

Time 5.30 pm **Public Meeting?** YES **Type of meeting** Executive

Venue Committee Room 3 - Civic Centre, St Peter's Square, Wolverhampton WV1 1SH

Membership

Chair Cllr Louise Miles (Lab)
Vice-chair Cllr Ian Brookfield (Lab)

Labour

Cllr Harman Banger
Cllr Steve Evans
Cllr Dr Michael Hardacre
Cllr Jasbir Jaspal
Cllr Linda Leach
Cllr John Reynolds

Quorum for this meeting is five Councillors.

Information for the Public

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Some items are discussed in private because of their confidential or commercial nature. These reports are not available to the public.

Agenda

Part 1 – items open to the press and public

Item No. *Title*

MEETING BUSINESS ITEMS

- 1 **Apologies for absence**
- 2 **Declarations of interests**
- 3 **Minutes of the previous meeting** (Pages 5 - 10)
[To approve the minutes of the previous meeting as a correct record]
- 4 **Matters arising**
[To consider any matters arising from the minutes]

DECISION ITEMS (AMBER - delegated to the Cabinet (Resources) Panel)

- 5 **Revenue Budget Monitoring 2019-2020** (Pages 11 - 72)
[To provide a projection of the likely revenue outturn position for the General Fund and Housing Revenue Accounts, compared with the Council's approved revenue budgets for 2019-2020]
- 6 **Treasury Management Activity Monitoring Quarter Three 2019-2020** (Pages 73 - 94)
[To report on treasury management activity for the third quarter of 2019-2020 and to highlight the revised Prudential Indicators which are subject to approval by Council on 4 March 2020]
- 7 **Market Forces Policy** (Pages 95 - 114)
[To review the human resources policy to regularise the position regarding the application of market forces supplements]
- 8 **Proposed changes to charges for non-residential services** (Pages 115 - 130)
[To amend the 'individual assessment' contributions scheme implemented in April 2018 with particular regard to the transitional protection element due to end on 31 March 2020]
- 9 **Care and Support Provider Fee Review 2020-2021** (Pages 131 - 150)
[To approve a proposed increase for the care and support service areas and Direct Payment cost rate]
- 10 **City East Gateway - A454 Willenhall Road Phase 3 Consultation Feedback**
(Pages 151 - 188)
[To consider the outcomes of the consultation]

11 **Schedule of Individual Executive Decision Notices** (Pages 189 - 192)
[To note the summary of open and exempt executive decisions approved by cabinet members in consultation with employees]

12 **Exclusion of press and public**
[To pass the following resolution:

That in accordance with Section 100A(4) of the Local Government Act 1972 the press and public be excluded from the meeting for the following items of business as they involve the likely disclosure of exempt information on the grounds shown below]

Part 2 - exempt items, closed to press and public

- | | | |
|----|---|--|
| 13 | Land and Property Transactions - Corporate Landlord (CRP 036) (Pages 193 - 204)
[To declare assets surplus to the Council's requirements and to agree the disposal strategy for each asset] | Information relating to the financial or business affairs of any particular person (including the authority holding that information) Para (3) |
| 14 | 3 March 2020 - Procurement - Award of Contracts for Works, Goods and Services (Pages 205 - 230)
[To approve the award of contracts] | Information relating to the financial or business affairs of any particular person (including the authority holding that information) Para (3) |

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CITY OF WOLVERHAMPTON COUNCIL	Cabinet (Resources) Panel Minutes - 4 February 2020
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Attendance

Members of the Cabinet (Resources) Panel

Cllr Louise Miles (Chair)
Cllr Ian Brookfield (Vice-Chair)
Cllr Harman Banger
Cllr Peter Bilson
Cllr Steve Evans
Cllr Dr Michael Hardacre
Cllr Jasbir Jaspal
Cllr Linda Leach
Cllr John Reynolds

Employees

Tim Johnson	Chief Executive
Mark Taylor	Deputy Chief Executive
Tracey Christie	Head of Legal Services
Ross Cook	Director of City Environment
John Denley	Director of Public Health
Charlotte Johns	Director of Strategy
Richard Lawrence	Director of Regeneration
Claire Nye	Director of Finance
David Watts	Director of Adult Services
Dereck Francis	Democratic Services Officer

Part 1 – items open to the press and public

Item No. *Title*

- 1 **Apologies for absence**
Apologies for absence were submitted on behalf of Councillor Peter Bilson.
- 2 **Declarations of interest**
No declarations of interests were made.
- 3 **Minutes of the previous meeting - 14 January 2020**
Resolved:
That the minutes of the previous meeting held on 14 January 2020 be approved as a correct record and signed by the Chair.

