annum. This can be funded from existing revenue budgets.

4.40 An agreement in principle has been reached between Wolverhampton City Council and the WMCA for £1.3m of the Transforming Cities Fund capital monies for the period to 31 March 2023. No staff will be appointed by the City of Wolverhampton until funding has been agreed in writing with this initial funding provider. However, as the team develops and wider political agendas change, then it is likely that funding for the team will come from multiple sources. Various potential funding sources are available in the period to 31 March 2023 and beyond.

4.41 The Transforming Cities Fund grant and the local authority budgets can therefore fund the transport team and ancillary costs for the medium term. For illustrative purposes (as specific costs will not be specific to budgets as this will depend on grant conditions, grant end dates and whether costs can be capitalised), Transforming Cities Fund is sufficient to cover staff costs for a maximum 4-year period. Also to note that the team are yet to be recruited to so there will not be a full year effect of costs in 2021/22.The remaining budget will be spent on development and commissioning costs. This will be managed within the existing budgets available and costs will be monitored and reported to local authorities on an ongoing basis.

4.42 At this stage it is not possible to project funding availability for the Black Country Transport Team beyond 31 March 2023, as Transforming Cities Fundmonies have only been allocated until this date. The funding has been devolved to the WMCA and profiled for spend in the period to 31 March 2023, although there are no specific restrictions associated with this fund. Risk is being managed in part by some posts being appointed on a fixed term basis.

4.43 If external funding ceases for either Walsall Council (i.e. the Integrated Transport Block grant) or cannot be secured by City of Wolverhampton to continue to fund the team, then each Council has the ability to exit the Collaboration Agreement, and will not be required to make any further

contributions in the year after its exit. This limits the financial risk, which would be limited to the contribution to redundancy costs of the Black Country Transport Team. The City of Wolverhampton Council will review and monitor the likelihood of redundancy costs. Should these costs arise, they shouldbe funded in the first instance from unspent amounts from the £25,000 per annum local authority revenue contributions. There is a risk that redundancy costs will exceed the budgets, but this is considered unlikely as the new staff members will include graduates i.e. employees at the start of their transport careers.

Legal implications

4.44 As contained in more detail within the Collaboration Agreement the key legal considerations are as follows: -

4.45 That the City of Wolverhampton Council will host the Black Country Transport Team on behalf of the four authorities. The four authorities will be jointly accountable for any legal implications relating to the team unless the liability arose as a result of the negligent or wilful act of one authority.

4.46 That delegated authority be granted to appropriate officers to authorise the sealing of the Collaboration Agreement for the Black Country Transport Hub at **Appendix A** and the sealing or signing of any associated contracts, deeds or other related documents to give full effect to the work of the Black Country Transport Team**.**

4.47 The team will follow the governance process set out in the Collaboration Agreement.

4.48 By entering into the Collaboration Agreement, the Council will be entering into a legally binding commitment.

Procurement implications/Social Value

4.49 There are no direct procurement implications for the Council.

4.50 Procurement of consultants and contractors in support of delivery of the business case will be undertaken by the City of Wolverhampton Council.

4.51 Supporting development is a key objective in the local plan, and wherever possible tendering processes should ideally provide for the recruitment and retention of a local workforce to be taken into consideration.

Property implications

4.52 There are no direct property implications arising from this report.

Health and wellbeing implications

4.53 The Black Country Transport Team proposal has been tested against the 'Marmot Objectives'. These are:-

- Giving every child the best start in life – *strategic transport programmessupport travel to school by sustainable modes.*
- Enabling all children, young people and adults to maximize their capabilities and have control over their lives –*strategic transport programmesencourage sustainable travel and public transport use, which helps promote healthy and independent travel choices;*
- Creating fair employment and good work for all – *strategic transport programmes* aim to *improve public transport networks and help people access employment and training opportunities;*
- Ensuring a healthy standard of living for all – *access to paid employment is facilitated by improved transport networks and services;*
- Creating and developing sustainable places and communities – *strategic transport programmespromote and assist with active travel and travel by public transport, which support sustainable places and communities;*
- Strengthening the role and impact of ill-health prevention – *healthy travel choices, such as walking or cycling, can help prevent ill health, as well as positively affecting improving air quality.*

4.54 'Good quality work' as outlined in the Marmot Review is key to ensure positive physical and mental health outcomes. Enhancing the local transport infrastructure – both within Walsall but across the Black Country and West Midlands – is a key component to enabling the local workforce to access a wider range of training and employment opportunities.

4.55 The joint commissioning arrangements represent an efficient utilisation of local resources, skills and expertise and ensure effective working partnerships across the Black Country. The aspiration is that this will have a long-term impact on wider health benefits, such as improvements in air quality, reduced road traffic incidents and reduction in the level of social isolation amongst vulnerable groups (due to limited access to suitable transport). The wider social, economic and health benefits will be monitored as part of the evaluation of major projects and programmes.

Staffing implications

4.56 There are no staffing implications; employees will remain employed by Walsall Council. There are no changes to job roles or terms and conditions of employment, and staff will continue to be managed by their existing managers.

Reducing Inequalities

4.57 A robust programme of major transport scheme development and delivery across the Black Country supports access to education, training, jobs, healthcare shopping and leisure opportunities for residents and businesses across the Borough of Walsall.

4.58 The City of Wolverhampton Council have consulted with their Equalities Team and completed an initial analysis of the equalities implications of this proposal. This exercise has determined that there are no concerns that the proposal affects, or could affect, people differently or that the needs of certain groups would not be met. This has been reviewed by Walsall Council officers who are satisfied with the assessment. The Equality Analysis is available at **Appendix B**.

Consultation

4.59 Elected Members and Council officers have been actively consulted on the Black Country Transport Team proposals, including at the Association of Black Country Authorities in September 2019.

4.60 External consultation has not been undertaken as the organization of resources for the development of transport projects does not directly impact on the public understanding of, and input to, transport outcomes. External (public) consultation will instead be undertaken at an individual project and programme level.

5. Decide

5.1 The Council requires Cabinet approval for the approach outlined in this report and to seal the Collaboration Agreement alongside the three other Black Country local authorities.

5.2 The Collaboration Agreement binds the four local authorities together and sets out a clear framework for obtaining approval to major transport projects, and for working together once such approval has been obtained.

6. Respond

6.1 The four strategic transport teams in the Black Country local authorities have been working collaboratively for several years. The agreement to establish a Black Country Transport Team and the sealing of the Collaboration Agreement will allow dedicated staff resources to be appointed in further support of this work, together with commissioning of any necessary support services.

7. Review

7.1 The Black Country local authorities will continuously monitor the performance and operation of the Black Country Transport Team and the associated delivery of a major transport scheme programme in support of wider social- and economic-regeneration. Within Walsall Council, the work of the Black Country Transport Team is accountable to the Black Country Director of Transport, senior officers and the Regeneration Portfolio Holder.

Appendices

Appendix A – Black Country Transport Hub Collaboration Agreement

Appendix B – Black Country Transport Hub Equality Analysis

Background papers

Black Country Transport Business Case, August 2019 (ARCADIS for Black Country Director of Transport)

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Simon Neilson

Councillor Adrian Andrew

Executive Director	Portfolio Holder – Regeneration
17 March 2021	17 March 2021

APPENDIX A - Black Country Transport Hub Collaboration Agreement

Dated **2021**

(1) **WALSALL METROPOLITAN BOROUGH COUNCIL**

(2) **DUDLEY METROPOLITAN BOROUGH COUNCIL**

(3) **BOROUGH OF SANDWELL COUNCIL**

(4) **WOLVERHAMPTON CITY COUNCIL**

COLLABORATION AGREEMENT

BLACK COUNTRY TRANSPORT HUB

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THE SCHEDULES

Schedule 1A - The Transportation Programme

Schedule 1B - The Joint Commissioning Programme

Schedule 2 - Funding and Resources

Schedule 3 - Governance

THIS AGREEMENT is made on the day of 2021

BETWEEN:

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

(2) **DUDLEY METROPOLITAN BOROUGH COUNCIL** of The Council House, Priory Road, Dudley, West Midlands, DY1 1HF ("Dudley");

(3) **BOROUGH OF SANDWELL COUNCIL** of Freeth Street, PO Box 2374, Oldbury, B69 3DE ("Sandwell");

(4) **WOLVERHAMPTON CITY COUNCIL** of Civic Centre, St Peter's Square, Wolverhampton, WV1 1RG ("Wolverhampton"),

(each being an "Authority" and together being "the Authorities").

WHEREAS

(A) The Authorities have agreed to collaborate to identify and develop strategic transport projects across the Black Country and to maximise transport funding opportunities for such projects through the creation and operation of pooled resources in the form of a transport hub ('the Transportation Programme'). This initiative followed an independent review of the Authorities' strategic transport capabilities in March 2018. Full details of the scope, key objectives and timescales for the current Transportation Programme are set out in Schedule 1A.

(B) The Transportation Programme was approved in principle by the Association of Black Country Authorities and Heads of Regeneration Working Group in September 2019.

(C) The Authorities are entering into this Collaboration Agreement ("the Agreement") in accordance with their powers under Section 1 of the Localism Act 2011 pursuant to which they may "do anything that individuals generally may do".

(D) The purpose of this Collaboration Agreement is to create a framework for joint working between the Authorities to enable delivery of the Transportation Programme, including the key objectives of the Transportation Programme and principles of collaboration, outlining the governance structures that the Authorities will put in place, the respective contribution of the Authorities, the allocation of resources to the Transportation Programme and the respective roles and responsibilities of the Authorities. The

Collaboration Agreement sets out the parties' agreement in respect of these arrangements.

IT IS HEREBY AGREED as follows:

1 DEFINITIONS

Interpretation

1.1.1 In this Agreement the following words and expressions have the following meanings:

BC AUTHORITIES	means the four Black Country Authorities who are signatories to this Agreement namely; Dudley Metropolitan Borough Council, Borough of Sandwell Council, Walsall Metropolitan Borough Council and Wolverhampton City Council
Accountable Body	means the funding body responsible for the enforcement of the terms of grant funding and monitoring of a grant recipient's performance of their obligations under a Funding Agreement;
Allocated Staff	has the meaning given in clause 4.2.2;
Allocation Period	means the period for which the Allocated Staff have been allocated to the Black Country Transport Team pursuant to clause 4.2.2;
Authority	means one of the four Authority signatories to this Agreement;
Agreement	means this Collaboration Agreement and the Schedules thereto;
Ancillary Services	means the ongoing legal, financial and management costs of the Lead Authority in administering the grant and each and all of the services relating to the on boarding of New Staff and for the avoidance of doubt the onboarding costs shall include: a) human resources; b) information technology including telephony; c) legal advisory;

d) accommodation;

e) pension management advisory;

f) finance and accountancy; and

g) employee benefits scheme

Annual Cost	means the annual cost of the management and implementation of the Transportation Programme that is intended to be met out of external funding under Funding Agreements and/or the Joint Commissioning Budget in the case of the Joint Commissioning Programme but failing any external funding shall be shared equally by the Authorities;
BCLEP	means the Black Country Local Enterprise Partnership
Black Country Transport Priorities Document	means the list of "pipeline" transport projects that the Black Country Transport Team has identified as potential Projects for the Transportation Programme;
Black Country Transport Team	means the team of transport officers as set out in Schedule 3, who shall work together on the delivery of the Transportation Programme;
Black Country Transport Officers' Group	means the reporting group with oversight for transport related matters across the Authorities as further described in Schedule 3;
Business Case	means the business case which sets out a project proposal in accordance with the guidelines issued by the Funding Body from time to time and which is ultimately approved for submission by the BC Authorities to enable commencement of a Project;
Commencement Date	means with effect from 30 March 2021;

Confidential Information	has the meaning given in clause 10.1;
Contribution	means each Authority's annual capital contribution of £40,000 or such other sum as may be set by the Heads of Regeneration Working Group for each Financial Year in accordance with clause 5.3 (pro-rated for any part of a Financial Year) towards the Joint Commissioning Budget as set out in Schedule 2 to be paid in cash to the Lead Authority in each Financial Year in accordance with clause 5.2;
Data Controller	has the meaning given in the Data Protection Legislation;
Data Protection Legislation	means all applicable data protection and privacy legislation in force from time to time in the UK including the General Data Protection Regulation ((EU) 2016/679); the Data Protection Act 2018; the Privacy and Electronic Communications Directive 2002/58/EC (as updated by Directive 2009/136/EC) and the Privacy and Electronic Communications Regulations 2003 (SI 2003/2426) as amended;
Development Authority	means the Authority nominated by the Heads of Regeneration Working Group as having responsibility for the development of a Project and its presentation to BC Authorities (and which, in the case of a Project included in the Joint Commissioning Programme, shall be the Lead Authority);
Employer Authority	means the relevant Authority providing Allocated Staff to the Transportation Programme as defined in clause 4.2.2 to the Black Country Transport Team from time to time;
Employment Costs	means the costs incurred by an Employer Authority in respect of basic pay, national insurance, superannuation / employer pension contribution in respect of permanent employees, parental / maternity / paternity / adoption / shared parental leave, training and professional development, expenses, redundancy costs, periods of sickness and injury, quantifiable employer benefit schemes, reasonable adjustments pursuant to the Equalities Act 2010, professional subscriptions and professional

	indemnity insurance (where applicable) and travel costs where necessary and appropriate;
Financial Year	means a period of twelve calendar months commencing on and including 1 April in each year provided that the first Financial Year shall be the period from the Commencement Date to 31 March 2022 inclusive;
Force Majeure	means any circumstances beyond the reasonable control of any Authority (including, without limitation, any strike, lock-out or other form of industrial action);
Funding Agreement	means and grant (or similar) funding arrangement in respect of the Transportation Programme (or any part of it) and/or a Project;
Funding Body	means any party providing funding under a Funding Agreement (and shall include Walsall in its capacity as the Single Accountable Body for BCLEP funding);
Intellectual Property Rights	means all patents, trademarks, copyright, moral rights, rights to prevent passing off, rights in designs, knowhow and all other intellectual or industrial property rights, in each case whether registered or unregistered and including applications or rights to apply for them and together with all extensions and renewals of them, and in each and every case all rights or forms of protection having equivalent or similar effect anywhere in the world;
Joint Commissioning Budget	means the capital budget comprising the Contribution and any other available funding to be used for the Joint Commissioning Programme; to be allocated as set out in the column headed "Joint Commissioning Budget £160k)" in Schedule 1B and as otherwise agreed by the Heads of Regeneration from time to time;
Joint Commissioning Programme	means the rolling programme of collaborative projects to be jointly commissioned by the Authorities (and reviewed annually by the Heads of Regeneration Working Group) for the benefit of the Black Country region as a whole which as at the Commencement Date is set out in Schedule 1B;

Independent Person	has the meaning given in clause 17.2;
Lead Authority	means the Authority agreed by the Heads of Regeneration Working Group from time to time as having responsibility for the functions set out in clause 6.1 of this Agreement; and at the date of this Agreement the Lead Authority is Wolverhampton;
BCLEP Assurance Framework	means the Black Country Local Enterprise Partnership Framework which guides local decision making to support accountability, transparency and value for money. The framework is compliant with the Government's National Assurance Framework guidelines, practices and standards. Decisions made by BCLEP follow the decision-making process within this framework;
Management Issues	All those matters under the Employment Contract requiring action, investigation and/or decisions by the Employer Authority including in particular (by way of illustration only and without limitation) appraisals and performance issues; any complaint about the Allocated Staff and any complaint or grievance raised by the Allocated Staff;
Material Change	has the meaning given in clause 2.6;
Material Change in Circumstances	means a change that is or is likely to significantly affect or impact upon delivery of a Project or any schemes under it which necessitates a change or review of any decision made by BC Authorities in connection with the Project or, if such change in circumstances were known at the time of a decision by BC Authorities in connection with the Project, would have potentially influenced BC Authorities to make a different decision than the one that was made originally;

Monitoring Procedures	means the monitoring procedures, audits and any other reporting, monitoring or audit processes required in relation to the Transportation Programme;
New Staff	has the meaning given in clause 4.2.1;
Objectives	means the objectives of the Transportation Programme set out in Schedule 1A together with such other objectives and outputs as are adopted by the Authorities from time to time in accordance with this Agreement;
Pension Deficit Costs	means any increase in additional superannuation / employer pension contribution costs arising in respect of an employee after the date that the employee is allocated to the Transportation Programme as a result of the value of assets in a local authority pension fund being materially less than the anticipated liabilities of the fund at any time;
Personal Data	has the meaning given in the Data Protection Legislation;
Premises	means the Civic Centre, St. Peter's Square, Wolverhampton WV1 1SH;
Programme Director	means the Black Country Director of Transportation appointed by the Authorities from time to time in connection with the Transportation Programme and the Joint Commissioning Programme;
Project	means an individual project or initiative identified through the Transportation Programme;
Heads of Regeneration Working Group	means the group comprised of the Black Country Directors of Regeneration (or similar position) as further described in Schedule 3;
Request for Information	has the meaning given in clause 21.2;
Shared Costs	means a cost/s incurred by one or more Authorities in connection with the Transportation Programme and/or Joint Commissioning

	Programme in any Financial Year that shall be met in accordance with clause 5.5;
Technical Leads	means the transport manager (or equivalent) of each of the Authorities (Dudley Principal Engineer, Walsall Transportation Major Projects and Strategy Manager, Wolverhampton Service Manager Transport Strategy and Sandwell Strategic Transport and Planning Manager);
TfWM	Transport for West Midlands (part of the West Midlands Combined Authority);
Transportation Programme	means as defined in Recital A;
Working Day	means a day (other than a Saturday or Sunday) on which banks are open for domestic business in the City of London; and

1.2 In this Agreement:

1.2.1 the clause headings do not affect its interpretation,

1.2.2 words in the singular shall include the plural and vice versa,

1.2.3 unless otherwise indicated, references to clauses and Schedules are to clauses of and Schedules to this Agreement and references in a Schedule to a paragraph are to a paragraph of that Schedule,

1.2.4 references to any statute or statutory provision include references to:

1.2.4.1 all Acts of Parliament and all other legislation having legal effect in the United Kingdom,

1.2.4.2 any subsequent statutes directly or indirectly amending, consolidating, extending, replacing or re-enacting that statute and include any orders, regulations, instruments or other subordinate legislation made under that statue,

1.2.4.3 a person includes a natural person, corporate or unincorporated body or organisation and their successors and permitted assigns,

1.2.4.4 including means including, without limitation,

1.2.4.5 if any provision is held to be illegal, invalid or unenforceable that provision shall be struck out and the legality, validity and enforceability of the remainder of the Agreement is to be unaffected.

2 COLLABORATION

2.1 The Authorities agree to work in a spirit of mutual trust and co-operation to fulfil their agreed roles and responsibilities as identified by this Agreement, to achieve the key Objectives of the Transportation Programme, and commit to contribute resources as agreed to the Transportation Programme in accordance with the timescale and to the value set out in this Agreement.

2.2 Each Authority shall:

2.2.1 carry out the tasks and contribute sufficient resources and facilities in broadly equivalent measure and as set out in this Agreement to ensure that the Objectives are achieved and commitments under this Agreement are satisfied;

2.2.2 co-operate with each other and do such acts, matters and things as may be necessary or desirable to implement the decisions of the Authorities and in order to complete the Transportation Programme;

2.2.3 keep the other Authorities fully informed of the progress of and of any matters relevant to the Transportation Programme and make available to the other Authorities all relevant information, data, reports and opinions in relation to the Transportation Programme; and

2.2.4 immediately notify the other Authorities in writing if it becomes aware that there is an unexpected problem which is likely to cause a material delay to achievement of any of the Objectives or any particular stage of the Transportation Programme or any material increase in the costs of the Transportation Programme or if it becomes aware of the action of any other Authority or third party which threatens to affect adversely the progress of the Transportation Programme or the reasonable expectations of the Authorities hereunder.

2.3 The strategic direction of the Transportation Programme shall be decided by the Heads of Regeneration Working Group.

2.4 The planning, and overall management of the Transportation Programme and any individual Project including initial appraisal of Project proposals shall be vested in the Heads of Regeneration Working Group. The terms of reference, composition, roles and responsibilities of the Heads of Regeneration Working Group are set out in Schedule 3. Without prejudice to the generality of the foregoing, the matters set out in Schedule 3 shall only be agreed by the Heads of Regeneration Working Group.

2.5 The final approval of full business cases of Projects prior to submission to the Funding Body , including any Material Changes to approved Projects, shall be vested in BC Authorities to whom potential Projects shall be proposed and presented by the relevant Development Authority, following the approval of the Heads of Regeneration Working Group.

2.6 A Material Change to a Project is a variation that is or is likely to change the nature, the outcome or the objectives of a Project, including but not limited to:

2.6.1 a Material Change in Circumstances;

2.6.2 a change that means that the Project objectives and outputs as approved by the BC Authorities will not or are unlikely to be achieved;

2.6.3 an increase in the budget or expenditure of 10% (ten percent) or more on a Project; and

2.6.4 a change in the timescale for delivery of a Project that will adversely affect the Project and/ or its objectives.

2.7 Where a Development Authority becomes aware that a Material Change has occurred or is likely to occur after a Project has been approved by BC Authorities, the Development Authority must advise Heads of Regeneration Working Group and then BC Authorities of that Material Change as soon as practicable after it becomes aware of it. Where an Authority other than the Development Authority for a Project becomes aware of a Material Change in connection with the Project, it must advise the Development Authority as soon as practicable after becoming aware of it.

3 PROJECT AND REPORT APPROVAL

3.1 Once identified by the BC Transport Team, Project proposals shall be initially worked up by the Black Country Transport Team. The Black Country Transport Team shall report such proposals to the Heads of Regeneration Working Group for approval. If approved by the Heads of Regeneration Working Group, the Heads of Regeneration

Working Group shall recommend a Project proposal for approval by the BC Authorities.

3.2 The process for Project proposals shall be:

3.2.1 Presentation of a Project's initial proposal to the Heads of Regeneration Working Group by the Black Country Transport Team for approval and seeking the agreement of the Heads of Regeneration Working Group for a Business Case to be prepared for the proposed Project. This will be in line with the LEP Transport Assurance Framework.

3.2.2 If the Heads of Regeneration Working Group considers any proposal presented to it warrants further consideration then it shall instruct the Black Country Transport Team to prepare a Business Case and present the Business Case for the Project to the Heads of Regeneration Working Group for approval and for submission to BC Authorities for decision.

3.2.3 At the same time as it instructs the Black Country Transport Team pursuant to clause 3.2.2, the Heads of Regeneration Working Group shall designate a Development Authority. For the avoidance of doubt the final approval of the designated Development Authority in respect of any Project is the Lead Authority at the point that it approves a Project.

3.2.4 The Development Authority shall prepare and submit the Business Case for the Project to the Heads of Regeneration Working Group for approval following which it will be submitted to the BC Authorities in accordance with clause 3.2.5.

3.2.5 The Development Authority shall present the Business Case for the Project to the BC Authorities for approval supported by a report in the format as agreed by the BC Authorities.

3.3 The above stages can involve comment, clarification and requests for amendment and resubmission of a Project proposal or Business Case for the Project following consideration by any persons from whom permission or approvals are sought at any stage during the process leading up to final Project approval by BC Authorities.

3.4 The initial Joint Commissioning Programme as at the Commencement Date shall be as set out in Schedule 1B. The Heads of Regeneration Working Group shall review the Joint Commissioning Programme and the Joint Commissioning Budget on a

rolling basis but always so there is an agreed Joint Commissioning Programme and Joint Commissioning Budget for the forthcoming Financial Year including any variation to the Contribution required from each Authority.

3.5 The approval process for an individual Project shall be without prejudice to the internal approval processed required by each Authority and it is acknowledged by each of the Authorities that the Cabinets of each Authority involved in a Project will be required to approve that Project.

3.6 In exceptional circumstances, where an Authority wishes to be the Development Authority for a project in its administrative area, it will make application/s to and consult with the Lead Authority and the Lead Authority in its sole discretion shall determine such applications on a cases by case basis. Further, where such an application is determined favourably, the Lead Authority will enter into all necessary legal agreements with the specific Development Authority.

4 BLACK COUNTRY TRANSPORT TEAM

4.1 The Authorities anticipate that in the development of the Black Country Transport Team the Programme Director shall in his sole discretion consult with the four Technical Leads for the BC Authorities and the development of the said team will occur on a phased basis, in accordance with the milestones and objectives set out at Schedule 1A.

4.2 The Black Country Transport Team shall comprise:

4.2.1 six additional employees to be appointed by the Lead Authority to the following posts:

4.2.1.1 3 x corridor programme managers;

4.2.1.2 2 x graduates;

4.2.1.3 1 x apprentice;

("the **New Staff")** and

4.2.2 a number of existing employees of the Authorities who shall be allocated to the Black Country Transport Team in accordance with this clause (**"Allocated Staff"**) on an exclusive basis unless otherwise agreed between the Programme Director and the relevant Employer Authority that

they will be allocated on a part-time basis only in which event the Allocated Staff member will work exclusively for the Black Country Transport Team for such period as he/she is allocated (**"Allocation Period"**).

4.3 The appointment of New Staff to the Black Country Transportation Team by the Lead Authority shall be subject to the prior approval of the Heads of Regeneration Working Group and the Programme Director.

4.4 The proposed and any subsequent allocation of employees to the Black Country Transportation Team will subject to the prior approval of the Heads of Regeneration Working Group and the Programme Director and shall be monitored by the Lead Authority.

4.5 Each Employer Authority shall ensure that at all material times it acts in accordance with its respective employees' terms and conditions of employment, with particular regard to the allocation of its staff to the Black Country Transportation Team and the management of its staff thereafter.

New Staff

4.6 The New Staff will be appointed by the Lead Authority in accordance with its recruitment and job allocation procedure and this process will be managed by the Programme Director with support from the Lead Authority's human resources team where appropriate and the other Authorities shall not challenge the procedure conducted by the Lead Authority in accordance with this clause.

4.7 New Staff will be required to comply with the Lead Authority's policies, procedures and values ("PRIDE"). The Lead Authority will also be responsible for the day to day management of the New Staff, with the assistance of the Programme Director and the New Staff will report directly to the Programme Director.

4.7.1 Further in the event of any New Staff being seconded to assist one or more of the BC Authorities on a local project, the New Staff shall always be under the day to day management of the Lead Authority and shall continue to comply with its policies, procedures and values.

4.8 The Lead Authority shall be responsible for the payment of Employment Costs in respect of the New Staff and these Employment Costs (including without limitation Pension Deficit Costs) are intended by the Authorities to be funded and paid from

the TfWM funding or such other external funding as may be available in each Financial Year.

4.9 In the event that there is a reduction in external funding or external funding becomes unavailable in respect of the Transportation Programme the Employment Costs (including without limitation Pension Deficit Costs) shall be treated as a Shared Costs and the BC Authorities agree to use reasonable endeavours to minimise Shared Costs.

4.10 The Lead Authority may terminate the employment of any of the New Staff in accordance with its own procedures and any associated costs shall be treated as Shared Costs in the absence of funding from TfWM or other external funding and the Programme Director shall keep BC Authorities informed accordingly.

Allocated Staff

4.11 Each Employer Authority shall be responsible for the payment of any Employment Costs in respect of its Allocated Staff.

4.12 At all material times the Allocated Staff shall remain the employee(s) of the relevant Employer Authority. The relevant Employer Authority if appropriate shall make all the necessary changes to the terms of the Employment Contract/s of any Allocated Staff so that the Allocated Staff can provide the services in accordance with the terms of this Agreement. The Black Country Transport Team shall not require, the Allocated Staff to do anything that shall, breach the Allocated Staff's Employment Contract(s) and shall have no authority to vary the terms of the Allocated Staff's Employment Contract/s or make any representations to the Allocated Staff in relation to the terms of their Employment Contract(s). Any change in the Allocated Staff's Employment Contract(s) by the relevant Employer Authority shall be undertaken in a timely manner, to prevent delays to the progress of the Black Country Transportation Team or affect their ability to discharge their duties and the Programme Director shall be notified of such change.

4.13 The Programme Director shall have day-to-day control of the Allocated Staffs' activities but as soon as reasonably practicable shall refer any Management Issues to the relevant Employer Authority who shall remain solely responsible for the its Allocated Staff, including, but not limited to, all Employment Costs, any Management Issue, the management of absences, flexible working arrangements, holidays, grievances, training and professional development, redundancies and required reasonable adjustments pursuant to the Equality Act 2010. The Programme Director

shall provide the relevant Employer Authority with reasonable assistance and feedback in respect of its Allocated Staff to ensure that such employees are managed fairly and effectively. Where a Management issue (including an issue of conduct or competence of the relevant employee) is raised by the Programme Director it shall be referred back to the relevant Employer Authority to deal with under their relevant policies and the relevant Employer Authority shall keep the Programme Director updated as regards progress including the outcome of any investigation. If and to the extent this is not dealt with or is resolved by the Employer Authority within a reasonable period (of not less than 30 days from the date the issue was raised by the Programme Director) and the problem persists, the Employer Authority must:

4.13.1 within 5 days provide the Lead Authority with written reasons for the continuing delay together with proposals for immediate resolution AND the Programme Director shall retain sole discretion to accept or reject such reasons and proposals;

4.13.2 should the Employer Authority fail to manage the situation in a reasonable and timely manner that promotes early resolution, the Programme Director may exercise discretion to escalate the matter to the Heads of Regeneration Working Group who may require the relevant Employer Authority to remove the relevant Allocated Staff member from the Black Country Transport Team and;

4.13.3 the Heads of Regeneration Working Group shall undertake to act in a timely and reasonable manner to avoid any potential adverse impact on the Transportation Programme, Joint Commission Programme or Project.

4.14 For the avoidance of doubt, none of the parties intend for the Transfer of Undertakings (Protection of Employment) Regulations 2006 ("**TUPE**") to apply in respect of the allocation of staff to the Black Country Transport Team. In the event that TUPE is deemed to apply during the term of this Agreement, any Authority deemed to be the transferee will be compensated for all and any Employment Costs incurred as a consequence of the application of TUPE from the Transferor. Such Employment Costs may then be treated as a Shared Cost at the discretion of the Programme Director. Further, the Employer Authority shall indemnify and keep the prevailing Lead Authority indemnified fully at all times against any claim or demand by the Allocated Staff member arising out of their employment or termination of their employment during the Allocation Period.

Allocated Staff Extended Absence

4.15 Each Employer Authority shall use reasonable endeavours to notify the Programme Director in advance, where possible, or as soon as practicable where an Allocated Staff member of the Black Country Transport Team is due to go on extended absence for a period due to sickness, injury parental / maternity / paternity / adoption or shared parental leave . The Programme Director shall agree with the relevant Authority and the Heads of Regeneration Working Group whether, and if so how, the relevant post should be filled in that Allocated Staff member's absence provided that:

4.15.1 in the case of Allocated Staff, the cost of parental / maternity / paternity / adoption / shared parental leave and periods of sickness or injury of more than one week shall not be a Shared Cost but shall be borne by the relevant Employer Authority; and

4.15.2 in the case of New Staff, the cost of parental / maternity / paternity / adoption / shared parental leave and any periods of sickness or injury related absence shall be dealt with on the same basis as other Employment Costs in accordance with clauses 4.8 and 4.9.

4.15.3 Notwithstanding clause 4.15 above, if an Allocated Staff member is going to be absent for any reason for more than 7 days the Employer Authority shall, use reasonable endeavours to notify the Programme Director within a reasonable period and subject to the Programme Director's prior consent, provide a substitute if necessary and resources permit.

Employment Claims and Grievances

4.16 Where a claim or grievance is raised by a member of the Black Country Transportation Team, that claim or grievance shall be managed by the relevant Employer Authority (which shall be the Lead Authority in the case of the New Staff) in accordance with that Employer Authority's employment policies and the terms and conditions of employment of the relevant employee.

4.17 Each Authority shall notify the Programme Director of any claim or grievance affecting a member of the Black Country Transportation Team including any claim or grievance against a member of the Black Country Transportation Team particularly if such claim or grievance may result in disciplinary action against the relevant employee.

4.18 Subject to clause 4.19, where an Authority incurs costs in respect of an employment claim or grievance (including without limitation claims in connection with redundancy and unfair dismissal) raised by a member of the Black Country Transport Team, the only circumstances in which the costs associated with the claim or grievance shall be treated as a Shared Cost are:

4.18.1 in the case of Allocated Staff where the claim arises as a direct result of the employee's activities as part of the Black Country Transport Team and where such claim would not otherwise have arisen; and

4.18.2 where the claim or grievance does not arise as a result of a negligent or wilful breach by an Employer Authority of the employee's terms and conditions of employment, provided that the Programme Director shall have discretion, acting reasonably, to allow such costs to be Shared Costs where such costs should reasonably be regarded as costs of the Transportation Programme and the BC Authorities agree to use reasonable endeavours to minimise Shared Costs.

4.19 Where a claim or grievance is raised by a member of the Black Country Transportation Team in respect of the actions of another member of the team or any other employee of any BC Authority and the claim or grievance is successfully upheld following a thorough investigation and/or an Employment Tribunal hearing, then the costs incurred by the Employer Authority of the employee who raises the claim shall be entitled to recover its costs from the Employer Authority of the relevant member of the Black Country Transport Team or other employee whose actions gave rise to the claim or grievance and such costs shall not be regarded as a Shared Cost and the BC Authorities agree to use reasonable endeavours to minimise Shared Costs.

Variation of Terms and Conditions of Employment

4.20 An Employer Authority of New Staff and an Employer Authority of Allocated Staff shall notify the Programme Director in advance and as soon as it becomes aware of any proposal to vary the terms and conditions of employment of their employee members of the Black Country Transport Team, providing such information as the Programme Director shall reasonably require in order to determine the impact of the proposed variation upon the operation and cost of the Transportation Programme.

4.21 The Employer Authority shall consult with the Programme Director in relation to any proposed variations as referred to in clause 4.20 and shall take account of the Programme Director's views.

4.22 Where the Programme Director determines in his absolute discretion that the proposed variation will impact negatively upon the operation and cost of the Transportation Programme, he shall be entitled to require the removal of the employee in question from the Black Country Transport Team.

Ancillary Services

4.23 The Authorities acknowledge and agree that the Black Country Transport Team will require access to and / or will be served by Ancillary Services and the Authorities anticipate that such Ancillary Services will be provided by the Lead Authority and the costs of such Ancillary Services shall be treated as Shared Costs and invoiced annually in the absence of funding from TfWM or other external funding and the BC Authorities to shall use reasonable endeavours to minimise Shared Costs

4.24 The Authorities shall put in place a service level agreement in respect of the Ancillary Services provided by the Lead Authority, as the need arises, setting out:

4.24.1 the extent to which the Black Country Transport Team shall be entitled to access and / or shall be served by the Ancillary Services; and

4.24.2 the rate or basis on which the Ancillary Services shall be charged in respect of members of the Black Country Transport Team.

4.25 The total cost of provision of the Ancillary Services by the Lead Authority in accordance with such service level agreements in each Financial Year shall be a Shared Cost (and the BC Authorities agree to use reasonable endeavours to minimise costs) unless otherwise agreed by the Authorities under the terms of the relevant service level agreement.

4.26 In the absence of a service level agreement in respect of any one or more Ancillary Services, the Lead Authority shall be entitled to identify an appropriate allocation of costs in respect of the provision of Ancillary Services to the Black Country Transport Team and to include such allocated costs in the report that it prepares in accordance with clause 5.6 and such costs shall be a Shared Cost in each Financial Year and the BC Authorities agree to use reasonable endeavours to minimise Shared Costs

5 FUNDING AND CONTRIBUTIONS

5.1 The Authorities intend to secure external funding to meet the costs of the Transportation Programme, the Joint Commissioning Programme, the Projects and the activities of the Black Country Transportation Team and further agree that no

development related costs should be incurred unless and to the extent that funding is available to meet them (including in the case of the Joint Commissioning Programme the funds to be contributed to the Joint Commissioning Budget in accordance with clause 5.3).

5.2 The BC Authorities shall work collaboratively in mutual trust and confidence to secure external funding for the Transportation Programme, the Joint Commissioning Programme, individual Projects and the activities of the Black Country Transportation Team for the duration of this Agreement.

5.3 Each Authority shall be liable for the duration of the Transportation Programme to make a contribution to the Joint Commissioning Budget of £40,000 (forty thousand pounds) in cash per annum. Such sum shall be reviewed annually and varied by agreement by the Heads of Regeneration Working Group and such sum shall be payable by each Authority to the Lead Authority no later than the Commencement Date and the anniversary of the Commencement Date in each Financial Year.

5.4 The Joint Commissioning Budget shall be held by the Lead Authority on behalf of the other Authorities and shall be applied as appropriate to the costs of the Joint Commissioning Programme. In the event that any portion of the Joint Commissioning Budget is unused at the end of a Financial Year the unused portion shall be rolled forward into the next Financial Year and shall not be off-set against the Authorities' next Contribution unless the Heads of Regeneration Working Group otherwise agrees.

5.5 It is the Authorities' intention that the costs of the Transportation Programme (except to the extent the costs of the Joint Commissioning Programme are met out of the Joint Commissioning Budget) shall be funded through external funding (e.g. grants and other Funding Agreements) to the extent such costs can be capitalised. Any costs that cannot be capitalised shall be treated as revenue costs and shared equally by the Authorities and paid within 5 Working Days of the date of demand by the Lead Authority.

5.6 No later than 14 fourteen Working Days before the end of each Financial Year, each Authority shall submit a report to the Lead Authority in a format that the Lead Authority shall provide, setting out:

5.6.1 its application of resources to the Transportation Programme and to each Project;

5.6.2 the number and profile of its staff working on the Transportation Programme and each Project;

5.6.3 any relevant Employment Cost that are Shared Costs in accordance with the provisions of clause 4;

5.6.4 its income and expenditure in connection with the Transportation Programme, the Joint Commissioning Programme and each Project; and

5.6.5 any sums which it proposes be reimbursed by the Lead Authority from the monies held by the Lead Authority on behalf of all Authorities,

so as to enable the Lead Authority to identify to what extent the Authorities have dedicated resources and contributed to the Transportation Programme and the Projects.

5.7 The Lead Authority shall add to this information, its own report setting out:

5.7.1 its application of resources to the Transportation Programme and to each Project;

5.7.2 the number and profile of its staff working on the Transportation Programme;

5.7.3 any relevant Employment Cost that are Shared Costs in accordance with the provisions of clause 4;

5.7.4 its income and expenditure in connection with the Transportation Programme and each Project;

5.7.5 any sums which it proposes be reimbursed from the monies held by the Lead Authority on behalf of all Authorities; and

5.7.6 the cost of provision of Ancillary Services to the Black Country Transport Team pursuant to clause 4.25.

5.8 The Lead Authority shall report back to the Authorities at the end of each Financial Year and to the Heads of Regeneration Working Group, summarising the information that it has received from the Authorities and compiled, identifying any payments that are required to be made from the monies held by the Lead Authority in order to ensure that the Authorities are sharing the burden of the Transportation Programme, the Joint Commissioning Programme and the Projects in equal measure.

5.9 The Programme Director (or such other officer as he may delegate to) shall engage with Cabinet members for transport on a quarterly basis so that they are kept updated on progress of the Transportation Programme.

5.10 In the event that the cost of the Transportation Programme, the Joint Commissioning Programme and/or any individual Project is determined by the Programme Director to be likely to exceed the available funding for it, no further work shall be commissioned unless the Authorities otherwise agree and agreement is reached on the further funding required.

5.11 In the event that the cost of work already commissioned under the Transportation Programme is determined by the Programme Director to be likely to exceed the available funding, the Black Country Transport Team shall present options to the Head of Regeneration Working Groups for approval of the additional spend and claim the arrears once the work has been invoiced.

5.12 The Authorities acknowledge and agree that:

5.12.1 notwithstanding any other provision of this Agreement, the Lead Authority shall not be obliged to make payment in respect of any costs or to incur any liabilities on behalf of the other Authorities pursuant to the terms of this Agreement unless it has received funding or a commitment to such funding for the full value of such costs and liabilities;

5.12.2 the Contributions due to have been paid by the Commencement Date in accordance with clause 5.3 have been paid to the Lead Authority; and

5.12.3 without prejudice to clause 5.12.1, where the Lead Authority makes a payment in respect of costs or incurs liabilities on behalf of the other Authorities in circumstances where it has not received funding in advance to the full value of such costs or liabilities, the other Authorities shall reimburse the Lead Authority in equal shares on demand (such payment by an Authority (including the Lead Authority's share that is not reimbursed) shall not be deemed to be payments on account of that Authority's Contribution except to the extent the payment relates to the Joint Commissioning Programme).

5.13 The costs of any Project that involve only one Authority shall be borne by that Authority alone except and to the extent they are not covered by external funding arrangements and no costs relating to that Project shall be Shared Costs.

5.14 The costs of any Project that involves more than one Authority but not all the Authorities shall be borne by the Authorities involved in that Project in equal proportions except and to the extent they are not covered by external funding arrangements.

5.15 To the extent any Authority incurs any costs or expenses in relation to a Project that it is not involved in (including the Lead Authority in its capacity as such) it shall be entitled to be repaid on demand in accordance with clauses 5.13 and 5.14.

5.16 If any Authority fails to make a payment under this Agreement by the due date then, without limiting any other Authority's rights in respect of such failure, the Authority in default shall pay interest on the overdue sum from the due date until payment is made in full, whether before or after judgment. Interest under this clause will accrue each day at 8% a year above the Bank of England's base rate from time to time unless otherwise agreed. Interest paid on the late payment of any Contribution shall be added to the Joint Commissioning Budget.

6 GOVERNANCE

6.1 Wolverhampton City Council as Lead Authority for the Transportation Programme shall be responsible for the performance of the following functions:

6.1.1 co-ordination of allocation of employees employed by each of the Authorities of the Black Country Transport Team to ensure the appropriate number and profile of staff are working on the Transportation Programme at any time;

6.1.2 co-ordination of the provision of all ICT requirements at the Premises, human resources, administrative, legal and financial support to the Black Country Transport Team;

6.1.3 the commissioning and procurement of any appropriate external services to support the work of the Black Country Transport Team as and when required;

6.1.4 collection and safeguarding of the Joint Commissioning Budget and of any additional payments by the Authorities to the Lead Authority in connection with the Transportation Programme, the Joint Commissioning Programme and/or any Project;

6.1.5 applying for, receiving, holding and administration of grant funding provided by any Funding Body for development of the Transportation Programme, the Joint Commission Programme, Projects or such other development as agreed by BC Authorities and additional funding as may be required for the Black Country Transport Team including monitoring of the application of funds and reporting to the relevant Funding Body;

6.1.6 monitoring of the Annual Cost of the Transportation Programme and the Joint Commissioning Programme based on information provided by the Authorities and identification of any imbalance in the liabilities of any particular Authority in connection with the Transportation Programme and/or the Joint Commissioning Programme and/or any Project(s) in any Financial Year which may require correction;

6.1.7 obtaining the approval of the Authorities for the payment of any balancing sums to one or more Authorities in respect of any imbalances in contributions to the Transportation Programme and/or the Joint Commissioning Programme and/or any Projects from time to time among the Authorities.

6.2 Notwithstanding anything contained within this Agreement and the Schedules, the role of the Heads of Regeneration Working Group is overall operational responsibility for the implementation of the Transportation Programme, the Joint Commissioning Programme and the Projects and all of their elements.

6.3 BC Authorities will oversee the development of the Transportation Programme, the Joint Commissioning Programme and the Projects and will receive reports prepared by the Heads of Regeneration Working Group regarding the progress of the Transportation Programme, the Joint Commissioning Programme and all ongoing Projects. It will also receive any other reports that the Heads of Regeneration Working Group chooses to submit.