4 **Matters arising**

There were no matters arising from the minutes of the previous meeting.

5 **Budget 2020-2021 - Outcome of Budget Consultation and Scrutiny Review**

Councillor Louise Miles highlighted the salient points from the report on the budget consultation that had been undertaken to support the 2020-2021 budget setting process, and the Scrutiny Board's feedback on the draft budget and Medium Term Financial Strategy 2020-2021 to 2023-2024 and how it aligned to the Council's priorities. The report would enable the Cabinet's consideration of the responses. The completed set of responses to the consultation would be considered in the final budget that Cabinet recommends to Full Council on 4 March 2020.

Referring to the responses to budget the consultation, Cabinet commended Wolverhampton Youth Parliament and young people within the city for their responses to the consultation and for their sense of civic pride in the city.

Resolved

1. That the responses to the 2020-2021 Budget Consultation as detailed in the report be considered.
2. That the responses from the Scrutiny Board in relation to the Draft Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024 be considered.
3. That it be noted that the budget consultation and scrutiny process forms part of the continuous dialogue throughout the year with key stakeholders around the budget.

6 **Business Rates Discretionary Reliefs**

Councillor Louise Miles presented the report on proposed amendments to the Council's local council tax discretionary relief policy to allow a discount in certain circumstances to offset a reclaim of Council tax. It was also proposed to extend the Council's local scheme for business rates discretionary relief with effect from 1 April 2020.

The amendment to the council tax discretionary relief policy was to follow guidance issued by the Local Government and Social Care Ombudsman you the mark you and protects the council tax payer from repaying an overpayment of council tax support when they could not reasonably have known that the Council had made an error. This brought the practice in line with Housing Benefit regulations and recovery of rent benefit overpayments. The extension of the scheme for revaluation support is in line with the Government's aim of assisting businesses hardest hit by the revaluation and aligned with the principles of other schemes across the region. Extending the scheme for charitable and voluntary organisations continues to support a range of organisations providing support to vulnerable groups allowing the Council to foster good relations and enhance equal opportunities.

Resolved

1. That an amendment to the council tax discretionary discount policy, 'to allow a discount to offset the reclaim of an overpayment of council tax support in certain circumstances' be approved.

2. That the following extensions to the local business rates discretionary relief policy be approved:
 - a. In respect of revaluation support for one year from 1 April 2020.
 - b. In respect of charitable and voluntary organisations for one year from 1 April 2020.
 - c. In respect of local newspaper discount, for one year from 1 April 2020, subject to confirmation that the cost of relief will be fully reimbursed by Government.
 - d. In respect of retail discount, for one year from 1 April 2020 at the increased rate of 50%, subject to confirmation that the additional cost of relief will be fully reimbursed by Government.
 - e. In respect of relief for pubs, for one year from 1 April 2020, subject to confirmation that the cost of relief will be fully reimbursed by Government.
3. That authority be delegated to the Cabinet Member for Resources, in consultation with the Director of Finance, to finalise the policy detail in respect of categories d. and e. above on receipt of detailed guidance from Government.
4. That authority be delegated to the Head of Revenues and Benefits to award relief in individual cases, in respect of new category e. above.

7 **Black Country Ultra Low Emission Vehicle Programme: Accepting Local Enterprise Partnership Development Funding**

Councillor Steve Evans presented the report that detailed ongoing work around the Black Country Ultra Low Emission Vehicle (ULEV) Programme and the need for development funding to deliver it. Cabinet approval was requested to delegate authority to accept grant funding offered to City of Wolverhampton Council by the Black Country Local Enterprise Partnership (LEP) to develop a strategy and implementation plan to support the Black Country ULEV programme.