6.4 Subject at all times to compliance with all applicable laws, orders, enactments and regulations pertaining to the public procurement of goods and services (including EU procurement law for as long as and to the extent it applies to the UK during the transition period following the UK's withdrawal from the European Union), all procurement of goods, works and or services needed for or in the delivery of the Transportation Programme or any Project shall be procured:

6.4.1 in the case of any Projects that are comprised in the Joint Commissioning Programme or any development work on a Project led by the Lead Authority, in accordance with the Lead Authority's constitution and, in particular, its contract and procurement rules; and

6.4.2 in the case of any other Projects after completion of the development work, in accordance with or the relevant Development Authority's constitution and, in particular, its contract and procurement rules.

6.5 The Authorities' roles and responsibilities in relation to the governance arrangements for the Transportation Programme and Joint Commissioning Programme as set out in this Agreement shall be carried out by personnel of the Authorities. No charge or demand shall be made by any Authority to the Lead Authority or to any other Authority in respect of such costs except for where such costs shall be Shared Costs or it has been agreed by the Heads of Regeneration Working Group that such costs may be claimed by that Authority from another Authority or, to the extent such costs relate to the Joint Commissioning Programme and may be met from the Joint Commissioning Budget held by the Lead Authority.

6.6 The Programme Director will be responsible for attending meetings and contributing to the agendas of the Heads of Regeneration Working Group. He will also be responsible for maintaining the Black Country Transport Priorities Document and providing written updates to the Heads of Regeneration Working Group and the BC Authorities on the general progress of the Transportation Programme and the Joint Commissioning Programme and on specific Projects as appropriate.

6.7 The meetings of the Heads of Regeneration Working Group, the BC Authorities and the Black Country Transport Officers' Group shall be minuted and copies of the minutes circulated to all relevant participants.

6.8 The Authorities shall ensure that the appropriate officers attend the Heads of Regeneration Working Group meetings arranged by Walsall Council. the purpose of which is to develop the Transportation Programme's priorities, initial Project proposals, Project updates and generally as necessary to enable the Programme Director to manage the Transportation Programme effectively.

6.9 The Black Country Transport Officers' Group shall be established for the purpose described in Schedule 3. The group will meet monthly and a summary of the meeting will then be provided to the Heads of Regeneration Working Group meeting for

information only. Any key issues will be raised at the Heads of Regeneration Working Group and if required taken to the BC Authorities for formal approval.

6.10 The Lead Authority is not responsible for delivery of Projects. Responsibility for delivery of Projects rests with the relevant Authorities.

7 PROJECT AUDIT AND CLAW-BACK

7.1 Each Authority shall ensure that it maintains proper and accurate records of all transactions entered into, including without limitation income received and expenditure incurred by the Authority, its contractors, sub-contractors, servants and agents, in connection with the Transportation Programme, the Joint Commissioning Programme and the Projects and it shall be liable to the Lead Authority on behalf of the other Authorities in respect of any loss or damage suffered by the Authorities as a result of any irregularities or errors in connection with the underlying transactions and in the manner of accounting and recording of such transactions.

7.2 Subject to the provisions of this clause 7, each Authority shall be responsible to the other Authorities for ensuring compliance with all terms and conditions imposed by any statutory authority or other funding body in respect of any Project for which it is the Development Authority.

7.3 At all times each Authority will be responsible for ensuring that adequate audit arrangements are in place for any element of the Transportation Programme and the Joint Commissioning Programme for which they are responsible and for any Project for which they are the Development Authority including providing free and unfettered access of the Lead Authority and the Heads of Regeneration Working Group to all information and documentation in relation to the Project.

7.4 Each Authority agrees to give the Lead Authority and the Heads of Regeneration Working Group unrestricted and unfettered access to all information and documentation in relation to any element of the Transportation Programme and/or the Joint Commissioning Programme for which it is responsible and in relation to any Project for which it is the Development Authority, unless otherwise agreed, including providing copies of any such information and or documentation free of charge.

7.5 The Authorities agree that in the event that any grant monies are clawed back by a Funding Body in respect of any Project in accordance with the terms of the relevant grant agreement:

7.5.1 where practicable, all of the Authorities will take reasonable steps within their powers to mitigate the amount of monies clawed back by the relevant Funding Body provided that no Authority shall be required to incur significant expenditure in meeting that obligation to mitigate; and

7.5.2 subject to clauses 7.6 and 7.9, the Authorities shall meet any liability in respect of the repayment of grant monies and any other costs of dealing with the clawback and taking steps to mitigate as Shared Costs.

7.6 Where clawback of grant monies arises in respect of the Transportation Programme, the Joint Commissioning Programme and /or any Project as a result of negligence, breach or default on the part of any Authority, that Authority shall be responsible for the repayment of the grant monies and shall reimburse the other Authorities on demand in respect of any liabilities that they incur in relation to such clawback, including without limitation any costs and liabilities incurred:

7.6.1.1 by any other Authorities in respect of any steps taken to mitigate the extent of the clawback;

7.6.1.2 by the Lead Authority (or other relevant Authority if not the Lead Authority) in respect of the repayment of the grant monies to the relevant Funding Body where the Lead Authority (or other Authority) is liable to that Funding Body in respect of such clawback; and

7.6.1.3 by the Lead Authority (or other relevant Authority if not the Lead Authority) in respect of any steps taken by the relevant Funding Body to recover grant monies or reimbursement of other liabilities that it has incurred in connection with the clawback.

7.7 Without prejudice to clause 7.6, in advance of submission of a grant application for a Project, the Development Authority for the Project shall in order to reach agreement as to how liabilities for clawback of grant monies will be allocated between the Authorities in circumstances where clawback of the grant monies arises as a result of circumstances beyond the reasonable control of that Development Authority. That the Lead Authority shall be responsible for ensuring that the Authorities reach agreement in respect of such arrangements and that such agreement is properly documented in advance of the submission of the grant application.

7.8 Where any Development Authority fails to secure the written agreement of the other Authorities in respect of such arrangements pursuant to clause 7.7 and clawback of

grant monies arises in the circumstances described in clause 7.7, that Development Authority shall be responsible for any costs and liabilities incurred by the other Authorities pursuant to clause 7.6 as if the clawback had arisen as a result of the negligence or default of that Development Authority.

7.9 Where clawback of grant monies arises in respect of any Project that involves only one Authority or a number but not all of the Authorities, that Authority or those Authorities as the case may be shall be responsible for the repayment of the grant monies and shall reimburse the other Authorities who are not involved in such Project on demand in respect of any liabilities that they incur in relation to such clawback (such liability to be shared equally between all Authorities involved in such Project unless they agree any other proportions).

7.10 For the avoidance of doubt, the Authorities for the purpose of any clawback or reimbursement of costs shall be the four Authorities (or such number as may be involved in any relevant Project) and Wolverhampton shall not bear any additional share of such cost or liability due to its dual role as a party to this Agreement in its own right and in its role as the Lead Authority.

8 GENERAL OBLIGATIONS

8.1 Each Authority agrees that it shall be required to comply directly with the terms of any Funding Agreement if it is the recipient of any funding derived from that Funding Agreement.

8.2 Each Authority agrees to assist, co-operate and comply with the Monitoring Procedures and that it will work together with the other Authorities to resolve or rectify any errors or irregularities identified during the Monitoring Procedures or otherwise.

8.3 Each Authority shall be solely liable for any cost implications or irregularities or errors attributable primarily to it and identified during any Monitoring Procedures.

8.4 Each Authority shall indemnify the other Authorities (including in the case of the Lead Authority any claims, liabilities, costs, expenses, damages or losses it suffers or incurs in its capacity as Lead Authority) against all claims, liabilities, costs, expenses, damages or losses suffered by the others arising out of the negligence, default or breach by such Authority, its employees, servants and agents in connection with the performance of its obligations pursuant to this Agreement, including for the avoidance of doubt in respect of health and safety and security arrangements that apply at the Premises.

8.5 Each Authority shall at its own cost effect and maintain with a reputable insurance company a policy or policies of insurance providing as a minimum the following levels of cover:

8.5.1 public liability insurance with a limit of indemnity of not less than £5,000,000 (five million pounds) in relation to any one claim or series of claims;

8.5.2 employer's liability insurance in accordance with any legal requirement for the time being in force in relation to any one claim or series of claims;

8.5.3 professional indemnity insurance with a limit of indemnity of not less than £10,000,000 (ten million pounds) in relation to any one claim or series of claims and shall ensure that all professional consultants involved in the provision of the Services hold and maintain appropriate cover; and

8.5.4 any other insurances as agreed to be maintained by each Authority in respect of its liabilities under this Agreement.

8.6 Each Authority shall at all times take all reasonable steps to minimise and mitigate any loss for which the relevant Authority is entitled to bring a claim against another Authority or Authorities pursuant to this Agreement.

9 DOCUMENTATION

The Heads of Regeneration Working Group shall produce the initial drafts of standard documentation for the Transportation Programme and for Projects for approval by BC Authorities.

10 CONFIDENTIALITY

10.1 Each Authority shall use reasonable endeavours to keep in strict confidence, and shall bind all its employees, servants and agents to keep in strict confidence, all commercial and technical information in whatever form acquired by it (whether directly or indirectly) concerning another Authority in connection with this Agreement (hereinafter called Confidential Information). No Authority shall, save as hereinafter provided, use or disclose any such Confidential Information other than for the purposes of the Transportation Programme or as expressly permitted by this Agreement. The foregoing restriction shall not apply to:

10.1.1 information which at the time of disclosure is generally available to the public;

10.1.2 information which the Authorities are obliged to release under the provisions of the Freedom of Information Act 2000;

10.1.3 information which after disclosure becomes generally available to the public through no fault of the receiving Authority;

10.1.4 information which the receiving Authority can show was in its possession prior to the disclosure and which was not acquired directly or indirectly from the other Authority; and

10.1.5 information which the receiving Authority can show was received by it after the time of disclosure from any Authority without any obligation of confidentiality and which was not acquired directly or indirectly from the other Authority.

10.2 The confidentiality obligations set out in this clause shall survive for a period of five (5) years after the termination of the Transportation Programme.

10.3 Each Authority shall impose the same confidentiality obligations set out in this clause 10 upon its affiliates, consultants and other third parties who are in association with it and may have access to Confidential Information during the term of this Agreement.

11 INTELLECTUAL PROPERTY

11.1 The Authorities agree that all Intellectual Property Rights existing at the Commencement Date shall remain the property of the relevant Authority.

11.2 All Intellectual Property Rights created by the Authorities after the Commencement Date during the period of the Transportation Programme and developed specifically for application in connection with the Transportation Programme shall, unless otherwise agreed in writing, belong to the Authorities jointly, and the Authorities shall use all reasonable endeavours to ensure that each Authority receives appropriate rights to any Intellectual Property Rights created during and relating to the Transportation Programme or the Joint Commissioning Programme.

12 WARRANTIES

12.1 Each Authority warrants to the other Authorities that:

12.1.1 it has the necessary right and authority to enter into this Agreement; and

12.1.2 the signatories hereto for and on behalf of that Authority are authorised and fully empowered to execute this Agreement on that Authority's behalf.

13 FORCE MAJEURE

13.1 If any Authority is affected by Force Majeure it shall forthwith notify the other Authorities of the nature and extent thereof.

13.2 No Authority shall be deemed to be in breach of this Agreement, or otherwise be liable to the other, by reason of any delay or failure in performance or non-performance, of any of its obligations hereunder, to the extent that such delay or failure or non-performance is due to any Force Majeure which it has notified in a timely manner to the other Authorities, and the time for performance of that obligation shall be extended accordingly.

13.3 If the Force Majeure in question prevails for a continuous period in excess of three months, the Authorities shall enter into bona fide discussions with a view to alleviating its effects, or to agreeing upon such alternative arrangements as may be fair and reasonable.

14 DURATION AND TERMINATION

14.1 The provisions of this Agreement shall come into force on the Commencement Date.

14.2 The Authorities shall review the terms of this Agreement on an annual basis and this Agreement shall be deemed to renew automatically on the same terms for a further period of 12 (twelve) calendar months from 1 April in each year unless the Authorities otherwise agree in which event this Agreement shall terminate at close of business on the 31 March.

14.3 One or more Authorities may give not less than 3 months' notice in writing to the Lead Authority and other Authorities at any time to withdraw from this Agreement. In these circumstances, the BC Authorities shall meet within one month of the date of service of any such notice of withdrawal for the purposes of preparing an implementation plan:

14.3.1 for the withdrawal of the relevant Authority from the Agreement; or

14.3.2 in circumstances where the remaining Authorities do not wish to continue with the Agreement for any reason or where the continuation of the Agreement is not viable, for the termination of the Agreement.

14.4 The Authorities shall each act reasonably in co-operating with each other to facilitate the withdrawal of an Authority from the Agreement or the termination of the Agreement and the Authority giving notice of withdrawal (or if there is more than one such Authority then each of them in equal shares) shall bear all costs arising out of or in connection with such withdrawal or termination pursuant to clause 14.3 and shall indemnify the remaining Authorities against all costs and expenses incurred or to be incurred by them arising out of or in connection with that withdrawal or termination. The remaining Authorities shall determine (acting reasonably and in good faith) if any variations are required to this Agreement in consequence of the withdrawal of that Authority.

14.5 No relaxation, forbearance, delay or indulgence by any Authority in enforcing any of the terms of this Agreement or the granting of time by any Authority to any other shall prejudice, affect or restrict the rights and powers of that Authority in relation to the other, nor shall any waiver by any Authority of a breach of this Agreement be considered as a waiver of any subsequent breach of the same or any other provision.

14.6 The right to withdraw from this Agreement given by this clause 14 shall not prejudice any other right or remedy of any Authority in respect of any breach of this Agreement by another Authority, whether or not such breach was the cause of the Authority's withdrawal from the Agreement.

15 VARIATION

15.1 The BC Authorities shall from time to time review the operation of this Agreement, implementation of the Transportation Programme and achievement of the Objectives.

15.2 Such reviews shall be undertaken on an annual basis or at such other intervals as appear to the Lead Authority to be appropriate and Lead authority shall make proposals to the Authorities for any changes which seem to the Lead Authority to be reasonable and appropriate in the circumstances.

15.3 Any changes or variation to this Agreement shall be agreed by the BC Authorities and supported by a deed of variation.

16 PUBLICITY AND PUBLIC RELATIONS

16.1 The Authorities shall co-operate and consult with each other in respect of any matter involving public relations in so far as reasonably practicable having regard to the nature and urgency of the issue involved.

16.2 The Lead Authority may agree protocols for the handling of public relations from time to time.

17 DISPUTES

17.1 If any dispute arises between the Authorities arising in connection with the provisions of this Agreement the Authorities shall endeavour to resolve the dispute by agreement as quickly as possible but if the dispute has not been resolved within ten (10) Working Days then either Authority may request the others to participate in a meeting of their Chief Executives. The Authorities in dispute shall exchange statements at least three (3) clear Working Days prior to the date of the meeting, setting out their respective views of the disputed issues. If the Chief Executives do agree a strategy for the resolution of the dispute the Authorities shall then liaise in good faith to arrange to implement the strategy for resolution within ten (10) Working Days of the meeting.

17.2 If notwithstanding any steps taken by the Authorities pursuant to clause 17.1, the dispute between the Authorities remains unresolved then at the request of any Authority the dispute shall be referred (in the absence of any express provision to the contrary) to a suitably qualified independent person appointed jointly by the Authorities (the "**Independent Person**").

17.3 The Independent Person is to have at least 10 years post qualification experience relevant to the dispute and his/her identity shall be agreed between the Authorities.

17.4 If the Authorities cannot agree on the Independent Person's identity the Independent Person is to be appointed at the request of any of the Authorities by the president or chairman for the time being of whichever of the following bodies is most appropriate having regard to the nature of the dispute:

17.4.1 The Royal Institution of Chartered Surveyors;

17.4.2 The Institute of Chartered Accountants in England & Wales; or

17.4.3 The Law Society of England and Wales.

17.5 The Independent Person is to act as arbitrator in accordance with the Arbitration Act 1996 and the costs of the arbitration shall be payable by the Authorities in the proportions determined by the Independent Person and unless agreed otherwise the default position being as determined under the Arbitration Act 1996.

17.6 Where costs of the Independent Person remain unpaid by the Authority liable to pay them pursuant to this clause, the other Authorities or any of them may discharge those costs and recover the sum so paid from the defaulting Authority as a debt on written demand.

18 COMPLAINTS

In the event of a complaint about a Project being received, the Development Authority for that Project will manage the complaint and shall report to the Lead Authority and the Heads of Regeneration Working Group within four weeks or such other period as agreed with the Lead Authority upon the complaint and in any event at the conclusion of the complaint.

19 LOCAL AUTHORITY POWERS

Nothing in this Agreement shall prejudice or affect any of the statutory rights, powers, obligations and duties for the time being vested in the Authorities.

20 NOTICES AND SERVICE

20.1 Any notice or other information required or authorised by this Agreement to be given by any Authority to the other Authorities shall be given by:

20.1.1 delivering the same by hand; or

20.1.2 sending the same by pre-paid registered post;

to the other Authority or Authorities at the address given at the beginning of this Agreement or such other address as has been notified to the Authorities in writing.

20.2 Any notice or information sent by post in the manner provided by clause 20.1 which is not returned to the sender as undelivered shall be deemed to have been given on the second day after the envelope containing it was so posted, and proof that the envelope containing any such notice or information was properly addressed, pre-paid, registered and posted, and that it has not been returned to the sender, shall be sufficient evidence that the notice or information has been duly given.

21 FREEDOM OF INFORMATION

21.1 Each Authority acknowledges that it is subject to the requirements of the code of practice on access to government information, the Freedom of Information Act 2000 ("FOIA") and the Environmental Information Regulations ("EIR") and shall assist and co-operate with each other to enable each to comply with its information disclosure obligations.

21.2 Each Authority shall provide all necessary assistance as reasonably requested by the other Authorities to enable the other Authorities to respond to any requests for information that falls under the FOIA or EIR and is related to the Transportation Programme ("Request for Information") within the time for compliance set out in section 10 of the FOIA or regulation 5 of the EIR.

21.3 The Authority who receives the initial Request for Information shall be responsible for responding to the initial request and determining in its absolute discretion and notwithstanding any other provision in this Agreement or any other agreement whether any information is exempt from disclosure in accordance with the provisions of the code of practice on access to government information, the FOIA or the EIR.

21.4 Each Authority shall ensure that all information produced in the course of this Agreement is retained for disclosure and shall permit the other Authorities to inspect such records as requested from time to time. The costs incurred by the Lead Authority in responding to requests for information under the FOIA and the EIR in relation to a Project, the Transportation Programme and or the Joint Commissioning Programme shall be Shared Costs provided that any such costs incurred in respect of a Project that does not involve all the Authorities shall not be Shared Costs but shall be shared between (and reimbursed on demand by) those Authorities who are involved in that Project (and if just one Authority is involved then the costs shall be borne solely by that Authority).

21.5 The Programme Director shall consider any request from other Authorities to treat any costs incurred in responding to a request for information under the FOIA and the EIR in connection with the Transportation Programme and/or the Joint Commissioning Programme as a Shared Cost and shall determine such request in his absolution discretion.

22 DATA PROTECTION

With respect to the Authorities' rights and obligations under this Agreement, each Authority agrees to comply with the obligations imposed on it by the Data Protection Legislation as a Data Controller and to ensure that Personal Data is processed only in accordance with its own policies on data protection, information security and retention of personal data to comply with its obligations under the Data Protection Legislation.

23 EQUALITY ACT 2010

Each Authority agrees to comply with the obligations imposed on it by the Equality Act 2010.

24 GENERAL

24.1 This Agreement is personal to each of the Authorities and no Authority may assign, mortgage, charge or (except as otherwise provided in this Agreement) license any of its rights hereunder, or sub-contract or otherwise delegate any of its obligations hereunder, except with the written consent of all the other Authorities.

24.2 Nothing in this Agreement shall create, or be deemed to create, a partnership, or the relationship of principal and agent, between the Authorities.

24.3 The Authorities will act in good faith towards each other in relation to the Transportation Programme and in achieving the Objectives and outputs of the Transportation Programme and in complying with this Agreement and any Funding Agreements.

24.4 If any provision of this Agreement is held by any competent authority to be invalid or unenforceable in whole or in part, this Agreement shall continue to be valid as to the other provisions thereof and the remainder of the affected provision.

24.5 This Agreement and the Schedules constitute the entire agreement and understanding of the Authorities and supersedes any previous agreement between the Authorities relating to the subject matter of this Agreement.

24.6 Each of the Authorities acknowledges and agrees that in entering into this Agreement it does not rely on, and shall have no remedy in respect of, any statement, representation, warranty or understanding (whether negligently or innocently made) of any person (whether a party to this Agreement or not) other than as expressly set

out in this Agreement. Nothing in this clause shall, however, operate to limit or exclude any liability for fraud.

24.7 All payments by an Authority pursuant to this Agreement are exclusive of any applicable value added tax except where expressed to the contrary, and if any such value added tax is payable, the Authority in question shall be additionally liable for such tax, which shall accordingly be shown on the relevant VAT invoice.

24.8 No variation to this Agreement shall be valid unless it is in writing and signed by and on behalf of all the Authorities.

24.9 Every Authority shall from time to time do all such acts and execute all such documents as may be reasonably necessary in order to give effect to the provisions of this Agreement.

24.10 The Authorities shall bear their own costs of and incidental to the preparation, execution and implementation of this Agreement.

24.11 The Authorities do not intend that any provision of this Agreement should be enforceable pursuant to the Contracts (Rights of Third Parties) Act 1999 by any person who is not a party to this Agreement.

24.12 This Agreement shall be governed by and construed in accordance with the laws of England and Wales.

SCHEDULE 1 A

The Transportation Programme

BLACK COUNTRY TRANSPORT

Appendix B

Black Country Transport Programme Funding

		Initial Investment Programme Funding Estimate						Secured Funding							Unsecured Funding					
		LA ITB £m	BC LEP £m	Highways England £m	WMCA £m	DfT £m	Total £'m	LA ITB £m	BC LEP £m	Highways England £m	WMCA £m	TfWM £m	DfT £m	Total £m	LA ITB £m	BC LEP £m	Highways England £m	WMCA £m	DfT £m	Total £m
Highway - Major Roads Network	**Lead Authority**																			
A454 Phase 1+2 (Willenhall Road)	Wolverhampton	3.0	-		-	27.0	30.0	-	-			-	-		-	-	-	-	-	-
A4123	Dudley, Sandwell, Wolverhampton	4.3	-		-	44.3	48.6	-	-			-	-		-	-	-	-	-	-
A454 Phase 3 (Neachells Lane)	Wolverhampton	2.2				20.0	22.2								-	-	-	-	-	-
A449	Wolverhampton	0.8				7.5	8.3								-	-	-	-	-	-
A41 Moxeley Gyratory	Walsall					0.1														
A461	Walsall, Sandwell, Dudley	-	-	-	-	-	50.0								-	-	-	-	-	50.0
Birchley Island (oversight)	Sandwell	3.4	1.5		1.0	24	30.3	3.4	1.5		1.0		24	30.3	-	-	-	-	-	-
M6 J10 (oversight)	Walsall	1.3	7.5	39.0	-	30.0	77.8	-	-	-	-	-	-	-	1.3	7.5	39.0	-	30.0	77.8
Highway - Local Large Majors	**Lead Authority**																			
M5 J1	Sandwell	-	-		-	-	65.0	-	-			-	-	-						-
Rail (Oversight)	**Lead Authority**																			
Wolverhampton Interchange	Wolverhampton						125.0							-						-
Dudley Interchange	Dudley						18.0							-						-
Willenhall and Darlaston Train Stations	Walsall	5.4			44.6		50.0				12.6			12.6	5.4			32.0		37
Dudley Port Station	Sandwell						50.0							-						-
Metro (Oversight)	**Lead Authority**																			
Wednesbury to Walsall	Walsall, Sandwell	-	-		-	-	150.0	-	-			-	-	150.0						-
Brierley Hill to Stourbridge	Dudley	-	-	-	-	-	150.0	-	-	-	-	-	-	150.0						-
Wednesbury to Brierley Hill	Dudley, Sandwell						450.0	-	-	-	-	-	-	-				343.0		343.0
Other (Oversight)	**Lead Authority**																			
A34 Sprint Scheme	Walsall, Sandwell (+Birmingham)	-	-	-	33.0	-	33.0							-	-	-	-	33.0	-	33.0
West Midlands Cycle Hire	Wolverhampton, Sandwell, Walsall, Dudley						-							-	-	-	-	-	-	-
GRAND TOTAL (£m)		20.4	9.0	39.0	78.6	153.2	1,358.2	3	2	-	14	-	24	342.9	6.7	7.5	39.0	408.0	30.0	541.2

Black Country Transport Strategic Element	Cost				
	2021/22	2022/23	2023/24	2024/25	Total Cost
Black Country Transport Graduate	74,320	76,544	78,850	81,215	310,929
Black Country Transport Programme Manager	221,487	228,129	234,973	242,022	926,611
Black Country Transport Apprentice Support	20,954	21,583	22,230	22,897	87,664
Strategy Budget	160,000	160,000	160,000	160,000	640,000

BLACK COUNTRY TRANSPORT

A454 Phases 1+2 (Willenhall Road) Project Costs

Workstream	Initial Investment Funding Estimate: Initial Project Estimate	Initial Investment Funding Estimate: Business Case Estimate	Latest Costs to Completion: 2021/22	22/23	23/24	24/25	25/26	26+	Total	Current Approved Funding Ceiling: Latest Approved	Total Expenditure to Date	Variance	Current Year Financial Performance: Original Forecast	Latest Forecast	Variance
Project Management	£ 30,000.00	£ 30,000.00	£ 110,989.00	£ 114,318.00	£ 117,747.00	£ 121,279.00	£ 124,917.00	£ -	£ 589,250.00	-	-	-	30,000	30,000	110,989
Design			£ 250,000.00	£ 300,000.00											
Traffic Modelling	£ -						£ -			-	-	-	-	-	-
Land Purchase and Compulsory Purchase Order	£ -	£ -	£ -	£ 1,250,000.00	£ -		£ -			-	-	-	-	-	-
Utility Diversions				£ 3,000,000.00											
Construction				£ 25,000,000.00											
Total Costs	£ 30,000.00	£ 30,000.00	£ 360,989.00	£ 29,664,318.00	£ 117,747.00	£ 121,279.00	£ 124,917.00		£30,010,000	-	-	-	30,000	30,000	110,989

Funders	RAG Rating														
LA ITB		£ -	£ -	£ -	£ -	£ -		£ -		£ -	-	-	-	-	-
BC LEP															
WMCA															
DfT															

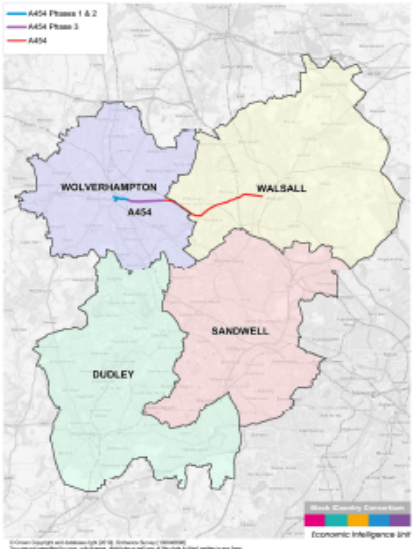
*Note: All Prices are inclusive of risk and inflation

Programme Summary

Role	2021/22	2022/23	2023/24	2024/25	2025/26	26+
Programme Manager	£ 73,829.00	£ 76,043.00	£ 78,324.00	£ 80,673.00	£ 83,093.00	
Graduate	£ 37,160.00	£ 38,275.00	£ 39,423.00	£ 40,606.00	£ 41,824.00	

Key Risk	Scenario	Mitigation

ProgrammeUpdate



BLACK COUNTRY TRANSPORT

A4123 (Birmingham New Road) Project Costs

Project Costs	Initial Investment Funding Estimate: Initial Project Estimate	Initial Investment Funding Estimate: Business Case Estimate	Latest Costs to Completion: 2021/22	22/23	23/24	24/25	25/26	26+	Total	Current Approved Funding Ceiling: Latest Approved	Total Expenditure to Date	Variance	Current Year Financial Performance: Original Forecast	Latest Forecast	Variance
Project Management		£ -	£ 45,000.00	£ 46,350.00	£ 47,740.00	£ 49,173.00	£ 50,648.00		£ 238,911.00	-	-	-	-	-	45,000
Design			£ 50,000.00	£ 750,000.00					£ 3,100,000.00						
Traffic Modelling	£ -			£ 62,500.00	£ 62,500.00		£ -		£ 1,000,000.00	-	-	-	-	-	-
Land Purchase and Compulsory Purchase Order	£ -	£ -	£ -	£ -	£ 1,000,000.00		£ -		£ 2,000,000.00	-	-	-	-	-	-
Utility Diversions				£ 500,000.00	£ 1,500,000.00				£ 4,000,000.00						
Construction				£ 4,750,000.00	£ 4,750,000.00	£ 13,850,000.00	£ 21,486,089.00		£ 74,400,000.00						
Total Costs	£ -	£ -	£ 95,000.00	£ 6,108,850.00	£ 7,360,240.00	£ 13,899,173.00	£ 21,536,737.00		£ 49,000,000.00	-	-	-	-	-	45,000

Funders	RAG Rating														
LA ITB		£ -	£ -	£ -	£ -	£ -		£ -		£ -	-	-	-	-	-
BC LEP															
WMCA															
DfT															

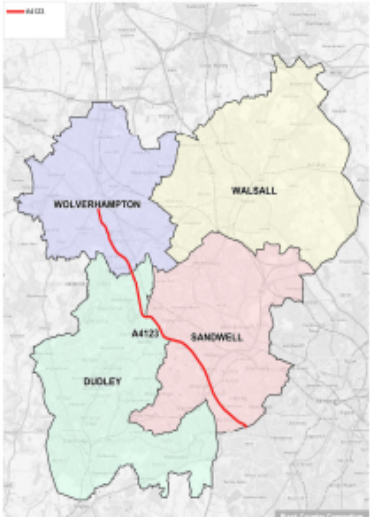
*Note: All Prices are inclusive of risk and inflation

Role	2021/22	2022/23	2023/24	2024/25	2025/26	26+
Programme Manager	£ 73,829.00	£ 76,043.00	£ 78,324.00	£ 80,673.00	£ 83,093.00	
Graduate	£ 37,160.00	£ 38,275.00	£ 39,423.00	£ 40,606.00	£ 41,824.00	

Programme Summary

Key Risk	Scenario	Mitigation

ProgrammeUpdate



BLACK COUNTRY TRANSPORT

A454 Phase 3 (Willenhall Road, Neachells Lane Junction) Project Costs

Project Costs	Initial Investment Funding Estimate: Initial Project Estimate	Initial Investment Funding Estimate: Business Case Estimate	Latest Costs to Completion: 2021/22	22/23	23/24	24/25	25/26	26+	Total	Current Approved Funding Ceiling: Latest Approved	Total Expenditure to Date	Variance	Current Year Financial Performance: Original Forecast	Latest Forecast	Variance
Project Management	£ 22,000,000.00	£ 22,000,000.00	£ 110,989.00	£ 114,318.00	£ 117,747.00	£ 121,279.00	£ 124,917.00		£ 589,250.00	-	-	-			110,989
Design					£ 450,000.00	£ 250,000.00									
Traffic Modelling	£ -						£ -			-	-	-	-	-	-
Land Purchase and Compulsory Purchase Order	£ -	£ -	£ -	£ -	£ -	£ 7,015,000.00	£ -			-	-	-	-	-	-
Utility Diversions					£ 1,000,000.00	£ 1,000,000.00									
Construction					£ 3,000,000.00	£ 6,500,000.00	£3,000,000								
Total Costs	£ 22,000,000.00	£ 22,000,000.00	£ 110,989.00	£ 114,318.00	£ 4,567,747.00	£ 14,886,279.00	£ 3,124,917.00		£22,215,000	-	-	-	-		110,989

Funders	RAG Rating														
LA ITB		£ -	£ -	£ -	£ -	£ -		£ -		£ -	-	-	-	-	-
BC LEP															
WMCA															
DfT															

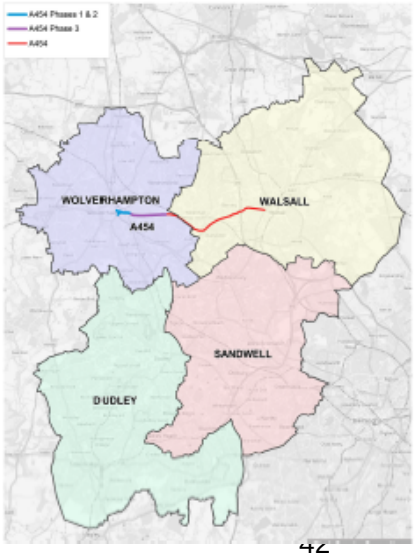
*Note: All Prices are inclusive of risk and inflation

Programme Summary

Role	2021/22	2022/23	2023/24	2024/25	2025/26	26+
Programme Manager	£ 73,829.00	£ 76,043.00	£ 78,324.00	£ 80,673.00	£ 83,093.00	
Graduate	£ 37,160.00	£ 38,275.00	£ 39,423.00	£ 40,606.00	£ 41,824.00	

Key Risk	Scenario	Mitigation

Programme Update



BLACK COUNTRY TRANSPORT

A449 (Stafford Road) Project Costs

Project Costs	Initial Investment Funding Estimate: Initial Project Estimate	Initial Investment Funding Estimate: Business Case Estimate	Latest Costs to Completion: 2021/22	22/23	23/24	24/25	25/26	26+	Total	Current Approved Funding Ceiling: Latest Approved	Total Expenditure to Date	Variance	Current Year Financial Performance: Original Forecast	Latest Forecast	Variance
Project Management	£ 25,000,000.00	£ -	£ 110,989.00	£ 114,318.00	£ 117,747.00	£ 121,279.00	£ 124,917.00		£ 589,250.00	-	-	-	25,000,000	-	110,989
Design			£ 15,000.00	£ 100,000.00	£ 250,000.00										
Traffic Modelling	£ -		£ 45,000.00				£ -			-	-	-	-	-	45,000
Land Purchase and Compulsory Purchase Order	£ -	£ -	£ -	£ -	£ -		£ -			-	-	-	-	-	-
Utility Diversions						£ 1,250,000.00									
Construction						£ 1,750,000.00	£4,750,000								
Total Costs	£ 25,000,000.00	£ -	£ 170,989.00	£ 214,318.00	£ 367,747.00	£ 3,121,279.00	£ 4,874,917.00		£8,325,000	-	-	-	25,000,000	-	155,989

Funders	RAG Rating														
LA ITB		£ -	£ -	£ -	£ -	£ -		£ -		£ -	-	-	-	-	-
BC LEP															
WMCA															
DfT															

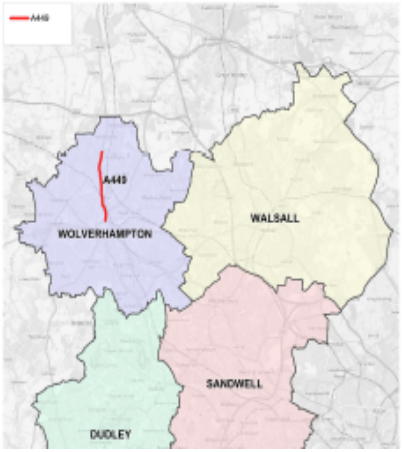
*Note: All Prices are inclusive of risk and inflation

Role	2021/22	2022/23	2023/24	2024/25	2025/26	26+
Programme Manager	£ 73,829.00	£ 76,043.00	£ 78,324.00	£ 80,673.00	£ 83,093.00	
Graduate	£ 37,160.00	£ 38,275.00	£ 39,423.00	£ 40,606.00	£ 41,824.00	

Programme Summary

Key Risk	Scenario	Mitigation

Programme Update



Schedule 1B

The Joint Commissioning Programme

Black Country Transport

Work Plan

Programme	Column1	Ref	Objectives: Black Country Plan	Objectives: Black Country Transport	Task Owner/s	Resource	Funding to be sourced in 2021	Funded via Other Sources	MRN Budget (TfWM) 21/22	MRN Budget (TfWM) 22/23	Joint Commissioning Budget (£160k)	Output(s) / Deliverable(s)	Status Updates: Q1 (Apr - Jun 2020)	Q2 (Jul - Sep 2020)	Q3 (Oct - Dec 2020)	Q4 (Jan - Mar 2021)
Black Country Transport Strategy		1	Economic Growth	Policy	Stuart Everton	Kester Sleeman					£ 80,000.00	Deliver an ABCA approved strategy document which clearly articulates the BC approach to transport infrastructure and services of the Black Country complements the West Midlands Movement for Growth Transport Plan, Black Country Plan, Birmingham Transport Plan				
Black Country ULEV Strategy			Environment	Capital Programme	Stuart Everton	Kester Sleeman					£ 60,000.00	Finaling the bsuiens case, working with TfWM on a single procurement mechanism and site identification across the 4 LAs.				
Funding bid for future KRN / MRN transport schemes		2	Connectivity	Future Majors (Pipeline)	Eleanor Cooper	Graduate 1					£ 10,000.00	Funding bids to TfWM for TCF KRN funding; and Midlands Connect for MRN funding				
A41 Corridor		3	Connectivity	Future Majors (Pipeline)	Matt Crowton Andy Miller	Graduate 2						Cross boundary sheme featuring development of key junctions including Moxley Gyratory, including option selection and initial consultation				
A461 Corridor		4	Connectivity	Future Majors (Pipeline)	Matt Crowton Neil Lissimore Andy Miller	Graduate 2						Cross boundary scheme feature development of key junctions including Rushall, including option selection and initial consultation				
Aldridge Station		5	Connectivity	Town Centre & Public Transport	Matt Crowton	Eleanor Cooper						New station delivered by WMRE, with support from WMBC on supporting highways measures				
Walsall Town Centre Masterplan - Walsall Station		6	Communities	Town Centre & Public Transport	Matt Crowton	Eleanor Cooper					£ 10,000.00	Station redevelopment to be supported by public realm and transportation projects				
A34 Corridor		7	Connectivity	Strategic Highways	Matt Crowton Andy Miller	Kester Sleeman						Development and delivery of elements of SPRINT phases 1 & 2, as well development of a segragated cycle path on the corridor				
City East Gateway (A454 Corridor)		8	Connectivity	Future Majors (Pipeline)	Marianne Page Matt Crowton	Programme Manager 1 & Graduate 1			£ 274,000	£ 70,000		Development of Phases 1 and 2 including commencing CPO and stats diversions				
A4123 Corridor		9	Connectivity	Future Majors (Pipeline)	Marianne Page Neil Lissimore Matt Crowton	Programme Manager 2 & Graduate 2			£ 200,000	£ 225,000		Development of key junctions and end-to-end segregated cycle path, building on existing business case				
City North Gateway (A449 Corridor)		10	Connectivity	Strategic Highways	Marianne Page	Programme Manager 3 & Graduate 2			£ 141,000	£ 399,000						
Willenhall Rail Station		11	Connectivity	Town Centre & Public Transport	Matt Crowton	Eleanor Cooper						New station delivered by WMRE, with support from WMBC on supporting highways measures				
Darlaston Rail Station		12	Connectivity	Town Centre & Public Transport	Matt Crowton	Eleanor Cooper						New station delivered by WMRE, with support from WMBC on supporting highways measures				
M6 J10 - Project Delivery		13	Connectivity	M6 Junction 10	Matt Crowton	Steven Edwards						Continued delivery of major motorway junction improvement project				
Wednesbury to Brierley Hill Metro Extension		14	Connectivity	Town Centre & Public Transport	Neil Lissimore Andy Miller	Neil Lissimore Andy Miller Graduate 1						Development of a package of supporting measures to support the metro extension including improving access to all stops by active modes				
M5 J1		15	Connectivity	Future Majors (Pipeline)	Andy Miller	Programme Manager 3 & Graduate 2						Further development of existing options including modelling and business case				
Annual Total									£ 615,000.00	£ 694,000.00	£ 160,000.00					
Combined Total									£ 1,300,000.00		£ 160,000.00					

SCHEDULE 2

Funding and Resource

Capital Funding will be contributed as follows:

Authority	Contribution
Walsall	£40,000
Dudley	£40,000
Sandwell	£40,000
Wolverhampton	£40,000
Total	£160,000

Resources will be as set out in the column headed “Resource” in Schedule 1B.

SCHEDULE 3

Governance

(1) Heads of Regeneration Working Group

The Black Country Heads of Regeneration Working Group comprises the four Local Authority Heads of Regeneration or their nominated representatives (voting members), BCC Ltd.'s Chief Executive, the Black Country Director of Transportation and a private sector BC LEP Board Member (non-voting members).

The overall role of the Heads of Regeneration Working Group is, with support from the Transportation Programme and the Joint Committee Programme Manager and the Single Accountable Body Team, to devise, oversee, manage and monitor the Transportation Programme, review and evaluate on a regular basis an ongoing individual Project's progression and delivery against the Business Case for that Project (including any key milestones, financial spend and compliance with any central Government grant terms or other Funding Agreements) and report and make recommendations and provide updates to BC Authorities as appropriate.

(2) Black Country Transport Officers' Group

A reporting group which provides oversight in respect of all transport related matters. Reports are provided to key individuals across the four Authorities and TfWM. The meetings are held monthly and clerked by TfWM. The group will have oversight of the following:

- Transport Innovation
- Regional Transport Co-Ordination centre and Key Route Network
- Sustainable Transport
- Major Projects including those being developed by Black Country Transport and TfWM strategic transport officers' group papers

(3) Black Country Transport Team

The Black Country Transport Team is responsible for driving the Transportation Programme and delivering the outcomes and benefits in line with the approach agreed by the Heads of Regeneration and the BC Authorities. Members of the group are collectively and individually accountable to the Programme Director for their areas of

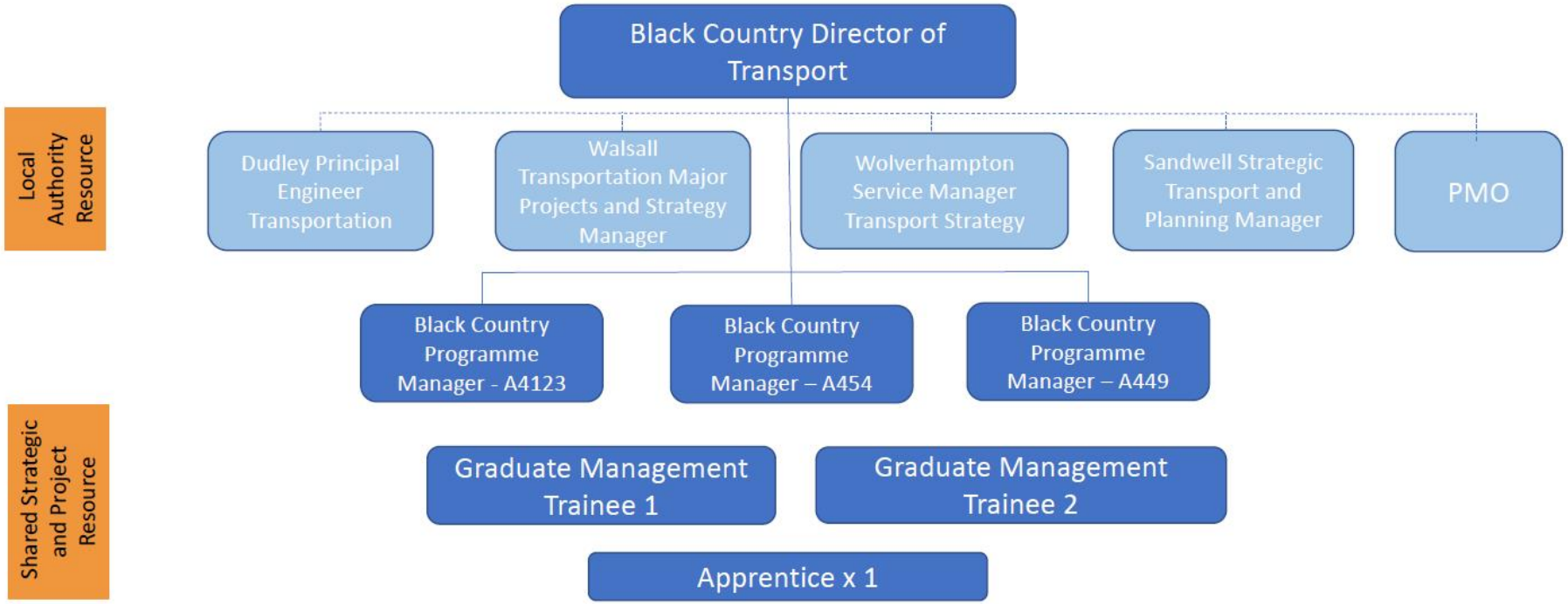
responsibility and delivery within the key tasks. The group and team will include the key people identified in the organogram set out below in this Schedule and will also include other key stakeholders as appropriate.

The Black Country Transport Team will work closely with the existing Authorities' transport teams. The co-ordination of activities between both the Black Country Transport Team and the local authority transport team will be the respective Technical Lead. The Technical Leads will have oversight of all work being undertaken at both a local and Black Country level and will be able to identify areas where there is potential overlap and there are more efficient ways of pooling projects or agendas together.

The Black Country Transport Team will lead on the development of Projects and Business Cases that have a value of £2,000,000 (two million pounds) or more and/or which require external funding. Projects and Business Cases below this amount will be dealt with by individual local authorities. The Black Country Transport Team may lead on the development of local Projects for one or more (but not all) Authorities if requested with reimbursement of costs and would seek to utilise the existing staff within the relevant Authority as appropriate but it is intended that this would be agreed on a Project by Project basis.

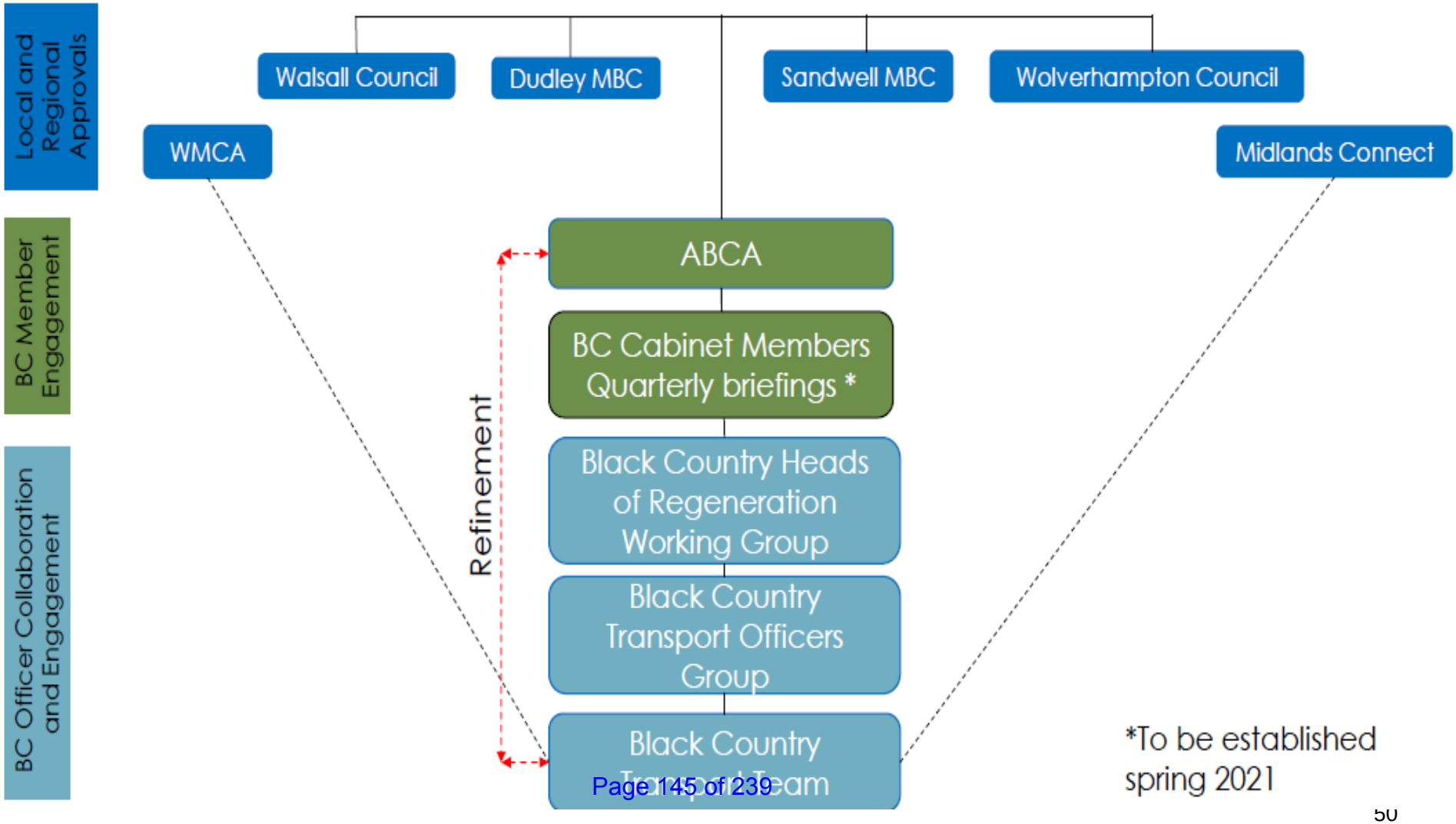
It is not intended that the Black Country Transport Team would deliver any Project after a Business Case is completed and approved and the construction phase would therefore move across to the relevant Authority to act as Development Authority and its team for delivery.

Black Country Transport Team



BCT Governance – January 2021

Black Country Transport



*To be established spring 2021

EXECUTED (but not delivered until the date hereof) as a **DEED**

by affixing of the **COMMON SEAL** of

WALSALL METROPOLITAN BOROUGH COUNCIL in the presence of:

Authorised Signatory ……..

PRINT NAME

EXECUTED (but not delivered until the date hereof) as a **DEED**

by affixing of the **COMMON SEAL** of

DUDLEY METROPOLITAN BOROUGH COUNCIL in the presence of:

Authorised Signatory ……..

PRINT NAME

EXECUTED (but not delivered until the date hereof) as a **DEED**

by affixing of the **COMMON SEAL** of

BOROUGH COUNCIL OF SANDWELL in the presence of:

Authorised Signatory ……..

PRINT NAME

EXECUTED (but not delivered until the date hereof) as a **DEED**

by affixing of the **COMMON SEAL** of

WOLVERHAMPTON CITY COUNCIL in the presence of:

Authorised Signatory ……..

PRINT NAME

APPENDIX B - Black Country Transport Hub Equality Analysis

Equality Analysis Form

Directorate: Corporate **Service Area:** Black Country Transport	**Lead Officer**: Stuart Everton **Date completed: 3rd** March 2021
Service / Function / Policy / Procedure to be assessed: The establishment of the Black Country Transport Team.	
Is this: New / Proposed ☒ Existing/Review ☐ Changing ☐ **(Please tick appropriate box)**	**Review date: 18th February 2021**

Part A – Initial Equality Analysis to determine if a full Equality Analysis is required.

What are the aims and objectives/purpose of this service, function, policy or procedure?

The Black Country Councils have sought to identify ways in which then can work more effectively, considering areas of responsibility with Transport for West Midlands (TfWM) and Midlands Connect, by prioritising key schemes of work. Thus ensuring that the Black Country Councils deliver on key priorities whilst also making representations at a regional and national level, whilst simultaneously seeking to utilise the existing resources in other organisations effectively to free-up capacity.

Historically the Black Country has worked with a number of key partner organisations that operate at a national or regional level. This is due to most schemes having assets that are owned by a number of bodies.

Through work jointly commissioned by the 4 Local Authorities. Arcadis and officers developed a business case to set out the rationale for a new Black Country Team. The Team would initially consist of 6 new roles including Programme Managers and Graduates who would work across and on behalf of the 4 Local Authorities. They would be responsible for the following

- Transport Strategy and Policy
- Major Scheme Development
- Key liaison with key partners such as TfWM and wider coordination

The new team would be hosted by the City of Wolverhampton Council, providing support services, employment and hot desking facilities. The officers appointed would be expected to work seamlessly between the 4 Local Authorities, providing support on key projects and initiatives, but also leading on certain agendas where required. Through the creation of the new Black Country Transport team the aim is to create internally a more coherent and effective service that will allow the Black Country to lever in a greater level of funding. The team will be focused to deliver on 4 main objectives:

- Speaking with a single voice
- Levering a greater level of investment in
- Working more efficiently
- Creating a long term pipeline

Please indicate its relevance to any of the equality duties (below) by selecting Yes or No?

	Yes	**No**
Eliminating unlawful discrimination, victimisation and harassment		No
Advancing equality of opportunity		No
Fostering good community relations		No

If not relevant to any of the three equality duties and this is agreed by your Head of Service, the Equality Analysis is now complete - please send a copy to the Equality & Diversity Team. **If any of the three equality duties are relevant**, a Full Equality Analysis will need to be undertaken (PART B below).

PART B: Full Equality Analysis.

Step 1 – Identifying outcomes and delivery mechanisms (in relation to what you are assessing)

What outcomes are sought and for whom?	The Black Country Transport Team would seek to deliver the following outcomes: • A better connected Black Country to employment and education facilities • Improved transport infrastructure • More active and sustainable communities • A more affordable transport system The beneficiaries of these outcomes are the local authorities, businesses and residents of each borough.
Are there any associated policies, functions, services or procedures?	The two overarching documents and associated policies that shape the work of the team are as follows: West Midlands Strategic Transport Plan – Movement for Growth - staging.tfwm.org.uk/media/1099/movement-for-growth.pdf Black Country Core Strategy Adopted Strategy (dudley.gov.uk)
If partners (including external partners) are involved in delivering the service, who are they?	The key partners will be Transport for West Midlands and the West Midlands Combined Authority, Highways England, Network Rail and Midlands Connect

Step 2 – What does the information you have collected, or that you have available, tell you?

What evidence/data already exists about the service and its users? (in terms of its impact on the 'equality strands', i.e. race, disability, gender, gender re-assignment, age, religion or belief, sexual orientation, maternity/pregnancy, marriage/civil partnership and other socially excluded communities or groups) and **what does the data tell you?** e.g. are there any significant gaps?

The Black Country Core Strategy and West Midlands Local Transport Plan will identify the demographics of each area via the previous census data that will help shape some of the need for schemes.

Strategic transport schemes are largely identified and developed for a series of reasons, wider economic benefits, Employment, to ease congestion, air quality and to aid more sustainable transport.

The need for accessible provision is integral to our future transport system. Research indicates that accessibility of transport provision is a major barrier to participation and maintaining a sense of connectedness for people with disabilities. The ability to get out and about was consistently reported as being essential to mental health and independence as well as the ability to get and retain employment. The need for accessible provision is integral to our future transport system through such measures as accessible information provision, infrastructure design, comprehensive local network coverage, disability awareness.

Has there been any consultation with, or input from, customers / service users or other stakeholders? If so, with whom, how were they consulted and what did they say? If you haven't consulted yet and are intending to do so, please list which specific groups or communities you are going to consult with and when.

Consultation is undertaken on a 5-year basis for the refresh of the West Midlands local Transport Plan. This is led by TfWM on behalf of the 7 Local Authorities. No consultation would be required for the establishment of the Black Country Transport Team other than with the key collaborating partners. This is a strategic team established to make the 4 authorities more efficient.

Through scheme development such as a major highway improvement, or the Ultra Low Emission Vehicle Strategy, the team would undertake consultation with the general public as and when required. The consultation feedback would then be reviewed and any changes reflected in the updated scheme or policy.

Are there any complaints, compliments, satisfaction surveys or customer feedback that could help inform this assessment? If yes, what do these tell you?

There are no such surveys available for the Black Country Transport Team as this is a brand new team that has just been established. However surveys are regularly undertaken by TfWM for various aspects of scheme development and monitoring, which are then used to help shape future transport schemes and policies.

Step 3 – Identifying the negative impact.

a. **Is there any negative impact on individuals or groups in the community?**

	Barriers: What are the potential or known barriers/impacts for the different 'equality strands' set out below? Consider: • **Where** Civic Centre Offices alongside the 3 other BC offices • **Who** 6 team members, 3 Programme Managers, 2 Graduates and 1 Apprentice • **How** – the service is intended to be provided via office working and officers travelling across the 4 LA offices, hot desking will be required alongside some travelling. The new posts created would have a Black Country focus and requirements to work across the 4 offices and travel would be setout within their Job Description. • **When** the team would operate during normal working hours Mon-Fri 9-5pm • **What** – the team develop major scheme business cases, influence wider transport agendas, bid for external funding and develop transport strategies. Any recruitment undertaken for the roles stated above would be in line with Wolverhampton Councils HR Policies. There would be no restrictions to any individual to undertake this job, the roles are largely office based with some travelling.

Equality Themes	Positive Impacts	Negative Impacts identified	Solutions (ways in which you could mitigate the negative impact)
Age (including children, young people and older people)	N/A	N/A	N/A
Disability (including carers)	N/A	N/A	N/A
Gender (men and women)	N/A	N/A	N/A
Race (including Gypsies &Travelers and Asylum Seekers)	N/A	N/A	N/A
Religion or belief (including people of no religion or belief)	N/A	N/A	N/A
Gender Re-assignment (those that are going or have gone through a transition: male to female or female to male)	N/A	N/A	N/A
Pregnancy and Maternity	N/A	N/A	N/A
Sexual orientation (including gay, lesbian, bisexual and heterosexual)	N/A	N/A	N/A
Marriage and Civil Partnership	N/A	N/A	N/A

Human Rights	N/A	N/A	N/A

Step 4 – Changes or mitigating actions proposed or adopted

Having undertaken the assessment are there any changes necessary to the existing service, policy, function or procedure? What changes or mitigating actions are proposed?

To ensure that all recruitment and management of appointed staff is in line with current council policies and procedures.

Step 5 – Monitoring

How are you going to monitor the existing service, function, policy or procedure?

There would be an annual review undertaken every 12 months on the current teams performance and reported back to the 4 Local Authorities, most likely via the Association of Black Country Authorities Group.

Part C - Action Plan

Barrier/s or improvement/s identified	Action Required	Lead Officer	Timescale

Equality Analysis approved by:

Black Country Director of Transport Stuart Everton	Date: 3rd March 2021

Please send an electronic copy of the Equality Analysis to the Equality & Diversity Team:

Cabinet – 17 March 2021

West Midlands Strategic Transport Plan Settlement and Transport Capital Programme 2021/22

Portfolio: Councillor Adrian Andrew, Deputy Leader and Regeneration

Related portfolios: None

Service: Highways & Transport

Wards: All

Key decision: Yes

Forward plan: Yes

1. Aim

1.1. The delivery of a programme of transport capital projects in 2021/22 that supports the implementation of the West Midlands Strategic Transport Plan objectives in various locations across Walsall Borough.

2. Summary

2.1. This is a Cabinet key decision as schemes within the programme are located within multiple wards across the Borough.

2.2. The West Midlands Strategic Transport Plan (STP) sets out the transport strategy for the metropolitan area, together with an implementation plan. This Plan was approved by the West Midlands Integrated Transport Authority (ITA) in December 2015 and was subsequently adopted by the West Midlands Combined Authority (WMCA) in 2016.

2.3. Work is ongoing to deliver the transport priorities for the Black Country Local Enterprise Partnership (BCLEP) which are stated within the Strategic Economic Plan; this report is consistent with how the Strategic Economic Plan (SEP) will be delivered and includes support for the M6 Junction 10 major scheme and A41/A4444 Corridor Improvements.

2.4. To support the delivery of the STP in the West Midlands, the Department for Transport (DfT) awards 'Integrated Transport Block' (ITB) grant funding and 'Highways Capital Maintenance Block' (HMB) funding to the WMCA. The WMCA then distributes this grant funding to the component metropolitan districts to be used to implement the STP in their area.

2.5. Since 2015/16 some ITB funding is being pooled in the Local Growth Fund (administered through the BCLEP) and the remainder is channeled through the WMCA. If the Council is to secure the necessary resources to deliver the agreed transport priorities for the Borough, funds allocated to the Council will need to be secured through effective negotiations/bidding and delivery planning with both these bodies.

2.6. The Council utilises the ITB funding it receives to deliver three headline work programmes: Major Scheme Development; Strategic Transportation; and Road Safety and Active Travel. The WMCA and BCLEP will hold the Council to account for how this funding is utilised.

2.7. On 9 December, 2016 it was agreed at the WMCA Board that a 15% 'ring fence' of the ITB funding would establish development funding for local authorities to take forward key named schemes. Since that time this development funding has been allocated to support the delivery of major schemes in Walsall such as the M6 Junction 10 highway improvements scheme.

2.8. This report sets out the proposed ITB transport capital programme for 2021/22 based on the output of a Cabinet-approved prioritisation process. The highway maintenance programme is determined on an annual basis using a scheme prioritisation matrix, which was approved by Cabinet on 18 March 2015. The 2021/22 structural highway maintenance programme will be agreed with the Portfolio Holder for Regeneration in March 2021, based on advice from the Head of Highways & Transport.

2.9. This report also sets out key achievements delivered through the 2020/21 capital programme and the Department for Transport's National Productivity Investment Fund (NPIF) programme. This £6.1m package of works was focused on the town centre and was approved at Cabinet in March 2018. This report provides an update on delivery of this NPIF programme.

2.10. To complement the ITB transport capital programme and help realise the ambition set out in the West Midlands STP, the Council has also secured indicative funding through the West Midlands Mayor's 'Better Streets' programme for 2021/22 and 2022/23. This report also briefly sets out progress on the Better Streets programme approved at Cabinet in March 2020.

2.11. In light of the recommendations below, Cabinet is asked to note the West Midlands 2021/22 Block Allocations as set out at Table 1 in Section 4 of this report.

3. Recommendations

3.1. That Cabinet approves the Walsall Transport Capital Programme 2021/22 as set out at Table 2 in Section 4 of this report.

3.2. That Cabinet approves the utilisation of the Integrated Transport Block element of the grant funding for 2021/22 as described in paragraphs 4.35 to 4.38 of this report and **Appendices A to H**, including the allocation of any carry forward from 2020/21 to the 2021/22 programme.

3.3. That Cabinet delegate authority to the Executive Director for Economy, Environment & Communities, in consultation with the Cabinet Member for Regeneration, to manage any required changes to the 2021/22 Integrated Transport Block programme, including amending individual scheme budgets (within the overall programme budget); and adding new projects (to replace or part-replace other projects that can no longer be delivered), in order to maximise the use of the grant.

3.4. That Cabinet delegate authority to the Executive Director for Economy, Environment & Communities, in consultation with the Cabinet Member for Regeneration, to negotiate on its behalf with the Black Country Local Enterprise Partnership, West Midlands Combined Authority and government departments to maximise the values of future financial resources allocated to the Council in pursuit of its transport priorities, including signing relevant agreements and contracts for schemes which are approved within the Walsall Transport Capital Programme 2021/22.

4. Report detail – know

Context

4.1. The Strategic Transport Plan (STP) sets out the transport strategy for the metropolitan area, together with an implementation plan, and was approved by the West Midlands Integrated Transport Authority (ITA) in December 2015 and was subsequently adopted by the West Midlands Combined Authority (WMCA) in 2016.

4.2. The Walsall Transport Strategy *'Transport in Walsall'* was approved by Cabinet in September 2017, and will help to deliver the STP by focusing public and private funding towards areas/schemes which require it most.

4.3. Combined Authorities are designated as the 'accountable bodies' for strategic transport plans and the government funding allocated to deliver them. Integrated Transport Block (ITB) funding and Highways Capital Maintenance Block (HMB) funding is allocated to the Council via the WMCA. However, from April 2015, an element of ITB has been top-sliced nationally and pooled in the Local Growth Fund. In the Black Country, this pooled funding is administered by the Black Country Local Enterprise Partnership (BCLEP).

4.4. The WMCA and the BCLEP monitors each District's transport capital programme to ensure that they are using funds to deliver the aims and objectives of the West Midlands STP and the Black Country Growth Deal, and that funding is used in line with government grant conditions. In response to this, the Council has prioritised its proposed 2021/22 ITB programme against

STP objectives. (The programme was appraised and prioritised using a process previously endorsed at Cabinet in December 2012.)

4.5. Key achievements delivered through the current year's (2020/21) ITB and HMB capital programme, include: -

- Ongoing development and delivery of a congestion-busting scheme at M6 Junction 10, including start of main construction works.

- Further progress relating to the re-opening of the Walsall to Wolverhampton rail line, which includes two new stations at Darlaston (James Bridge) and Willenhall.

- Further progress relating to the re-opening of the Walsall – Aldridge rail line, including completion of a Strategic Outline Business Case.

- The Council secured £3.2m of additional challenge funding in summer 2020. The funding has been used to deliver 14 carriageway and footway resurfacing schemes to improve running surfaces for buses and improve footways that connect pedestrians to these routes.

- Walsall's Highways Maintenance Block allocation, together with the DfT Incentive Fund, has been used to deliver 5,600m2 of footway improvements and reconstruct 57,000m2 of carriageway including sections of The Keyway and Black Country New Road.

- Council capital budgets have been used to deliver 32,523m2 micro-surfacing on footways and 68,569m2 of preventative maintenance on carriageways including works on Crook Lane and Leamore Lane.

4.6. To complement the ITB programme, the Council also applied for and was subsequently awarded National Productivity Investment Fund (NPIF) monies to deliver a package of transport capital improvements in 2018/19 and 2019/20, with actual delivery continuing into 2020/21 with match funding.

4.7. Key achievements delivered through the NPIF programme include: -

<u>2018/19</u>

- Car Park Extension complete at Bloxwich North Railway Station
- 3km of canal towpath improved in Darlaston from Midland Road to the Moxley Junction.
- Variable Message Signs (VMS), CCTV and journey time monitoring devices installed to support the M6 J10 improvement
- Intelligent traffic signal 'SCOOT' upgrades along the A454 and the A4148 to improve capacity and link to the M6 J10 improvements

<u>2019/20</u>

- A4148 Ring Road improvements from Green Lane to Hatherton Street.
- 2.5km of canal towpath improvement between Harden and Birchills.

- Mellish Road Roundabout junction improvement.

2020/21

- Completion of the reconfiguration of traffic signals and junction widening on the A4148 Ring Road at Hatherton Street.
- Completion of Mellish Road Roundabout junction improvement.

4.8. To complement the ITB programme, the Council also applied for and was subsequently awarded 'Better Streets' monies to deliver a package of transport capital improvements in 2020/21 and 2021/22. This £250k package of proposed works includes: -

- National Cycle Network Route 5 – improving links to/from the existing cycle route in Goscote and The Butts from/to the town centre and the Arboretum (£150k);

- Hawes Road – improvements in a residential street close to the Broadway (£100k).

4.9. These projects have been developed throughout 2020/21 and are scheduled to be delivered in summer 2021.

Delivering a 2021/22 Integrated Transport Block Programme

4.10. Table 1 in Section 4 of the report sets out the budget allocations for transport capital funding available to the West Midlands Metropolitan Districts and Transport for West Midlands (TfWM) in 2021/22.

4.11. Table 2 in Section 4 of the report sets out the budget allocations for transport capital funding available to the Council in 2021/22.

4.12. The proposed split of funding as per Table 3 in Section 4 of the report will allow the Council to support the development of future major scheme business cases to give the Council the best opportunity to attract implementation resources; and allow the Council to continue to deliver a robust road safety and sustainable travel programme that addresses local transport needs and concerns.

4.13. The Strategic Transportation Team utilise their proportion of the ITB to develop and deliver 'major' and 'strategic'[1] schemes which meet the aims and objectives of the STP and bring benefit to the Walsall transportation system.

4.14. Determining which strategic schemes are selected for development and delivery in Walsall is based on the output of a spreadsheet-based tool which scores potential schemes against the STP aims and objectives, therefore

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

making the selection non-subjective. This method of prioritisation was approved at Cabinet in December 2012.

4.15. **Appendix A** sets out the proposed residual ITB programme for 2021/22, together with any confirmed complementary transport capital funding. **Appendix B** sets out the appraisal results for the major and strategic schemes proposed for inclusion in this programme.

4.16. The Road Safety and Sustainable Travel Team use an agreed appraisal methodology to rank and determine which schemes are delivered from their allocation of the ITB. This methodology relies upon the use of collision data records provided by West Midlands Police. This is supplemented with a range of additional locally-determined data (e.g. road speeds) providing the Council with a strong basis to rationalise their decision-making and provide confidence to the WMCA, BCLEP and DfT that the ITB and Growth Deal resources are being used appropriately.

4.17. Funding for Local Safety Schemes and Sustainable Travel Schemes will be awarded on a priority basis as set out in **Appendices C to H**. It will not be possible to fund all of the schemes detailed during 2021/22. Schemes have been prioritised and the identified reserve schemes will have first call on any resource which becomes available throughout the year.

Essential Specialist Services

4.18. As part of the development of major transport schemes, it has been identified that essential specialist services such as structural engineering, land acquisition, environmental impact assessment or traffic modelling services may be required, where there is no current availability in-house or via existing shared services with other local authorities.

4.19. At times it may be necessary to utilise appropriate authorised frameworks in line with the Council's Contract Rules. It is proposed that use of these framework contracts is an efficient way of procuring the necessary specialist support services to help the delivery of future major transport schemes.

Council Corporate Plan priorities

4.20. The ITB funding is allocated to the Council to deliver the West Midlands STP, which supports the Council's vision that *'Inequalities are reduced and all potential is maximised'* as set out in the Corporate Plan 2018-2021. Further, it underpins delivery against the Council's priorities, including: -

- Economic growth for all people, communities and businesses;
- People have increased independence, improved health, and can positively contribute to their communities;
- Communities are prospering and resilient with all housing needs met in safe and healthy places that build a strong sense of belonging and cohesion.

4.21. Improving the safety of the transport network and the security of people using the network are important considerations in the development and delivery of transport schemes and the overall composition of the capital programme. To date the Council has performed well, when compared to others nationally, in reducing the numbers and severity of accidents on the Borough's roads.

4.22. Environmental and safety factors are considered in the development and delivery of transport schemes. Care will be taken in the detailed design of schemes to minimise direct impacts on the local environment; where appropriate schemes will be subject to an Environmental Impact Assessment. The West Midlands STP has been subject to a Strategic Environmental Assessment.

4.23. As future schemes are progressed, the Council will be identifying good practice for adapting to, and mitigating the effects of, climate change and promoting environmental and economic sustainability.

Risk management

4.24. The principal risk to Council is that if the ITB funding allocated from WMCA is not spent or committed within the financial year there is a risk that any under spend may be 'clawed back' or future year allocations reduced. Utilising the Cabinet-approved prioritisation process allows better management of the programme and provides accountability at a regional level for those schemes selected for development and delivery.

4.25. Since April 2015 approximately half of the national ITB allocation has been pooled in the Local Growth Fund by the government to enable Local Enterprise Partnerships to deliver their Strategic Economic Plans. The Black Country Growth Deal announced in July 2014 includes an allocation to implement its transport projects and programme priorities.

4.26. This means that the residual ITB has been reduced by approximately 50%. Paragraph 4.42 sets out the risk on staffing if grant is significantly reduced or removed in 2021/22 or beyond.

4.27. A further risk is that of the continued failure to increase revenue funding to support the maintenance and operating costs of capital investment. This has been a concern raised by the DfT in previous years and has not been addressed due to the severe financial pressures on Council revenue budgets. It is possible that DfT may reduce future capital settlements if it cannot be demonstrated that the Council has appropriate procedures and resources for future maintenance of transport assets.

4.28. There is a risk that if any spend on the projects within the proposed Walsall Transport Capital Programme 2021/22 become abortive and do not meet the criteria for capitalising spend, then that element of cost may have to be repaid to the Programme by the Council from revenue funding, for which there is no existing budget. This is a risk associated with all multi-year capital funding programmes, but without taking such a risk there would be no ability to

develop the necessary programme of transport projects. This risk is mitigated by the fact all schemes in the plan are aligned to the STP and have been assessed as having a remote risk of becoming abortive, although Cabinet should note that this risk cannot be removed completely.

4.29. The change in the way funding has been allocated by government and the Local Enterprise Partnerships since April 2015 is affecting the Council's ability to deliver the priorities set by Cabinet. The Council risks losing out on resource allocations if it is not active in the role of lobbying and successfully negotiating our position. Officers of the Council will seek to secure the position of our agreed transport priorities within both the government's and the BCLEP's programmes, together with the appropriate funding.

Financial implications

4.30. It is expected that the ITB and HMB capital grant funding is received in advance (April 2021) from WMCA. This is a capital grant and all spend incurred must meet the eligibility criteria for Capital Accounting.

4.31. In summer 2019, the West Midlands Mayor invited bids from community representatives for 'Better Streets' capital funding to improve walking and cycling facilities in residential areas. Two projects have been prioritised for development and delivery in Walsall at a total cost of £250k.

4.32. This package of proposed works is subject to business cases being prepared and approved, and grant agreements with Transport for West Midlands (on behalf of the West Midlands Mayor). Development work has taken place in 2020/21 and project delivery is proposed for summer 2021.

4.33. The LTP settlement is split into blocks and the figures are indicative, pending final settlement letters from the Department for Transport and WMCA Board approval. This is shown in Table 1.

Table 1 – West Midlands Block Allocations 2020/21 and 2021/22

Block	**Budget Allocation 2020/21** (£000s)	**Budget Allocation 2021/22** (£000s)
Integrated Transport Block	17,618	17,755
Highways Maintenance Block (Needs Element)	13,112	9,043
Highways Maintenance Block (Incentive Element*)	2,731	2,261
Pot Hole Action Fund	1,374	9,043
Challenge Fund	16,488	0

*The Department for Transport introduced an incentive element from 2016/17 where local authorities have to demonstrate sound efficiencies and asset management practices to release these funds.

4.34. Further to this, the WMCA confirmed the allocation per metropolitan district after 'top-slicing' of the ITB for West Midlands joint initiatives. The Council's 2021/22 transport capital programme is set out at Table 2.

Table 2 – Walsall Transport Capital Programme 2020/21 and 2021/22

Project/Programme	**Carry Forward 2019/20** (£000s)	**Budget Allocation 2020/21** (£000s)	**Total Budget 2020/21** (£000s)	**Spend to Date 2020/21** (£000s)	**Forecast Carry Forward*** (£000s)	**Budget Allocation 2021/22** (£000s)
Integrated Transport Block	1,122	1,277	2,400	1,107	539	1,291
Highways Maintenance Block (Needs Element)	168	1,944	2,111	1,833	150	1,340
Highways Maintenance Block (Incentive Element)	0	405	405	405	0	335
Pot Hole Action Fund	0	225	225	225	0	1,340
Challenge Fund	0	3,237	3,237	2,678	0	0
Total	**1,290**	**7,088**	**8,378**	**6,248**	**689**	**4,306**

*Final carry forward will not be confirmed until early in the 2021/22 financial year. Carry forward was required from 2019/20 to support the ongoing delivery and management of risks for multi-year, multi-funded schemes (e.g. M6 J10 contingency allocation and NPIF programme). Carry forward from 2020/21 is required to both support the ongoing delivery and management of risks for multi-year, multi-funded schemes (e.g. M6 J10 contingency allocation) and to allow projects delayed because of COVID-19 restrictions and resourcing to be successfully completed.

Allocation of Integrated Transport Block Funding

4.35. Walsall's ITB is split between three headline programmes: -

- Major Scheme Development and Delivery Programme (managed by Strategic Transportation Team, Highways & Transport)
- Strategic Transportation Programme (managed by Strategic Transportation Team, Highways & Transport)
- Road Safety and Sustainable Travel Programme (managed by Traffic Safety & Operations Team, Highways & Transport)

4.36. Cabinet agreed in December 2012 that the split between the three headline programmes will be based on the average allocation over a 5-year period, which reflects 'transport need' within the Borough.

4.37. Within the Major Scheme Programme a 15% 'ring fence' of the ITB is allocated as development funding for local authorities to take forward key named schemes. This development funding will be allocated across the major scheme programme to enable schemes to be developed and business cases finalised.

Table 3 – Current and 2021/22 ITB Allocations by Programme (excluding carry forward)

	2020/21 (£000s)	**2021/22** (£000s)
Major Scheme Development & Delivery Programme	192	206
Strategic Transportation Programme	525	525
Road Safety & Sustainable Travel Programme	560	560
Total	**1,277**	**1,291**

4.38. **Appendix A** sets out the proposed overall ITB programme for 2021/22, together with any confirmed complementary transport capital funding. **Appendix B** sets out the appraisal results for the major and strategic schemes proposed for inclusion in this programme. **Appendices C to H** provide detail of how the component local safety schemes and sustainable travel schemes have been appraised and prioritised for development and delivery within this programme.

Black Country Growth Deal Transport Programme

4.39. Since April 2015, government funding for major transport schemes; a proportion of ITB funding; and an element of the Local Sustainable Transport Fund has been pooled in the Local Growth Fund, which will be controlled by Local Enterprise Partnerships.

4.40. The introduction of the Local Growth Fund means that the residual Walsall ITB allocation for the 2021/22 financial year is considerably less than before April 2015.

4.41. However, within the Black Country, the Local Growth Fund includes an allocation of £37.79m (over a 5-year period) towards the £78.0m cost of scheme implementation at M6 J10, which is currently being delivered and due to complete in summer 2022.

4.42. Whilst it is anticipated that ITB resources and additional Local Growth Fund resources will be available to develop and implement capital transport schemes in Walsall in 2021/22 and beyond, there is always a small risk that these resources will not be available e.g. should a government emergency budget rescind these commitments. This would impact on staff in the Strategic Transportation Team; Road Safety Team; and Major Projects & Minor Improvements (all Economy & Environment Directorate), some of whose activities in developing and implementing projects is legitimately capitalised through Engineer Assistants' Time (EAT). If sufficient grant funding was not made available to the Council by the DfT and the BCLEP, relevant Council services would need to be reorganised with the risk that a small number of redundancies may ultimately be necessary. This would require the Council to consider how it would deliver its statutory duties in the absence of this funding.

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

Legal implications

4.44. There are no direct legal implications as a result of this report. Upon entering into a framework or procuring services, legal implications may then arise. These implications will be considered if and when they are identified, and will be reported to the Transport Capital Programme Delivery Board and managed in accordance with the agreed delegations to officers.

4.45. The Council may utilise a civil engineering framework contract and the highways maintenance term contract to engage contractors to carry out work required in the implementation of the capital programme.

4.46. In its role as Highway Authority, the Council has a statutory duty to identify and implement measures to address congestion and road safety concerns on the local highway network and also to maintain the network in a reasonably safe condition. STP funding is used to address these obligations.

4.47. All new works will be evidenced by a written contract in a form approved by the Director – Governance where they are not pre-set non-negotiable Framework Terms and Conditions and shall be made and executed in accordance with the Council's Contract Rules. This may require the Council to engage external legal support.

Procurement implications/social value

4.48. Any contractual arrangements, including entering into any framework agreements, must be procured in compliance with the Public Contracts Regulations 2015, if applicable; and with the Council's Contract Rules. The Council's Procurement and Legal Services Teams will work with Highways & Transport officers to ensure that mini-tenders and call-offs from any such frameworks are conducted in compliant ways and that any contracts will be validly entered into before any services are provided to the Council.

Property implications

4.49. All projects contained within the programme will either be delivered on land and assets already owned and managed by the Council, or on land acquired (by agreement or compulsorily) for the purpose of project delivery. Where necessary, agreements will be in place for the use or enhancement of third party land.

4.50. Each project will assess the implications on land and assets and a view will be taken by either the Highways Authority or the Asset Management function of the Council as to how any proposed enhancements or scheme designs impact

on the Council's land portfolio, and how any impacts can be mitigated or managed.

Health and wellbeing implications

4.51. The Transport Capital Programme 2021/22 has been tested against the 'Marmot Objectives'. These are:-

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

4.52. The programme aims to make sustainable travel – cycling, walking and public transport – available to all residents and stakeholders, and ultimately seeks to align with the Health and Wellbeing Plan and objectives, and the aspirations of the Town Centre Master Plan.

Staffing implications

4.53. There are no intended implications on staffing by prioritising projects in the manner described in this report. However, it should be noted that ITB funding helps support existing posts in Highways & Transport service because work programmes are managed by the Strategic Transportation Team and Traffic Safety & Operations Team. A significant proportion of legitimate scheme development (e.g. design and business case work) and supervision costs (i.e. managing contractors delivering improvements on behalf of the Council) are also incurred by transport planners and engineers via a Timesheet Management System.

4.54. As set out in paragraphs 4.26 and 4.42, if future grant funding is significantly reduced or removed altogether, it will be necessary to undertake a review of the service. This could result in a small number of staff that currently deliver statutory duties being placed 'at risk' of redundancy. Delivery of statutory duties by the Council are prescribed by legislation and must be delivered irrespective of any budgetary constraints.

Reducing Inequalities

4.55. As part of the delivery of the West Midlands STP consideration has been given to ensuring that the needs of all sections of the community are considered in transport projects. Further the West Midlands STP has been subject to an Equalities Impact Assessment.

4.56. The ITB capital programme will assist in improving facilities for all modes of transport; plans will focus on improving access to key services and facilities such as education, job opportunities and health care facilities.

Consultation

4.57. The West Midlands STP has been the subject of wide consultation with partners and stakeholders. Major public consultation was undertaken in summer 2015 on the strategies themselves, while partners and stakeholders are consulted with respect to individual transport projects.

4.58. The West Midlands authorities have been commended for the comprehensive nature of involvement in developing previous STP strategies and when consulting on transport schemes.

4.59. Local consultation always takes place as part of individual scheme development.

5. Decide

5.1. The options for the make-up of the ITB Transport Capital Programme have been considered as part of the assessment of potential projects / programmes as set out in paragraphs 4.12 to 4.17 above. The output of the appraisal of the various project ideas and suggestions is reported in **Appendices B to H**. The projects that are selected are those that have the best alignment with the STP objectives; are supported locally; are affordable (or have the potential to lever-in other implementation funding, such as government grants); and are deliverable.

5.2. The appraisal processes utilised in the development of the programme ensure that it is compiled objectively and maximises the impact of limited block funding by seeking to attract implementation funding from various other sources.

5.3. The proposed programme has been consulted upon amongst Council officers who are responsible for various technical disciplines, and has been developed in conjunction with the Regeneration Portfolio Holder.

6. Respond

6.1. The delivery of the agreed programme will be taken forward by project and programme managers within the Council's Highways & Transport service in the Economy & Environment Directorate.

6.2. The ITB Transport Capital Programme is a rolling programme of activity that supports the delivery of the West Midlands STP within the Borough of Walsall, and many projects and programmes operate across several financial years and have multiple funding arrangements. Some key projects span different local authority boundaries e.g. corridor-based programmes, and are delivered in partnership with relevant stakeholders e.g. Transport for West Midlands, Network Rail, West Midlands Rail Executive, Highways England, Canal & River Trust, West Midlands Trains, bus operating companies, Black Country Local Enterprise Partnership, and neighbouring local authorities.

6.3. Officers of the Council attend various regional meetings and technical groups to ensure that projects are delivered in a coherent and consistent manner across the West Midlands Metropolitan Area.

7. Review

7.1. The ITB Transport Capital Programme is monitored by a group of Council officers that meet at least every two months to review progress and consider any recommendations to be put forward to the Transport Capital Delivery Board, which is made up of senior officers and the Portfolio Holder for Regeneration.

7.2. The Transport Capital Delivery Board meets at least every two months (aligned to the officer meetings) and considers performance against intended progress at regular intervals throughout the financial year. The Board can make decisions about remedial action; budget virements; and project full or partial completion.

7.3. The effectiveness of projects and programmes is monitored on an ongoing basis and is reflected in key data e.g. traffic counts; public transport patronage figures; air quality monitoring. The Council's monitoring activity is also supported by regional monitoring and reporting.