Resolved:

1. That the creation of a capital budget of £130,000 following receipt of grant funding from the Black Country Local Enterprise Partnership (BCLEP) Local Growth Fund to finance development of the strategy and implementation plan to support the Black Country Ultra-Low Emission Vehicle (ULEV) programme be approved.
2. That authority be delegated to the Cabinet Member for City Environment in consultation with the Director for City Environment, and Director of Finance, to approve a grant agreement and any ancillary agreements through Individual Executive Decision Notice (IEDN), with all supporting evidence and documentation.
3. That it be noted that as per the grant conditions, evidence of delivery of a capital project is required by 31 March 2021 otherwise a claw back may occur.
4. That it be noted that agreement of the four Black Country authorities - Dudley Metropolitan Borough Council, Sandwell Metropolitan Borough Council, Walsall Metropolitan Borough Council, and the City of Wolverhampton Council, equally underwrite the clawback risk together with any associated costs. Approval of this risk sharing was granted by the Black Country Heads of Regeneration at their meeting on the 23 January 2020.

5. That it be noted that City of Wolverhampton Council is still awaiting evidence from the Heads of Regeneration minutes of 23 January 2019, and for a signed copy of the amended Collaboration agreement between the Black Country Local Authorities which is due to be signed in February 2020, before the grant agreement can be signed. Upon receipt of these documents, they would be submitted with the IEDN required to sign the grant agreement and any ancillary agreements.

8 **Town Deal Capacity Funding**

Councillor Louise Miles sought approval to establish a supplementary revenue expenditure budget of a minimum of £173,000 for Town Deal capacity funding within the 2019-2020 approved budget, with any unspent grant being applied in 2021-2022. The funding would allow for the establishment of a Town Deal Board and Town Investment plan and the development of a full business case to access funding for specific interventions to deliver on the vision outlined in the investment plan.

Resolved:

That the establishment of a supplementary revenue expenditure budget of a minimum of £173,000 within the 2019-2020 approved budget, with any unspent grant being applied in 2020-2021 be approved. This expenditure is fully funded by the Town Deal Fund Capacity Grant from the Ministry of Homes, Communities and Local Government and would therefore have no effect on the Council's net revenue budget.

9 **Schedule of Individual Executive Decision Notices**

Resolved:

That the summary of open and exempt individual executive decisions approved by the appropriate Cabinet Members following consultation with the relevant employees be noted.

10 **Exclusion of press and public**

Resolved:

That in accordance with Section 100A(4) of the Local Government Act 1972 the press and public be excluded from the meeting for the following items of business as they involve the likely disclosure of exempt information relating to the financial or business affairs of any particular person (including the authority holding that information).

Part 2 - exempt items, closed to press and public

11 **4 February 2020 - Procurement - Award of Contracts for Works, Goods and Services**

Councillor Louise Miles presented for approval the report on the award of contracts for works, goods or services.

Resolved:

1. That authority be delegated to the Cabinet Member for City Environment in consultation with the Director for City Environment, to approve the award of a contract for a Fleet Management System when the evaluation process is complete.

2. That the contract for Very Sheltered Housing Schemes be awarded to Advance Health Care UK Limited of Electrium Point, Forge Rd, Willenhall WV12 4HD for a duration of two years from 28 March 2020 for a total estimated contract value of £3.2 million.
3. That an exemption from Compliance with Procedure Rules for a payment of £175,000 to the Wolverhampton Clinical Commissioning Group who are leading on the interim commissioning of the Emotional and Wellbeing service to allow a full-service review to be finalised and a procurement exercise to be conducted be approved.
4. That authority be delegated to the Chief Legal Officer and Solicitor to the Council to execute contracts in respect of the above as required.
5. That the exemptions to the Contract Procedure Rules approved by the Head of Procurement and Director of Finance from 1 to 31 December 2019 as set out in Appendix 1 to the report be noted.

12 **Management Site Agreement - Showell Road**

Councillor Ian Brookfield presented the report on a proposal for the Council to enter into a new three-year lease with Huey Quinn, Site Manager to manage the caravan site at Showell Lane, which is reserved for the use of Gypsy and Travellers.