Appendices

Appendix A – Walsall Council STP ITB Capital Programme 2021/22
Appendix B – Strategic Scheme Appraisal Results 2021/22
Appendix C – Local Safety Scheme Ranking 2021/22
Appendix D – 20mph Zones & Scheme Monitoring 2021/22
Appendix E – Promotion of Community Health and Safety 2021/22
Appendix F – Safer Routes to School Scheme Ranking 2021/22
Appendix G – Measures to Encourage Walking 2021/22
Appendix H – Measures to Encourage Cycling 2021/22

Background papers

West Midlands Strategic Transport Plan 'Movement for Growth' 2015
Walsall Transport Strategy 'Transport in Walsall' 2017

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Simon Neilson
Executive Director

17 March 2021

Councillor Adrian Andrew
Portfolio holder – Regeneration

17 March 2021

APPENDIX A - Walsall Council STP Integrated Transport Block Capital Programme 2021/22

Baseline: DRAFT for Cabinet Approval 17/03/21

Scheme	Project Manager	Carry Forward (2020/21 to 2021/22)	Budget 2021/22	Total Budget	Actual Spend to Date	OneSource Commitments	Other Commitments	Spend to Date + All Commitments	Budget Remaining	Forecast Spend (Projected Spend Red/Actual Black) (Cumulative £k) Jun-21 Q1	Sep-21 Q2	Dec-21 Q3	Mar-22 Q4	Assessed Risk on Projected Spend Low (£k)	Medium (£k)	High (£k)	Overall Scheme Delivery RAG Rating
Major Scheme Development & Delivery Programme																	
Significant Projects																	
M6 Junction 10 - Scheme Delivery	Dan Johnson	£ 538,831.00	£ -	£ 538,831.00	£ -	£ -	£ -	£ -	£ 538,831.00								
DSDA Access Project - Post-Opening Monitoring & Evaluation	Matt Crowton	£ -	£ 40,000.00	£ 40,000.00	£ -	£ -	£ -	£ -	£ 40,000.00								
A41/A4444 Corridor Improvements - Scheme Development	Donna Cattell	£ -	£ 72,331.00	£ 72,331.00	£ -	£ -	£ -	£ -	£ 72,331.00								
Future Major Scheme Development Programme	Steven Edwards	£ -	£ 94,152.00	£ 94,152.00	£ -	£ -	£ -	£ -	£ 94,152.00								
TOTAL		**£ 538,831.00**	**£ 206,483.00**	**£ 745,314.00**	**£ -**	**£ -**	**£ -**	**£ -**	**£ 745,314.00**								
Strategic Transportation Programme																	
Public Transport Programme																	
Darlaston (James Bridge) Rail Station - Highways Infrastructure Development	Matt Crowton	£ -	£ 50,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ 50,000.00								
Willenhall Rail Station - Highways Infrastructure Development	Matt Crowton	£ -	£ 50,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ 50,000.00								
Aldridge Rail Station - GRIP3 & Highways Infrastructure Development	Steven Edwards	£ -	£ 75,000.00	£ 75,000.00	£ -	£ -	£ -	£ -	£ 75,000.00								
A34 Multi-Modal Corridor Development (deferred from 2020/21)	Eleanor Cooper	TBC	£ -	£ -	£ -	£ -	£ -	£ -	£ -								
Walsall Town Centre Masterplan: Public Transport Interchange Improvements	Steven Edwards	£ -	£ 60,000.00	£ 60,000.00	£ -	£ -	£ -	£ -	£ 60,000.00								
Sub-Total		**£ -**	**£ 235,000.00**	**£ 235,000.00**	**£ -**	**£ -**	**£ -**	**£ -**	**£ 235,000.00**								
Improvement Scheme Programme																	
Western Opportunity Area 1: A454 Corridor	Steven Edwards	£ -	£ 50,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ 50,000.00								
Eastern Opportunity Area 1: A461 Corridor	Donna Cattell	£ -	£ 50,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ 50,000.00								
Electric Vehicle Charging Infrastructure	Steven Edwards	£ -	£ 50,000.00	£ 50,000.00	£ -	£ -	£ -	£ -	£ 50,000.00								
Better Streets - National Cycle Network Route 5 (Delivery)	Eleanor Cooper	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00								
Better Streets - Hawes Road (Delivery)	Donna Cattell	£ -	£ 10,000.00	£ 10,000.00	£ -	£ -	£ -	£ -	£ 10,000.00								
Public Rights of Way	Kevin Gannon	£ -	£ 40,000.00	£ 40,000.00	£ -		£ -	£ -	£ 40,000.00								
Sub-Total		**£ -**	**£ 220,000.00**	**£ 220,000.00**	**£ -**	**£ -**	**£ -**	**£ -**	**£ 220,000.00**								
Highway Efficiency Programme																	
Highway Efficiency Measures Programme	Paul Leighton	£ -	£ 70,000.00	£ 70,000.00	£ -	£ -	£ -	£ -	£ 70,000.00								
Black Country Local Pinch Point Fund Package (deferred from 2020/21)	Donna Cattell	TBC	£ -	£ -	£ -	£ -	£ -	£ -	£ -								
Sub-Total		**£ -**	**£ 70,000.00**	**£ 70,000.00**	**£ -**	**£ -**	**£ -**	**£ -**	**£ 70,000.00**								
TOTAL		**£ -**	**£ 525,000.00**	**£ 525,000.00**	**£ -**	**£ -**	**£ -**	**£ -**	**£ 525,000.00**								
Road Safety & Active Travel Programme																	
Local Safety Programme																	
Local Safety Scheme: Walstead Road West (Brockhurst Crescent to Hawthorne Rd)	RS Manager	£ -	£ 110,370.00	£ 110,370.00	£ -	£ -	£ -	£ -	£ 110,370.00								
Local Safety Scheme: Wednesbury Road (A4148 Bescot Road to Bridgeman Street)	RS Manager	£ -	£ 139,630.00	£ 139,630.00	£ -	£ -	£ -	£ -	£ 139,630.00								
Local Safety Scheme: Design In Advance	RS Manager	£ -	£ 15,000.00	£ 15,000.00	£ -	£ -	£ -	£ -	£ 15,000.00								
Local Safety Scheme: Wallows Lane (deferred from 2020/21)	RS Manager	TBC	£ -	£ -	£ -	£ -	£ -	£ -	£ -								
Local Safety Scheme: Pinfold Street (St Lawrence Way to Dangerfield Lane) (deferred from 2020/21)	RS Manager	TBC	£ -	£ -	£ -	£ -	£ -	£ -	£ -								
Safer Routes to School: Jubilee	RS Manager	£ -	£ 13,500.00	£ 13,500.00	£ -	£ -	£ -	£ -	£ 13,500.00								
Safer Routes to School: Support for Astars* (minor works)	RS Manager	£ -	£ 16,500.00	£ 16,500.00	£ -	£ -	£ -	£ -	£ 16,500.00								
Safer Routes to School: Design in Advance	RS Manager	£ -	£ 5,000.00	£ 5,000.00	£ -	£ -	£ -	£ -	£ 5,000.00								
Promotion of Community Health & Safety: Safety Related Requests	RS Manager	£ -	£ 5,000.00	£ 5,000.00	£ -	£ -	£ -	£ -	£ 5,000.00								
Promotion of Community Health & Safety: 20mph Signed only scheme - Birchills	RS Manager	£ -	£ 30,000.00	£ 30,000.00	£ -	£ -	£ -	£ -	£ 30,000.00								
Promotion of Community Health & Safety: Network Performance Management	RS Manager	£ -	£ 95,000.00	£ 95,000.00	£ -	£ -	£ -	£ -	£ 95,000.00								
Sub-Total		**£ -**	**£ 430,000.00**	**£ 430,000.00**	**£ -**	**£ -**	**£ -**	**£ -**	**£ 430,000.00**								
Active Travel Programme																	
Measures to Encourage Cycling: Borough-Wide	RS Manager	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00								
Measures to Encourage Cycling: Design in Advance	RS Manager	£ -	£ 10,000.00	£ 10,000.00	£ -	£ -	£ -	£ -	£ 10,000.00								
Measures to Encourage Walking: Upgrade of Pedestrian Crossing Routes	RS Manager	£ -	£ 80,000.00	£ 80,000.00	£ -	£ -	£ -	£ -	£ 80,000.00								
Measures to Encourage Walking: Update of Zebra Crossings	RS Manager	£ -	£ 20,000.00	£ 20,000.00	£ -	£ -	£ -	£ -	£ 20,000.00								
Sub-Total		**£ -**	**£ 130,000.00**	**£ 130,000.00**	**£ -**	**£ -**	**£ -**	**£ -**	**£ 130,000.00**								
TOTAL		**£ -**	**£ 560,000.00**	**£ 560,000.00**	**£ -**	**£ -**	**£ -**	**£ -**	**£ 560,000.00**								
GRAND TOTAL		**£ 538,831.00**	**£ 1,291,483.00**	**£ 1,830,314.00**	**£ -**	**£ -**	**£ -**	**£ -**	**£ 1,830,314.00**	**-**	**-**	**-**	**-**	**1,830**	**-**	**-**	

Project Name	Project Overview	Overall Cost	Score	Score as %	Included	Comments
James Bridge Rail Station - Highways Infrastructure	Development of highways package around rail station	£ 50,000.00	39	81%	Yes	
Willenhall Rail Station - Highways Infrastructure	Development of highways package around rail station	£ 50,000.00	39	81%	Yes	
Walsall Town Centre Masterplan – Public Transport Interchange	Development of public transport interchanges	£ 60,000.00	38	79%	Yes	
Aldridge Rail Station - GRIP3 and Highways Development	Development of rail station project	£ 75,000.00	38	79%	Yes	
Western Opportunity Area 1: A454 Corridor	Multi-modal corridor improvements development	£ 50,000.00	37	77%	Yes	
Eastern Opportunity Area 1: A461 Corridor	Multi-modal corridor improvements development	£ 50,000.00	36	75%	Yes	
Better Streets - NCN5 (Delivery)	Delivery of measures to promote active travel	£ 20,000.00	35	73%	Yes	
Better Streets - Hawes Road (Delivery)	Delivery of measures to promote active travel	£ 10,000.00	34	71%	Yes	
Public Rights of Way Programme	Improvements to public rights of way	£ 40,000.00	33	69%	Yes	
Electric Vehicle Charging Infrastructure	Multi-modal corridor improvements development	£ 50,000.00	33	69%	Yes	
Highway Efficiency Measures Programme	Rolling programme of TRO and UTC improvements	£ 70,000.00	29	60%	Yes	
Eastern Opportunity Area 2: Lindon Road (Deliver works)	Delivery of highway improvements	£ 150,000.00	26	54%	No	Not affordable
Southern Opportunity Area: A4031 Gateway	Development and delivery of highway improvements	£ 450,000.00	21	44%	No	Not affordable
Aldridge Station - Highway Improvements (Deliver Works)	Delivery of highway improvements	£ 700,000.00	21	44%	No	Not affordable

Total Cost of Proposals	**£1,825,000.00**
2021/22 Budget	£ 525,000.00
Balance (Unfunded)	**-£1,300,000.00**

APPENDIX C

Local Safety Schemes Programme

Refer to RS12a - Procedure for assessing Local Safety Schemes; and Walsall Road Safety Strategy

Schemes highlighted for delivery as part of LSS programme or Other works

Reserve schemes

Schemes highlighted for future programme

Rank	Route	Section	Overall Score (2020)	Star Rating (2020)	Total cost of prevention (2020)	Key Issues	Scheme description	Scheme cost	FYRR (Calculated 40% reduction)	Comments	Status
1	Cavendish Road inc Beechdale 20mph Signed only	Bloxwich La to Stephenson Ave	101.91	1 Star	£1,261,872	High collision rates, High KSI rate, High vulnerable road user rates for P2W's, children, and pedestrians; RTC's at jct with Bloxwich Lane and spread along route	Introduction of speed cushions along Cavendish Rd; priority build outs to improve pedestrian crossing points - review speed limit	£84,480	199%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
2	Walstead Road West	Brockhurst cresc to Hawthorne Rd	82.45	1 Star	£841,248	High collision rates, High KSI rate, Medium vulnerable road user rates for child KSI & casualties, pedestrians, and Drivers 20-29. RTC's at the following junctions: West Brom Rd and frontage of Joseph Leckie	Introduction of pedestrian islands at junction and upgrade signalling eqpt; Install new zebra crossing outside Joseph Leckie, (completed as part of S106) review signing, and road marking	£110,370	118%	Scheme cost excludes costs to introduce a new Zebra crossing as S106 funding available to installed near Pattison St; Linked to future development of WATMOS site	Programmed 2021/22
3	Field Road, Bloxwich	B4210 High Street to A4124 Lichfield Road	82.00	1 Star	£1,787,652	High collision rates, High KSI rate, High vulnerable road user rates for P2W's, Drivers 20-29, and Passengers 15-24; Outside Blakenhall Heath Jnr; RTC's at Victoria Ave, Ingram Rd, Hamilton St, Chantry Ave & Field Cl;	Upgrade existing both Zebra crossings to LED, Introduce speed cushions and traffic splitter islands at key junctions identified, improve lining and signing Targeted education campaign	£155,430	153%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
4	Ablewell Street-Springhill Road	Bridge Street to Sutton Road	78.71	2 Star	£1,156,716	Medium collision rates, High KSI rate, Medium vulnerable road user rates for P2W's, Cyclists, Child casualties, pedestrians and Drivers 20-29; RTC's at the following junctions:Sixways to Pool St, Lwr Rushall St	Subject to Sprint consultation and development plan	£0	#DIV/0!	Linked to Sprint	TfWM - Programmed
5	A4148 Bescot Road / Wallows Lane	Whole	73.53	2 Star	£1,787,652	High collision rates, High KSI rate, High vulnerable road user rates for P2W's, children, pedestrians, young pedestrians, and Drivers 20-29; RTC's at Dickenson Ave & Bescot Rd Rdbt;	Warning VAS on each approach to roundabout; upgrade chevron signs; build-out kerb line on Wallows Lane approach; Review signal operation at Dickenson Ave jct; Targeted education campaign	£70,785	337%	Scheme deferred to 2021/22 consultation complete delivery scheduled for Q2; Monitor as part of annual review	Approved - Planned 2021/22
6	Wednesbury Road, Caldmore	A4148 Bescot Road to Bridgeman Street	72.32	2 Star	£2,944,368	High collision rates, High KSI rate, High vulnerable road user rates for P2W's, Cyclists, Child casualties, pedestrians and Drivers 20-29; RTC's at the following junctions: Corporation St, Tasker St, Vicarage Place and Bridgeman St	Narrow Wednesbury Road near Glebe centre, Upgrade Zebra near Vicarage Pl, Upgrade Zebra on Vicarage Pl, introduce table top junction with Vicarage Place, VASS, HFS, build out and lining; Review traffic signals at Corporation Street	£139,630	281%	Section Hillary Street to Milton Street treated as part of LSS Programme 2016/17	Programmed 2021/22
7	A4148 Broadway north	Whole	66.51	2 Star	£2,839,212	Medium collision rates, High KSI rate, High vulnerable road user rates for P2W's, children, pedestrians, young pedestrians Drivers 20-29, and Passengers 15-24; Excessive speed and anti-social behaviour	Introduction of Average Speed Enforcment planned March 2019 Publicity	£47,481	797%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
8	A4148 Pleck Road	A4038 to A454	64.62	2 Star	£2,523,744	High collision rates, High KSI rate, High vulnerable road user rates for P2W's, children, pedestrians and Drivers 20-29. Excessive speed and anti-social behaviour	2no. VASS, pedestrian refuges, buildouts, new roadmarking layout; Guide markings through Moat Rd/Pleck Rd junction with HFS on approach. Improved warning and directional signs. Review of operation jct with St Johns Rd Targeted education campaign	£201,650	167%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
9	A4124 - Lichfield Road / Near Academy	Bloxwich	63.73	2 Star	£2,418,588	High collision rates, High KSI rate, High vulnerable road user rates for All casualties, P2W's, Cyclists, Child KSI, children, pedestrians, young pedestrians Drivers 20-29, and Passengers 15-24;	2 no. VASS, Provide build-outs and HFS on pedestrian crossing outside Academy. Wided footway towards Field Road junction.	£60,720	531%		Reserve
10	A454 Wolverhampton Road	M6 J10 to 100m west Pleck Road	63.54	2 Star	£2,944,368	High collision rates, High KSI rate, High vulnerable road user rates - cyclists, child casualties, Pedestrians, Pedestians 5-19, and Drivers 20-29; RTC's at the following junctions: Tempus Dr, Lane Ave, Alumwell Rd and Raleigh St;	Review pedestrian movements and guardrail provision at Lane Ave & Alumwell Rd, Upgrade pedestrian crossing at Raleigh Street, Signing and lining	£148,720	264%	Linked to Major Scheme development for M6 Jct 10 & Blox La/Tempus Dr; Crossing at Raleigh Street to be upgraded through NPIF2 (Feb 2020)	Approved - Currently on site
11	Walker Road	Ash St to Harden Road;	63.48	2 Star	£946,404	High collision rates, Med KSI rate, High vulnerable road user rates for All casualties, P2W's, Drivers 20-29, and Passengers 15-24;	Install speed cushions and pedestrian refuges	£83,160	152%		Reserve
12	A4038 - Walsall Rd	Darlaston Road to B4200 Park Lane	62.30	2 Star	£1,577,340	High collision rates, High KSI rate, High vulnerable road user rates for P2W's, child casualties, pedestrians, pedestrians 5-19 and Drivers 20-29. RTC's at the following junctions: Salisbury St, Old Park Rd, Darlaston Rd	Introduce ghost right turns with traffic islands at Salisbury & Old Park Rd; review signal timings, signing and road markings	£76,560	275%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
13	B4154 Norton Road(2)	Canal Bridge to Vicarage Road	61.69	2 Star	£1,577,340	Medium collision rates, High KSI rate, Medium vulnerable road user rates for P2W's, Cyclists, Child casualties, pedestrians and Drivers 20-29; RTC's at the following junctions:Vicarage Rd, High St	Review signal operation at Vicarage Rd jct, Upgrade extg pedestrian refuge near Sation St to controlled crossing, review highway layout near Station St, improve road markings and road signs	£102,630	205%	Linked to Yorks Bridge improvements; Changes to signals at Vicarage Rd scheduled for Mar 20	Future programme
14	Lucknow Road	Spring Lane to Canal Bridge	61.47	2 Star	£736,092	High collision rates, Medium vulnerable road user rates for All casualties, P2W's, Child KSI, young pedestrians and Drivers 20-29;	Scheme details to be confirmed		#DIV/0!		Future programme
15	B4152 Salters Road Northgate	Whole	61.22	2 Star	£1,577,340	Med collision rates, Med KSI rate, High vulnerable road user rates for P2W's, Cyclists, Drivers 20-29; Excessive speed	Scheme details to be confirmed		#DIV/0!		Future programme
16	A4038 - Moxley Rd	Moxley junction to A462 Darlaston Rd	60.64	2 Star	£1,472,184	High collision rates, High KSI rate, High vulnerable road user rates for P2W's, cyclists, children, pedestrians, young pedestrians and Drivers 20-29. RTC's at Wolverhampton St and Dangerfield La jcts; single vehicle collisions;	Improve signing, lining, HFS and Wolverhampton Street and VASS/ Enhanced Watchman on Pinfold St; improve pedestrian facilities, improve signing and lining Targeted education campaign	£95,592	205%	Budget £95,592 slipped from 2020/21 LSS Programme, additional budget required to support wider scheme Linked to Iron Park development; linked to Wolverhampton Street delivered through Promotion of Community H&S	Approved - Planned 2021/22
17	A4148 Broadway west	Whole	59.60	3 Star	£1,051,560	Medium collision rates, High KSI rate, High vulnerable road user rates for child casualties, pedestrians, and pedestrians 5-19. RTC's at the following junctions: Bescot Cresc	Junction upgrade at Bescot Cres being implemented Mar 2020 as part of NPIF2	£250,000	56%	Bescot Crescent junction redesigned as part of NPIF 2	Implemented 20/21
18	A4124 - Lichfield Road / Pelsall Road	B4154 Norton Road to Clayhanger Lane	59.08	3 Star	£1,472,184	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
19	A34 Birmingham Road	A4148 Broadway to Bell Road	58.86	3 Star	£630,936	Medium collision rates, High KSI rate, High vulnerable road user rates for P2W's, children, pedestrians, young pedestrians Drivers 20-29, and Passengers 15-24;	Introduction of Average Speed Enforcment planned Spring 2020 Publicity	£33,691	250%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
20	Blakenhall Lane, Blakenhall	B4210 High St to Blakenhall Heath	58.57	3 Star	£420,624	High collision rates, High vulnerable road user rates for All casualties, Drivers 20-29;	Scheme details to be confirmed		#DIV/0!		Future programme
21	B4464 - Wolverhampton Road west	Whole	58.30	3 Star	£1,787,652	High collision rates, High vulnerable road user rates for P2W, child casualties, and car passengers 15-24; RTC's at the following junctions:Churchill Rd, Warwick Ave, The Crescent	Major scheme development	£0	#DIV/0!	Linked to major sustainable transport corridor improvements CWC/Walsall	Other development
22	A462 - Midland Rd	Bilston Lane to The Green	57.79	3 Star	£736,092	Med collision rates, High KSI rate, High vulnerable road user rates for All casualties, P2W's, Cyclists, and Passengers 15-24;	Scheme details to be confirmed		#DIV/0!		Future programme
23	B4210 Bloxwich Road / High Street	Day Street to A34	57.76	3 Star	£5,573,268	High collision rates, High KSI rate, High vulnerable road user rates - all groups; Section Hall St to Day Street, Proffitt St, Forest La, Beeches Rd, Leamore La/Harden Rd, High St	Improved pedestrian facilities and junction improvement near Forest La, build outs, improved lining signing, junction improvement Proffitt Street/ Hospital Street & section Hall St to Day St; Refuge, VASS, HFS, roadmarkings, buildouts, kerbing, Review signals at Harden Rd ban outbound right turn to Harden Rd; 20mph speed limit on High St (Link to A34 High St)	£589,517	126%	Review maintenance programme to link in with resurfacing programme Consider as phased implementation	Future programme
24	A4038 - Darlaston Rd	Park Lane to Old Pleck Road	57.45	3 Star	£1,997,964	Medium collision rates, High KSI rate, High vulnerable road user rates - All P2W, child casualties, and Pedestrians 5-19; RTC's at the following junctions: Old Heath Rd, east Cemetery Rd, Resevoir Pl, Scarborough Rd and Wellington St	Centre hatching and pedestrian refuges, provide protected parking areas, junction treatment (build-outs), 2xVASS, review road marking and signage; (New signal junction Reservoir Pl, new arm at Cemetery Rd jct and new signal junction near The Globe Inn)	£75,900	351%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
25	B4464 - Somerford Pl / New Road	Whole	55.93	3 Star	£630,936	High collision rates, High KSI rate, High vulnerable road user rates for P2W's, and pedestrians;	Scheme details to be confirmed		#DIV/0!		Future programme
26	A4031 West Bromwich Road	Broadway to Borough Boundary	55.63	3 Star	£1,261,872	Med collision rates, High KSI rate, High vulnerable road user rates for All casualties, children, young pedestrians and Drivers 20-29;	Narrowing dual carriageway, improved lining, roundabout at Jct with Bell La, Watchman system for inbound		#DIV/0!	Scheme delivered; Monitor as part of annual review	Future programme

27	A4148 Littleton Street (Various)	Lichfield St to Pleck Road	54.70	3 Star	£3,470,148	High vulnerable road user rates for P2W's, cyclists, pedestrians, child pedestrians, Drivers 20-29 and Passengers15-24; RTC's at the following junctions: Pleck Rd, Birchills St, Green La, Hatherton St and The Arboretum;	Introduce pedestrian countdown timers; junction improvements; yellow boxes; increase capacity at Hatherton St jct;	£237,000	195%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
28	B4154 Bosty Lane	A454 Walsall Road to Barr Common Road	54.57	3 Star	£210,312	High KSI rate, High vulnerable road user rates for Drivers 20-29. RTC's at the following junctions: Barr Common Rd; Excessive speed	Centre hatching, 2 x watchman, improve road markings and signs	£89,100	31%	None	Future programme
29	Bescot Crescent	Broadway West to Brockhurst Cresc	54.20	3 Star	£946,404	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
30	B4210 Broad Lane	Whole	54.02	3 Star	£946,404	High collision rates, High KSI rate, High vulnerable road user rates for children casualties, child pedestrians 5-19, and Drivers 20-29; RTC's at the following junctions:Baytree Rd	Introduce centre hatch, improve road signs, VASS, pedestrian refuge	£53,460	236%	None	Future programme
31	A454 Little Aston Road Section 1	Leighswood Road to Branton Hill	53.00	3 Star	£315,468	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
32	B4590 Bilston Lane	The Keyway to Owen Road	52.43	3 Star	£420,624	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
33	A34 Green Lane - Somerfield Rd - High St	Whole	51.40	3 Star	£4,521,708	Medium collision rates, High vulnerable road user rates for All cyclists, child casualties, pedestrians, child pedestrians 5-19, and car passengers 15-24; Medium rates for Drivers 20-29; RTC's at the following junctions:Stephenson Ave, Leamore Lane, High St	Undertake Route Study to identify improvements	£5,000	12058%	None	Future programme
34	Lower Rushall Street, Walsall	A4148 Broadway North to Ablewell Street	51.20	3 Star	£736,092	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
35	B4210 Sandbank & Elmore Green	Whole	50.96	3 Star	£1,051,560	High collision rate, High KSI rate, High vulnerable road user rates for P2W, child casualties, pedestrians, child pedestrians 5-19, Drivers 20-29 and car passengers 15-24; RTC's at the following junctions:Alfred St, Station St	Junction improvement at Station St, and Church Moat Way, route treatment measures incorporating centre hatch, traffic splitter islands	£45,210	310%	None	Future programme
36	B4154 Beacon Road(2)	Old Hall Lane to Queslett Road	50.71	3 Star	£525,780	Programme to be developed Excessive speed	Scheme details to be confirmed		#DIV/0!		Future programme
37	A34 Birmingham Road	Bell Road to Borough Boundary	50.63	3 Star	£1,051,560	High collision rates, High KSI rate, High vulnerable road user rates for Drivers 20-29. Excessive speed and anti-social behaviour	Introduction of Average Speed Enforcment planned Spring 2020 Publicity	£33,691	416%	Budget contractually committed	Future programme
38	A462 - Sandbeds Rd / Clarkes Lane	Bentley Lane to B4464 Wolverhampton Road west	50.29	3 Star	£3,364,992	High collision rates, High KSI rate, High vulnerable road user rates for children casualties, child pedestrians 5-19, and Drivers 20-29; RTC's at the following junctions:Stroud Ave	VASS near jct with Stroud Ave	£20,000	2243%	None	Future programme
39	B4154 Walsall Road	Whole	49.21	3 Star	£420,624	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
40	A452 Chester Road High Street	Coppice Lane to A461 Lichfield Road	48.88	3 Star	£1,261,872	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
41	A4041 Queslett Road	Whole - Walsall side only	48.79	3 Star	£1,156,716	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
42	B4464 - Walsall Street / Walsall Road	Whole	48.79	3 Star	£1,577,340	High collision rates, High KSI rate, High vulnerable road user rates for all casualties and Passengers15-24; RTC's at the following junctions: Gypsy La, Bham St, Fletchers La and The Crescent	Upgrade zebra near St Giles, Upgrade zebra near Fisher Street, Junction improvement at Bham St, Junction improvement at Gypsy Lane, signing and lining, build outs, Review signals at The Crescent and usage of Walsall Rd near Guru Nanak	£98,670	213%	Linked to Major scheme for Sustainable Travel corridor linking Walsall to Wolverhampton	Future programme
43	A462 - The Green	Midland Rd to Pinfold St	48.57	3 Star	£630,936	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
44	A454 Aldridge Road	Fernleigh Road to Longwood Lane	48.50	3 Star	£420,624	Programme to be developed Excessive speed	Scheme details to be confirmed		#DIV/0!		Future programme
45	A4148 Broadway	Whole	48.12	3 Star	£946,404	Medium collision rates, High KSI rate, High vulnerable road user rates for P2W's, child KSI, child casualties, child pedestrians, Drivers 20-29 and Passengers15-24; RTC's at the following junctions: West Brom Rd	Improved pedestrian facilities across Broadway near Weston Rd widen central reservation	£88,440	143%	None	Future programme
46	A461 Lichfield Road Section 3	100m east Chester Road to boundary	48.00	3 Star	£0	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
47	B4154 Barr Common Road	Whole	48.00	3 Star	£0	Programme to be developed Excessive speed	Scheme details to be confirmed		#DIV/0!		Future programme
48	B4138 - Thornhill Road	Whole	47.56	3 Star	£315,468	Programme to be developed Excessive speed	Scheme details to be confirmed		#DIV/0!		Future programme
49	B4154 Daw End Lane	A461 Lichfield Rd to A454 Walsall Rd	47.48	3 Star	£420,624	Programme to be developed Excessive speed	Scheme details to be confirmed		#DIV/0!		Future programme
50	A4124 - Lichfield Road / Sneyd Lane	Borough Boundary to A34 High Street	47.02	3 Star	£1,261,872	High collision rate, High KSI rate, High vulnerable road user rates for P2W, Child KSI, children casualties, child pedestrians 5-19, Drivers 20-29 and car passengers 15-24; RTC's at the following junctions:The Gate Island, Sandringham Ave	Undertake Route Study to identify improvements	£5,000	3365%	None	Reserve
51	St Annes Rd - Albion St	B4464 to Bloxwich Rd South	47.00	3 Star	£1,577,340	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
52	B4151 Foley Road east	Whole	45.98	3 Star	£210,312	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
53	A462 - Bilston Lane	Wolverhampton Rd West to Owen Rd	45.24	3 Star	£946,404	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
54	B4155 Lichfield Road	Canal bridge to Boundary	45.19	3 Star	£420,624	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
55	Victoria Ave, Blakenhall	A34 High St to Blakenhall Heath	45.10	3 Star	£525,780	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
56	B4484 Pinson Road / Field Street	Sommerford Place to Moat Street	44.11	3 Star	£105,156	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
57	A41 High Street	Moxley junction to Borough Boundary	44.00	3 Star	£630,936	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
58	A462 - Essington Road	Sneyd Lane to A4124 Lichfield Road	43.59	3 Star	£736,092	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
59	B4484 - Rose Hill	Whole	43.43	3 Star	£420,624	High collision rates, High KSI rate, High vulnerable road user rates for cyclists and pedestrians; Longacre junction RTC cluster and junction with Walsall Road; Parking issues along route	Remark carriageway, introduce mini island at Longacre, VASS, formalise on street parking, review kerbing and guardrail at Walsall Road junction	£80,800	69%	Linked to Willenhall Station proposal	Future programme
60	A5 Watling Street	Whole	43.33	3 Star	£1,261,872	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
61	Leamore Lane, Leamore	Bloxwich Lane to A34 Somerfield Road	43.05	3 Star	£1,051,560	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
62	A454 Mellish Road	A461 Lichfield Road to Fernleigh Road	42.98	3 Star	£315,468	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
63	Bentley Lane & Hollyhedge Lane, Birchills	Bloxwich Lane to A454 Wolverhampton Road	42.79	3 Star	£630,936	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
64	A462 - Darlaston Rd	Walsall Rd to Borough Boundary	42.00	3 Star	£420,624	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
65	A452 Chester Road urban	50m north of Raglan Close to Borough Boundary	40.17	3 Star	£1,367,028	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
66	Corporation Street -Caldmore Green - West Bromwich Street	Wednesbury Rd to Vincent Street	40.00	3 Star	£1,682,496	High collision rate, High KSI rate, Medium vulnerable road user rates for All cyclists, and pedestrians; RTC's at the following junctions: Caldmore Green	Speed cushions between Wednesbury Rd and broadway, raised table at Caldmore Green, review pedestrian facilities	£120,000	187%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
67	B4152 Brownhills Rd Lindon Road	Whole	39.72	4 Star	£525,780	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
68	B4151 Sutton Road West	Broadway to Daffodil Road	39.00	4 Star	£315,468	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
69	Aldridge Road, Streetly	B4151 Beacon Hill to A4041 Queslett Road	38.00	4 Star	£525,780	High KSI rate, High vulnerable road user rates for Drivers 20-29. RTC's at the following junctions: Queslett Rd, Bridle La, Hundred Acre Rd; Excessive speed and anti-social behaviour	Introduce 2x watchman signs on approach to Bridle La and Hundre Acre Road; Hedge trimming and increase visibility splay at Bridle La, signing and lining (SLOW, EoC, Remark), Bollards to highlight junctions, pedestrian crossing points using priority chicanes x3	£125,070	56%	None	Future programme
70	B4151 Sutton Road East	Skip Lane to Beacon Road	37.06	4 Star	£841,248	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
71	A41 Black Country New Road	Moxley junction to Borough Boundary	36.91	4 Star	£105,156	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
72	A463 Black Country Route - section 1	Borough Boundary - Midland Road	36.82	4 Star	£736,092	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
73	A4124 - Pelsall Road	B4154 Clayhanger Lane to A452 High Street	36.31	4 Star	£736,092	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
74	A4444 Black Country New Road	Borough Boundary - Moxley junction	36.00	4 Star	£105,156	Excessive speed and anti-social behaviour	Introduction of Average Speed Enforcment planned Spring 2020 Publicity	£43,893	32%	Scheme delivered; Monitor as part of annual review	Implemented 20/21
75	A461 Lichfield Road Section 1	Broadway to Daw End Lane	35.90	4 Star	£2,103,120	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
76	A461 Lichfield Road Section 2	Daw End Lane to Chester Road / High Street	35.08	4 Star	£2,734,056	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
77	A4098 Great Bridge Road	Whole	35.00	4 Star	£105,156	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
78	B4154 Longwood Road	Whole	35.00	4 Star	£315,468	Programme to be developed Excessive speed	Scheme details to be confirmed		#DIV/0!		Future programme
79	B4155 Lichfield Road	High Street to Ogley Road	35.00	4 Star	£105,156	Programme to be developed Excessive speed	Scheme details to be confirmed		#DIV/0!		Future programme
80	Weston Street, Caldmore	A4148 Broadway West to Wednesbury Road	33.46	4 Star	£630,936	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
81	A454 The Keyway	Portobello Island to BCR Island	33.33	4 Star	£1,051,560	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
82	A34 Stafford Road	Whole	32.99	4 Star	£525,780	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
83	B4151 Sutton Road	Daffodil Road to Skip Lane	32.83	4 Star	£105,156	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme

84	Bloxwich Lane	Bentley Lane to Fleming Road	**32.00**	**4 Star**	**£315,468**	Medium collision rates, High vulnerable road user rates for cyclists, children, pedestrians, and young pedestrians;	Road markings, Speed cushions as junction protection, 20mph speed limit, raised table crossings for 3 no. extg controlled pedestrian crossings	£84,480	50%	Linked to Beechdale area wide 20mph speed limit	Reserve
85	B4154 Pelsall Lane	Whole	**30.93**	**4 Star**	**£210,312**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
86	A454 Walsall Road / Aldridge By Pass	B4154 Bosty Lane to Leighswood Road	**30.74**	**4 Star**	**£420,624**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
87	A454 Little Aston Road Section 2	Branton Hill to A452	**30.00**	**4 Star**	**£105,156**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
88	B4151 Foley Road west	Whole	**30.00**	**4 Star**	**£0**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
89	B4484 - Various (Fibbersley)	Moat Street to Borough Boundary	**30.00**	**4 Star**	**£105,156**	Programme to be developed Excessive speed	Scheme details to be confirmed		#DIV/0!		Future programme
90	A454 Black Country Route - section 2	Midland Road - M6 J10	**29.50**	**4 Star**	**£841,248**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
91	A4124 - Lichfield Road / / Wolverhampton Road	Whole	**28.50**	**4 Star**	**£210,312**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
92	Noose Lane	A454 to Fibbersley	**28.05**	**4 Star**	**£630,936**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
93	A452 Chester Road north	A5 Watling Street to Coppice Lane	**25.00**	**4 Star**	**£105,156**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
94	A462 - Cannock - Straight Rd	A4124 Lichfield Road to Bentley Lane	**25.00**	**4 Star**	**£210,312**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
95	B4154 Beacon Road	Beacon Hill to Old Hall Lane	**25.00**	**4 Star**	**£315,468**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
96	A452 Chester Road (2)	Castlehill - Back Lane	**24.10**	**4 Star**	**£315,468**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
97	A452 Chester Road (1)	200m south east of A461 Lichfield Rd to Castlehill	**20.00**	**5 Star**	**£0**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
98	A452 Chester Road (3)	Back Lane to 50m north of Raglan Close	**20.00**	**5 Star**	**£105,156**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
99	A454 Walsall Road	Longwood Lane to B4154 Bosty Lane	**20.00**	**5 Star**	**£0**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
100	B4151 Beacon Hill	Whole	**20.00**	**5 Star**	**£0**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
101	B4154 Norton Road	Canal Bridge to Borough Boundary	**20.00**	**5 Star**	**£0**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme
102	B5011 Ogley Road / Chase Road	Whole	**20.00**	**5 Star**	**£210,312**	Programme to be developed	Scheme details to be confirmed		#DIV/0!		Future programme

APPENDIX D

Signed only 20mph Area wide speed limits

Scheme Location	Request - Route*see note1 /Cluster/Public	Monitoring Period Dec 17 - Dec 19				Scheme Description	Approximate Scheme Costs	90424 FYRR	Current Rank	Previous Rank		Comments
		Fatal Collisions	Serious Collisions	Slight Collisions	Collision Total							
Blakenhall/Goscote	Zo	1	6	36	43	20mph signed only gateway style treatments	£ 80,730.00	803	Programmed	3		Programmed Summer 2021, subject to consultation (March 2021)
Beechdale	Zo	1	5	11	17	20mph signed only gateway style treatments; Speed cushions Cavendish Rd; includes Bloxwich Lane - table top crossings and junction treatment	£ 84,480.00	303	Programmed	7		Programmed Summer 2021, subject to consultation (March 2021)
Birchills	Zo	0	4	10	14	20mph signed only gateway style treatments	£ 39,330.00	536	1	2		Linked to Promotion Community Health & Safety

Reserve schemes

Darlaston (Heathfield - Dorsett - Wolverhampton Rd - Stafford Rd)	Zo	0	3	5	8	20mph signed only gateway style treatments	£ 25,000.00	482	2	3		
Coalpool/ Ryecroft	Zo	0	0	16	16	20mph signed only gateway style treatments	£ 51,480.00	468	3	4		
Moxley	Zo	0	1	3	4	20mph signed only gateway style treatments	£ 15,700.00	384	4	5		
Chepstow Rd	Zo	0	0	1	1	20mph signed only gateway style treatments	£ 9,000.00	167	5	7		
Whetstone, Aldridge	Zo	1	2	1	4	20mph signed only gateway style treatments	£ 51,480.00	117	6	8		
Streetley	Zo	0	0	2	2	20mph signed only gateway style treatments	£ 59,685.00	51	7	9		
Park Hall	Zo	0	0	0	0	20mph signed only gateway style treatments	£ 30,000.00	0	8	10		
						Total for remaining schemes	**£ 212,345.00**					

Local Safety Scheme Monitoring

Increase
No change
Saving

Increase
No change
Saving

Increase
No change
Saving

Scheme Location	Request - Route*see note1 /Cluster/Public	Collisions at implementation				Scheme Description	Approximate Scheme Costs	FYRR	Rank	Previous Rank		Comments	Date Implemented	Last 3 years (Dec 18 - Dec 20)					105156	Last 3 years (Dec 17 - Dec 19)					90424	Last 3 years (Dec 16 - Dec 18)					90424
		Fatal Collisions	Serious Collisions	Slight Collisions	Collision Total									Fatal Collisions	Serious Collisions	Slight Collisions	Accident Total	Trend	Collision prevention saving	Fatal Collisions	Serious Collisions	Slight Collisions	Accident Total	Trend	Collision prevention saving	Fatal Collisions	Serious Collisions	Slight Collisions	Accident Total	Trend	Collision prevention saving
Old Pleck Road / Darlaston Rd / Bescot Rd	Cl	0	1	4	5	Junction Improvement	n/a	n/a	n/a	n/a		Forms part of Darlaston SDA	n/a	0	1	10	11	6	£630,936	0	1	7	8	3	£271,272	0	1	6	7	2	£180,848
The Green / Bentley Road South / Richards Street	Cl	0	0	2	2	Include as part of Darlaston SDA	n/a	n/a	n/a	n/a		Forms part of Darlaston SDA		0	0	0	0	-2	-£210,312	0	0	1	1	-1	-£90,424	0	0	1	1	-1	-£90,424
A4148 Wallows Lane - Bescot Road - Dickinson	Ro*	0	3	15	18	Major scheme - junction improvements Bescot Rd/ Pleck Rd and introduction of roundabout with Wallows Lane	n/a	n/a	n/a	n/a		Forms part of Darlaston SDA	n/a	0	1	24	25	7	£736,092	0	2	14	16	-2	-£180,848	0	3	24	27	9	£813,816
Broadway / Weston Street	Cl	0	1	2	3	UTC junction improvement planned	n/a	n/a	n/a	n/a		Forms part of UTC major scheme	n/a	0	5	5	10	7	£736,092	0	4	5	9	6	£542,544	0	2	1	3	0	£0
Caldmore Rd (Caldmore Green to Bradford St)	Ro*	0	2	10	12	Caldmore Road one way outbound including traffic calming, improved parking areas, Signal equipment, Carriageway and Footway resurfacing.	n/a	n/a	n/a	n/a		Delivered as Caldmore Road Parking & Congestion Scheme		0	0	5	5	-7	-£736,092	0	0	4	4	-8	-£723,392	0	2	7	9	-3	-£271,272
A462 The Green (Midland Rd - Pinfold Street)	Ro*	0	2	3	5	Crossing, roadmarkings, HFS	n/a	n/a	n/a	n/a		Crossing on St Lawrence Way near Bus Station planned as part of Regeneration scheme and Asda development		0	3	5	8	3	£315,468	0	2	3	5	0	£0	0	1	4	5	0	£0
Primley Ave	Ro*	0	3	4	7	Table junction at Blay Ave, improved traffic calming, signing and lining, VASS	n/a	n/a	n/a	n/a		Implemented as part of LTP LSS 2017/18 programme	2017/18	0	1	2	3	-4	-£420,624	0	0	1	1	-6	-£542,544	0	0	3	3	-4	-£361,696
Heath Rd, Darlaston (Midland Road to Kendricks Road)	Ro*	0	1	8	9	Route treatment improved lining signing and VASS, junction treatment at Whitworth and bend treatment	n/a	n/a	n/a	n/a		Implemented as part of LTP LSS 2017/18 programme	2017/18	0	0	0	0	-9	-£946,404	0	0	2	2	-7	-£632,968	0	0	6	6	-3	-£271,272
West Bromwich Road (Greenside Way to Walstead Road)	Ro*	1	3	7	11	Narrow carriageway to single lane with centre hatching, traffic islands and build outs on extg central reservation Greenside Way and Junction treatment at Bell Lane; Install Watchman inbound	n/a	n/a	n/a	n/a		Implemented as part of LTP LSS 2017/18 programme	2017/18	0	1	6	7	-4	-£420,624	1	1	6	8	-3	-£271,272	1	2	8	11	0	£0
Pleck Road / Bridgeman Street	Cl	0	0	6	6	Fully signal right turn to Moat Rd, review signal operation and road space, introduce HFS	n/a	n/a	n/a	n/a		Implemented as part of LTP LSS 2017/18 programme	2017/18	0	0	5	5	-1	-£105,156	0	0	4	4	-2	-£180,848	0	0	6	6	0	£0
BCR/ Keyway Roundabout	Cl	0	0	9	9	Increase exit to Keyway to two lanes and create two lanes dedicated around the circulatory from BCR Eastbound offslip; Remark roadmarkings	n/a	n/a	n/a	n/a		Implemented as part of LTP LSS 2017/18 programme	2017/18	0	0	2	2	-7	-£736,092	0	0	6	6	-3	-£271,272	0	0	9	9	0	£0
A34 Birmingham Road (Skip Lane to Walstead Road and approaches)	Ro*	1	3	9	13	Reallocate road space to reduce outbound carriageway at junction with Walstead Road. Junction improvement at Charlemont	n/a	n/a	n/a	n/a		Implemented as part of LTP LSS 2017/18 programme; Consider speed enforcement system in partnership with Black Country Districts & WMP	2017/18	0	0	1	1	-12	-£1,261,872	0	0	3	3	-10	-£904,240	0	1	8	9	-4	-£361,696
Wednesbury Road / Oxford Street	Cl	0	0	7	7	Narrow carriageway, improved road markings, new signs	n/a	n/a	n/a	n/a		Scheme delivered as part of LSS 2016/17	2016/17	0	0	2	2	-5	-£525,780	0	0	3	3	-4	-£361,696	0	0	4	4	-3	-£271,272
Moxley Gyratory	Cl	1	0	4	5	Traffic Signals upgraded to LED, Polymer Backing Boards, increased intergreens -March 2016	n/a	n/a	n/a	n/a				0	0	3	3	-2	-£210,312	0	0	3	3	-2	-£180,848	0	0	2	2	-3	-£271,272
Broadway North (Arboretum Road - Lincoln Road)	Ro*	0	0	9	9	Centre hatching with traffic islands; Review pedestrian crossing timings and equipment	n/a	n/a	n/a	n/a		Delivered as part of LSS 2016/17	2016/17	0	1	9	10	1	£105,156	0	2	11	13	4	£361,696	0	1	8	9	0	£0
Walsall Road (Bills Street to Cobden Street)	Ro*	0	5	0	5	Introduction of improved pedestrian facilities	n/a	n/a	n/a	n/a		Scheme delivered as part of MEW 2016/17, Introduced new Zebra crossing January 2017	2016/17	0	0	5	5	0	£0	0	0	4	4	-1	-£90,424	0	3	2	5	0	£0
Wednesbury Road (Hilary Street to Milton Street)	Ro*	0	4	22	26	Junction treatment at Milton Street, Bescot Rd, Hillary Street. Improved ped facilities, VASS, HFS, bend warning signs, build out inc extension to central reservation, offset centre on approach to Milton Street and lining	n/a	n/a	n/a	n/a		Delivered as part of LSS 2016/17	2016/17	0	0	3	3	-23	-£2,418,588	0	1	5	6	-20	-£1,808,480	0	1	8	9	-17	-£1,537,208
Bloxwich Lane	Ro*	0	3	15	18	Centre hatching, improved lane markings, refuge, and traffic islands; Remove offside approach lane on Bloxwich Lane on approach to Roundabout with Reedswood Way	n/a	n/a	n/a	n/a		Delivered as part of LSS 2016/17	2016/17	0	2	6	8	-10	-£1,051,560	0	3	9	12	-6	-£542,544	0	2	10	12	-6	-£542,544
A4124 Lichfield Road / A462 Essington Road	Cl	0	0	8	8	Scheme implemented 2016	n/a	n/a	n/a	n/a		Scheme delivered 2015/16. RTC's prior top scheme to be monitored	2015/16	0	0	2	2	-6	-£630,936	0	0	4	4	-4	-£361,696	0	0	6	6	-2	-£180,848

A4124 (Sandringham Avenue to Bealeys Lane)	Ro*	0	5	23	28	Road markings, HFS at crossings, new crossing point near The Square, lane markings / lane sign, warning signs with markings and bus stop relocation	n/a	n/a	n/a	n/a		Delivered as part of LSS 2015/16	2015/16	0	4	14	18	-10	-£1,051,560	0	6	18	24	-4	-£361,696	0	5	15	20	-8	-£723,392
Coalpool Lane / Goscote Lane	Ro*	0	2	11	13	Traffic islands with hatching and road marking improvements	n/a	n/a	n/a	n/a		Delivered as part of LSS 2015/16	2015/16	0	0	9	9	-4	-£420,624	0	1	8	9	-4	-£361,696	0	2	7	9	-4	-£361,696
Harden Road / Broadstone	Ro*	0	0	2	2	Junction improvements to Broadstone Ave	n/a	n/a	n/a	n/a		Treated under 2014/15 LSS Programme	2014/15	0	0	0	0	-2	-£210,312	0	0	0	0	-2	-£180,848	0	0	1	1	-1	-£90,424
Harden Road / Walker Road	CI	0	0	3	3	Localised narrowing on both sides of junction.	n/a	n/a	n/a	n/a		Delivered as part of LSS 2014/15	2014/15	0	1	1	2	-1	-£105,156	0	1	1	2	-1	-£90,424	0	0	2	2	-1	-£90,424
Coalpool Lane/ Mill Lane	CI	0	0	4	4	Traffic calming scheme implemented	n/a	n/a	n/a	n/a		Linked to Coalpool Lane traffic calming LSS 2014/15	2014/15	0	0	0	0	-4	-£420,624	0	0	1	1	-3	-£271,272	0	0	3	3	-1	-£90,424
Broadway west - Broadway (Bescot Cres to Weston St)	Ro*	0	1	7	8	HFS junction warning signs with red mat SLOWS ped refuge and lining	n/a	n/a	n/a	n/a		Delivered as part of LSS 2014/15	2014/15	1	2	7	10	2	£210,312	1	2	2	5	-3	-£271,272	1	1	2	4	-1	-£90,424
Harden Road (Harden Close to Coalpool Lane)	Ro*	0	0	4	4	Signing, lining, HFS, Interactive sign, build outs	n/a	n/a	n/a	n/a		Delivered as part of LSS 2014/15	2014/15	0	0	6	6	2	£210,312	0	0	4	4	0	£0	0	0	2	2	0	£0
Sutton Road / Beacon Road Junction	CI	0	0	2	2	Guide markings through junction with HFS on approach. Improved warning and directional signs.	n/a	n/a	n/a	n/a		Delivered as part of LTP 2014/15	2014/15	0	0	3	3	1	£105,156	0	0	1	1	-1	-£90,424	0	0	0	0	-2	-£180,848
Broadway / Birmingham Road	CI	0	1	14	15	Convert one island to gyratory plus associated markings and signs	n/a	n/a	n/a	n/a		Scheme implemented March 2014 as part of 13/14 LTP minor works programme	2013/14	0	0	2	2	-13	-£1,367,028	0	0	5	5	-10	-£904,240	0	0	11	11	-4	-£361,696
Birmingham Road inc Jct Broadway	Ro*	0	3	15	18	Narrow carriageway width and improve signage at Jct with Broadway	n/a	n/a	n/a	n/a		Junction improvements implemented March 2014	2013/14	0	0	4	4	-14	-£1,472,184	0	2	6	8	-10	-£904,240	0	2	13	15	-3	-£271,272
Walstead Road	Ro*	0	0	10	10	Table top at Delves Green with refurbished Zebra, centre hatching and pad traffic islands	n/a	n/a	n/a	n/a		Delivered as part of LSS 2012/13	2013/14	0	0	7	7	-3	-£315,468	0	1	8	9	-1	-£90,424	0	1	5	6	-4	-£361,696
Palfrey/Caldmore	Zo	2	5	48	55	20mph signed only gateway style treatments	n/a	n/a	n/a	n/a		Delivered as part of 2019/20 (March 20)	2019/20	n/a	n/a	n/a	0	-55	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a
A4148 Pleck Road (Bridgmans Street to Wellington Road)	Ro*	0	4	15	19	One Way (St John Road and Vicarage Street) , Guardrail, ANPR Watchmana Signs	n/a	n/a	n/a	n/a		Delivered 2018/19	2018/19	0	2	9	11	-8	-£841,248	n/a	n/a	n/a	0	-19	-£1,718,056	n/a	n/a	n/a	n/a		
A4124 Little Bloxwich (Millfield Ave- Livingstone Road)	Ro*	0	4	6	10	Centtral hatching, HFS, Junction VASS	n/a	n/a	n/a	n/a		Delivered 2018/19	2018/19	0	2	3	5	-5	-£525,780	n/a	n/a	n/a	0	-10	-£904,240	n/a	n/a	n/a	n/a		
B4154 Norton Road/Hall Lane/Vicarage Road	CI	0	1	6	7	Traffic signals operate 3 stage in off-peak period	n/a	n/a	n/a	n/a		Delivered 2019/20	2018/19	0	3	3	6	-1	-£105,156	n/a	n/a	n/a	0	-7	-£632,968	n/a	n/a	n/a	n/a		
															Total saving in terms of collision prevention				-£13,459,968		Total saving in terms of collision prevention				-£12,749,784		Total saving in terms of collision prevention				-£5,787,136

APPENDIX E

Sensitivity: PROTECT

Promotion of Community Health and Safety

Refer to RS19 - Procedure for assessing sites of Community Health & Safety

Scheme Heading	Budget	Scheme Description	Comments
Safety related requests	£5,000.00	To address minor road safety concerns within the Borough	
Speed Management	£35,000.00	Review of 20mph speed limit areas: areas listed as part of LSS programme; Network Performance Management	Slippage from previous years; Implementation in line with Walsall Road Safety Strategy
Network Performance	£90,000.00	Implementation of route management systems	Links to delivery of Congestion Management Plan & Network Management Plan
Total budget to complete schemes	**£130,000.00**		

1E-05

		AREA				REQUEST			ACCIDENTS (2018 - 2020)			AMENITIES			COST	ASSESSMENT								FYRR
LOCATION	AREA	Length of Road (m)	Average width of Road (m)	No of Properties directly Affected	No of Properties indirectly Affected	No of people who signed the Petition	Request by resident first name on petition and supported by relevant ward councillors	Date Received	No of Accidents in last 3 years	Fatal	Serious	Schools	Shops	Open Space	Estimated cost of scheme, based on length & width of road to be treated	Property / £1000	Accident and Amenities Score	SCORE	Rank	Previous Rank		Request Description	Comments	Average cost per acc = £105,156 based on half of all accidents saved **FYRR = 105,156*Acc saved per year / Scheme cost**
Old Birchills	Birchills	423	8.5	40	100	0	n/a	Feb-19	7	0	0	1	1	0	£107,865	0.8	9	9.83	Prog	1		Introduction of 20mph speed limit, junction improvements at Dalkeith St/ Miner St, review requirement speed cushions, signing and lining. Consultation complete, Implementation to follow in Spring 2021	Linked to Caparo development - junction improvement at Green Street Scheme to be implemented through council capital investment	114%
Bentley Lane	Birchills	2000	6.5	150	200	0	Cllr Jeavons	Jun-20	7	0	5	0	1	1	£390,000	0.6	14	14.64	1	n/a		Traffic Calming, concerns regarding vehicle speed, review improve signing, review mini roundabouts, review Toucan amd collision clusters	Scheme to be implemented through council capital investment	31%

Reserve schemes

Wolverhampton Street, Darlaston	Darlaston	1300	7.0	100	50	0	n/a		7	0	3	1	1	1	£273,000	0.5	13	13.46	2	6		Concern regarding vehicle speed and pedestrian casaulties.	Cllr Bott and Cllr Wilson	45%
Cavendish Road, Leamore	Leamore	770	6.5	110	50	100	Gaz Ali, Cllr Jeavons	Mar-18	4	1	2	0	1	1	£150,150	0.9	10	10.90	3	5		TRAFFIC CALMING SCHEME DELIVERED OCTOBER 2020	Petition Lead: Mr Gaz Ali	47%
Churchill Road	Bentley	1350	7.0	238	39	0	Anthony Groom	Jun-16	5	0	2	1	1	0	£283,500	0.9	9	9.91	4	2		Traffic calming including speed humps/ warning signs	M6 JCT 10 - CONNECTING BENTLEY WORKS	31%
Walker Road	Goscote	258	8.3	120	45	0	n/a	Sep-29	5	0	0	1	1	0	£64,165	2.2	7	9.22	5	21		traffic calming to reduce vehicle speeds and rat running	Alteration made to road markings as part of a surface dressing programme (July 2020)	137%
Valley Road	Blakenhall	1460	7.3	147	0	143	Mrs Moorcroft	Oct-08	6	0	1	0	1	0	£319,740	1.0	8	9.00	6	19		Request for traffic calming due to vehicle speeds		33%
Lucknow Street	Short Heath	613	6.2	105	0	0	Cllr Dan Barker	Feb-13	5	0	1	1	1	0	£114,018	0.9	8	8.92	7	34				77%
Pooles Lane	Willenhall	605	7.3	110	0	0	Cllr Shires	Feb-10	5	0	0	1	1	1	£132,495	0.8	8	8.83	8	17		Speeding vehicles and HGVs ignoring 7.5t limit		66%
Tasker St nr Wednesbury Rd	Palfrey	200	7.5	20	25	0	n/a		6	0	0	1	1	0	£45,000	0.7	8	8.72	9	9				234%
Bridgeman St/ Jerome Business Pk	Palfrey	100	7.3	0	0	0	n/a	Nov-19	6	0	0	0	1	1	£21,900	0.0	8	8.00	10	4				480%
Walsall Wood Road	Aldridge	1985	7.5	406	65	0	Miss Louise Connor	Mar-15	5	0	0	0	1	1	£446,625	1.0	7	7.98	11	12		Traffic calming / safety camera request	Miss Louise Connor	20%
Wimperis Way / Bonnington Way / Romney Way	Pheasey	1280	6.5	202	10	170	Mr Sadler, Councillors: Andrew, Burley,	Nov-02	4	0	1	1	0	1	£249,600	0.8	7	7.83	12	41		Traffic calming to slow motorists avoild Collingwood Road	Needs to be considered with Tyndale Crescent as an affected parallel route (Wimperis Way survey Sept 07 Mean 26.2mph 85th 30.9mph)	28%
Ingram Road	Blakenall	494	7.0	36	306	0	Mr Dewis	Nov-17	3	1	1	0	0	0	£103,740	1.8	6	7.82	13	8		Traffic Calming - Local Safety Scheme		51%
Bentley Road North	Bentley	494	7.0	36	306	0	Mr Martin	Jul-17	4	0	1	0	1	0	£103,740	1.8	6	7.82	14	23		Traffic Calming to include warning signs ped. Vass Bend warning.		68%
Pooles Lane	Willenhall	571	6.5	110	150	0	Mr Hough	Jun-20	5	0	0	0	0	1	£111,345	1.7	6	7.66	15	n/a		Traffic calming request		79%
Pooles Lane	Willenhall	571	6.5	110	150	0	Mr Hough	19/06/2020	5	0	0	0	0	1	£111,345	1.7	6	7.66	16	n/a		Traffic calming request		79%
Barns Lane & Westgate	Rushall	3020	6.0	270	115	0	Cllr Worrall	Aug-12	6	0	0	0	1	0	£543,600	0.6	7	7.60	17	24		Request for speed reducing measures and night time HGV ban		19%
Erdington Road	Aldridge	2485	7.2	140	80	0	Mrs Cartwright	Apr-15	4	0	1	1	1	0	£536,760	0.3	7	7.34	18	14		Traffic Calming to reduce perceived speeding		13%
Leamore Lane/ Fryer Rd	Leamore	300	9.3	50	60	0	n/a	Feb-19	2	0	1	1	1	1	£83,700	1.0	6	6.96	19	7		£7		42%
Highfield Road	Pelsall	360	6.0	26	61	0	M Page	Mar-11	3	0	1	1	0	1	£64,800	0.9	6	6.87	20	29		Traffic claming to reduce vehicle speeds		81%
Old Park Road	Kingshill	396	7.3	68	180	0	Mohammed Perager	Aug-13	3	0	0	1	0	1	£86,724	1.8	5	6.82	21	42		Traffic calming to reduce speeds / Improve safety for elderley		61%
Mill Road, Pelsall	Pelsall	627	6.0	200	0	0	n/a	Jul-13	2	0	1	1	1	0	£112,860	1.8	5	6.77	22	3		Traffic calming		31%
Franchise Street	Darlaston	840	7.2	195	157	0	Jamal Afzal via Cllr Chambers	Mar-15	4	0	0	0	1	0	£182,280	1.5	5	6.50	23	62		Traffic calming to reduce vehicle speeds following RTC	Cllr Chambers; Previous Request from Mr Holland, Councillor:- S. Madeley	38%
Coppice Farm Way	Willenhall	1390	8.0	1121	0	0	Cllr Shires	Dec-10	2	0	0	0	0	1	£333,600	3.4	3	6.36	24	20		Traffic calming		11%
Bewley Road, (Calstock Rd / Binbrook Rd / Darvel Rd)	Bentley	197	6.0	70	92	0	Cllr Barker	Aug-17	1	0	1	0	0	1	£35,460	3.3	3	6.27	25	53		Traffic Calming - Local Safety Scheme		49%
Greaves Avenue	Park Hall	690	6.9	69	172	0	Cllr Martin	Oct-10	3	0	1	0	0	1	£142,830	1.1	5	6.09	26	74		Request for traffic calming		37%
Parker Street inc Sandhill Street	Bloxwich	500	7.4	108	0	0	Nicola Denny 01922 710937	Apr-10	2	0	1	1	1	0	£111,000	1.0	5	5.97	27	27		Parking restrictions / junction imps / traffic calming		32%
Hall Lane, Mouse Hill	Pelsall	500	6.0	50	0	0	Wendy Morton MP	Apr-18	2	0	0	1	1	1	£90,000	0.6	5	5.56	28	25		Bolt down speed cushions or priority give ways		39%
Hollyhedge La - Birchills St	Birchills	300	7.3	50	100	0	n/a	Feb-19	1	0	0	1	1	1	£65,700	1.5	4	5.52	29	32				27%
Somerfield Road	Bloxwich	740	11.8	136	0	71	Cllr Jones	Nov-15	3	0	0	1	1	0	£261,960	0.5	5	5.52	30	33		Strict traffic calming measures		20%
Northgate, Mini Rbt, Aldridge upto and including Walton Rd	Aldridge	366	7.0	29	20	0	Cllr Wilson		5	0	0	0	0	0	£76,860	0.5	5	5.51	31	11		Concern regarding mini-rounabout	Cllr Wilson	114%
A4124 Lichfield Road, New Invention	Willenahall	670	6.0	50	0	0	MP Eddie Hughes	Jan-18	3	0	0	1	1	0	£120,600	0.4	5	5.41	32	13		Speed Camera or traffic calming		44%
Green Lane Shelfield	Shelfield	845	6.8	138	80	0	Mrs Cotton/ Mrs Carol Stone Aug 15	May-14	1	0	1	1	1	0	£172,380	1.0	4	5.03	33	56		Modification to traffic calming to reduce vehicle speeds		10%
Walsall Road, Aldridge	Aldridge	1285	6.7	232	62	0	Mr Robert Jones	Dec-08	2	0	1	1	0	0	£259,056	1.0	4	5.02	34	22		Speeding traffic		14%
Ravenscroft Road	Willenhall	371	5.0	117	66	0	MrH Reeves	Apr-10	1	0	0	0	0	1	£55,650	2.7	2	4.70	35	44		Modify exisitng traffic calming to enforce 20mph speed limit		31%
Slater Street / Victoria Road Bull Street junction	Darlaston	227	7.3	32	0	78	J. Walker, Councillor:- Madeley	Apr-05	2	0	1	0	0	1	£49,713	0.6	4	4.64	36	60		Request for mini island		71%
Coppice Road	Walsall Wood	900	6.0	143	264	142	Mrs Hughes	Sep-05	3	0	1	0	0	0	£162,000	0.5	4	4.50	37	18		Traffic calming for Coppice Road due to speeding vehicles		32%
Fleming Road	Walsall	340	5.1	63	24	47	Mr & Mrs Round, Councillors:- Joan Barton	Oct-04	1	0	0	1	0	1	£52,020	1.4	3	4.44	38	48		Closure to stop rat runnign following collisions involving a child		34%
Turnberry Road,	Bloxwich	1137	7.3	17	1144	0	Jayne Price	Oct-13	1	0	0	0	1	0	£249,960	2.4	2	4.36	39	50		Modification of traffic calming		7%
St Annes Road	Willenhall	532	7.0	106	80	0	Mr Garbett	Dec-15	2	0	0	0	1	0	£111,619	1.3	3	4.31	40	52		Road widening for visability and safety.		31%
The Crescent, Willenahll	Willenhall	500	9.0	30	20	0	Eddie Hughes MP	Jun-18	3	0	0	0	0	1	£135,000	0.3	4	4.30	41	105		Central hatching, slow markings.		39%
Millfield Avenue	Pelsall	200	7.3	30	50	0	Mr Cartwright	Aug-18	1	0	0	1	0	1	£43,800	1.3	3	4.26	42	67		Priority build-outs, give way		40%
Delves Rd / Highgate Rd/ / Sandwell St	Palfrey	75	9.0	25	0	0	Cllr Coughlan	Nov-17	1	0	0	1	1	0	£20,250	1.2	3	4.23	43	68		Mini roundabout at give-way junction	Request maintenance to add give way triangles to junction	87%
Catshill Road / Fullelove Road	Brownhills	1280	5.1	231	16	132	J. Lees, Councillors :- Alan Paul, Dave Turner & J. Bird	Dec-02	1	0	0	1	0	1	£195,840	1.2	3	4.22	44	69		Traffic calming		9%
Dovedale Avenue	Short Heath	450	5.2	101	104	0	Mr Adrian Anderson	Apr-10	1	0	0	0	0	1	£70,200	2.2	2	4.18	45	70		Change to existing traffic calming		25%
Mount St/White Street	Caldmore	337	5.4	62	0	0	n/a	Nov-13	2	0	0	0	1	0	£54,015	1.1	3	4.15	46	71		Installation of bollard		65%
Brookland Road	Aldridge	521	5.8	86	35	0	Mrs Donna Parkes	Feb-10	2	0	0	0	0	1	£90,654	1.1	3	4.14	47	39		Traffic calming to prevent rat running		39%
Coronation Road	Pelsall	650	6.9	139	22	0	Ms C Brennan	Jun-14	1	0	0	1	1	0	£134,550	1.1	3	4.11	48	72		Speeding vehicles, parking, volume of traffic		13%
Doe Bank Lane/Bridle Lane	Streetly	2500	5.5	29	0	880	Mrs Bullock	Sep-20	1	0	1	1	0	1	£412,500	0.1	4	4.07	49	n/a		Traffic calming request following serious injury		4%
Doe Bank Lane/Bridle Lane	Streetly	2500	5.5	29	0	880	Mrs Bullock	08/09/2020	1	0	1	1	0	1	£412,500	0.1	4	4.07	50	n/a		Traffic calming request following serious injury		4%
Castle Drive	Willenhall	230	4.8	35	0	109	A. Anslow, Councillor:- Shires	Oct-05	1	0	0	1	1	0	£32,775	1.1	3	4.07	51	75		Parking restrictions and junction improvements		53%
B4464 Walsall Rd, Shepwell Green	Bentley	150	8.5	1	0	0	Cllr Coughlan	Sep-17	2	0	1	0	1	0	£38,250	0.0	4	4.03	52	15		Cars ignoring restrictions / temple access		92%
Broadmeadow	Aldridge	534	6.5	55	96	0	Mr Berry	Jan-13	1	0	0	1	0	1	£104,130	1.0	3	3.99	53	57		Parking bay		17%
Walker Road, Blakenall	Blakenall	504	7.5	110	0	0	Cllr Roberson		1	0	0	1	1	0	£113,400	1.0	3	3.97	54	28		Traffic calming	Cllr Robertson	15%
Chapel Street, Pelsall	Pelsall	464	6.0	71	9	0	Cllr Longhi/ Andy Capp	Jan-18	1	0	0	0	1	1	£83,520	0.9	3	3.90	55	86		Speed reduction measures		21%
Providence Lane	Leamore	270	7.6	114	0	44	Mr D. Coley, Councillors:- Oliver and Barton	Dec-02	1	0	0	0	1	0	£61,560	1.9	2	3.85	56	30		Closure to prevent rat runnung		28%
Green Lane, Pelsall	Pelsall	415	6.0	50	10	0	Mr Gill		1	0	1	0	0	1	£74,700	0.7	3	3.74	57	43		Traffic calming	Mr Gill	23%
Wood Lane Willenhall	Bentley	475	7.0	65	6	0	n/a	Sep-16	3	0	0	0	0	0	£99,750	0.7	3	3.68	58	45		Traffic calming including speed humps/ warning signs		53%
Park Hall Road	Paddock	1581	6.4	123	135	0	Mr Harris	Nov-08	1	0	1	1	0	0	£303,552	0.6	3	3.63	59	91		Speeding vehicles		6%
Leighswood Road/Stubbers Green	Aldridge	1500	7.0	101	150	0	Mrs Done	Jul-20	2	0	0	0	0	1	£315,000	0.6	3	3.56	60	n/a		concern regarding vehicle speed		11%
Leighswood Road/Stubbers Green	Aldridge	1500	7.0	101	150	0	Mrs Done	08/07/2020	2	0	0	0	0	1	£315,000	0.6	3	3.56	61	n/a		concern regarding vehicle speed		11%
Station Road Aldridge	Aldridge	505	6.5	133	33	0	n/a	May-14	1	0	0	1	0	0	£98,475	1.5	2	3.52	62	61		Road safety concerns relating to Sea Cadets building		18%
Station Street	Darlaston	922	7.0	97	0	0	Mr S Stuart via LNP	Jan-06	2	0	0	1	0	0	£193,620	0.5	3	3.50	63	94		Transferred to LSS programme		18%
Springvale Avenue/Barry Road	Walsall	430	5.3	34	0	34	Mr Baker, Councillors:- Ali, Martin and Sanders	Oct-03	1	0	0	1	0	1	£68,370	0.5	3	3.50	64	46		Proposed scheme abandoned due to lack of resident's support	Proposed scheme abandoned due to lack of resident's support	26%
Thornhill Road	Streetly	1967	6.8	107	176	0	Mrs Daviedi	Jun-07	2	0	0	0	0	1	£401,268	0.5	3	3.49	65	47		Traffic calming to slow speeding motorists		9%
Spring Lane Estate	Willenhall	413	5.1	154	0	0	Cllr Cook	Apr-12	1	0	0	0	0	0	£63,189	2.4	1	3.44	66	97		Request for 20mph zone		28%
Birmingham Street	Willenhall	317	6.0	84	110	0	Ms Simone Jarvis	Oct-15	1	0	0	0	0	0	£57,060	2.4	1	3.44	67	35		Speed Cushions		31%
Dumblederry Lane/ Station Rd	Aldridge	100	6.5	30	35	0	n/a		1	0	0	0	0	0	£19,500	2.4	1	3.44	68	63				90%
Wood Lane, Short Heath	New Invention	600	6.5	50	0	0	Mrs Myatt	Mar-18	3	0	0	0	0	0	£117,000	0.4	3	3.43	69	49		VASS signs to reduce speed		45%
Blakenhall Lane/ Chantry Ave	Blakenhall Heath	100	9.0	40	50	0	n/a		0	0	0	1	0	0	£27,000	2.4	1	3.41	70	36				0%
Slaney Road	Pleck	270	5.8	66	0	0	Mr A Jenkins	May-14	1	0	0	0	0	1	£46,980	1.4	2	3.40	71	100		Monitor road with a view of reducing the speed limit		37%
Tyndale Crescent	Pheasey	886	6.4	231	0	179	Peter Bonham. Councillors:- Martin Harrower, Rose Butler	Aug-02	1	0	0	0	1	0	£170,112	1.4	2	3.36	72	64		Request for traffic calming		10%
Well Lane/ Shakespeare Cresc	Leamore	100	6.5	50	30	0			0	0	0	0	0	0	£19,500	3.3	0	3.33	73	65				0%
Bosty Lane/Barr Common Road		150	6.0	7	0	0	N/A		2	0	1	0	0	0	£27,000	0.3	3	3.26	74	66		Closure of cut through	Mr Alan Middleton	130%
Castlefort Road	Aldridge North & Walsall Wood	600	4.8	86	42	178	Mr Thomas Davis	Oct-09	1	0	0	1	0	0	£86,400	1.2	2	3.24	75	38		Traffic calming outside school following loss of control collisions		20%
Fallowfield, Daisy Bank	Daisy Bank	800	6.0	100	150	0	Mrs Medza	Aug-18	1	0	1	0	0	0	£144,000	1.2	2	3.22	76	54		speed cushions, entry treatments on Sutton road		12%
Whetstone Lane	Aldridge	980	6.3	151	116	0	Mr Martin	Mar-17	0	0	0	1	1	0	£185,220	1.1	2	3.13	77	55		Speeding traffic along Whetstone Lane, inconsiderate parents	New request 2017/18	0%
Chepstow Road	Bloxwich	510	5.1	161	0	89	Residents Association	Ap-06	1	0	0	0	0	0	£78,030	2.1	1	3.06	78	76		Traffic calming request to slow speeding motorists		22%
Hobs Hole Lane	Aldridge	1941	3.6	6	0	0	Cathy Cash	Jun-15	1	0	1	0	0	1	£211,375	0.0	3	3.03	79	79		Speeding Vehicles		8%
Castleview Road	Moxley	420	5.1	66	0	0	Bill Bilts	Jul-09	0	0	0	0	1	1	£64,260	1.0	2	3.03	80	81		Speeding traffic rat running on Castleview Road		0%
Hardwick Road	Streetly	661	6.3	68	365	0	unknown	Jul-08	0	0	0	0	1	0	£124,929	2.0	1	3.01	81	82		Vehicle speeds		0%
Odell Road	Leamore	327	5.3	29	44	0	Mr R. Lewis	Mar-13	0	0	0	1	0	1	£52,287	1.0	2	2.98	82	83		Parking near school		0%
Whitton Street	Darlaston	158	7.0	31	0	0	Mr Abassi	Aug-14	0	0	0	1	0	1	£33,180	0.9	2	2.93	83	85		Request for additional speed hump	Already traffic calmed but request for extra measure near play are	0%

Sensitivity: PROTECT

Victoria Avenue (Field Road to Blakenall)	Blakenall	500	7.7	80	50	0	Mr Blair	Aug-20	1	0	0	0	1	0	£115,500	0.9	2	2.91	84	n/a	concern regarding vehicle speed		15%
Victoria Avenue (Field Road to Blakenall)	Blakenall	500	7.7	80	50	0	Mr Blair	11/08/2020	1	0	0	0	1	0	£115,500	0.9	2	2.91	85	n/a	concern regarding vehicle speed		15%
Park Farm Road	Park Farm	495	5.4	125	212	0	Laura Kelly	Aug-13	0	0	0	0	0	0	£80,190	2.9	0	2.88	86	87	Traffic calming		0%
Hundred Acre Road	Streetly	1000	6.2	160	0	0	Wendy Morton MP	Mar-18	1	0	0	1	0	0	£186,000	0.9	2	2.86	87	115	Bolt down speed cushions and 20mph speed limit. VASS signs at Aldridge Road junction		9%
Barr Common Road	Aldridge	430	6.0	54	24	0	Mr Shipley	Jul-09	1	0	1	0	0	0	£77,400	0.9	2	2.85	88	40	Speeding motorists past Knights Hill and collisions		23%
Straight Road	Willenhall	261	6.9	123	62	0	Mrs Attwell	Aug-15	0	0	0	0	0	0	£54,440	2.8	0	2.83	89	58	Traffic calming to reduce vehicle speeds j/w Green Lane		0%
Selmans Hill/Stoney Lane	Bloxwich East	442	6.9	167	0	0	N/A	Dec-13	0	0	0	0	1	0	£91,608	1.8	1	2.82	90	88	Vehicle restraint system		0%
Hannah Road	Darlaston	370	5.0	85	30	0	Cllr Bott	Dec-12	1	0	0	0	0	0	£55,500	1.8	1	2.80	91	89	Request for one way working		32%
Stephenson Avenue, Beechdale	Beechdale	500	7.5	60	50	0	Mr Willams	Jun-18	2	0	0	0	0	0	£112,500	0.8	2	2.76	92	119	On-street parking bays, off-set centre line, central refuges.		31%
Chantry Ave	Blakenall	830	5.0	185	17	unknown	Cllr Young, Petition	Apr-14	1	0	0	0	0	0	£124,500	1.6	1	2.55	93	31	Traffic calming measures		14%
Lake Avenue	Park Hall	480	6.9	51	7	0	Cllr Martin	Oct-10	1	0	0	0	0	1	£99,360	0.5	2	2.55	94	128	Request for traffic calming		18%
Fordbrook Lane/Mill Lane	Pelsall	1000	6.3	100	0	0	Richard Hartshall	Mar-18	2	0	0	0	0	0	£187,500	0.5	2	2.53	95	10	Speed cushions to reduce speed. Central hatching and anti-skid.		19%
Edinburgh Avenue	Bentley	600	6.6	114	132	n/a	Mr G Taylor	Sep-14	1	0	0	0	0	0	£118,800	1.5	1	2.52	96	93	Traffic calming request		15%
Shire Ridge	Aldridge North & Walsall Wood	700	7.0	220	0	0	Mr Hodges; Mr R Shephard MP	Sep-09	1	0	0	0	0	0	£147,000	1.5	1	2.50	97	95	Measures to prevent rat running to avoid Salters Road junction		12%
Leighton Road	Darlaston	208	7.0	14	15	0	Valerie Vaz MP	Mar-15	0	0	0	0	1	1	£43,680	0.5	2	2.49	98	96	Traffic calming to reduce vehicle speeds on Leighton Road	Mrs and Mr Hall Kendrick Place via Valerie Vaz	0%
Four Crosses Road	Shelfield	221	6.2	17	0	0	Miss J O'Brien	May-14	0	0	0	1	0	1	£41,106	0.4	2	2.41	99	98	Request for traffic calming		0%
Station Street	Bloxwich	163	7.0	66	33	0			0	0	0	0	0	0	£34,230	2.4	0	2.41	100	99	Traffic calming including speed humps/ warning signs		0%
Heathfield Lane West	Darlaston	321	6.1	80	0	0	Cllr Bott	Jan-07	1	0	0	0	0	0	£58,743	1.4	1	2.36	101	101	Request for traffic calming		30%
Dumblederry Lane	Aldridge	727	6.0	38	15	0	Mrs Dumblederry	Nov-15	1	0	0	0	1	0	£130,860	0.3	2	2.35	102	102			13%
Lichfield Rd, Sandhills	Brownhills	1010	7.3	76	0	0	Gareth Pulman	Sep-13	1	0	0	0	0	1	£221,190	0.3	2	2.34	103	37	Cars parking on f/w creating obstruction for pedestrians	more recent complaints about speed (TFP602)	8%
Laurel and Laburnum Road	Delves	318	5.1	16	0	0	N/A	Feb-14	0	0	0	1	0	1	£48,654	0.3	2	2.33	104	103	One way working with traffic calming		0%
Milfield Avenue Pelsall	Shelfield	315	5.5	44	48	30	Mrs P Cartwright	Jun-14	0	0	0	0	0	1	£51,975	1.3	1	2.31	105	104	Traffic calming	Previous Request Mr & Mrs Weston, Councillors:- Marco Longhi and Perry Dec 2003	0%
Abbey Drive / Charles Crescent	Pelsall	675	5.6	120	48	15	Cllr G Perry	Nov-06	1	0	0	0	0	0	£113,400	1.3	1	2.27	106	106	Request for measure to prevent traffic bypassing The Fingerpost		15%
Hardy Road	Walsall	305	6.0	60	0	57	W. Williams, Councillors:- Robertson	Apr-05	0	0	0	0	0	1	£54,900	1.1	1	2.09	107	107	Request for platform junction		0%
William Street	The Butts	185	8.5	50	0	0	Cllr Narwaz	Jan-21	0	0	0	0	0	1	£47,175	1.1	1	2.06	108	n/a	Concerns regarding speeding vehicles. Some traffic calming in place		
William Street	The Butts	185	8.5	50	0	0	Cllr Narwaz	11/01/2021	0	0	0	0	0	1	£47,175	1.1	1	2.06	109	n/a	Concerns regarding speeding vehicles. Some traffic calming in place		
Daw End Lane	Rushall	910	7.6	12	0	0	N/A	Feb-14	1	0	0	0	0	1	£207,480	0.1	2	2.06	110	109	Bus stopping near ped crossing		8%
Guild Avenue	Walsall	580	5.5	101	0	330	Mr N. Baker	Nov-03	1	0	0	0	0	0	£95,700	1.1	1	2.06	111	77	Request for traffic calming due to vehicle speeds		18%
Alexandra Road	Bescot	276	8.3	72	0	0	Mrs Matthews	May-12	0	0	0	1	0	0	£68,972	1.0	1	2.04	112	78	Issue with speeding vehicles		0%
Lowe Avenue	Darlaston	1165	5.5	172	51	0	Mr Johnson	Nov-14	0	0	0	0	0	1	£192,225	1.0	1	2.03	113	110	Traffic calming to reduce vehicle speeds j/w Green Lane		0%
Gretton Crescent	Aldridge	300	5.5	50	0	0	Zoe Dodd	Mar-18	0	0	0	0	0	1	£49,500	1.0	1	2.01	114	111	Speed cushions and signing		0%
Holly Lane & Wolverson Road	Walsall Wood	275	5.8	80	29	74	Mrs J. Hikins	Oct-02	0	0	0	0	0	0	£47,850	2.0	0	1.97	115	112	Traffic calming due to vehicle speed		0%
The Hayes (Lucknow to Castle Drive)	Willenhall	200	6.0	26	16	0	Cllr I shires	Jan-13	0	0	0	1	0	0	£36,000	0.9	1	1.94	116	84	Introduce traffic calming to slow vehices around S bend		0%
Lowlands Avenue	Streetly	754	6.5	138	0	0		Oct-06	0	0	0	0	0	1	£147,030	0.9	1	1.94	117	113	traffic calming to reduce vehicle speeds and rat running		0%
Wood Lane, Streetly	Streetly	630	6.0	81	50	0	James Vickers	Mar-16	1	0	0	0	0	0	£113,400	0.9	1	1.93	118	114	Speed reduction measures		15%
New Mills Street	Pleck	250	7.6	103	0	0	M Babul	Oct-12	0	0	0	0	0	0	£57,000	1.8	0	1.81	119	117	Request to remove existing traffic calming due to noise		0%
Blay Avenue	Pleck	253	5.9	34	4	0	N/A	Jan-14	0	0	0	1	0	0	£44,913	0.8	1	1.80	120	118	Speed reduction measures		0%
Gower St	Pleck	465	8.4	91	0	0	n/a	Nov-13	0	0	0	0	1	0	£116,603	0.8	1	1.78	121	90	Installation of Bollard		0%
Broadstone Avenue		230	10.0	40	20	0	Cllr Ward		1	0	0	0	0	0	£69,000.00	0.7	1	1.72	122	143	Trafifc speed/safety		25%
Spring Lane	Willenhall	425	5.2	41	14	0	Cllr Shires	Feb-10	1	0	0	0	0	0	£66,300	0.7	1	1.72	123	144	Complaint regarding vehicle speeds		26%
Castle Hill Rd	Streetly	870	5.0	38	109	0	Glyn Barratt, 212 Castl Hill Rd	Aug-15	0	0	0	0	0	1	£130,500	0.7	1	1.71	124	120	traffic calming to reduce vehicle speeds and rat running	Speed data from Castle Rd ATC (21/1/15), assessed accidents and properties etc from Holly Lane to Chester Rd	0%
Liskeard Road	Park Hall	350	6.9	51	0	0	Cllr Martin	Oct-10	0	0	0	0	1	0	£72,450	0.7	1	1.70	125	121	Request for traffic calming		0%
Rosamond St/ Truda St	Palfrey	100	7.0	20	30	0	n/a		0	0	0	0	0	0	£21,000	1.7	0	1.67	126	59			0%
Crab Lane / Sneyd Lane	Willenhall	1424	5.5	118	71	0	Mrs Pagett Bunce	Apr-14	0	0	0	0	0	1	£234,960	0.7	1	1.65	127	122	remove humps and install chicanes		0%
Vicarage Road / New Road / Church Road	Brownhills	990	5.8	81	52	52	Glyn Holloway, Councillors:- Turner, Bird and Paul	Nov-03	0	0	0	1	0	0	£172,260	0.6	1	1.62	128	123	Request for raised zebra crossing		0%
Mill Lane	Willenhall	460	7.0	58	0	25	Cllr Shires	Mar-11	1	0	0	0	0	0	£96,600	0.6	1	1.60	129	124	Coomplaint regarding traffic speeds and request for enforcement		18%
Abingdon Way	Mosseley	150	4.9	35	0	0	Cllr Fellows	Sep-15	0	0	0	0	0	0	£22,050	1.6	0	1.59	130	125	traffic calming		0%
Nightingale Crescent	Willenhall	400	5.7	53	111	0	Cllr Shires	Feb-10	0	0	0	0	0	0	£68,400	1.6	0	1.59	131	126	Request for traffic calming		0%
Allens Lane	Pelsall	190	7.5	25	0	0	Cllr Perry	Oct-14	0	0	0	0	1	0	£42,750	0.6	1	1.58	132	92	Junction Improvement at T Junction	Transferred to LSS programme	0%
Gility Avenue	Park Hall	740	6.3	69	23	0	Cllr Martin	Oct-10	0	0	0	0	1	0	£139,860	0.6	1	1.58	133	127	Traffic calming request		0%
New Street J/W Lichfield Road	Shelfield	263	7.0	16	136	0	Mr Sid Yates	Aug-09	0	0	0	0	0	0	£55,230	1.5	0	1.52	134	129	One way working and HGV ban		0%
Knights Hill		371	5.5	30	0	0	Cllr Wilson		0	0	0	0	0	1	£61,215	0.5	1	1.49	135	130	Traffic speed	Cllr Wilson	0%
Peolsford Road	Pelsall	130	6.2	36	0	0	Andrew Dyke, 1 Peolsford Road	Feb-11	0	0	0	0	0	0	£24,180	1.5	0	1.49	136	131	Request for traffic calming		0%
Cornwall Road	Park Hall	180	5.3	42	0	0	Cllr Martin	Oct-10	0	0	0	0	0	0	£28,620	1.5	0	1.47	137	133	Changes to junction to improve visibilty		0%
Windsor St	Palfrey	111	7.8	38	0	0	Sojourner Dawson	Feb-14	0	0	0	0	0	0	£26,047	1.5	0	1.46	138	134	Traffic Calming		0%
Frederick William St/ Albion Rd	Spring Bank	100	7.5	20	20	0	n/a		0	0	0	0	0	0	£22,500	1.3	0	1.33	139	51			0%
Bridge Road	Rushall	222	5.0	42	0	0		Aug-13	0	0	0	0	0	0	£33,300	1.3	0	1.26	140	135	traffic calming to reduce vehicle speeds and rat running		0%
Commonside	Pelsall	430	5.3	17	0	34	Mrs C. Miles, Councillors:- Marco Longhi	Feb-05	0	0	0	0	0	1	£68,370	0.2	1	1.25	141	136	Access only		0%
Booth Street, Darlaston	Darlaston	429	7.5	74	64	0	Mrs Brown	May-05	0	0	0	0	0	0	£96,525	1.1	0	1.10	142	73	Vehicles speeding.		0%
Little Aston Road	Aldridge	1165	7.4	18	8	0	Mrs Doyle	Dec-08	1	0	0	0	0	0	£258,630	0.1	1	1.09	143	108	Traffic calming to reduce vehicle speeds j/w Green Lane	Mrs Doyle; Speed data 41.8mph 85th %ile - Branton Hill - Chester Road	7%
Sandringham Avenue	Willenhall	850	5.8	160	0	100	Mr Mildoon 2 Sandringham Ave via Cllr Shires	Apr-09	0	0	0	0	0	0	£147,900	1.1	0	1.08	144	26	Traffic calming		0%
Castleview Road	Moxley	500	5.5	60	50	81	Cllr Bott	Jul-18	0	0	0	0	0	0	£82,500	1.0	0	1.03	145	137	Raised junction provided as part of housing develpoment. Speed cushions		0%
Walsall Road near Sikh Temple	Willenhall	145	8.3	1	0	0	David Winnick MP	Dec-13	0	0	0	0	0	1	£36,105	0.0	1	1.03	146	80	Speed and use by vehicles		0%
Gipsy Lane	Willenhall	560	6.5	91	25	0	Mrs Francis Foster	Feb-13	0	0	0	0	0	0	£109,200	0.9	0	0.95	147	138	Speed reduction measures		0%
Ashtree Road	Pelsall	450	5.5	65	0	0	Mr Povey 40 Ashtree Road WS3 4LR	Feb-09	0	0	0	0	0	0	£74,250	0.9	0	0.88	148	139	Speed of vehicles traveling from Pelsall high street		0%
Harrison Street/ Harrison Close/ Revival Street	Bloxwich	848	7.3	157	0	0	Cllr Shires	Jul-09	0	0	0	0	0	0	£185,712	0.8	0	0.85	149	116	Request for a road safety scheme following fatal P2W collision		0%
Calthorpe Road / Woodside Road	Park Hall	366	5.4	49	0	0	N/A	Jan-14	0	0	0	0	0	0	£59,289	0.8	0	0.83	150	140	Introduce measures to slow vehicles at a right angle bend		0%
Leigh Road & Harpur Road	Walsall	680	8.3	84	95	0	Cllr Azam	Jun-13	0	0	0	0	0	0	£169,320	0.8	0	0.78	151	141	Speed reduction measures		0%
Morris Avenue	Bentley	620	7.5	105	0	0	Mrs Madelen von Tourtchaninoff	Sep-14	0	0	0	0	0	0	£139,500	0.8	0	0.75	152	142	Vehicles using service road to avoid junction		0%
Bealeys Lane	Bloxwich	572	5.0	55	12	0	Cllr Shires	Jul-10	0	0	0	0	0	0	£85,800	0.7	0	0.71	153	145	Change one way to prevent rat running to avoid signals		0%
Pelsall Road (Service Lane)	Clayhanger	200	5.3	19	0	0	Dennis Devine, Councillor:- Paul	May-05	0	0	0	0	0	0	£31,800	0.6	0	0.60	154	146	Vehicles using service road to avoid junction		0%
Midland Road	St Matthews	420	8.4	42	38	63	Cllr Arif	Feb-16	0	0	0	0	0	0	£105,840	0.6	0	0.58	155	147	Traffic calming including speed humps/ warning signs		0%
Sneyd Hall Road jcn Sneyd Lane	Bloxwich	194	6.2	8	18	0	N/A	Jan-14	0	0	0	0	0	0	£35,738	0.5	0	0.48	156	132	Bus stop at junction causing traffic build up		0%
															£19,098,321.02								

Explanation of ranking

This method of ranking is simply used for assessing environmental schemes and primarily assesses the benefits to the number of properties along a given road.

General data collated which will be used for the assessment includes:- Length of road, width of road, number of properties, accidents and amenities in the area.