Resolved:

That the Council enter into a three-year lease with Huey Quinn, Site Manager to manage and maintain the Showell Road caravan site as per the terms of lease set out at appendix 1 to the report.

13 **Former Old Heath Area Office**

Councillor Ian Brookfield presented the report on a proposal to appropriate the site known as former Old Heath Area Office from the Housing Revenue Account to the General Fund and for the site to be managed by Corporate Landlord for use by Children's Services.

Resolved:

That authority be delegated to the Cabinet Member for City Assets and Housing in consultation with the Deputy Chief Executive to approve the appropriation of the former Old Heath Area Office from the Housing Revenue Account to the General Fund.

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CITY OF WOLVERHAMPTON COUNCIL	Cabinet (Resources) Panel 3 March 2020
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Report title	Revenue Budget Monitoring 2019-2020	
Decision designation	AMBER	
Cabinet member with lead responsibility	Councillor Louise Miles Resources	
Key decision	Yes	
In forward plan	Yes	
Wards affected	All Wards	
Accountable Director	Tim Johnson, Chief Executive	
Originating service	Strategic Finance	
Accountable employee	Claire Nye	Director of Finance
	Tel	01902 550478
	Email	Claire.Nye@wolverhampton.gov.uk
Report to be/has been considered by	Strategic Executive Board	11 February 2020

Recommendations for decision:

The Cabinet (Resources) Panel is recommended to:

1. Approve the use of £250,000 from the Regeneration Reserve to fund various regeneration schemes as detailed at paragraph 4.4.
2. Approve the use of £626,000 from the Transformation Reserve to fund various transformational work as detailed at paragraph 4.5.
3. Approve the use of £304,000 from the Licensing Reserve to subsidise taxi fares and fees in 2019-2020 as detailed at paragraph 4.6.
4. Approve the use of £9,000 from the Wholesale Market Sinking Reserve to fund High Bay lighting within the wholesale market as detailed in paragraph 4.7.

5. Approve the use of £73,000 from the Efficiency Reserve to fund two fixed term posts to support the delivery of the volunteering strategy and Voluntary and Community Sector Action Plan over the next 12 months as detailed in paragraph 4.8.
6. Approve the contribution of £1.8 million into a new specific reserve which will be specially set aside to support the 2020-2021 budget strategy as detailed in the Final Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024 reported to Cabinet on 19 February 2020 as detailed in paragraph 4.9.
7. Approve the establishment of supplementary expenditure budgets within the 2019-2020 approved budgets as detailed in section 5.0 for grant funded expenditure.
8. Approve 17 virements totalling £16.8 million, for transfers within directorates, as detailed in Appendix 4.
9. Approve the write off of five Non-Domestic Rates (NDR) debts totalling £52,288.51 as detailed in Appendix 5.
10. Approve the write off of one Council Tax debt totalling £5,784.14 as detailed in Appendix 6.
11. Approve the write off of four sundry debts totalling £55,623.02 as detailed in Appendix 7.

Recommendations for noting:

The Cabinet (Resources) Panel is asked to note:

1. The overall projected outturn for the General Fund for 2019-2020 is forecast to be a break-even position.
2. That redundancy costs, including the cost of pension strain, are forecast to be in the region of £3 - £4 million for 2019-2020. It is anticipated that the cost of redundancies can be met from reserves.
3. That a £20.6 million surplus on the Housing Revenue Account (HRA) is projected compared with a budgeted surplus of £21.0 million as shown at Table 19 and in detail at Appendix 3. The projected reduction to the surplus of £452,000 will reduce redemption of debt by £452,000.
4. That 78 sundry debt accounts totalling £83,659.40, as detailed in paragraph 8.3, have been approved by for write off by the Director of Finance in accordance with the Council's Financial Procedure Rules.
5. That 431 council tax accounts totalling £241,239.66, as detailed in paragraph 8.5, have been approved by for write off by the Director of Finance in accordance with the Council's Financial Procedure Rules.