Scheme cost is based on the average number of traffic calming features that would be necessary for the given length of road and includes the width of the carriageway,

Property per cost factor is used to provide a multiplier in determining a number of properties which would equate to the benefit to them.

The score then adds the property per cost, accidents and other scores, and this value is used for ranking.

APPENDIX F

Safer Routes Scheme Ranking 2021/22

School	Requested by school	No of accidents within 500m radius (Dec 18 - Dec 20)	child accidents within 500m radius (Dec 18-20)	Description	A*STARS school*	Completed previous year A*STARS Action Plan	Link to existing cycle network	Cycle storage at school	Pedestrian training 19/20	Bikeability training 19/20	Asessment: estimated cost of scheme (£)	No of pupils on roll	No of pupils that walk / scoot	No of pupils that cycle	No of pupils / £1000	SCORE	Comments	RANKING
Jubilee Academy	1	5	3	Review school zone (Keep Clear)	5	1	1	1	1	1	13,500	246	206	9	15.9	32.0		
Support for Astars* (minor works)	n/a			Minor schemes to support encouragement of sustainable travel	n/a	n/a	n/a	n/a	n/a	n/a	16,500	n/a	n/a	n/a	n/a	n/a	Programme detailed below	
Design in Advance	n/a			Development of schemes as identified in Astar Action Plans	n/a	n/a	n/a	n/a	n/a	n/a	5,000	n/a	n/a	n/a	n/a	n/a		
											Total budget to complete identified schemes	£35,000						

* Support for Astars (minor works)

Jubilee Academy	1	5	3	Double yellow lines / remark school markings	5	1	0	1	1	1	500	246	198	10	416.0	230.0	Scheme slipped from 2020/21	
Kings Hill	1	14	1	School Keep Clear markings and signs	5	1	0	1	1	1	500	362	134	0	268.0	154.0	Scheme slipped from 2020/21	
St James Primary School	1	20	4	School Keep Clear markings and signs	5	1	0	1	0	0	500	196	134	9	286.0	162.0	Scheme slipped from 2020/21	
Barcroft	1	22	2	Cycle Shelter Improvements	5	1	1	1	1	0	5,000	472	222	16	47.6	44.8	Scheme slipped from 2020/21	
Pool Hayes	1	2	2	School Keep Clear markings and signs	5	1	0	1	1	0	5,000	241	126	12	27.6	32.8	Scheme slipped from 2020/21	
St Giles	1	32	6	Cycle Parking	5	0	0	0	0	0	5,000	377	162	7	33.8	33.9	Scheme slipped from 2020/21	
				Total budget to complete identified schemes							£16,500							

Safer Routes Schemes - Reserve List

County Bridge	1	15	3	Scooter Storage	5	1	0	1	1	1	5,000	251	78	0	15.6	29.8		
Croft Academy	1	37	8	Review school zone (Keep Clear) and cycle parking	5	1	1	1	1	1	15,000	240	0	0	0.0	29.0		
St Peter's RC Primary	1	19	5	Cycle/Scooter storage	5	1	0	1	1	1	5,000	234	47	1	9.6	28.8		
Salisbury	1	11	2	Cycle Storage	5	0	0	0	0	0	5,000	257	155	1	31.2	28.6		
Castlefort JMI School	1	4	0	cyle / scooter storage	5	1	0	1	1	1	5,000	263	85	6	18.2	28.1		
St Giles	1	32	6	School Zone on Walsall Rd	5	0	0	0	1	1	12,000	377	162	7	14.1	28.0		
County Bridge	1	15	3	School zone on Anson Rd	5	1	1	1	1	1	10,000	251	78	0	7.8	27.9		
The Streetly Academy	1	4	1	Part time 20mph School Zone on Queslett Rd	5	n/a	0	1	0	1	20,000	1241	417	17	21.7	26.9		
West Walsall E-Act Academy & Alumwell Schools	0	26	2	Primley Avenue - Shared-use footway / cycleway	5	0	1	1	1	0	50,000	1502	868	15	17.7	26.8		
St Francis Catholic Primary	1	13	5	Four Crosses Staggered jcn improvements	5	0	0	1	1	1	10,000	209	69	1	7.0	25.5		
Fullbrook Nursery	1	24	8	flashing school sign	5	1	1	0	0	n/a	10,000	152	45	0	4.5	25.3		
Blue Coat CoE Academy	1	33	5	Birmingham Street - Improvements to zebra crossing between split school sites	5	1	0	1	0	1	60,000	779	339	6	5.8	24.9	552 students surveyed	
Bloxwich Academy (Leamore Lane / Reedswood)	0	22	2	Pedestrian improvements along corridor	0	1	1	1	0	0	50,000	2106	1508	130	32.8	24.4	Ped collisions highlighted	
Shire Oak Academy	1	5	2	Part time 20mph speed limit on A452	5	0	0	1	n/a	1	20,000	1426	279	16	14.8	24.4		
Christ Church	1	24	3	Harden Road entrance Improvements	5	0	0	1	1	0	10,000	296	108	6	11.4	23.7		
St Thomas of Canterbury	1	14	4	20mph additional measures / school zone	5	0	0	1	0	0	10,000	238	113	18	13.1	23.6		
Rivers Academy	0	9	2	zebra upgrade / school zone / traffic restrictions & calming	5	0	0	1	1	1	15,000	310	137	21	10.5	23.3	Requested by resident - possible school improvement in future (pre-app)	
Watling Street	1	3	0	The Parade - no passing places; congestion from parking on the parade	5	1	0	1	1	1	15,000	236	108	12	8.0	23.0	232 childen surveyed	
Little Bloxwich Primary	1	8	2	Grenfell Road - additional traffic calming	5	0	1	1	0	0	8,000	209	87	1	11.0	22.5		
Castlefort JMI	1	4	0	Cycle Storage	5	0	0	0	1	0	5,000	263	85	5	18.0	22.0		
Leamore	1	32	4	Cycle Storage	0	0	1	0	0	0	5,000	244	148	1	29.8	21.9	Scheme slipped from 2018/19	
St Josephs Catholic School	1	2	1	Cycle storage	5	0	0	0	0	0	5,000	237	85	11	19.2	21.6		
Salisbury	1	11	2	School Zone (Salisbury St/ Station Rd)	5	0	1	0	0	0	12,000	257	155	1	13.0	21.5		
Shire Oak Academy	1	5	2	Zebra crossing north of Friezeland Lane	5	0	0	1	n/a	1	40,000	1426	279	16	7.4	20.7	Petition following fatality	
Mirus Academy (now Bloxwich Academy)	0	13	4	Willenhall Lane / Leamore Lane - School safety zone & pedestrian improvements	0	0	1	1	0	0	25,000	678	557	45	24.1	20.0	Potential link to closure of level crossing at Willenhall Lane / Reeves Street	
St Francis of Assissi	1	3	2	School Zone on Erdington Rd	5	0	0	1	n/a	0	15,000	1076	136	2	9.2	19.6		
Shelfield Ormiston Academy	0	2	2	Footway along Slacky Lane	5	0	1	1	n/a	0	100,000	1307	601	13	6.1	19.1		
Shire Oak Academy	1	5	2	Chester Road - Toucan crossing & segregated footway / cycleway	5	0	0	1	n/a	1	90,000	1426	279	16	3.3	18.6		
Lindens Primary	1	2	1	Cycle Storage	0	0	0	0	0	0	5,000	469	156	6	32.4	18.2		
Whitehall Infants	1	25	7	Parking on zig zags	1	1	0	0	1	0	20,000	268	130	1	6.6	17.3	260 children surveyed	
St Francis of Assissi	1	3	2	Erdington Road - school zone / relocate zebra or bus stops	5	0	0	1	n/a	0	30,000	1076	101	2	3.4	16.7		
Aldridge Academy	0	6	1	Tynings Lane (possible one-way system)	0	0	1	1	n/a	0	15,000	1504	295	20	21.0	15.5		
Brownhills West Primary	1	4	1	Parents parking outside school gates and driving into school site	1	1	0	1	1	1	20,000	218	84	1	4.3	14.1	169 children surveyed	
Whetstone Field Primary	0	5	1	20 mph speed limit zone	5	0	0	0	0	1	30,000	238	65	0	2.2	14.1	Request via local resident	
Abu Bakr Girls School	1	26	2	Congestion on Scarborough Rd	5	0	0	0	n/a	0	10,000	180	13	0	1.3	13.7		
Lindens Primary	0	2	1	Queslett Road / Bakers Lane - Dropped crossing	0	0	0	1	0	0	10,000	469	156	6	16.2	11.1	Request via local resident	
Willenhall E-Act Academy	0	3	0	Bentley Lane - Shared-use footway / cycleway	0	0	0	1	n/a	0	60,000	1428	951	85	17.3	10.6		
Cooper & Jordan Primary	1	6	3	The Green - School zone / traffic calming	0	0	0	1	0	1	17,500	485	64	5	3.9	10.0	School wish to withrdaw from A*STARS	
Lindens	1	2	1	School zone / parking issues	0	0	0	1	0	0	15,000	469	156	6	10.8	9.4		
Manor Primary School	0	4	1	Parking Restictions / junction protection onThorney Rd	0	0	0	1	0	0	35,000	337	75	0	2.1	4.1		
Old Hall Special School	1	0	0	School Keep Clear & School Zone	0	0	0	1	0	0	15,000	79	0	0	0.0	3.0		
Manor Primary	0	4	1	Foley Road East - Footpath link to Briar Avenue	0	0	0	0	0	0	30,000	337	75	0	2.5	2.3		

Millfield Primary School	0	4	0	20mph speed limit & speed cushions	0	0	0	0	0	0	25,000	230	16	0	0.6	**0.3**	Requested Cllr Craddock/ No travel data returned from the school	
Queen Mary's Grammar	0	15	0	Parking Restictions / junction protection on Princes's Road	0	0	0	0	n/a	0	500	936	0	0	0.0	**0.0**		
										Total budget to complete identified schemes	**£970,000**							

Safer Routes Schemes not deliverable at present time

Alumwell Junior School	1	26	2	Crossing patrol is needed	5	0	0	1	n/a	0	500	410	192	20	424.0	**227.0**	Request passed to School Crossing Patrol service	
Leighswood	1	5	0	Broad Meadow Leighswood Ave Parking Restrictions	5	0	0	1	0	0	750	620	159	11	226.7	**126.3**	Request passed to TM; 363 children surveyed	
Barcroft	1	22	2	Stringes Lane guardrailing	5	1	1	1	1	0	2,000	472	222	16	119.0	**80.5**	Discounted due to footway width	
Hillary SCP	0	36	3	Dropped Crossing	5	0	0	0	1	1	2,500	696	247	4	100.4	**67.2**	On hold until Darlaston STA scheme completed	
Park Hall Infant / Park Hall Junior	1	8	1	Improvments / Lighting on right of way to Barry Rd	5	1	0	1	1	1	5,000	731	296	9	61.0	**50.5**	Delivered as part of ROW programme	
Barcroft	1	22	2	One-way system	5	1	1	1	1	0	4,500	472	222	16	52.9	**47.4**	Discounted following evaluation	
Ryders Hayes	1	6	1	Safety improvements within car park	5	0	1	1	1	1	5,000	469	139	30	33.8	**36.9**	Education Dept to fund	
Shelfield Ormiston Academy / St Michaels Primary	1	2	2	Vicarage Road bridge - Footway improvements	5	1	1	1	1	0	25,000	1676	199	4	8.1	**25.1**	Discounted - physical limitations on carriageway width	
Park Hall Junior	1	8	1	New Cycle Shelter	5	1	0	1	n/a	1	10,000	408	184	5	18.9	**27.5**	Already have cycle parking	
Short Heath Federation	0	16	4	Park & Stride scheme	5	1	0	1	1	0	20,000	420	219	11	11.5	**25.8**		
Fibbersley Park	1	8	3	20mph Speed Limit / Additional TC	0	0	1	1	0	0	7,000	572	224	5	32.7	**24.4**	On hold - subject to expansion / TA recommendations	
Rushall	1	2	0	zebra crossing on school driveway	5	1	1	1	1	1	10,000	252	77	2	7.9	**25.0**	No footway on northern sidem of road	
Greenfield	1	9	2	school zone	5	0	0	1	1	1	10,000	271	98	6	10.4	**24.2**	On hold - subject to expansion / TA recommendations	
Brownhills Tech College / Watling St Primary	0	5	0	A5 Watling Street - Shared-use footway / cycleway to NCN Route 5	5	1	1	1	1	1	55,000	853	333	16	6.3	**23.2**	Scheme under Highways Agency responsibility	
Emmanuel	1	14	2	Rear pedestrian access to school	5	0	0	0	1	1	10,000	96	4	1	0.5	**17.3**	On hold subject to adjacent planning application	
Leamore Primary / Blakenall Heath Junior	0	32	4	The Slang - Shared use footway / cycleway	5	1	0	0	1	1	33,750	478	265	6	8.0	**24.0**	Discounted - Due to previous consultation problems	
Shire Oak Academy	1	5	2	Carriageway or footway widening on St Marks Road	5	0	0	1	n/a	1	30,000	1426	279	16	9.8	**21.9**		
Walsall Academy	0	12	4	Stoney Lane - Footpath link to Fishley Estate	0	0	0	1	n/a	0	35,000	1164	485	35	14.9	**13.4**	Discounted unless school allow access to rear of site	
St Francis of Assisi Technology College	0	3	2	Portland Road / Whetstone Way - Shared use footway / cycleway	0	0	1	1	n/a	1	45,000	1076	101	2	2.3	**9.1**	Discounted - Objections regarding common land	
St Bernadette's Primary	1	9	2	Narrow Lane - Footpath link to NCN Route 5	0	0	1	1	0	0	55,000	164	53	4	1.0	**7.5**	Potential scheme dependant upon proposed Sustrans route	
										Total budget	**£366,000**							

Safer Routes Schemes Key

- Proposed programme
- Reserve Schemes
- Safer Routes Schemes not deliverable

Sensitivity: PROTECT

APPENDIX G

Measures to encourage walking programme - Pedestrian Crossing Facilities

Refer to RS04 - Procedure for assessing Measures to Encourage Walking

Pos	Type of facility requested	Location	Estimated Cost (£)	Request by	Date request received	Date of survey	Count Ref	Vehicles (Average four peaks)	Pedestrians (Average four peaks)	% criteria	85th %ile	Road Width (m)	Public amenities	School	Open space	Existing facility	Collisions Dec 2018 - Dec 2020 ALL RTC	Collisions Dec 2018 - Dec 2020 PEDS	FYRR	Accident and Other Score	Previous Rank		Comments
N/A	N/A	Upgrade signalised crossings	£60,000.00	Improvements to pedestrian crossing to facilitate safer walking routes																			
N/A	N/A	Upgrade Zebra crossing programme	£20,000.00	Improvements to existing Zebra crossing equipment to facilitate safer walking routes																			
		Scheme Total	**£80,000.00**																				

Pos	Type of facility requested	Location	Comparative Cost (£)	Request by	Date request received	Date of survey	Count Ref	Vehicles (Average four peaks)	Pedestrians (Average four peaks)	% criteria	85th %ile	Road Width (m)	Public amenities	School	Open space	Existing facility	Collisions Dec 2018 - Dec 2020 ALL RTC	Collisions Dec 2018 - Dec 2020 PEDS	FYRR	Accident and Other Score	Previous Rank		Comments
1	Raised uncontrolled	Wisemore / St Pauls Street	£50,000.00	Cllr Ansell/P Leighton	15/03/2011	07/04/2011	P6R16096	384.75	1031	153		8	1	1	1	0	0	0	0	70.00	1		Linked to Town Centre development
2	Puffin	Little Aston Road near The Green	£60,000.00	Councillor Rochelle	01/09/2005	17/01/2006		903.25	130.25	106		6.6	0	1	1	0	1	0	0	65.00	2		Linked to future development potential
3	Zebra	Chester Road	£20,000.00	Alicia Rose	14/11/2018	22/11/2018		1352	50	91	37	6.5	0	0	0	0	1	1	50	56.58	3		
4	Zebra	Walsall Wood Road / High Street	£40,000.00	Graham Miller	01/07/2015	15/07/2015	VS	1745	26	79		7.3	1	0	0	1	3	2	50	51.69	5		Surgery / Canal bridge
5	Puffin - upgrade from zebra	Pool Hayes Lane near Castle Drive	£65,000.00	Cllr Shires	01/02/2012	23/02/2012		528.8	179.25	50		7.6	1	1	0	1	3	1	15	46.60	6		Petition
6	Zebra	The Bridge o/s HSBC	£40,000.00	Cllr Arif	27/07/2011	18/10/2011	P6N2009	148.5	1018.25	22		8.6	1	0	0	0	4	2	50	44.01	7		
7	Zebra	Birmingham Road/Twinnings Lane	£20,000.00	Cllr Samra	30/11/2018	5/12/18		690	115	55	37	7.3	0	1	0	0	0	0	0	41.90	4		
8	Zebra	A461 Lichfield Road - School Street Junction	£20,000.00	Cllr Worrall	20/10/2015	14/11/2015	Manual	1209.5	29.67	43		8	0	0	0	0	1	0	0	39.72	9		
9	Puffin	Norton Road north of Green Lane, Pelsall (Convert extg Zebra	£60,000.00	Mr R. Peach, Councillor Perry	20/07/2004	14/10/2004		862.25	58	43		7.7	1	1	0	1	0	0	0	32.25	13		
10	Zebra	Lichfield Road, Livingstone Avenue	£30,000.00	Ms Jennings	06/12/2019	21/01/2020	Manual	1120	23	29	29.7	9.2	1	1	0	1	1	1	33	29.89	14		Ped involved in RTC; LSS scheme delivered June 2019
11	Zebra	Dangerfield Lane near Stanley Road, Darlaston	£40,000.00	Mr G. Small	20/06/2005	18/10/2005		343.25	88	10		6.1	1	1	0	0	0	0	0	29.15	15		Combined survey
12	Zebra	Chester Road	£40,000.00	Patricia Hodgetts	11/04/2014	29/04/2014	Manual	1313	20	34	33.7	7.1	1	1	0	0	0	0	0	28.79	16		Near Friezland / Adams Rd
13	Puffin	Anchor Road	£60,000.00	Councillor Wilson	07/01/2013	16/01/2014	Manual	384.5	230.5	34	25	10.2	1	0	0	1	0	0	0	28.63	12		o/s Police Stn
14	Zebra	Hundred Acre Road	£40,000.00	Lynne Wearing	01/05/2012	12/07/2012	RR-57	177	81	3		7.3	0	1	0	0	1	1	25	28.53	27		
15	Zebra	Shannon Drive near Severn Road	£40,000.00	Councillor Cassidy	10/05/2006	25/05/2006		126.75	132.25	2		5.5	1	0	0	0	1	1	25	28.36	17		Results combined from two surveys
16	Refuge	Old Birchills	£20,000.00	Gazanfer Ali	26/02/2014	13/01/2014	Manual	404.5	49.5	8	32.9	10	1	1	1	0	4	0	0	28.24	8		Traffic Calming Scheme funded from PCHS budget 2021
17	Refuge	Foley Road East/Carlton Road, Streetly	£25,000.00	Dr Darley	25/03/2019	14/05/2019	Manual	420	36	6	36.8	7.3	1	1	1	0	0	0	0	27.54	18		
18	Zebra	113 Pool Hayes Lane	£40,000.00	Cllr Shires	25/07/2011	13/10/2011	P6R16099	714	34	17		7.5	1	1	0	0	2	0	0	26.93	19		
19	Refuge	Aldridge Road (nr Bridle La)	£20,000.00	Cllr Hughes	04/12/2016	19/01/2016	RR	1023	13	14			1	1	1	0	1	0	0	25.88	20		
20	Zebra	Birmingham Road near Churnhill Road, Aldridge	£40,000.00	Mr J. O'Neil, Councillor Rochelle	20/09/2005	17/01/2006		663	28	12		7	1	1	1	0	1	0	0	24.92	21		Results combined from two surveys
21	Refuge	Aldridge Road (Local road widening required)	£20,000.00	Wendy Morton/Emma Hatte	30/10/2018	07/11/2018		692	48	23	41	7	0	0	1	0	0	0	0	24.19	22		
22	Zebra	Darlaston Rd near Cemetery Rd (o/s The Globe PH)	£40,000.00	Mrs Mann	Oct-08	04/11/2008		1371	8	15		11	0	0	1	0	3	1	25	23.53	23		Traffic signal junction to be provided as part of Parallel 9 development
23	Zebra	Blackwood Road, streetly	£20,000.00	Simon Hollier	06/11/2018	22/11/2018		274	100	8	27	6	0	1	0	0	0	0	0	23.00	25		
24	Refuge	Weston Street nr Tame Street	£20,000.00	Mr Zahid Khan	31/03/2014	16/05/2014	Manual	853.5	42.5	31	33.8	10	0	1	0	1	2	0	0	22.38	10		Traffic Calming Scheme on Weston Street delivered in 2020
25	Zebra	Allens Lane	£40,000.00	Cllr Perry	20/02/2012	20/03/2012	RR-342	252	44.3	3	34.4	5.6	0	1	1	0	0	0	0	21.13	26		
26	Ped Phase	Finger Post - Signal junction	£50,000.00	Ms. J. Edwards, Councillor Longhi	26/02/2004	16/12/2004		1024	14	15		6.7	0	1	1	0	2	0	0	20.87	28		Likely to cause considerable delay . Strong objection from Police. Improvements to junction linked to Yorks Bridge replacement.
27	Zebra	Highfield Rd, Pelsall	£55,000.00	Cllr Perry	05/10/2019	03/12/2019	Manual	238	34	2	24	6.9	1	1	1	1	1	0	0	20.77	29		Extensive footway work reqd, links to Pelsall Village Centre
	Refuge	New Road, Willenhall	£20,000.00	Alison Yates	21/12/2019	17/01/2020	Manual	842	25	18	30.3	7.4	1	0	0	0	3	3	151	37.09	n/a		Crossing to Lidl; S106 funding link to district centre
n/a	Refuge	Darlaston Road - Kings Hill Existing Zebra	£20,000.00	Councillor Bott	01/01/2013	30/01/2014	Manual	327	7	1	33.9	9	1	0	1	1	1	1	50	20.32	n/a		
28	Refuge	Well Lane	£20,000.00	N. Thomas	23/03/2013	25/04/2013		133	33	1		18	1	1	0	0	2	0	0	20.23	30		

minimum requirements

n/a	Footpath	Portland Road	£30,000.00	Mr Fisk	28/07/2017	26/01/2018	Tracsis	458.5	8.5	2	30	5	0	0	1	0	1	1	33	19.06	n/a		
n/a	Zebra	The Green / St Georges Street	£40,000.00	SRS request	Oct-08	06/11/2008		750	18	10		8.5	1	1	0	0	0	0	0	19.05	n/a		
n/a	Puffin	Station Road west of Lichfield Road, Rushall	£60,000.00	LNP	26/05/2005	07/07/2005		887.5	6.25	5		5.7	1	0	0	0	2	1	17	18.64	n/a		Results combined from two surveys
n/a	Puffin	Norton Road 150m north Fingerpost junction	£60,000.00	Ms J. Edwards, Councillor Longhi	02/12/2004	16/12/2004		833	13	9		6.7	0	1	1	0	2	0	0	18.61	n/a		
n/a	Zebra	Harden Road near Well Lane	£40,000.00	Mr P. Grainger	21/09/2006	12/10/2006		915	25	21		7.5	1	0	0	0	0	0	0	18.37	n/a		Parking issues may restrict the provision of any facility. Jcn changed to mini roundabout with traffic islands as part of LSS 2016/17
n/a	Puffin	Wolverhampton Rd 150m south-west Fingerpost junction	£60,000.00	Ms J. Edwards, Councillor Longhi	02/12/2004	16/12/2004		1075.25	5.25	6		6.4	0	1	1	0	0	0	0	17.43	n/a		
n/a	Puffin	Lichfield Rd 150m north-east Fingerpost junction	£60,000.00	Ms. J. Edwards, Councillor Longhi	02/12/2004	16/12/2004		1220	4	6		6.3	0	1	1	0	0	0	0	17.38	n/a		
n/a	Zebra	Vicarage Road near Old Vicarage Close, Pelsall	£40,000.00	Ms Jennings, Councillor Longhi	09/07/2001	03/02/2004		1175.75	4	6		6.4	1	0	1	0	0	0	0	17.21	n/a		Results combined from two surveys 03/02/04
15	Zebra	Hall Lane, Pelsall	£20,000.00	Cllr Perry	16/11/2018	22/11/2018		517	20	5	30	7	0	1	1	0	0	0	0	17.14	15		
n/a	Zebra	Birmingham Rd, Aldridge	£40,000.00	Charlotte Harrison	28/11/2017	24/01/2018	Tracsis	347	42	5	37.1	6.9	0	1	0	0	1	0	0	17.02	n/a		
n/a	Zebra	Lindon Road, near Clayhanger Road	£40,000.00	Emma Tioklebank	11/04/2014	01/05/2014	Manual	835	16	11		6.3	1	0	0	1	1	1	25	16.97	n/a		Zebra crossing refurbished failed to qulaify for upgrade to signalisation
n/a	Footway	Little Aston Road	£15,000.00	Fairlawn Hotel	01/09/2020	01/11/2020	n/a	903.25	20	16	35	6.5	1	0	0	0	1	0	0	16.53	n/a		
n/a	Zebra	The Parade	£40,000.00	Mrs Dobson (via Wendy Morton MP)	27/06/2017	02/10/2017	Manual	182.5	93.5	3	44.7	12.3	0	0	0	0	1	0	0	16.25	n/a		location close to A5 signal jcn with ped facility (HE controlled)
n/a	Uncontrolled	Bham Rd nr Lodge Grove, Aldridge	£20,000.00	Cllr Wilson	27/01/2014	06/02/2014	Manual	286	35.5	3	39.6	6.22	0	1	0	0	1	0	0	16.16	n/a		
n/a	Refuge	Darlaston Rd near Woden Road west	£20,000.00	Councillor Bott	01/10/2009	24/11/2009	P6R16078	537	8	2		8.2	1	0	1	0	1	0	0	15.92	n/a		Results combined from two surveys
24	Pelican	Walsall Road near Gordon Street	£60,000.00	Fallings Heath Committee	07/10/2010	07/10/2010	16/08/2491	249	18	1		8	0	1	1	1	4	0	0	15.45	24		Zebra upgraded to LED 2017-18
n/a	Refuge	Chester Road	£20,000.00	N. Stickney	05/05/2016	12/06/2016		133	33	1	35.4	9	0	1	0	0	0	0	0	15.23	n/a		
n/a	Footway	Aldridge Rd (Barr Common Farm to bus stops)	£10,000.00	John Mitchell	18/06/2013	02/12/2004		572	1	0		7.5	1	1	0	0	0	0	0	15.13	n/a		
n/a	Footway	Longwood Lane	£100,000.00	Mrs Carver	21/08/2014	rch 2012 /Sept 2	133 Sky High	399.5	2	0	40.9	7.5	1	0	1	0	0	0	0	15.13	n/a		
n/a	Signalised	A34 / Stephenson - Signalised ped facilities	£60,000.00	M6 Resilience	26/07/2016	01/06/2010	Spectrum	730	24	13		14	1	0	0	0	6	0	0	15.12	19		
n/a	Zebra	Livingstone Rd	£40,000.00	Dawn Banks	14/09/2017	03/10/2017	Tracsis	315	1	0	32.1	7.4	0	1	1	0	0	0	0	15.04	n/a		
n/a	Refuge	Skip Lane	£5,000	John Malone	17/08/2018	03/09/2018		80	0	0		18	0	1	1	0	1	0	0	15.00	new		CCTV Observations
n/a	Puffin	Barr Common Road	60,000	Joel Insker	10/09/2018	21/09/2018		900	0	0	37.5	6.5	0	1	1	0	1	0	0	15.00	new		
n/a	Puffin	Essington Road near Wrighton Close	£60,000.00	Request following LSS consultation	10/11/2008	04/12/2008		1740	8	24		6.1	0	0	0	0	0	0	0	14.69	n/a		
n/a	Zebra	Leighswood Road near Middlemore Lane, Aldridge	£40,000.00	Ms. S. Williams	13/03/2002	07/02/2008	P6R1638	1095	4	5		5.1	0	0	0	0	1	1	25	14.43	n/a		
n/a	Zebra	Bradley Lane near Hannah Rd, Moxley	£40,000.00	Ms J. Miles	25/11/2004	14/12/2005		604	23	8		7.1	0	0	1	0	0	0	0	13.36	n/a		Results combined from two surveys
n/a	Zebra	Leighswood Ave near Broad Meadow	£40,000.00	Miss J Cooper	21/10/2008	07/02/2008	P6R1638	1081	6	7		6.6	0	1	0	0	0	0	0	12.80	n/a		
n/a	Refuges	Aldridge Road between Enterprise Dr and Compton Dr	£20,000.00	Councillor Maul	Oct-08	04/11/2008		949	5	5		7.1	1	0	0	0	1	0	0	11.80	n/a		
n/a	Uncontrolled	Queslett Road East / North of Lindens Drive	£20,000.00	Cllr. C Towe	07/09/2013	26/09/2013	C0190	852	6	4	36.9	7.7	0	0	1	0	1	0	0	11.74	n/a		
n/a	Zebra	Bloxwich Rd	£40,000.00	Mr Hammonds	14/09/2017	18/10/2017	Tracsis	570.25	11.25	4	32.3	13	1	0	0	0	0	0	0	11.46	n/a		New apartments for oaps on Carl St. No crossing facilties on Bloxwich Rd
n/a	Zebra	Cresswell Crescent near Mattesley Court	£40,000.00	Cllr Harrison	05/02/2018	31/03/2017	30 batch 8 - ATC	386	23	3		3.4	1	1	0	1	0	0	0	11.37	n/a		
27	Zebra	Collingwood Drive	£20,000.00	Cllr Towe	13/11/2018	22/11/2018		361	20	3	25	6.5	1	1	0	1	0	0	0	11.04	27		
n/a	Zebra	Lowlands Avenue near Lilac Avenue, Streetly	£40,000.00	Mrs Cunningham, Councillor Maul	24/08/2005	13/10/2005		229	39	2		6.5	0	0	0	0	0	0	0	10.82	n/a		
n/a	Refuge	Bloxwich Lane - OS Ambulance Station	£20,000.00	Tim Werrett	18/02/2014	18/02/2014	RR	563	6	2	37.4	7.6	1	0	1	1	3	0	0	10.76	n/a		Jcn upgrade 2017/18 as part of J10 works
n/a	Zebra	Stubbers Green Road near The Swag	£40,000.00	Francoise Ankrett	28/10/2009	18/10/2009		482	8	2		6.8	0	0	1	0	0	0	0	10.74	n/a		
n/a	Refuge	Chester Road South of Oakdene Nurseries	£20,000.00	D.G Roberts	August	04/10/2013	C0190 - Site 30	605	5	2	35.3	9.4	1	1	0	1	0	0	0	10.73	n/a		

n/a	Refuge	Lichfield Road near Squires Grove	£20,000.00	Lucy Dyke	17/01/2014	12/02/2014	C0190	751	3	**2**	30.7	9.84	1	1	0	1	0	0	**0**	**10.68**	**n/a**		
n/a	Refuge	Somerfield Road	£20,000.00	Mrs L Lowe, 75 Somerfield Road	27/06/2012	09/07/2012	n/a	404	9	**1**	33.1	8.7	0	0	1	0	0	0	**0**	**10.59**	**n/a**		
n/a	Zebra	Shire Oak Chester Road West A	£40,000.00	Regen	11/03/2015	09/10/2014	C0730	1231.7	0.5	**1**		7.3	1	1	0	1	1	0	**0**	**10.30**	**n/a**		
n/a	Puffin	Sutton Road near Broadway	£60,000.00	Councillor Ali	19/10/2005	08/02/2005		1369	7	**13**		9.8	0	0	0	0	0	0	**0**	**10.25**	**n/a**		Results combined from two surveys
n/a	Footway	Stubbers Green Road	£15,000.00	Mr Faulkner Mrs Waddison	28/12/11 9/2/12	22/03/2012	Site 80	421	3	**1**	37.6	7.3	0	0	1	0	0	0	**0**	**10.21**	**n/a**		
n/a	Uncontrolled	Longwood Lane (near Sutton Rd)	£25,000.00	Mrs Baker	03/10/2012	rch 2012 /Sept 2	133 Sky High	399.5	2	**0**	40.9	7.5	0	0	1	0	3	0	**0**	**10.13**	**n/a**		
n/a	Footway	Coppice Lane, Brownhills	£70,000.00	Craig Banks	04/05/2012	04/05/2012	RR	73.5	4	**0**	30.3	10.1	0	0	1	0	2	0	**0**	**10.01**	**n/a**		
n/a	Puffin	Bell Lane, Bloxwich	£60,000.00	Kalyanakumar Gurusamy	26/11/2018	06/12/2018		766	20	**12**	33	7.5	1	0	0	1	1	0	**0**	**9.69**	**new**		
n/a	Zebra	Lichfield Road North B	£40,000.00	Regen	11/03/2015	09/10/2014	C0730	1377.2	2.75	**5**		7.3	0	0	0	0	0	0	**0**	**7.09**	**n/a**		
n/a	Zebra	Stephenson Avenue near Cavendish Road	£40,000.00	Mr A. Porter	03/02/2005	14/04/2005		588	13	**4**		8.6	0	0	0	0	0	0	**0**	**6.80**	**n/a**		
n/a	Zebra	Turnberry Road near Alnwick Road	£40,000.00	Mrs. M. Brown	05/10/2005	22/11/2005		516	16	**4**		7.4	0	0	0	0	1	0	**0**	**6.70**	**n/a**		Combined survey
n/a	Refuge	Mellish Road near Rushall Manor Road	£20,000.00	Cllr Arif	15/04/2012	09/05/2012	UTOPROGL603	211	9	**0**	37.4	8.4	0	0	0	0	1	0	**0**	**5.16**	**n/a**		
n/a	Zebra	Red House Lane	£40,000.00	Mrs Dolan	11/07/2012	19/07/2012		178	7	**0**		9.5	0	0	0	0	1	0	**0**	**5.09**	**n/a**		
n/a	Uncontrolled	Longwood Lane o/s no.2	£25,000.00	Mr Baker, 451 Sutton Rd	03/10/2012	02/11/2012		312	4	**0**		8	0	0	0	0	0	0	**0**	**5.00**	**new**		
n/a	Zebra	Chester Road East C	£40,000.00	Regen	11/03/2015	09/10/2014	C0730	1304.4	2.25	**4**		7.3	0	0	0	1	0	0	**0**	**1.53**	**n/a**		

APPENDIX H

Measures to Encourage Cycling Programme

Refer to RS14 - Procedure for assessing Cycling Schemes

Scheme Location	Scheme Description	Type of Route	Length of proposed route (m)	Specialist works (£)	Estimated scheme costs (£)	Budget Scheme Costs (£)		Comments	Extg Cyclists/yr	2018-2020 Fatal cycle collision	2018-2020 Serious cycle collision	2018-2020 Other cycle accidents	Score	Partner funding	Score	Extg cycle flows/day (High>40/Med>20<40/Low<20)	Score	Contributes to Cycling strategy	Score	Link to existing cycle network	Score	Contributes to other priority (SRTS/LSS)	Score	No of cyclists needed to achieve benefit to cost ratio of 1:1	% Annual Increase	Score	TOTAL	FYRR	ASTARS
Borough wide	Minor improvements across local cycle network					£20,000																							
Design in Advance	Scheme Development and review of cycling programme					£10,000																							
					Total budget	**£30,000**																							

Cycling Schemes - Remaining Schemes List

Scheme Location	Scheme Description	Type of Route	Length of proposed route (m)	Specialist works (£)	Estimated scheme costs (£)	Budget Scheme Costs (£)		Comments	Extg Cyclists/yr	Fatal cycle collision	Serious cycle collision	Other cycle accidents	Score	Partner funding	Score	Extg cycle flows/day (High>40/Med>20<40/Low<20)	Score	Contributes to Cycling strategy	Score	Link to existing cycle network	Score	Contributes to other priority (SRTS/LSS)	Score	No of cyclists needed to achieve benefit to cost ratio of 1:1	% Annual Increase	Score	TOTAL	FYRR	ASTARS
Darlaston to Willenhall (Phase 2)	Signed route along William Harper Rd and cycle contra-flow along Gypsy Lane (alternative route along Church Walk)	Mixed	500	£20,000.00	£45,000.00	£65,000		Supports Managing short trips	150	0	0	1	2	Part	5	High	10	Yes	10	Local	5	Yes	10	6.5	4.3	17.3	59	23.5	
Reedwood to Leamore	Shared-use footway along A34 (Green La) - Link from Stephenson Ave along footway (on W), linking to existing cycle lanes on Somerfield Rd	Off-road	900	£10,000.00	£77,500.00	£87,500		Commuter route, link to industrial estates / TK Maxx / South Staff Water / Homeserve, Reedswood Reail Park & canal	100	0	2	2	16	None	1	Med	5	Yes	10	Local	5	No	1	8.8	8.8	20.0	58	70.0	
Park Hall to Great Barr (borough boundary)	Parallel route to A34 (B'ham Rd). Shared-usr from ring road (on NE), link to service road, signed route along B'ham Rd servicerd, Park hall Rd, Lonsdale Rd, Bell Rd. Shared-use f/w adjacent to dual-carriageway. Linking to bus lane at borough boundary.	On-road	1500	£15,000.00	£30,000.00	£45,000		Commuter route / Strategic cross boundary link	100	0	0	1	2	None	1	med	5	Yes	10	Nat	10	Yes	10	4.5	4.5	18.0	56	34.0	✓
Chuckery to Park Hall	Shared-use along Sutton Rd & Arboretum, link between The Crescent and Greaves Ave	Mixed	1400	£0.00	£70,000.00	£70,000			100	0	1	0	6	Part	5	Med	5	Yes	10	Local	5	Part	5	7.0	7.0	20.0	56	21.9	✓
Walsall to Birchills	Shared-use footway (w) along A34 (Green La) - Linking existing shared-use f/w on ring road, past Police Stn and College to canal access on Old Birchills	Off-road	500	£5,000.00	£42,500.00	£47,500		Commuter route	150	0	1	2	10	None	1	High	10	Yes	10	Local	5	Part	5	4.8	3.2	12.7	54	96.6	✓
Ryders Hayes to Clayhanger	Upgrade of existing footpaths / mineral rail line across Ford Brook to Mountain Ash Rd	Off-road	400	£30,000.00	£60,000.00	£90,000		Leisure route	100	0	0	1	2	None	1	Med	5	Yes	10	Nat	10	Part	5	9.0	9.0	20.0	53	17.0	
Brownhills to Shire Oak	Shared-use footway (on NE) and improved crossing facility along A452 (High St). Link from Firezeland La to Ogley Rd / canal	Off-road	1000	£10,000.00	£85,000.00	£95,000		supports SRTS programme	100	0	0	1	2	None	1	Med	5	Yes	10	Local	5	Yes	10	9.5	9.5	20.0	53	16.1	✓
New Invention to Bloxwich	Shared use f/w along A4124 (Lichfield Rd / Sneyd La) from the Square, linking to existing facilties at Vernon Way (alternative Parallel route along Wood Lane)	Mixed	800	£0.00	£40,000.00	£40,000			150	0	1	1	8	None	1	High	10	Yes	10	Local	5	Part	5	4.0	2.7	10.7	50	76.5	✓
Aldridge to Walsall Wood	shared-use footway and utilisation of service roads along B4152 (Northgate) between Aldridge	Off-road	600	£0.00	£45,000.00	£45,000		Permanent VASS sign on this route	50	0	0	1	2	None	1	Low	1	Yes	10	Local	5	Yes	10	4.5	9.0	20.0	49	34.0	✓
Leamore to Lane Head	Shared-use f/w (on S) along Bentley Lane. Links to Willenhall E-ACT Academy	Off-road	1500	£20,000.00	£132,500.00	£152,500		supports SRTS programme	100	0	0	0	0	None	1	Med	5	Yes	10	Local	5	Part	5	15.3	15.3	20.0	46	0.0	✓
Lane Head to New Invention	Signed route (alternative to A462), potentially including off-road route north of Coltham Rd	Mixed	1000	£10,000.00	£60,000.00	£70,000		Significant number of cycle accidents	150	0	0	0	0	None	1	High	10	Yes	10	Local	5	No	1	7.0	4.7	18.7	46	0.0	✓
Bloxwich Cycling Improvements (The Slang)	Creation of alternative cycle route / Safer Route to School through Leamore Park along existing ROW (The Slang)	Off-road	450	£0.00	£33,750.00	£33,750		Link to new Bloxwich Leisure Centre	150	0	0	0	0	Part	5	High	10	Yes	10	None	1	Yes	10	3.4	2.3	9.0	45	0.0	✓
Daisy Bank to Gillity0	Link from Arboretum Extension cycle path across B4151 (Sutton Rd). Signed route along Wood End Rd & New footpath across open space linking to Gillity Village	Mixed	900	£5,000.00	£50,000.00	£55,000			50	0	1	0	6	None	1	Low	1	Yes	10	Local	5	No	1	5.5	11.0	20.0	44	27.8	
Pleck to Wood Green / Bescot	Link from existing route on Darlaston Rd. Signed route along Hough Rd, across existing rial bridge, signed through Pleck Park to Bescot Drive and borough boundary at M6 Jcn 9	Mixed	1200	£25,000.00	£85,000.00	£110,000		M6 jcn 9 / school transport high risk route / Strategic cross boundary route	50	0	0	0	0	None	1	Low	1	Yes	10	Local	5	Part	5	11.0	22.0	20.0	42	0.0	
Park Hall to Barr Beacon	Shared-use along B4151 (Sutton Rd), creation of new shared f/w (on S) between Daisy Bank and Crook La / Beacon Rd (potential cheaper alternative route via Skip La, Barr Lakes La, Crook La, Boden La as part of a possioble 'quiet lanes' scheme	Mixed	3000	£100,000.00	£250,000.00	£350,000		40mph road, currently no footway	50	0	0	0	0	None	1	Low	1	Yes	10	Local	5	Part	5	35.0	70.0	20.0	42	0.0	
Moxley to Darlaston	Improvments along A4038 (Moxley Rd) or alternative parallel route along Victory Ave with footway links. (Will link existing facilties at Moxlwy Island to SRTS/LSS scheme at Dangerfield La)	Mixed	700	£5,000.00	£40,000.00	£45,000			150	0	0	1	2	None	1	High	10	Yes	10	None	1	Part	5	4.5	3.0	12.0	41	34.0	
Darlaston Green to Darlaston TC	Parallel cycle route to A462 (The Green / Blockall / St Lawrence Way). Signed route along Bush St, Bell St, Church St	On-road	800	£0.00	£8,000.00	£8,000		Included in Managing Shorter Trips	150	0	0	1	2	Match	10	High	10	Yes	10	Local	5	No	1	0.8	0.5	2.1	40	191.3	✓
Barr Beacon to Streetly	Signed route along Aldridge Rd, utilising existing service roads and shared footway / crossing improvements in between	Mixed	3000	£10,000.00	£160,000.00	£170,000			50	0	0	1	2	None	1	Low	1	Yes	10	Local	5	No	1	17.0	34.0	20.0	40	9.0	✓
Aldridge to Shelfield	Creation of a new share-use f/w along Stubbers Green Rd from Daw End canal to Barns Lane	Off-road	500	£100,000.00	£137,500.00	£237,500		No footway / school transport high risk route	50	0	0	0	0	None	1	Low	1	Yes	10	Local	5	No	1	23.8	47.5	20.0	38	0.0	
Streetly to Pheasey	Shared-use f/w (on NW) along A4041 (Queslett Rd), alternative route along Bridle La / Doe Bank La	On-road	3000	£5,000.00	£35,000.00	£40,000			100	0	0	2	4	None	1	Med	5	Yes	10	None	1	No	1	4.0	4.0	16.0	38	76.5	✓
Bloxwich to Little Bloxwich	Parallel route to A4124 (Lichfield Rd). Signed route from Bloxwich High St throguh Blakenall Heath estate. Victoria Ave - Green Rock La / Livingstone Rd	On-road	1000	£0.00	£10,000.00	£10,000			150	0	0	0	0	None	1	High	10	Yes	10	Local	5	Part	5	1.0	0.7	2.7	34	0.0	✓
				Total budget to complete identified schemes		**£1,964,750**																							
Discounted Schemes																													
A454 - B4464 Walsall to Wolverhampton Sustainable Travel corridor	Shared use footway, on road facility, junction improvements and 20mph speed limit through Willenhall.	Mixed	6000	£2,000,000.00	£2,300,000.00	£4,300,000		Subject to joint major scheme bid with WCC	150	0	1	5	16	Match	10	High	10	Yes	10	Local	5	Yes	10	430.0	286.7	20.0	81	2.1	✓
Bentley to Rough Hay	canal towpath improvement from James Bridge Aqueduct to Midland Rd	Off-road	1500	£0.00	£112,500.00	£112,500		DELIVERED AS PART OF MST2	100	0	1	1	8	None	1	Med	5	Yes	10	Local	5	Yes	10	11.3	11.3	20.0	59	27.2	✓
Pleck to Darlaston Green	Link from Cemetery Rd (DSDA) along Kendrick Rd and improvments to ROW to Darlaston Baths and existing route into town centre	Mixed	900	£10,000.00	£55,000.00	£65,000		Included in Managing Shorter Trips	100	0	0	2	4	Part	5	Med	5	Yes	10	Local	5	Part	5	6.5	6.5	20.0	54	47.1	✓
Rough Hay to Moxley	canal towpath improvement from Midland Rd to Moxley Island	On-road	2000	£130,000.00	£150,000.00	£150,000		potential MST2 scheme (or similar)	100	0	0	3	6	None	1	Med	5	Yes	10	Local	5	Yes	10	15.0	15.0	20.0	57	30.6	✓
Mill Lane to Rycroft	Imrprovements to existing NCN5 section through Nature Reserve	Off-road	650	£1,250.00	£50,000.00	£50,000		Existing NCN5 route	150	0	0	0	0	None	1	High	10	Yes	10	Nat	10	Yes	10	5.0	3.3	13.3	54	0.0	
Ryders Hayes to NCN5 / Canal	Zebra upgrade, ROW link & signed route through Ryders Hayes	On-road	500	£15,000.00	£20,000.00	£35,000		Rights of Way issues not resolved	50	0	0	0	0	None	1	Med	5	Yes	10	Nat	10	Yes	10	3.5	7.0	20.0	56	0.0	✓
Moxley to Borough Boundary	canal towpath improvement from Moxley Island to Borough Boundary	Off-road	500	£2,500.00	£40,000.00	£42,500		potential MST2 scheme (or similar), Strategic cross boundary route	100	0	0	1	2	None	1	Med	5	Yes	10	Local	5	Yes	10	4.3	4.3	17.0	50	36.0	✓
Elmore Green to Mossley	Shared-use footway along Elmore Green Rd	On-road	500	£10,000.00	£15,000.00	£25,000		Considered as part of SRTS Programme	100	0	1	1	8	None	1	Med	5	No	1	Nat	10	Yes	10	2.5	2.5	10.0	45	122.4	✓
North Walsall Cutting	Off-road route for cyclists from Coalpool La, under Profitt St, under Bloxwich Rd, under A34 (Green La) and linking into Reedswood Park and existing route on the Ash Track	Mixed	3000	£10,000.00	£160,000.00	£170,000		Promoted by Centro, currently being in-filled over the net 18 months, Strategic route	50	0	0	3	6	Match	10	Low	1	No	1	Nat	10	No	1	17.0	34.0	20.0	49	27.0	✓

Key

- Proposed programme
- Reserve List
- Remaining Schemes
- Discounted or not justified schemes

Cabinet – 17 March 2021

Making Connections Walsall – contract extension

Portfolio: Councillor Garry Perry – Deputy Leader and Resilient Communities

Related portfolios: Councillor Stephen Craddock – Public Health

Service(s): Resilient Communities and Public Health

Wards: All

Key decision: Yes

Forward plan: No

1. Aim

1.1 To gain cabinet approval for the extension of the Making Connections Walsall contract for an additional one year which will ensure continuity of service to the residents currently being supported.

2. Summary

2.1. During the Covid-19 pandemic the Council has operated four community hubs through the Making Connections Work programme ('MCW'). The Council has delivered this service through community partner organisations and these hubs have been a critical part of the Council's response to the COVID-19 pandemic with the providers working with the Council. The hubs' provide a flexible approach and have adapted to the needs of their residents.

2.2. MCW is about tackling loneliness and social isolation, improve wellbeing and reduce preventable health and social care service usage. It takes a "strength based approach" to improve the social connectedness of older people across Walsall and also targets the social needs of all adults who are lonely and socially isolated rather than their social care or medical needs.

2.3. MCW is delivered through a hub and spoke locality model with each hub connecting residents who are referred to the project to other appropriate community based provision.

2.4. The Council is working with a wide range of partner organisations, in an attempt to help to minimise the spread of COVID-19. To achieve this, the Council has applied a resilient communities approach, providing civic leadership, to mobilise a public response through our vibrant voluntary and community sector, in recognised locality 'hub' areas. The approach supports shielded or vulnerable residents in self-isolation to stay safely at home and provides essential food to individuals and families in financial hardship, without building long-term dependency on the Council. It also aims to build long lasting connections between local residents, enhancing cohesion, neighbourliness, and reducing social isolation for vulnerable people.

2.5. In order to continue MCW for one additional year, the Council needs to provide £135,000 of funding for the 4 hubs and West Midlands Fire Service. This will ensure continuation of the programme, particularly during a time when referrals are still increasing and more support is being provided to our shielded and Clinically Extremely Vulnerable residents.

2.6. In addition Cabinet is being asked to allocate another £100,000 to support the wider MCW networks.

2.7. The hubs provide vital support to residents who may feel lonely, isolated, require help accessing food, collecting prescriptions or signposting to activities within their community. The Hubs also have strong links with Council services. West Midlands Fire Service role is to take initial referral calls which are then put on a system and referred to the relevant hub. .

2.8. As part of the resetting agenda within the Voluntary and Community Sector (VCS) and as lockdown eases, the hubs will be better placed to refer residents they are currently supporting to attend community activities within their locality.

3. Recommendations

3.1 That Cabinet notes the continuation of the Making Connections Walsall programme for the period 1 April 2021 to 31 March 2022 by extending contracts with the 4 hubs which are Bloxwich Community Partnership, Old Hall Peoples Partnership, Accord Age Matters and Manor Farm Community Association and also West Midlands Fire Service at a total additional cost to Council of £135,000.

3.2 That Cabinet approves a further allocation of £100,000 to support organisations in the wider MCW network. This money will be allocated through smaller grants in conjunction with the MCW hubs and will be used to improve social prescribing capacity in the MCW network.

3.3 That Cabinet delegate authority to the Executive Director for Economy, Environment and Communities, in consultation with the Portfolio Holder for Resilient Communities, to authorise any variations to the contractual arrangements for the services identified above, should this be required at any time during the term, in line with Public Contract Regulations and the Council's Contract Rules.

3.2 That a future report is brought to Cabinet on any future plans to continue the successful delivery of a social prescribing model in Walsall, which will ensure befriending, advice and guidance and referral to community activities is continued for Walsall residents.

4. Report detail - Know

4.1 On 10 February 2021 Cabinet approved the Council's continuing commitment to MCW. The initial MCW contracts were awarded in 1 July 2017 for 2 years, expiring on 30 June 2019 to the 4 hubs (Bloxwich Community Partnership, Old Hall Peoples Partnership, Accord Age Matters and Manor Farm Community Association) and West Midlands Fire Service. The project was then extended on 1 July 2019 for an additional year. Due to the pandemic and the increase in demand from residents, the contracts were further extended to 31 March 2021.

4.2 The Council has considered the following options:

Option 1 - Do nothing, which would result in a withdrawal of services at a critical time in the response to the pandemic. This withdrawal would result in the need to create an in-house service for supporting the Clinically Extremely Vulnerable, additional pressure on in-house services due to demand currently supported through MCW, increased pressure on residents during a critical point in Walsall's recovery from the COVID-19 pandemic and the loss of a key part of our COVID-19 response infrastructure.

Option 2 - Extend the MCW contracts for an additional year to 31 March 2022 in order to allow sufficient time to undertake an appropriate procurement process to be completed 31 March 2022. **This is the recommended option.**

4.3 The existing MCW initiative has been expanded, to offer additional support for vulnerable residents and families who need to self-isolate during the COVID-19 emergency and has become a key link in delivering services. The four hubs are operating across the following areas:

- **NORTH** - Bloxwich Community Partnership, (Bloxwich East, Bloxwich West, Birchills Leamore, Blakenall);

- **EAST** - Manor Farm Community Association (Pelsall, Brownhills, Aldridge North, Rushall-Shelfield and Walsall Wood, Aldridge South, Streetly, Pheasey Park Farm);
- **SOUTH** - Accord Age Matters (St Matthews, Paddock, Palfrey, Pleck);
- **WEST** - Old Hall Peoples Partnership (Bentley and Darlaston North, Darlaston South, Willenhall North, Short Heath, Willenhall South).

4.4 MCW is a 'strength based' approach aligned to the Resilient Communities providing an opportunity for residents to gain appropriate support within their localities with appropriate signposting to services including statutory services and VCS support and community activities.

4.5 The locality nature of the model encourages local solutions appropriate to the demographic. MCW works with a network of organisations to support this local delivery. These organisations play a key role in the MCW response. If Council accept the preferred recommendation then a further £100,000 will be allocated to support these smaller organisations and networks.

4.6 The Community Hub buildings are not open to the public at this time. They receive referrals via email or via the Making Connections telephone line (which is answered by the West Midlands Fire Service). The main types of support offered by the hubs are:

- Befriending (telephone calls to people who need support or are lonely);
- Support to encourage vaccinations;
- Shopping (which residents pay for);
- Collection of prescriptions;
- Delivery of food parcels (only for individuals in significant financial hardship);
- Other types of support for individuals in crisis e.g. collecting and delivering of free school meals for families self-isolating, arranging emergency boiler repairs, welfare benefits and financial advice are also offered (where appropriate).

4.7 The hubs are being supported by a network of other community sector organisations, public and private organisations operating within locality areas. A team of dedicated volunteers are giving up their time to help and during the height of the pandemic Council staff were deployed and from other partner organisations to support the civic response. Bloxwich Community Partnership produced a video during the height of the first pandemic which showed the

variety of support that they and the other MCW hubs were delivering https://www.youtube.com/watch?v=h7QAuIL1rQM

4.8 The hubs have taken a key role in actively supporting Walsall shielded residents which to date stands at just over 20,000. Residents are asked to register on a national Government system; their resident's details are then forwarded to the relevant hubs who will then make contact with the resident. The types of support provided is access to priority shopping slots, befriending calls, access to local food delivery and also the delivery of activity packs.

4.9 At the start of the pandemic, the most requested support was for food parcels. During March 2020 to August 2020, there were 6257 food parcels delivered to vulnerable residents who were supported through MCW. However, once residents were more confident in finding alternative ways of accessing food, the demand for services changed to befriending. There are many community organisations who have been supporting residents during the pandemic and still continue to do so. Walsall Black Sisters Collective CIC has supplied food parcels and befriending to residents within the South Locality. They have produced a video showcasing their work https://youtu.be/FDFRMjpp6hA

From 1 August 2020 to date the following services have been delivered by the hubs:

- Initial contact with 20,000 residents on the Clinically Extremely Vulnerable list;
- Follow up contact with 9611 residents on the Clinically Extremely Vulnerable/shielded list;
- 11550 befriending calls;
- 518 food parcels;
- 1070 activity packs.

This has reflected the change in demand over time from provision of food to befriending to support residents who feel lonely and isolated. A special gentleman who now volunteers at Old Hall People Partnership as a befriender is Ron. A BBC report was completed on Ron about the impact of loneliness and how through originally receiving befriending calls through MCW he is now a befriender making weekly contact with local residents. https://www.bbc.co.uk/news/av/uk-england-birmingham-55004753

Appendix A highlights some case studies from MCW.

The programme was evaluated in February 2020 by Public Health which led to an evaluation event on 26 February 2020 which was attended by practitioners and

professionals. The evaluation identified that the project improved sociability, improved mental health, gave residents a purpose, kept them occupied and also improved their physical health. The project had supported almost 800 people and was stated as being a valued service which addressed loneliness and social isolation and developed lasting partnerships.

Council Corporate Plan priorities

4.10 This proposal supports the Council's response to the Covid 19 pandemic and the role the Council plays in providing civic leadership and mobilising the public to support our community response to Covid-19.

4.11 This proposal links to the Council's corporate priority 'Communities are prospering and resilient'. It supports the most vulnerable to be protected from avoidable harm, by enabling them to stay safely at home, and takes pressure off the NHS and social care colleagues. It will also enhance the quality of life for many people who are suffering ill-health and are socially isolated.

Risk management

4.12 MCW has played a key part in the Council's response to the COVID-19 pandemic. There is a critical need to continue with the service and not to destabilise it at this critical point in the pandemic and any recovery period. The funding of another year of activity prior to a re-procurement process is a sensible approach in the context of a worldwide pandemic. The ceasing of the service would create high risk at a critical time in the recovery from the pandemic.

Financial implications

4.13 The report recommends that £135k is made available to award the 4 x community hubs and West Midlands Fire Service to ensure continuity of support to Walsall residents. In addition a further £100k is recommended to be allocated to fund the MCW network. The funding has been allocated from Control Outbreak Management Fund Covid grant.

4.14 The council has been allocated Control Outbreak Management Fund funding of £4.57m to the end of January 2021. The planned usage of this grant submitted to government in February 2021 includes the commitment to fund these costs in 2021/22.

Procurement Implications/Social Value

4.15 Procurement advice has been sought in relation to the extension of these

contracts. All procurement activity will need to be undertaken in compliance with Public Contract Regulations 2015 (the Regulations) and the Council's Contract Rules. Procurement and legal services will coordinate to ensure that there is a consistency of advice and approach.

4.16 The proposed contract variations will increase their combined value by £135,000.This will mean that the overall contract value will be £655,000 which will be below the threshold of £663,540 in the Regulations for the 'light touch regime' for social and other specific services (which these services fall under). This increase however does bring the contract value to over £500,000 which would make it a 'strategic contract' under the Council's Contract Rules, and therefore requiring Cabinet approval.

4.17 Regulation 72 of the Regulations sets out some specific conditions around contract modifications. As these contracts are under the threshold set out above, this regulation would not apply, it is important to note that the spirit of these regulations have been adhered to and these conditions have been fulfilled.

4.18 Procurement have advised that the proposed extension term of 12 months should be sufficient to enable the Council to continue to support its residents during the COVID-19 pandemic and also enable an effective re-procurement of these contracts at an appropriate time.

4.19 Where required, procurement will continue to provide detailed specific advice in relation any issue arising out of these contract variations and will ensure that any notices which might need to be published in order to comply with the Regulations and guidance published by the Cabinet Office are completed.

Legal Implications

4.20 This additional proposed extension was not provided for in the Contract originally. The extension will be implemented in accordance with legal and/or procurement advice, in a manner that is compliant with the Public Contracts regulations 2015 and the Councils Contract Rules.

Health and wellbeing implications

4.21 Taking a proactive approach to support vulnerable and shielded individuals to remain safe at home during the Covid-19 pandemic will reduce the risk of harm experienced by community members and take the pressure off the NHS and social care colleagues.

4.22 It is not in the public interest, nor that of the VCS providers, not to support the ongoing public or civic response to Covid-19 that has been mobilised through the hubs.

Staffing implications

4.23 There are no staffing implications arising out of this report.

Reducing Inequalities

4.24 MCW is responsive to the demands in its local communities. It appropriately signposts to over service providers including Food Banks and Council services to ensure support for residents is maximised to help reduce inequalities. An Equality Impact Assessment has been completed.

Consultation

4.25 Appropriate consultation will be built into the procurement process in readiness for a new MCW contract from April 2022.

5. Decide

5.1. Cabinet is requested to consider the content of this report and to note and support the recommendation as outlined in section 3, above. The options to be considered are:

Option 1 - Do nothing, which would result in a withdrawal of services at a critical time in the response to the pandemic. This withdrawal would result in the need to create an in-house service for supporting the Clinically Extremely Vulnerable, additional pressure on in-house services due to demand currently supported through MCW, increased pressure on residents during a critical point in Walsall's recovery from the COVID-19 pandemic and the loss of a key part of our COVID-19 response infrastructure.

Option 2 - Extend the MCW contracts for an additional year to 31 March 2022 in order to allow sufficient time to undertake an appropriate procurement process to be completed 31 March 2022. **This is the recommended option.**

6 Respond

6.1. Extending the current contracts with the four hub providers and West Midlands Fire Service will allow MCW to continue until 31 March 2022 but in the

meantime further discussion needs to take place regarding the future of this project beyond this date.

7. **Review**

7.1. The arrangements with regards to the hubs and West Midlands Fire Service will be managed and reviewed in line with ordinary Council procedures. The monitoring of the expenditure will continue to be overseen by Resilient Communities.

Background papers

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Deputy Leader &
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Appendix A

1. The resident made direct contact to the hub; her family were in extreme financial distress. We organised a food parcel and some activity packs/toys for the children. Following conversations, over the next week and after a few calls we agreed a referral to welfare support so that some professional help could assist her family. She made contact to us a few days later to thank us for the support and that welfare had contacted and were supporting her. She said I am facing this head on now. The immediate crisis for food for her family was resolved and also a more long-term solution is being explored with welfare.

2. The resident was thrust into a situation of isolation and lockdown being in the vulnerable category having diabetes and 84 years of age. Initial contact discovered a number of worries:

- He had a district nurse coming to see him regularly, but was unsure she would still come?
- He had regular appts for Chiropody he was unsure whether and how he would be able to ensure his feet were looked after?
- He has no family and was concerned about his food.

The only thing that he knew was that he would receive his medication, because that was delivered from the pharmacy. Carers were put in place and one of the carers even brought him their microwave, as she was concerned, he was not eating properly. Food parcels were arranged for him and provided befriending calls, he loved a little chat when he called to arrange his food parcel-especially the fresh bread, knowing he was diabetic we worked with him, tailoring a food parcel that would meet his needs. He was supported to access Munchies who now provide hot meals three times a week and he can't praise them enough, currently working his way through the menu and is chuffed with a main course and a dessert for a fiver. He has been helped with a delivery to the post office and to ensure that his bills are being paid by direct debit as he used to do them all manually. This provided great reassurance and took away a worry. The resident has said that his phone has been his lifeline. The combined efforts of everyone across agencies has ensured his medical, physical and wellbeing has been supported through this crisis has enabled Client 2 to progress through lockdown knowing he not alone.

3. A resident whose wife was in recovery following a long illness made contact. She was just starting to improve as the pandemic broke. Her husband shielded with her and they took many precautions to keep their selves safe. They managed to get priority shopping delivered however as the weeks progressed, they felt their mental wellbeing was being affected. They contacted Manor Farm hub for support, and we chatted about their interests and hobbies. They had enjoyed their garden but never had time to really dedicate to it. The feedback on their 'grow your own' pack has been great. It gave focus and something to concentrate on. They have set up a small area for growing their own vegetables. This has also encouraged them to spend

time out of the house, albeit in their own garden. The hub provided everything they would need to start their patch so no need to go out to buy, we even dropped them some extra canes as their plants progressed. To date we have delivered 76 Grow your own packs to residents in the east, including families, unemployed and shielded residents.

4. A resident who was referred to us was very concerned about the 12 week isolation and was panicking about how she would get her shopping done or food delivered. She was signposted to Walsall Black Sisters who delivered a food parcel initially, but have also kept in touch and fetched any shopping that was required. The client said that they were an absolute god send.

5. We have supported a resident with shopping, she suffers medical conditions meaning she wanted to self-isolate and felt she was 'putting on' her daughter who had young children and was fetching her shopping. She had seen the COVID-19 contact number and rang for support. She said that she felt she had regained some independence by using our shopping service as she was not asking her daughter and loved that she could pay over the phone, she even referred her sister who lived opposite her. Both ladies have used the shopping service several times, and have said the service made them feel in control again.

6. We recently had a man call to request support for his elderly father, he explained that he couldn't help him out financially as he had lost his agency employment due to the Coronavirus crisis. After further discussion we were really pleased to be able to help not only the father but also the man who rang due to his change in financial circumstances, he didn't realise he would be eligible and was very happy to receive support.

7. We have made good links with Rowlands Pharmacy, their branch based at Pinfold medical centre serves many of our North Walsall residents. On occasions where urgent prescriptions have come through and they have not had any delivery drivers available, they have given our number out directly. Several people who have called in these instances have called the service 'a life saver' and one lady in particular has said that she's found real peace of mind to know that we have been able to ensure her poorly husband gets his medication when there has been no delivery services available at the pharmacy.

8. A young lady suffering with long term mental health conditions that we have been supporting through our befriending service sadly informed our befriending staff that she had been in hospital after taking an overdose. This lady's prescription was ready to be collected and delivered by one of our WHG drivers at Coalpool Pharmacy. When we received the update from the befriending staff, we consulted with the pharmacy, who understood the concerns, were grateful to have been made aware and made the decision to deliver one tablet themselves to the lady every day, in order to ensure she was taking her medication safely. She is still being supported through our befriending service and has been taking her medication regularly and is starting to feel a little better.

Ref No.58/20

Equality Impact Assessment (EqIA) for Policies, Procedures and Services

Proposal name	**Making Connections Walsall one year extension**		
Directorate	Economy, Environment and Communities		
Service	Community, Equality and Cohesion		
Responsible Officer	Sarah Oakley		
Proposal planning start	01.03.2021	**Proposal start date (due or actual date)**	01.03.2021

1	**What is the purpose of the proposal?**	**Yes / No**	**New / revision**
	Show which category the proposal is and whether it is new or a revision.		
	Policy		
	Procedure	**Yes**	
	Guidance		
	Is this a service to customers/staff/public?	**Yes**	
	If yes, is it contracted or commissioned?		
	Other - give details		

2 What is the business case for this proposal? Please provide the main purpose of the service, intended outcomes and reasons for change?

Making Connections Walsall (MCW) is about tackling loneliness and social isolation, improve wellbeing and reduce preventable health and social care service usage. It takes a “strength based approach” to improve the social connectedness of all residents across Walsall and also targets the social needs of all adults who are lonely and socially isolated rather than their social care or medical needs. The MCW project has been in existence since 2017 and was due to finish in June 2020. However, due to the pandemic, the contracts were extended to March 2021 in order to support Walsall residents. The proposal is to extend the MCW contract for one additional year in order to ensure continuity of service for the residents that are currently being supported. The types of support include befriending, signposting to food parcels, prescription collection, delivery of activity packs, advice and guidance and also signposting to community activities.

In order to continue for one year, £135,000 of funding is requested which will fund 4 x hubs and West Midlands Fire Service.

The four hubs are operating across the following areas:

- **NORTH** - Bloxwich Community Partnership, (Bloxwich East, Bloxwich West, Birchills Leamore, Blakenall);
- **EAST** - Manor Farm Community Association (Walsall Pelsall, Brownhills, Aldridge North, Rushall-Shelfield and Walsall Wood, Aldridge South, Streetly, Pheasey Park Farm);
- **SOUTH** - Accord Age Matters (St Matthews, Paddock, Palfrey, Pleck);
- **WEST** - Old Hall Peoples Partnership (Bentley and Darlaston North, Darlaston South, Willenhall North, Short Heath, Willenhall South).

3 Who is the proposal likely to affect?

People in Walsall	Yes / No	Detail
All	**Yes**	MCW was originally a social prescribing project for older people however due to the pandemic and the need to support more residents, the support is available for all Walsall residents
Specific group/s		
Council employees		
Other (identify)		

4 Please provide service data relating to this proposal on your customer's protected characteristics.

Residents who want support are referred to the West Midlands Fire Service, who take the residents details. This is then put on a computer system which is then sent to the relevant hubs.

The data collected includes Full Name, address, date of birth, ethnicity, and gender, whether the resident has a disability and if so what and whether language support is required.

Residents also have the option to complete a referral form on line which is accessed via the Councils website.

MCW is available for all residents of Walsall. Walsall borough has a population of approximately 281,300 (2017 ONS Population Estimate).

- Age - Compared to the England benchmark, Walsall has a higher proportion of children and young adults aged 18 years old and under, a lower proportion of working age adults, a higher proportion of people in their late seventies and early eighties, and a lower proportion of people aged 90 years old and over (NHS Walsall, CCG 2018).
- Age - The age profile of residents is expected to increase over the next few decades, with a 44% increase in the proportion of older people aged over 85 (2017 ONS Population Estimate).
- Disability - Within both the England benchmark Walsall borough, a higher proportions of people whose day-to-day activities were limited a little or limited a lot were present at older age bands, especially amongst those over 50 years of age (NHS Walsall, CCG 2018).

- Ethnicity - Compared to the England benchmark, Walsall borough has a higher proportions of Asian British people and Mixed-race people, and lower proportions of White people, Black British people, and people of other ethnicities (NHS Walsall CCG, 2018).
- Religion / belief - Compared to the England benchmark, Walsall borough has a lower proportions of Buddhists, Christians, and Jews, and higher proportions Hindus, Muslims, Sikhs, and people of other religions (NHS Walsall, CCG 2018).
- Language - Compared to the England benchmark, the Walsall area has a higher proportions of speakers of English, Slovak, Shona, Bengali (with Sylheti and Chatgaya), Gujarati, Pakistani Pahari (with Mirpuri and Potwari), Punjabi, and Urdu, as well as a higher proportion of people who used sign language (NHS Walsall, CCG 2018)
- Marital Status - Compared to the England benchmark, Walsall borough has a higher proportions of married people and widowers, and had lower proportions of single people, divorced people and people in a registered same-sex civil partnership (NHS Walsall, CCG 2018).
- Sexual Identity - Compared to the England benchmark, the West Midlands Region had similar proportions of heterosexual and LGBT people (NHS Walsall, CCG 2018).
- Deprivation - Walsall was ranked 33rd most deprived Local Authority out of 326 Local Authorities on the latest 2015 index of multiple deprivation.
- Deprivation - However, deprivation levels are higher in the town centre and the wards surrounding the town centre - Using the Indices of Deprivation 2015, ONS carried out analysis that ranked Walsall town as the 4th most deprived town or city in England. This focused on what they defined as the 'core' town centre area (rather than the whole borough), which has a workday population of 67,600. Over half of the neighbourhoods surrounding the town centre are amongst the most deprived 20% in England and some of those making up the town centre itself are among the 5% most deprived neighbourhoods nationally.
- Working age population - The Borough has a relatively low proportion of working age residents to support the town centre, but its high proportion of under 16's provides and an opportunity to develop a vibrant centre for young people and to drive future economic growth.
- Working Age Population - The working age population is more likely than the national average to be economically inactive or out of work and claiming benefits.
- Qualifications - Adults in Walsall have lower levels of qualification than the national average, with over 1 in 10 (12%) having no formal qualifications and only 27% of adults with degree level qualifications compared with 38% across England.
- Productivity - in the Borough (measured by GVA per filled job, 2017) is 20% below the national average and falls shorts of the West Midlands Combined Authority area.

5	**Please provide details of all engagement and consultation undertaken for this proposal. (Please use a separate box for each engagement/consultation).**
	There has been no engagement or consultation around this proposal as it is only a continuation of an existing contract. The MCW project will have to go through a new procurement tendering process during 2021/22 therefore this will be a priority then. At present, the MCW are making between 500-600 befriending calls per week and delivering approx. 50 food parcels. Due to the project now supporting all residents and not just older people, there is an increase in requests for advice and guidance particularly around crisis support.

Consultation Activity

Type of engagement/consultation		Date	
Who attended/participated?			
Protected characteristics of participants			

6 Concise overview of all evidence, engagement and consultation

The proposal to extend the MCW contracts for an additional year will ensure continuity of service to Walsall residents. We are still in the middle of a pandemic, and referrals to the hubs is gradually increasing as more families are struggling. Walsall has just over 20000 residents who have been told to shield by Government. The hubs are taking referrals through this work which will continue for a number of months.

7 How may the proposal affect each protected characteristic or group? The effect may be positive, negative, neutral or not known. Give reasons and if action is needed.

Characteristic	Affect	Reason	Action needed Yes / No
Age	To continue this project for an additional year can only have a positive effect on all Walsall residents. The hubs have developed a wealth of knowledge and are able to signpost residents to various support groups or professionals if required. The project is inclusive of everyone. As the project has been in existence for a number of years, a lot of agencies are aware and will signpost		
Disability			
Gender reassignment			
Marriage and civil partnership			
Pregnancy and maternity			
Race			

	Religion or belief	residents in need to the service.
	Sex	
	Sexual orientation	
	Other (give detail)	
	Further information	

8	**Does your proposal link with other proposals to have a cumulative effect on particular equality groups? If yes, give details.**	(Delete one) **Yes / No**
	.	

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

Action and monitoring plan				
Action Date	**Action**	**Responsibility**	**Outcome Date**	**Outcome**
01.04.2021	To monitor the impact of MCW project on residents with protected characteristics	Sarah Oakley	31.03.2022	That the projects is accessed by all residents

Update to EqIA	
Date	**Detail**

Contact us

Community, Equality and Cohesion
Resources and Transformation

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Inside Walsall: http://int.walsall.gov.uk/Service_information/Equality_and_diversity

Cabinet – 17 March 2021

Update on the action plan to address the mental wellbeing impact of Covid-19

Portfolio: Councillor Stephen Craddock, Health & Wellbeing

Related portfolios: N/A

Service: Public Health

Wards: All

Key decision: No

Forward plan: Yes

1. Aim

To update Cabinet on the known impact of Covid-19 on mental wellbeing in Walsall and the actions being taken to address this impact.

2. Summary

2.1. There is evidence that Walsall has suffered during the pandemic in terms of health, financial and employment, with the negative impact being felt more acutely by those in the most deprived socio-economic groups. Voluntary sector organisations have struggled to keep going and people of all ages have had restrictions on their social interactions.

2.2. The pandemic is likely to exacerbate mental wellbeing inequalities. This is both inequalities across Walsall and inequalities compared to national and regional averages.

2.3. In response, local agencies have worked together to provide financial and housing support, to advise residents and businesses on staying well, supported the voluntary and care sectors and sought opportunities to bid for national funding. This report provides details of the work done to date to mitigate the negative impact of the pandemic on the mental wellbeing of the population.

3. Recommendations

3.1. To note the progress on the Action Plan for managing the impact of Covid-19 as set out in the appendix to the report.

3.2. To note that the Health and Wellbeing Board will be receiving reports on the mental wellbeing outcomes of the Action plan.

4. Report detail - know

Context

4.1. The 2020 Covid-19 pandemic has already had a significant impact on everyday life for our residents and we believe this will continue for months and possibly years to come. The current issues of being isolated from family, friends, jobs, financial concerns, bereavement and uncertainty about the future understandably contribute to people experiencing higher levels of anxiety than usual. These are related to social, financial and economic uncertainty.

4.2. The challenges which were set out in the report to Cabinet July 2020 were:

- To reduce any ongoing harm from poor mental wellbeing in the Borough
- To prepare the borough to become more resilient to the longer term effects of poor mental wellbeing
- To offer the workforce sufficient support, recognising they are also affected by the pandemic

Definition of Mental Wellbeing

4.3. Mental wellbeing is different to mental illness and covers how we feel as we cope with the challenges of everyday life, worries and confidence in dealing with work, home and family. This is 'a state of wellbeing in which every individual realises his or her own potential, can cope with daily life, can work productively and fruitfully, and is able to make a contribution to her or his community.'

Impact of Covid-19 on mental wellbeing

4.4. The expected effects of Covid-19 on mental well-being will vary for different age groups and social circumstances. They are likely to be wide-reaching (summarised in Table 1 below) and for some people, this will be cumulative.

Mental Health Impact of COVID-19 Across Life Course

		Pre Term	0-5 Years	School Years	Working Age Adults	Old Age
Cumulative issues to consider	Short Term	• Anxiety about impact of COVID on mother and baby	• Coping with significant changes to routine	• Boredom • Impact of parental stress	• Being out of work • Financial worries • The fear of going back into work	• Isolation and disruption of routine • Fear about impact of COVID if infected
	Medium Term	• Financial worries	• Impact of parental stress and coping on child	• Isolation from friends • School progress and exams	• Balancing work and home • Carer stress	• Anxiety from being dependent on services
	Long Term	• Longer Term Isolation	• Isolation from friends	• Anxiety or depression or other MH problems	• Anxiety about measures and family dependents or children • Isolation	• Financial worries • Balancing work and home
Cross-Cutting issues	Staff/ Vols	Cumulative load of stress from significant changes. Traumatic incidents. Isolation from work colleagues. Having to manage working from home. Potential bullying from or to others as part of not coping.				
	Loss	Loss of loved ones dying may be particularly severe and grieving disrupted because of inability to do normal grieving rites e.g. being physically close to dying person, usual funeral rites, attend funeral etc.				
	Specific Issues	Impact of delayed diagnosis and treatment (e.g. chronic conditions, surgery, people living in pain). Suicide and self harm risk for most at risk populations. Members of faith communities may feel disconnected during closure of premises. Domestic abuse may be issues across lifecourse. Drug and alcohol issues. People reliant on foodbanks or on low incomes or self employed may have additional stress.				

Table 1: Summary of the mental health impacts of Covid-19

4.5. For most people, this will be evident as short-lived anxiety or sleeplessness; an ordinary response to an unusual situation and from which recovery is possible with some support. Even for those residents who are able to cope with living with uncertainty, extra pressures such as losing a job, can push them over the coping threshold.

4.6. Inequalities feature clearly in the impact of Covid-19 both in the mortality rates of different socio-economic groups and in the economic security of those on low pay or with uncertain job futures as the economy returns.

4.7. This means that any recovery plans need to be adapted to meet the differing needs of our population over the medium to long term.

4.8. The King's Fund report *'Covid-19 recovery and resilience: what can health and care learn from other disasters?* (published in February 2021) illustrates the likely experiences for communities following disasters or traumatic events.

Figure 1 The path to recovery is not linear, and people experience a range of emotional responses at different phases of a disaster

4.9. It is estimated that 75% of the population will have transient stress, worry and upset but no mental disorder. 15-20% of people will experience mild anxiety and persistent insomnia and up to 5% will develop post-traumatic stress disorder or severe depression. It is difficult to identify who might be most at risk.

4.10. For recovery to be successful, identifying and assessing the level of community need is essential, as well as ensuing communities are not left behind, effective collaboration and prioritising workforce wellbeing.

4.11. Activities that bring people together in the community can have a positive impact by creating local support that benefits people's psychosocial wellbeing. However, in a pandemic situation, keeping people apart has been the priority for reducing virus transmission.

4.12. Local community groups and grassroots organisations play a critical role in creating and maintaining the social connections that are essential for successful recovery. Many of these groups will struggle to survive and sustain their impact during and beyond Covid-19 so funding and support for them will be essential.

4.13. We already know that the pandemic has had a disproportionate impact on certain groups, including older people and ethnic minority populations, and has exacerbated pre-existing inequalities. Tackling these issues is a top priority.

What is the local picture in Walsall so far?

4.14. In October 2020 the Council conducted a residents' survey to gain a better understanding of how communities in Walsall have been impacted by Covid-19. The overall mental wellbeing scores were almost the same (medium) as a previous population survey in 2012 but scores were lower in the following groups: those with poor general health, younger respondents, unemployed residents, and those who have been impacted financially by the pandemic. The majority of respondents reported no notable change to their physical health since the start of the pandemic; however, over half (53%) said that their mental / emotional health had deteriorated.

Financial and economic status

4.15. Walsall had 13,386 more households on Universal Credit in August 2020 compared to August 2019. This is a 54% increase over the year.

4.16. Walsall households receiving Universal credit increased by 38% between March and August 2020.

4.17. The Free School Meals team has received 5730 new applications from April to December 2020.

4.18. Since January 2020 there has been a near doubling in the number of claimants of work-related benefits (Jobseeker's Allowance (JSA) or Universal Credit claimants required to seek work). The December 2020 total was 14,785 (a rise of 6,815 people since January 2020). This equates to 8.5% of the working age population, which is higher than regional and national rates.

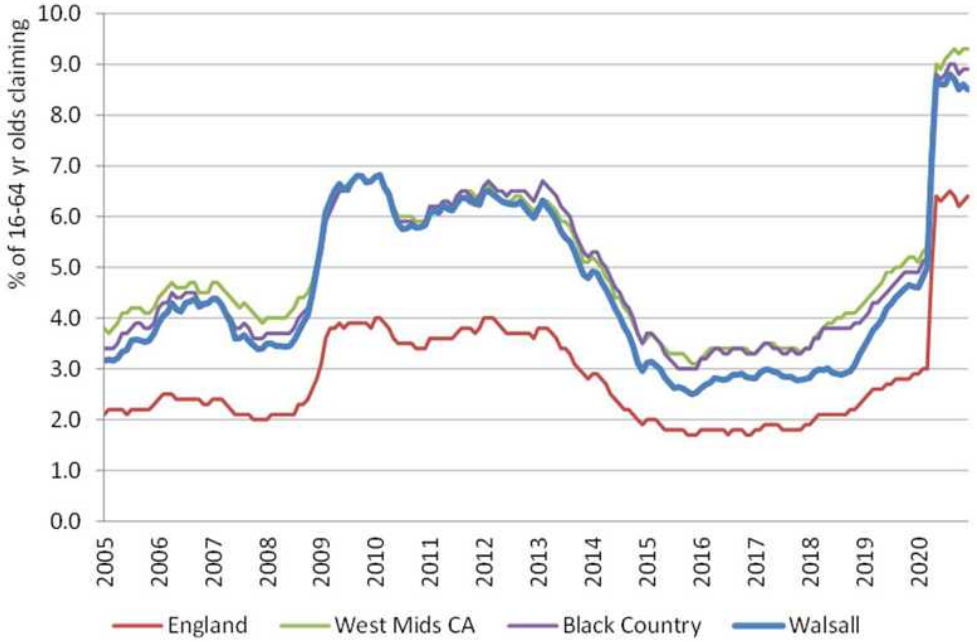


Figure 2: Percentage of 16-64 year olds claiming JSA or Universal Credit (requirement to seek work)

Community and voluntary groups

4.19. The community and voluntary groups which are still in operation have all reported feedback from clients that they are feeling isolated, anxious about job security the challenges of educating their children and high fuel bills. A local survey of the local voluntary and community sector during summer 2020 highlighted that more people were using alcohol as a coping mechanism. Groups have moved to telephone and online service delivery but report that this does not suit everyone.

4.20. Further work is required to explore if there is a larger number of residents who are not yet presenting to services for help, i.e. that issues are being stored up and may become apparent during 2021.

Usage of Mental Health Services

4.21. The borough has counselling services for adults and children which are provided by a range of organisations, most of which are in the voluntary sector. This includes bereavement services and short term (up to 12 weeks) counselling services. In addition, the NHS provides low level psychological therapies and specialist mental health interventions, including community and in-patient treatments.

4.22. Feedback from people engaging with low level psychological therapies have given a mixed picture with most reporting a negative impact of the pandemic on their mental wellbeing but some appreciating the reduced commuting and fewer people out and about when they do go outside.

4.23. Specific groups of people who are presenting with more anxiety and low mood include teachers, NHS and Care workers.

4.24. Local mental health psychological services report that referrals have dropped to 80% of those seen the previous year. This has also been reported in national reports e.g. the Samaritans have found that the average weekly mental healthcare contacts in the UK during the first four months of restrictions fell by one half compared to the same period in 2017–2019.

4.25. The reasons are thought to be fewer interactions with GPs, who normally prompt referrals to services and also an acceptance by people that their problems are part of ‘normal life’ and that it is the same for everyone. However, professionals report that people are presenting to services in a more serious state than prior to the first national lockdown.

4.26. Specialist alcohol services report that the number of alcohol dependent clients in treatment has risen by 8% compared to 2019/20 with an increase in the proportion of women entering treatment since lockdown.

How have we responded?

4.27. In the report presented to Cabinet in July 2020, the action plan outlined the approach to supporting mental wellbeing (based on the WHO disaster recovery model). The themes for action (Figure 3) were:

- Employment, housing, financial and economic support
- Advocacy for safe basic services, strengthening community support
- Basic emotional and psychological support
- Clinical mental health and treatment

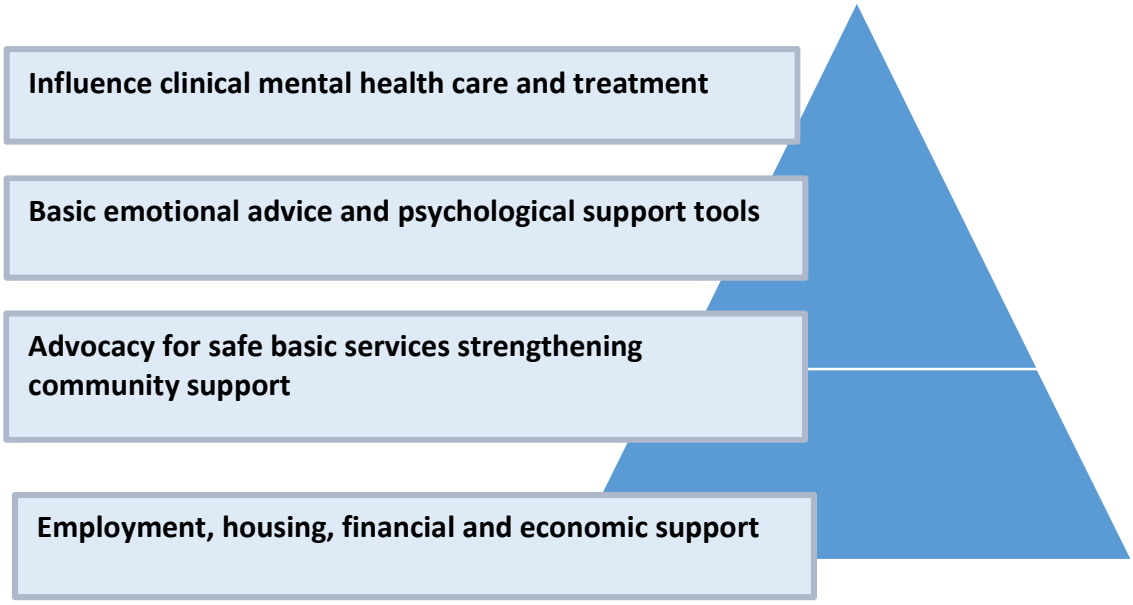


Figure 3: The Intervention pyramid for mental health and psychosocial support for recovery based on the WHO approach.

4.28. Partner agencies across Walsall have combined their efforts in an Incident Management Team (IMT) Cell to review the impact of Covid-19 on the borough and to oversee plans for recovery. Under the governance of this Cell, a Mental Health & Wellbeing Cell has been set up with the aim of mobilising partners to improving mental wellbeing in a way which is possibly more systematic than has been done previously to support residents to cope with the impact of Covid. Membership is drawn from the Council, Black Country Partnership Trust, Walsall CCG, Housing providers, Community Associations, Voluntary sector, Police service, the College, University and Walsall Healthcare Trust.