6. That 53 Non-Domestic Rates (NDR) debts totalling £200,084.60, as detailed in paragraph 8.6, have been approved by for write off by the Director of Finance in accordance with the Council's Financial Procedure Rules.
7. That 21 housing benefit overpayments totalling £14,569.54, as detailed in paragraph 8.10, have been approved for write off by the Director of Finance in accordance with the Council's Financial Procedure Rules.
8. That 12 debts relating to Business Improvement District (BID) totalling £1,913.31, as detailed in paragraph 8.7 of this report, have been approved for write off by the Director of Finance in accordance with the Council's Financial Procedure Rules.

1.0 Purpose

- 1.1 The purpose of this report is to provide Cabinet (Resources) Panel with a projection of the likely revenue outturn position for the General Fund and Housing Revenue Accounts, compared with the Council's approved revenue budgets for 2019-2020.
- 1.2 This is the third report of this financial year detailing the likely outturn projection for 2019-2020.

2.0 Background

- 2.1 On 6 March 2019, the Council approved the net budget requirement for 2019-2020 of £234.9 million for General Fund services. This report details the likely outturn projections against this net budget requirement.
- 2.2 Overall, the General Fund projected outturn for 2019-2020 is currently forecast to breakeven against the net budget as analysed in Table 1.

Table 1 – 2019-2020 General Fund Revenue Budget Projected Outturn

	Net Controllable Budget 2019-2020	Projected Outturn 2019-2020	Projected Variation	
	£000	£000	Over/(Under)	
			£000	%
Adult Services	63,833	64,276	443	0.69%
Children's Services and Education	57,560	57,455	(105)	(0.18%)
Public Health and Wellbeing	906	961	55	6.07%
City Environment	22,914	23,668	754	3.29%
City Assets and Housing	8,887	9,806	919	10.34%
Regeneration	6,798	6,765	(33)	(0.49%)
Finance	13,319	12,939	(380)	(2.85%)
Governance	6,447	6,286	(161)	(2.50%)
Strategy	7,115	6,553	(562)	(7.90%)
Chief Executive	1,236	1,218	(18)	(1.46%)
Deputy Chief Executive	4,898	4,865	(33)	(0.67%)
Corporate Budgets	41,021	38,346	(2,675)	(6.52%)
Contribution to Reserves - 2020-2021	-	1,796	1,796	-
Budget Strategy	-	-	-	-
Net Budget Requirement	234,934	234,934	-	-
Council Tax (including Adult Social Care Precept)	(103,486)	(103,486)	-	-
Enterprise Zone Business Rates	(2,800)	(2,800)	-	-
Top Up Grant	(26,152)	(26,152)	-	-
Business Rates (net of WMCA growth payment and Collection Fund deficit)	(71,931)	(71,931)	-	-
New Homes Bonus	(2,080)	(2,080)	-	-
Section 31 Grant - Business Rates Support	(10,611)	(10,611)	-	-
Improved Better Care Fund	(12,947)	(12,947)	-	-
Winter Pressures and Social Care Grants - Adult Social Care	(3,727)	(3,727)	-	-
Levy Account Surplus (2018-2019)	(1,200)	(1,200)	-	-
Total Resources	(234,934)	(234,934)	-	-
Net Budget (Surplus) / Deficit	-	-	-	-

- 2.3 An overspend of £1.6 million for 2019-2020 was projected at the time of reporting to Cabinet on 17 December 2019. In order to address this remaining projected overspend, in-depth reviews have been carried out with Directors in conjunction with the Director of Finance to identify further efficiencies. Furthermore, it is anticipated that there will be an underspend against the auto-enrolment pot which has been held for the auto-enrolment of employees into the pension scheme. Due to the historic non-requirement of this pot, it has been proposed that this budget provision be reduced in the 2020-2021 budget, which was presented to Cabinet on 19 February 2020 and will be presented to Full Council on 4 March 2020. In order to support the 2020-2021 budget strategy, it is proposed that the underspend against the auto-enrolment pot be transferred into a new specific reserve as detailed in Table 1. As a result of this, the projected overspend has reduced and we are now projecting a breakeven position.
- 2.4 An update on the General Fund budget risks is provided at section 6.0. Overall the risk for 2019-2020 is currently assessed as Amber.
- 2.5 It is important to note that redundancy costs, including the cost of pension strain, are forecast to be in the region of £3 - £4 million for 2019-2020. However, based on recent years it is anticipated that the cost of redundancies can be met from reserves.
- 2.6 In accordance with the Council's financial procedures rules, all virements in excess of £50,000, or those that result in a transfer between Employees and Other Controllable Expenditure headings, require the approval at this meeting. There are 17 General Fund virements that require approval in this report as detailed in Appendix 4. Any virements reflecting a change in management responsibility have been approved under delegation by S151 Officer.
- 2.7 The most significant factors contributing towards the projected net overspend against the budget are reported on a service-by-service basis in section 3.0 and in detail in Appendix 1.
- 2.8 The forecast outturn position for the Housing Revenue Account is a surplus of £20.6 million, compared to a budgeted surplus of £21.0 million. The projected reduction to the surplus of £452,000 will reduce the redemption of debt by £452,000.