4.29. The work of the cell includes capturing data from residents and businesses on their experiences through Covid, providing advice and guidance on staying well and managing through the pandemic, strengthening the voluntary sector, harnessing efforts to bid for national funds for the borough and aligning local psychological service providers to meet the changing needs of the population. Specific details are provided at Appendix 1.

Progress on the action plan

4.30. The short-term actions agreed at Cabinet in July 2020 have been progressed and work has commenced on those for the medium term. The main areas of focus have been:

Advocacy for safe basic services, strengthening community support

- Agreement across Walsall agencies to prioritise mental wellbeing in recovery plans

- Taking a collaborative approach to understand the needs of our population
- A joint bid submission to the MHCLG Futures funding to support people affected by domestic abuse, homelessness, mental health issues, with substance misuse problems or in the criminal justice system.
- Horizon scanning for bid funding opportunities for future joint submissions
- Providing communities, businesses and voluntary groups with resources to support self-care and emotional resilience.
- Enabling access to grants and benefits for individuals and businesses
- Capturing of local impacts on our population and promoting mental and emotional resilience.
- Providing training in mental health first aid and suicide prevention to a wide range of local organisations
- Sought a commitment from the elected members who have completed mental health first aid training to act as Mental Wellbeing champions across the borough
- Commencing a review of the sustainability of counselling and bereavement services
- Influencing the Black Country Trust plans for future community mental health services and the CCG investments on suicide prevention

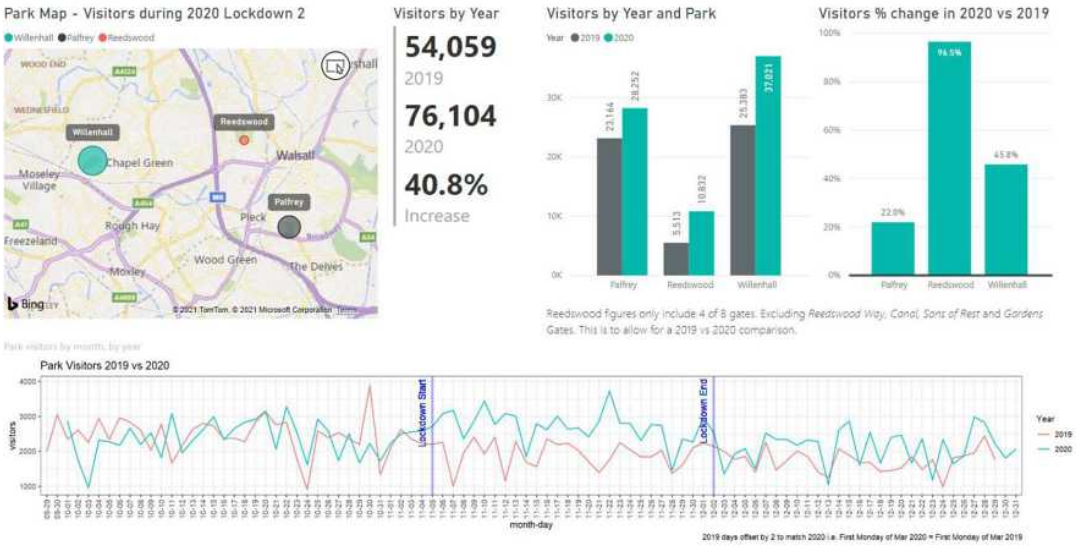
Activating social networks, providing supportive spaces

4.31. The national lockdown rules have curtailed the majority of face to face activities from communities and voluntary groups. However, many services have managed to move to online or telephone support to maintain their service offer.

4.32. The Council's Learning & Development team has provided training in mental health awareness and suicide prevention which has been provided to over 300 people across a wide range of statutory and voluntary agencies. The team has also trained 150 local teachers in mental health first aid and offered this training to elected members. To date, 12 Councillors have completed the training and more will be taking this up in 2021.

4.33. In addition, the Kaleidoscope Plus Group provided training specifically for the voluntary and community sector, through funding from the Police Community Initiatives Fund (CIF).

4.34. Walsall's parks and green spaces have remained open to provide access for physical activity and emotional balance. The number of visitors to all parks has increased during 2020. Data for Palfrey, Reedswood and Willenhall parks are illustrated below and show a rise of 22-96% compared to 2019. Utilising green spaces safely has been promoted to residents to improve their mental wellbeing.



4.35. The Making Connections Walsall service, originally set up to improve mental health and reduce social isolation, has been re-focused to support residents affected by the Covid-19 pandemic. Since March 2020, the 4 community hubs have provided18, 259 requests for help and support (of which 5871 requests were for support with food parcels). Over 5000 requests were made for befriending and this continues to be the main reason for contact since October 2020.

4.36. Walsall Community Network's 'Neighbourhood Natters' project provides befriending services and has gained much media interest for its impact. The network secured a grant of £100,000 from the National Lottery Community Fund.

4.37. The One You Walsall's Healthy Lifestyle Service has received almost 4,000 referrals and evaluation has shown a 78% increase in scores for mental wellbeing (WHO-5) for those that completed 12 weeks of support. The service also made over 2,000 wellbeing calls to service users, particularly targeting those who are most vulnerable and included signposting to Making Connections, Talking Therapies and general loneliness support.

Providing basic emotional advice and tools to support individuals and families

4.38. A wealth of promotional material has been disseminated by the Council and partner agencies across the borough, including the ' Every mind matters' campaigns, Mental Health Awareness Week and Men's Health Month. Recognising that access to computers is not available to all, several organisations have secured laptops for residents. The Walsall Community Network has 110 computers plus access to many more laptops and ipads. The University has been awarded over £300k to support digital literacy for its students, many of whom are adult learners with families. Local schools have provided laptops and dongles to enable students to participate in remote learning.

Specific clinical mental health services

4.39. In April 2020 the Black Country Healthcare Trust set up a 24/7 helpline to provide direct access to residents for advice and referral to mental health services. Up to the end of January 2021, 3043 calls were received of which, 920 were from Walsall residents. Fewer than half of these were known to the service.

4.40. The Mental Health & Wellbeing Cell has sought agreement with some local counselling providers to facilitate residents to access the most appropriate service in the timeliest manner, wherever their first point of contact. The next phase is to explore the potential for other providers to have this arrangement.

4.41. Support for young people has continued throughout 2020 but the move to telephone and online support has not suited all clients with some opting to wait until the lockdown ends to have face to face sessions.

4.42. Online tools are available for all, even if they do not meet the diagnostic criteria for a mental health disorder. Several providers are continuing to run but on time-limited funds. Additional volunteer counsellors have been recruited in the bereavement service to reduce the waiting times (4-5 months for adults and 3-4 months for children) and to match the anticipated rise in referrals due to Covid.

4.43. In response to the increased referrals to alcohol detoxification services, Council commissioning officers have increased the availability of treatment spaces.

4.44. Support for Council staff has been enhanced (e.g. access to the SilverCloud online support service) and the Employee Assistance Programme scheme has been extended to include Third Sector partners working with Council staff on Covid-19. Care Home staff have been offered psychological support.

4.45. NHS Trusts have provided a range of resources for staff including quiet areas for reflection, peer support groups, counselling, mindfulness sessions and online materials. Both trusts are exploring ways to offer the community based staff support to local voluntary and community groups.

Next Steps

4.46. The Mental Health & Wellbeing Cell will be setting out a clear joint plan for the short, medium, and longer term which will include:

Short term

- Respond to immediate needs (social, financial, emotional)
- Identify how to promote self-care actions to residents and workplaces
- Complete the review of gaps in counselling and talking therapy services
- Strengthen systems for collating local and consistent data on mental health and wellbeing across all sectors
- Explore the potential for arts, music and drama to support mental wellbeing
- Increase the availability of mental health first aid and suicide prevention training
- Align pathways to counselling services with flexibility between providers
- Conduct focus groups with key sections of the population (e.g. unemployed) to capture the impact of the pandemic on their lives

Medium Term

- Secure funding for voluntary and community groups to provide local support for residents
- Contribute to plans for the development of community mental health services
- Strengthen governance arrangements for the mental health & wellbeing cell to align with the Health & Wellbeing Board

Longer Term

- Embed actions into standard ways of working for multi-agency partners
- Ensure mental wellbeing is included in economic recovery plans
- Work with communities to develop local support for young people

Council Corporate Plan priorities

4.47. Whilst the action plan is linked to all ten council corporate plan priorities, the particular focus is on children, adults and communities.

Risk management

4.48. There are a number of interdependencies which will need to be managed in order to ensure the action plan remains in line with future ways of working. Including the agreed actions in the reset plans for partner agencies will help to mitigate any risks.

Financial implications

4.49. There are no direct financial implications arising from this report at present. However, if additional resources are found to be required, requests would be channelled through the appropriate Covid-19 authorisation process.

Legal implications

4.50. There are no immediate legal implications.

Procurement Implications/Social Value

4.51. There are no immediate procurement implications related to the Action Plan. However, there are opportunities to build a range of measures of social value into contracts in the medium to long term. Advice will be sought from the procurement team to ensure that any contractual changes associated with the action plan are completed in a compliant manner.

Property implications

4.52. There are no property implications arising from this proposal.

Health and wellbeing implications

4.53. It is recognised that the Covid-19 pandemic could cause significant harm to health & wellbeing in Walsall. The joint work of the Mental Health and Wellbeing Cell aims to mitigate the impact of the pandemic. Continued surveillance of both the local impact and the effectiveness of actions will be a focus of the Cell.

Staffing implications

4.54. Additional training in mental health first aid for Council staff will require agreement on protected time. The full impact of the pandemic for staff will become apparent over time.

Reducing Inequalities

4.55. National data has identified that those in the lowest socio-economic groups are most affected by the pandemic. The implementation of a proportionate and targeted approach for the mental wellbeing action plan will should help to mitigate the impact on these communities.

Consultation

4.56. The Action Plan has been drafted in consultation with officers of local mental health services providers (statutory and voluntary sector) housing providers, academic institutions, Walsall Clinical Commissioning Group, learning and development and social care providers. No formal public consultation is likely to be generated by this Action plan. However, engagement with a range of organisations and community groups is expected.

5. Decide

From the national data available and knowledge of local issues, the joint work proposed for the Mental Health & Wellbeing Cell is expected to help mitigate the impact of the pandemic on our population. Cabinet is requested to consider the content of this report and to agree the recommendations as outlined at section 3.

6. Respond

The action plan will be put in place with ongoing oversight via the Mental Health & Wellbeing Cell.

7. Review

Reporting of the mental wellbeing outcomes of the Action plan will be to the Health & Wellbeing Board.

Background papers
Appendix 1 – Action plan

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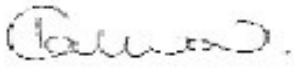

Kerrie Allward
Executive Director

8 March 2021

Councillor Craddock
Portfolio holder Health & Wellbeing

8 March 2021

APPENDIX 1: Update on the Action Plan to mitigate the impact of the Covid-19 pandemic on mental wellbeing in Walsall. (Based on the WHO pyramid for mental health and psychosocial support in emergencies).

KEY: **Blue** = completed; **Green** = completed and further development for thenext phase of work; **Amber** = Not fully complete; **Red** = yet to start/delayed timeframe.

Advocacy for safe basic services which are socially appropriate				
What is the activity?	Who will be doing this?	Who will this impact? **Adults of working age** **Older people** **School age children** **Children aged 0-5**	Progress	Initial target date
1.Secure Champions from elected members to promote the approach across Walsall	All directors	**Adults, Older people, Children** **Children 0-5**	**12 Councillors completed mental health awareness and suicide prevention training**	End of July 2020
2.Confirm aligned recovery plans with Walsall organisations include actions to address the impact of Covid-19 on mental wellbeing	Council, Housing, NHS, Voluntary sector	**Adults, Older people, Children** **Children 0-5**	**All organisations cover mental wellbeing in their recovery plans**	Aug 2020
3.Explore opportunities for bids for national funding (including supporting community associations and voluntary groups to bid).	Regeneration + Programme Management	**Adults, Older people, Children** **Children 0-5**	**Joint bid submitted to MHCLG Futures Fund (Jan 2021)**	Oct 2020
4.Generate list of funding opportunities& establish teams channel for dissemination.	Regeneration + Programme Management	**Adults, Older people, Children** **Children 0-5**	**External funding teams from LA, OneWalsall and Black Country Trust working together on horizon scanning bidding opportunities.**	Aug 2020
5.Explore how bringing forward crowdfunding proposals for Walsall can support the community associations and voluntary groups to deliver mental health objectives.	Regeneration + Programme Management	**Adults** **Older people** **Children** **Children 0-5**	**Crowdfunding process set up. Launch 23rd Feb 2021.**	Aug 2020

6.Agreement on appropriate information to collate on local effects on residents e.g. school attendance, referrals to services.	Council services + agencies + residents	**Adults, Older people, Children Children 0-5**	**Initial list generated. Discussion with services and schools to pick up after national lockdown.**	Aug 2020
7.Review and reporting of information collated on local effects on residents and businesses	Council services + partners	**Adults**	**Residents' survey completed.**	Sept 2020
8.Access schemes to improve skills for work Work with employers to maximise employment opportunities.	Regeneration + Programme Management	**Adults**	**Range of programmes e.g. Walsall Works.**	Mar 2021
9.Guidance for employers on staying safe through the pandemic	Council services	**Adults**	**Regular businessnewsletter, workshops, Thrive at Work toolkit. Visits to premises. PH advice line Sun-Sat 8am-8pm.**	June 2020
10. Provide guidance for employers and employees on managing through the pandemic	Council departments	**Adults**	**Over £10M paid out to Walsall businesses.**	June 2020
11. Work with housing groups and landlords to support national policies on tenant management and support	Customer Engagement team	**Adults**	**Work to reduce fuel poverty e.g. 208 private homes have improved energy rating.**	Oct 2020
12. Collaborate with national bodies (e.g. Mental Health Foundation, LGA) to secure evidence and resources to improve mental wellbeing	Public Health + L&D	**Adults, Older people, School age children, Children 0-5**	**Regular contact with national charities and advisory bodies.**	July 2020
13. Guidance and support for Head Teachers as schools re-open.	Children's, public health, health & safety teams.	**Children Children 0-5**	**Weekly updates at Headteachers forum, regular bulletins and advice line.**	June 2020
14. Maintain services to provide help for those in social isolation	Community Help	**Older people**	**Making connections Walsall providing practical support. Access to grants and**	June 2020

			national funds.	
15. Lead the development of a mental wellbeing strategy.	Public Health + ASC	**Adults, Older people, Children, Children 0-5**	**Mental Wellbeing IMT Cell in place and will be directing priorities.**	July 2021
16. Ensure inclusion of mental wellbeing in plans for the environment, transport and town centres.	Regeneration + public health	**Adults, Older people, Children**	**Request for inclusion submitted**	June 2021
Activating social networks, providing supportive spaces				
17. Build on increase in volunteering offers in order to support community mental wellbeing	Resilient Communities	**Older People Adults Children**	**Initial rise in volunteer numbers has plateaued.**	Oct 2020
18. Secure offer for training for volunteers e.g. mental health first aid.	Learning & Development	**Older People Adults Children**	**Training sessions offered, monitoring uptake. Additional slots planned to meet demand.**	Sept 2020
19. Focus on maintaining or rebuilding the voluntary sector	Resilient Communities + partner agencies	**Older People Adults**	**Mental Wellbeing IMT Cell has priority of supporting voluntary sector.**	Nov 2020
20. Work with communities to capture information on local effects on residents	Council services + local agencies and communities	**Older People Adults, Children Children 0-5**	**Residents' survey findings being utilised for future plans.**	Oct 2020
21. Review plans for activities and events in leisure and outdoor spaces	Place and environment	**Older People, Adults, Children Children 0-5**	**Plans put on hold due to national lockdowns. New activities to be offered in line with national restrictions.**	Sept 2020
22. Promotion of activities and events for leisure and outdoor spaces	Place and environment + communications	**Older People Adults Children, Children 0-5**	**Augmented Reality - 'Love Exploring' app installed in 3 parks.**	July 2020
Basic emotional and practical support for specific individuals and families				

23. Support residents to access financial advice and support	Council teams lead with clarity on signposting provided to other agencies	**Adults** **Older People**	**£988k spend on discretionary housing payments (rise of 44% since Dec '19). £177k in test & trace isolation payments.**	Oct 2020
24. Secure training in mental health first aid for extended range of schools and children's settings.	Children's services + L&D	**Children 0-5** **Children – school age**	**Training provided for 150 staff.**	Sept 2020
25. Clarify level and range of bereavement services required locally.	Bereavement + intelligence hub	**Older People** **Adults** **Children**	**Initial review has identified gaps in services and need for sustainable funding.**	Oct 2020
26. Offer community mental health and suicide prevention training for staff and businesses in Walsall.	Learning & Development	**Older People** **Adults** **Children**	**Training provided for 300+ individuals in 2020. Further courses offered for 2021. Volume to be increased.**	Aug 2020
27. Communicate and review impact of this for residents on how to stay well through the pandemic	Communications, Public Health, service areas	**Older People** **Adults** **Children**	**Regular communications through a range of channels. Need to evaluate impact and reach.**	July 2020
28. Generate support materials for specific groups within communities e.g. those with sensory impairment, long term conditions	Communications, Equality & cohesion, Public Health teams	**Older People** **Adults**	**Regular communications sent – work underway to refine the offer for residents with visual impairment and LD**	June 2020
29. Refresh campaign for the autumn/winter to promote wellbeing	Communications, Public Health, ASC, NHS	**Older People** **Adults** **Children**	**National stay well campaigns promoted**	Sept 2020
30. Liaise with Arts societies and providers to promote benefits on mental wellbeing	Leisure services	**Adults** **Children**	**Initial discussions only so far. Mental wellbeing IMT agenda in March 2021.**	May 2021

32. Recruitment and training of mental wellbeing champions across agencies in Walsall	Resilient communities	**Adults** **Children**	**12 Councillors trained and committed to the champion role. Other agencies in process.**	Feb 2021
33. Strengthening services to support family relationships to include suicide prevention training across communities	Social care, Domestic Abuse for a, suicide prevention steering group	**Adults** **Children** **Older People**	**Local services maintained within restrictions. PCC funded training for community groups – Jan 2021.**	Oct 2020
Specific clinical mental health care, provided by primary healthcare or specialist mental health staff				
34. Confirmation of offer for mental wellbeing and counselling in primary care	Public Health + Social care with NHS partners	**Older People** **Adults**	**Services continue but referrals at 80% of 2019 levels for psychological therapies. Anticipate increase after lockdown.**	Nov 2020
35. Agree offer for children and young people experiencing anxiety on school return	Public Health + Children's Services	**Children**	**Advice and training to schools staff provided. Sharing of Every Mind Matters and other resources.**	July 2020
36. Agreement on recovery plan longer term service planning	Social care with public health + NHS (Black Country Trust)	**Older People** **Adults** **Children**	**Input from ASC and Public Health to NHS plan for investments (new) in community mental health services**	Dec 2020
37. Process to ensure identification of residents requiring early support is streamlined	Resilient Communities, Public Health + Social care, NHS	**Adults** **Children** **Older People**	**Resilient communities model in place.**	Jan 2021
38. Ensure Occupational health and employment support services have flexibility to meet increase in demand if required	HR team	**Adults**	**Employee support in place and regularly promoted. HWBB staff wellbeing subgroup progressing.**	Jan 2021

Cabinet –17 March 2021

Professional Services Provider for Capital Construction Projects

Portfolio: Councillor Chattha

Service: Resources and Transformation

Wards: All Wards

Key decision: Yes

Forward plan: Yes

1. Aim

1.1 This report seeks approval to enter into a contract with a single service provider for the supply of technical resources, includingprogramme managers, project managers, architects, engineers etc. to support the constructionof multi-disciplinary capital projects as they occur to ensure that consistent and wide ranging skills are available to meet the various and ongoing capital project needs of the Council.

2. Summary

2.1 The Council proposes to enter into a contract with a single service provider Faithful+GouldLimited through Lot 1 of thePAGABOProfessional Services Framework, a national framework for the supply of a full range of professional services, including but not limited to: civil & structural engineering, architectural design services, landscape design services and sustainability & environmental consultancy related to the technical delivery of construction projects. The PAGABO Professional Services Framework is compliant with all procurement regulations and directives and open to public sector organisations via either a mini-competition or direct award.

2.2 Faithful+Gouldare the awarded supplier on the PAGABO Framework Lot 1 and will act as programme manager for all multi-disciplinary projects to ensure consistency of procedures and reporting and will provide other technical teams either directly or utilising sub-contractors under the terms of the PAGABO Framework. The choice of Architects will be agreed with client departments and will be sub-contractors to Faithful+Gould under the terms of the Framework.

2.3 The contract will befor an initial period of 1 (one) year with the option to extend for a further 2 (two) periods of up to 12 months each, subject to satisfactory performance and approval.

2.4 It is not currentlypossible to predict accurately the level of throughput for this supplier as the extent of capital works is as yetunquantified.No additional funding is required as these same services are already provided by external bodiesfor construction projectsand it is anticipated that a cost reductions and efficiencies will be possible through a partnership working.Based on previous throughputs, a likely total value of £15m per annum will be placed through Corporate Landlord Services and therefore the cost of technical advisors will befee based set against and included within the project cost allowance, this is expected to be in the region of £1.8-£2.25m per annum. This arrangement will allow flexibility should the level of capital spending increase or decrease in future.

3. Recommendations

3.1 That Cabinet approves the appointment of Faithful+Gould Limited as the Professional Services Provider for Capital Construction Projects for a maximum period of up to 3 years (1+1+1) subject to satisfactory performance and delivery.

3.2 That Cabinet delegate authority to the Interim Executive Director for Resources and Transformation to enter into the contract, and to subsequently authorise the sealing, signing or variation of any deeds, contracts or other related documents for such services.

4. Report detail - know

Context

4.1 The proposal contained within this report follow the guidance and recommendations as contained within the WPP Corporate Landlord Blueprint whilst also incorporating improvements to better align and accommodate council-wide requirements.

4.2 This will providethe robust governance which is required for the consistent programme and project management delivery of all council-wide projects.

4.3 The needs and requirements of the council-wide Services and Directorates will be central to the delivery of this arrangement.

4.4 This arrangement is supplemental to the ongoing transformational change within Corporate Landlord Services which is bringing additional capacity, skills, knowledge and experience into the service which further contributes towards the successful delivery of programmes and projects whilst providing the confidence and safeguards to all Services and Directorates.

4.5 Throughout the yearCorporate Landlord Services are asked to manage construction projects ranging from small minor works to large complex schemes. Currentlyeach new project requires a separate Procurement exercise to appoint technical advisors which has proved time consuming and extended lead times for commencement.This practice is inefficient as it

requires additional input from Corporate Landlord Services and Procurement to ensure compliance with standing orders and legislation and adds to the overall length of a project.

4.6 The appointment of a single source arrangement was exploredwhich included the various procurement routes to market both pre and post OJEU or via an existing fully OJEU compliant framework agreement.

4.7 Although an open tender process could be pursued it would require the development of a detailed specification and due to the time required,uncertainty of the level of throughput and exact nature of some of the servicesthat may be required going forwardthere is a risk that not all of the future requirements will be accounted for and therefore there is a possibility that not all of the Council's needs could be delivered through this contract.

4.8 Frameworks provide a distinct advantage where the scope of works are varied and the value of works is not accurately known as it allows services to be bought on-board and dropped off as required. They also provide the flexibility to appoint individual technical teams that are suitably qualified and experienced for the works they are to undertake. They are Public Contract Regulations 2015 compliant and thereby give immediate access to pre-tendered suppliers reducing the time to appoint a provider whilst ensuring value for money.

4.9 The following frameworks were assessed to determine the most appropriate route:

- PAGABO provides two options to access the framework, further competition via mini competition or direct award.

- SCAPEhas an established joint venture option to cater for works of this nature which has the heading of Perfect Circle.

- Crown Commercial Services operates a Professional Services framework, however this is provided via a number of Lots with numerous providers on each Lot. In order to engage the providers on these Lots several mini competitions would need to be run so that a final selection can be undertaken. This would not only be time consuming and labour intensive, it would take some considerable time and would inevitably delay the appointment and therefore the commencement of any works.

4.10 Having considered the above options in conjunction with procurement, it is considered that the most appropriate route to market for this service is the PAGABO Professional Services Framework Lot 1. PAGABO undertook a PCR 2015 compliant procurement process and have selected the single provider who offered the best value solution based on a 40% Price/60% Quality criteria. The Framework can accommodate all of the disciplines needed, it can be engaged quickly, it has the benefit of flexibility around the use of specialist

sub-contractors and local SMEs whichwidens the opportunity of expenditure and safeguarding employment within the borough of Walsall.

4.11 It is anticipated that efficiencies will be made due to consistency of supply, established processes and a reduction in the need for meetings with multiple suppliers.

4.12 KPI's for performance elements will be developed and used for each project to include but not limited to task completion within agreed time frame, variance from cost estimates (both increases and decreases), engagement of local suppliers, added social value, work experience, etc.

4.13 This contract will ensure the project managers understand the Council's policies and procedures, applying them and ensuring compliance for all client departments. This will also provide added governance for the programme management, monitoring, and reporting of pipeline projects.

4.14 All services and departments across the council who have commissioning requirements forprogramme and project works will be invited, engaged, and involved in the procurement of technical teams for their specific works or projects and will be invited to input into quality questions and evaluation scoring.

5. Council Corporate Plan Priorities

5.1 Internal Focus: the Corporate Landlord Service will deliver quality and adapt to meet the needs of customer facing services;

- To drive a more effective approach to project management of capital schemes;
- To drive better value for money on capital schemes.

6. Risk Management

6.1 The appointment is based on an initial period of 1 (one) year with an option to extend for 2 (two) further periods of up to 1 year each making a total of 3 (three) years which will be subject to a strict performance and delivery review before any extension on the initial year is entered into.

6.2 The proposedarrangement is non-exclusive and Corporate LandlordServicecan choose to deliver works via alternative arrangements should it be felt that this would provide better value for money or legislation requires it.

6.3 To accurately evaluate the value for money a baseline cost for similar projects undertaken in the past, for each service area, will be used for a comparison on overall costs.

6.4 All projects will be reported to the relevant service capital boards and will not proceed without their approval

7. Financial Implications

7.1 The costs of the advisors will be accommodated from the approved capital budget for each scheme.

7.2 There is no fixed capital expenditure for the next 3 (three) years, the total proposed length of the contract.Based on previous project history, itis anticipated that approximately £15m of construction projects will be undertaken per annum, with the average cost of engagement of consultants in the range of 12-16%,dependant on complexity and value of the scheme, assuming all RIBA stages are used. Based on this the average expenditure would be £1.8-£2.25m per annum.

8. Legal implications

8.1 The PAGABO Framework is compliant with the Public Contract Regulations 2015 was retendered in 2019 and commenced in April 2020.

8.2 The Council willuse the Framework terms and conditions which form part of the requirements of PAGABO to use the framework.

9. Procurement Implications/Social Value

9.1 The award of this contract is in accordance the Council'sContract Rules and is fully compliant with the Public Contracts Regulations.

9.2 Since 2016PAGABO Framework projects have generated over £2.83bn of construction projects improving the social, economic and environmental well-being of the areas in which they have been delivered. Throughout the contract and by use of the Social Profit Calculator, PAGABOFramework can forecast the social value for client's projects at design stage, evaluate social value objectively using desired KPIs during tender stage, and monitor this throughout construction and post-completion.

10. Property Implications

10.1 Corporate Landlord Service will undertake a consistent project delivery approach across the estate, for school and non-school assets; adopt best practice business case methodologies (Full Business Case) and align gateways with RIBA Plan of Work.

10.2 The service will adopt a clearly defined governance process, setting out the responsibilities of therelevant stakeholders and the steps in the process where their engagement will be required.

10.3 The programme management function will take the lead on the delivery of capital projectsacross the estate from feasibility stage onwards, engaging with

relevant stakeholders as appropriate, based on the brief provided by the client department.

11. Health and Wellbeing Implications

11.1 Compliance with health and safety legislation related to construction projects to ensure safe working sitesand members of the public are not at risk from construction works.

11.2 The proposal supports the principles of Walsall's Health and Wellbeing Plan (2017 –2021) and its priorities to increase economic prosperity through increased growth, and to create healthy and sustainable places and communities. The proposal will aid the delivery of strategic plan, such the Town Centre Master Plan, by facilitating timely and cost-effective access to a range of professionals and experts. Thereby supporting the objectives in the Health and Wellbeing Plan to build a strong business environment and develop a strong and sustainable infrastructures.

12. Staffing Implications

12.1 There are no staffing implications as no additional duties, technical input or workload are present as this is a replacement for an existing contract.

13. Reducing Inequalities

13.1 The PAGABO Framework will ensure the Council's social value and equalities clauses are written into all technical specifications for contractor procurement.

Corporate LandlordService will report on the social value contained in each contract awarded and how inequalities are being addressed

14. Consultation

14.1 Consultation has been undertaken with Children'sServices, EE&C, Finance, Public Health and Procurement.

15. Decide

15.1 That Cabinet approves theappointment of Faithful+Gould as the Construction Project Technical Advisor for a maximum period of up to 3 years (1+1+1) subject to satisfactory performance and delivery.

16. Respond

16.1 Subject to Cabinet approvala contract will be made with Faithful+Gould.

17. Review

17.1 Monitoring of the performance will be via a set of KPI's designed to capture both quality and delivery performance and will be reported to each Directorate via their capital boards.

17.2 An annual review of contract performance will be undertaken by Corporate Landlord.

17.3 Cost of the providing the services will be reported against the established averages previously achieved. This will be reported on an ongoing basis to the contracting department and annually across all projects to CMT for review

Background papers

None

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17 March 2021

Councillor B Chattha
Portfolio holder

17 March 2021

Agenda item 15

Cabinet – 17 March 2021

Proposed Early Years Funding Formula for two, three &four years olds - 2021/22

Portfolio: Councillor Towe, Education and Skills

Related portfolios: Councillor Bird, Leader of the Council

Service: Children's Services: Education

Wards: All

Key decision: Yes

Forward plan:

1. Aim

1.1 The Early Years funding formula is the local process that is utilised (informed by national early years funding guidance) to allocate the Early Years block of the Dedicated Schools Grant (DSG) funding that the Council receives to the early years providers inWalsall.

2. Summary

2.1 Central Government, in line with the commitment set out in its manifesto document, introduced an Early Years National Funding Formula (EYNFF) in April 2017 which was to deliver affordable, flexible and high quality childcare for all parents and children via a funding system which is fair for providers and local authorities.

2.2 Early Years Block of the Dedicated Schools Grant (DSG) is paid over to local authorities, who have a statutory duty to ensure sufficient early years places are available to meet the requirements in their area, and this funding is then paid by the local authority to providers based on the actual number of hours of funded childcare that is delivered.

2.3 In England all children aged 3 and 4 are currently entitled to 570 hours of funded childcare per year (normally provided as 15 hours per week over the 38 week school year). Additionally the 2017 funding reforms expanded provision for 3 and 4 year old to include a 30 hour entitlement for working parents.

2.4 A further element of the EYNFF is funding of free entitlement for disadvantaged 2 years olds. Unlike funding for 3 and 4 year olds, which must be allocated via a local early years funding formula, local authorities are encouraged to fund providers on the basis of a flat hourly rate.

2.5 Early Years Funding operational guidance sets out the funding factors permitted within the local funding formula for early years and the requirement of a 95% pass-through of funding to early years providers, thereby limiting the amount of funding that can be retained by the local authority to fund central early years services to a maximum of 5%.

2.6 As the early years local funding formula will result in the Local Authority allocating funds to individual schools, and those schools utilising this for expenditure which will be significant (greater than £250,000), the approval of the formula is a key decision

3. Recommendations

Subject to outcome of the discussion of Walsall's Schools Forum at its meeting on 9 March 2021:

3.1 That Cabinet approves the Early Years Funding Formula (**Appendix A**) recommended by Walsall's Schools Forum at its meeting on 9 March 2021.

3.2 That Cabinet approves to delegate authority to the Executive Director of Children's Services, in consultation with the Portfolio Holder for Education and Skills, to amend the final formula, within the total Early Years block funding that is available, to accommodate any changes required to rates once the outcome of the January 2021 headcount is available.

4. Report detail - know

Context

4.1 For 2021/22 local authorities are be required to set a local Early Years Funding Formula for mainstream schools, nursery schools and private/voluntary early years providers.

4.2 The agreed Early Years Funding Formula rates will be used to determine a budget share for all early years providers for 2021/22.

Proposed Early Years Funding Formula

4.3 Operation guidance sets out the funding factors that are permitted within the early years local funding formula, these include a universal hourly base rate, a mandatory deprivation factor, discretionary supplements and additional funding in respect of maintained nursery schools.

4.4 Table 1 therefore sets out the proposed areas of the Early Years Funding Formula, highlighting the estimated cost of each area to be funded from the

allocation of £21.919m of Early Years Block Funding of the DSG that will be received in 2021/22, with a narrative describing each area set out below the table.

Table 1 – Proposed Early Years Expenditure	
Provision	**Estimated cost against Early Years Block of DSG for 2021/22 (£m)**
Universal and additional hours for 3 and 4 year olds	15.688
Deprivation Supplement	0.200
Entitlement hours for 2 year olds	3.769
Maintained Nursery Schools Supplement (MNSS)	1.307
Early Years Pupil Premium (EYPP)	0.276
Disability Access Fund (DAF)	0.089
SEN Inclusion Fund (SENIF) 3&4 years olds	0.070
SEN Inclusion Fund (SENIF) 2 years olds	0.020
Central expenditure on early years entitlement	0.500
Total	**21.919**

Universal and additional hours for 3 and 4 year olds

4.5 The operational guidance includes a requirement to pay a universal hourly base rate to all early years' providers for the provision of free entitlement hours for 3 & 4 year olds. The universal hourly base rate must, in all cases, be multiplied by the hours of attendance of children at each setting – up to a maximum of 570 hours of funded childcare per year (or a maximum of 1140 hours for those children eligible for the additional offer for working parents).

Deprivation Supplement

4.6 Deprivation is a mandatory supplement local authorities must use in their Early Years Funding Formula to recognise deprivation in their area. Operational guidance does not set out how funding for deprivation is to be allocated and this is determined locally.

4.7 Currently the EYFF allocates deprivation funding on the basis of the proportion of children recorded on January census and headcount, whose postcode falls

within band A of the Income Deprivation Affecting Children Index (IDACI). The calculated proportion is applied to each terms estimated nursery pupil numbers to arrive at a notional number of disadvantaged part time equivalent pupils for each provider.

Entitlement hours for 2 year olds

4.8 As set out in 2.4, the funding for disadvantaged 2 year olds is paid on the basis of a flat hourly base rate.

4.9 Unlike the funding requirements for 3 & 4 year olds, there is no regulatory pass through rate in respect of early years block funding for 2 year olds and similarly there are no requirements in respect of mandatory or discretionary supplements.

Maintained Nursery Supplement

4.10 This represents an element of additional funding for maintained nursery schools, known as the Maintained Nursery Schools Supplement (MNSS). The funding is allocated within the Early Years block of the DSG to be paid as a variable lump sum, based on the capacity of each maintained nursery school. The supplement provides some funding protection to nursery schools following the introduction of the universal hourly base rate, which had the effect of reducing the hourly rate of funding nursery schools previously attracted.

4.11 Currently the MNSS is a transitional supplement which was expected to be withdrawn at the end of the 2019-20 academic year, however the withdrawal date has been extended on a number of occasions and has recently been deferred again to March 2022.

Early Years Pupil Premium (EYPP)

4.12 The Early Years Pupil Premium (EYPP) gives early year providers additional funding to support disadvantaged 3 and 4 year old pupils who are in receipt of the universal 15 hours entitlement and are in receipt of any one of the benefits criteria detailed in Early Years Operational Guidance.

4.13 Early years providers are responsible for identifying eligible children and, once eligibility has been checked by the authority, funding to providers is allocated using an hourly rate prescribed by the DfE.

Disability Access Fund (DAF)

4.14 The Disability Access Funds (DAF) was introduced to support disabled 3 and 4 year old children accessing their early years free entitlement. DAF funds can be used, for example, to support providers in making reasonable adjustments to their settings.

4.15 Early years providers are responsible for identifying eligible childrenand are encouraged to use the DfE's parent declaration template. Once eligibility is

verified by the authority funding is allocated at an annual rate prescribed by the DfE.

Central Expenditure on Early Years Entitlement

4.16 As set out in 3.5, the maximum amount of funding that can be retained for centrally is 5% of the early years block. The £500k retained budget was approved by Schools Forum at their meeting on 12 January 2021 and reflects the cost of providing central services in support of the early years entitlement for 2, 3 and 4 year olds.

Special Education Needs Inclusion Fund

4.17 In addition to the funding areas shown in table 1, there is a requirement for local authorities to operate a Special Educational Needs Inclusion Fund (SENIF) for all 3 and 4 year olds with SEN who are taking up free entitlement.

4.18 SENIF for 2 year olds is not a funding requirement, however local authorities can choose to establish a fund as part of their provision should they wish to do so and an agreement to fund SENIF for eligible 2 year olds as part of Walsall's early years provision is in place.

4.19 SENIF is to be used to target children with lower or emerging SEN. Children with more complex needs and those in receipt of an education, health and care plan will continue to be funded via the high needs block of the DSG.

Detailed Funding Factor Values

4.20 Appendix A below confirms the proposed funding factors and their values for the 2021/22 Early Years Funding Formula.

4.21 It should be noted that the early years guidance also permits a number of additional discretionary supplements including rurality; quality; flexibility and English as a second language, however none of these permitted discretionary supplements feature in the proposed Early Years Funding Formula.

Council Corporate Plan priorities

4.22 The early years funding formula is seen as equitable and is transparent to those who have been consulted with when setting the formula. The early years funding formula will not impact on the total amount of funding given to Walsall council within its Early Years block of the Dedicated Schools Grant.

Risk management

4.23 Individual Special schools may see movements in the actual funds that are paid to them where the numbers of pupils taking up entitlement, have changed. Schools would need to manage these changes within their overall early years delegated budget.

Financial implications

4.24 The exact financial impact on individual providers cannot be predicted at this time as this will be dependent on actual hours of funded childcare that are delivered during 2021/22.

4.25 However current financial modelling based on un-validated headcount data for January 2021 indicates that the proposed financial arrangements set out in table 1 would be affordable within the Early Years Block funding provided within the Dedicated Schools Grant for 2021/22.

4.26 The rates set out in section 4.27 below and Appendix 1 are based on the un-validated headcount data and as such it may be necessary to accommodate any changes required to rates once the outcome of the January 2021 headcount is available on 17 March 2021.

4.27 A universal base hourly rate of £4.56 per hour for 3 & 4 year olds wouldequate to an increase 13 pence per hour to 2020/21 rates, the flat base rate for disadvantaged 2 year olds of £5.40 per hour is an increase of 8 pence per hour from 2021/22.

4.28 The proposed hourly rate for 2 years olds equates to the per pupil hourly rate to be received by the local authority in the early years block of the 2021-22 DSG.

4.29 The larger increase for 3 & 4 years olds is possible due to a reduction in the amount of funding retained to meet the costs of the deprivation supplement and SENIF for 2,3 & 4 years olds – funding which is passed to schools and early years providers and to meet the costs of central expenditure on Early Years Entitlement, as set out in table 1 above.

Legal implications

4.30 The DfE has prescribed the way in which early years providers should be financed for the 2021/22 financial year. These guidelines are set out in the Early Years Entitlement 2021 to 2022 operational guide, and can be found at the following link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/945677/Early_years_entitlements_local_authority_funding_of_providers_operational_guide_2021_to_2022.pdf

The purpose of these arrangements is to help secure greater consistency in the ay in which funding is distributed to early years providers. The Council is bound to adhere to the rules issued by DfE, and the proposed Walsall local

early years funding formula sets out how funding will be allocated to early years providers in Walsall within the prescribed arrangements

Procurement Implications/Social Value

4.31 Schools are required to comply with the Council's procurement rules and policies in conducting their business.

Property implications

4.32 Unless any schools in Walsall were to close, there will be no property implications associated with this report.

Health and wellbeing implications

4.33 The content of this report has taken into account the Marmot objectives and it is confirmed that the proposals have been tested against the relevant considerations in this respect. As such there has been no indication that the proposed school funding formula would have any adverse impact on the health and wellbeing of staff and pupils based at Walsall schools.

Staffing implications

4.34 If individual providers see movement in the actual funding paid to them, due to movements in pupil numbers or changes in need, there is a risk that staff posts may also need to be reduced.

Reducing Inequalities

4.35 As part of the consultation on the implementation of an early years national funding formula the government undertook a full equality impact assessment, taking into account the relevant protected characteristics identified in the Equality Act 2010. A copy of the equality impact assessment is attached to this report.

Consultation

4.36 Head teachers of all schools and academies are represented on the Schools Forum have been consulted.

5. Decide

5.1 That Cabinet approves the Early Years Funding Formula that was recommended by Walsall's Schools Forum at their meeting on 9 March 2021.

6. Respond

6.1 Budget shares for all early years providers for 2021/22 will be distributed according to the approved early years funding formula.

7. Review

7.1 Schools will be expected to monitor and stay within their delegated budget. The local authority will continue to provide support to schools to ensure that robust financial monitoring is carried out. Walsall's Schools Forum will continue to receive financial performance reports to monitor usage of school's budgets

7.2 For private and voluntary providers regular support from the Early Years Team ensures continuity of provision.

Background papers

Schools forum Report 9 March 2021 – Proposed Early Years Funding Formula for two, three and four year olds 2021/22

ESFA –Early years entitlements: local authority funding of providers operational guide 2021/22

Cabinet 8 February 2017 – Early Years Funding Formula

Schools Forum report 5 December 2017 – Update on Early Years Funding Rates for 2018/19 and Progress of Special Schools Working Group

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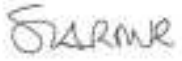

Sally Rowe
Executive Director, Children's Services
March 2021

Councillor Towe
Portfolio holder, Education and Skills
March 2021

Appendix A

Proposed Early Years Funding Formula 2021/22

Funding Factor	Unit / descriptor	2020/21 Rate/Value	2021/22 Rate/Value
Early Years Entitlement for Disadvantaged 2 year olds	per hour	£5.32	£5.40
3 & 4 year olds - Universal Hourly Base rate	per hour	£4.43	£4.56

Deprivation Supplement – mandatory	Fixed annual sum per notional disadvantaged p.t.e. child – derived from numbers recorded in January 2021 IDACI mapped by postcode to band A.	£570 pa p/p	£570 pa p/p
Maintained Nursery Schools Supplement for 3 & 4 YO provision (transitional factor)	Variable lump sum per nursery school based on published capacity of nursery school.	Range: £140k to £177.5k	Range: £137.6k to £177.4k

Other Early Years Funding

Funding	Descriptor	2020/21 Prescribed rate	2021/22 Prescribed rate
Early Years Pupil Premium (EYPP)	Additional funding to support disadvantaged 3 & 4 year-old children who meet the prescribed criteria	0.53 per hour of universal free entitlement	0.53 per hour of universal free entitlement
Disability Access Fund (DAF)	For children in receipt of disability living allowance – support access to free entitlement for 3 & 4 year-olds.	£615 pa lump sum	£615 pa lump sum

Special Education Needs Inclusion Fund

Funding	Descriptor	2020/21 rate	2021/22 rate

Special Education Needs Inclusion Fund (SENIF) for 3 and 4 year olds - mandatory	SENIF is targeted funding for children with lower or emerging SEN needs who are attracting 3 and 4 year olds entitlement	£640 per term	£640 per term
Special Education Needs Inclusion Fund (SENIF) for 2 year olds – optional local factor	SENIF is targeted funding for children with lower or emerging SEN needs who are attracting 2 year olds entitlement	£640 per term	£640 per term