3.0 General Fund Revenue Budget Monitoring: Service Analysis

Adult Services

- 3.1 A summary of the projected outturn against the Adult Services 2019-2020 revenue budget is provided in Table 2, whilst a detailed analysis is provided in Appendix 1.

Table 2 – 2019-2020 Revenue Budget Projected Outturn – Adult Services

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Adult Services	63,833	64,276	443	0.69%

- 3.2 Overall a net overspend of £443,000 (0.69%) is projected for the year against Adult Services. The main factors contributing towards this overspend are as a result of:

1. A forecast overspend within Learning Disabilities Care Purchasing totalling £364,000 as a result of an increase in demand for care packages.
2. A forecast overspend within Mental Health Assessment & Care Management totalling £132,000 as a result of an increase in demand for care packages.
3. A forecast overspend within Older People Care Purchasing totalling £473,000 as a result of an increased demand for domiciliary care and nursing placements.

These overspends are partially offset by forecast underspends within the following services:

4. An underspend is forecast within Strategic Commissioning Adults totalling £276,000 as a result of unfilled staff vacancies held pending a restructure and efficiencies against contracts.
5. An underspend is forecast within Older People Provider Services totalling £104,000 as a result of unfilled staff vacancies.
6. An underspend is forecast within Adults Assessment and Care Purchasing totalling £125,000 as a result of unfilled staff vacancies.

The forecast overspend position of £443,000 includes the use of £4.3 million from the Adult Social Care reserve. The Council's 2020-2021 Final Budget and Medium Term Financial Strategy (MTFS) for 2020-2021 to 2023-2024 which was presented to Cabinet on 19 February 2020 and will be presented to Full Council on 4 March 2020 includes growth for Adult Services to support demographic pressures.

Children's Services and Education

- 3.3 A summary of the projected outturn against the Children's Services and Education 2019-2020 revenue budget is provided in Table 3, whilst a detailed analysis is provided in Appendix 1.

Table 3 – 2019-2020 Revenue Budget Projected Outturn – Children's Services and Education

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Children's Services and Education	57,560	57,455	(105)	(0.18%)

- 3.4 Overall a net underspend of £105,000 (-0.18%) is projected for the year against Children's Services and Education. The main factors contributing towards this underspend are:
1. An underspend is forecast within the Strengthening Families service totalling £1.4 million mainly as a result of unfilled staff vacancies whilst a review is undertaken on what the early help offer will be going forward. We continue to see reductions in Section 17 and no recourse to public funds, a positive outcome of a dedicated project to standardise processes and payments across the service.
 2. An underspend is forecast within the Strategic Commissioning - Children's service totalling £276,000 as a result of unfilled staff vacancies held pending a restructure and efficiencies against contracts.
 3. An underspend is forecast within the Safeguarding service totalling £335,000 mainly as a result of the Deprivation of Liberty safeguards (DoLs) service putting in place processes and clear monitoring that has created efficiencies across the area. The budget is being closely monitored, although new legislation is expected next year which may impact on demand.
 4. An underspend is forecast within the School Improvement service totalling £177,000 as a result of unfilled staff vacancies and additional income from schools.

These forecast underspends are partially offset by overspends within the following services:

5. An overspend forecast within the Children and Young People in Care service totalling £1.3 million as a result of continued pressures against the placements budget, partially offset by efficiencies across staffing budgets and additional income from the Home Office for unaccompanied asylum-seeking children. Whilst Wolverhampton has seen a modest decrease in the number of children and young people in care, we have seen average weekly external placement costs increase. We are continuing to buck the national trend, as many councils continue to see numbers increase significantly. Under the Transforming Children's Services Programme, we have a robust approach to managing demand which includes a sophisticated methodology for projecting children and young people in care and the associated costs.
6. An overspend is forecast within School Organisation totalling £320,000 as a result of a loss in trading income from schools for 2019-2020 academic year. A review of structure and services is being undertaken. In addition, there is an overspend related to the partial closure at Towers.
7. An overspend is forecast within the Special Education Needs service totalling £503,000 as a result of increased costs of transporting pupils with Special Educational Needs and Disabilities to and from schools.

The Council's 2020-2021 Final Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024 which was presented to Cabinet on 19 February 2020 and will be presented to Full Council on 4 March 2020 includes growth for Children's services to support demographic pressures.

Public Health and Wellbeing

- 3.5 A summary of the projected outturn against the Public Health and Wellbeing 2019-2020 revenue budget is provided in Table 4, whilst a detailed analysis is provided in Appendix 1.

Table 4 – 2019-2020 Revenue Budget Projected Outturn – Public Health and Wellbeing

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Public Health and Wellbeing	906	961	55	6.07%

- 3.6 Overall a net overspend of £55,000 (6.07%) is projected for the year against Public Health and Wellbeing.

City Environment

- 3.7 A summary of the projected outturn against the City Environment 2019-2020 revenue budget is provided in Table 5, whilst a detailed analysis is provided in Appendix 1.

Table 5 – 2019-2020 Revenue Budget Projected Outturn – City Environment

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
City Environment	22,914	23,668	754	3.29%

- 3.8 Overall a net overspend of £754,000 (3.29%) is projected for the year against City Environment. The main factors contributing towards this overspend are as a result of:

1. An underachievement against budget is forecast within Enforcement and Parking Services totalling £935,000, this is as a result of a reduction in income for on street parking and car parks.
2. Bereavement Services is currently forecasting on overspend totalling £182,000 due to lower income levels than anticipated against budget, along with additional agency staff costs for autopsies and facility repair and maintenance charges.
3. An overspend is forecast within the Waste and Recycling service totalling £269,000. The forecast overspend is due to vehicle repairs and maintenance and purchase of equipment.
4. An overspend is forecast within Street Lighting totalling £197,000 as a result of increasing energy costs. This will be mitigated in the future by using LED lighting.

These overspends are partially offset by forecast underspends within the following services:

5. An underspend is forecast within the Public Protection service totalling £324,000 as a result of planned vacancies held across this service.
6. An underspend of £165,000 is forecast within Customer Services as a result of the ongoing transformation of the service and more efficient processes.
7. An underspend is forecast within Operation & Maintenance of Existing Network totalling £163,000 mainly related to additional permit income.
8. An underspend is forecast within Fleet Services totalling £283,000 as a result of additional income from the sale of older vehicles surplus to requirements.

City Assets and Housing

- 3.9 A summary of the projected outturn against the City Assets and Housing 2019-2020 revenue budget is provided in Table 6, whilst a detailed analysis is provided in Appendix 1.

Table 6 – 2019-2020 Revenue Budget Projected Outturn – City Assets and Housing

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
City Assets and Housing	8,887	9,806	919	10.34%

- 3.10 Overall a net overspend of £919,000 (10.34%) is projected for the year against City Assets and Housing. The main factors contributing towards this overspend are:
1. An under recovery of income forecast within the Capital Programme Projects and Works team, totalling £259,000 as a result of a reduction in income generation opportunities.
 2. An under recovery of income is forecast within the Estates and Valuations service totalling £440,000 as a result of reduced income, largely due to void units. The service has also experienced an increase in professional fees.
 3. An overspend is forecast within the Maintenance Programme totalling £304,000 as a result of increased essential repair and maintenance costs on Council assets and works carried out to maintain statutory compliance.
 4. A continued overspend is forecast within Facilities Management totalling £409,000 as a result of reduced income recovery associated with Community Centres, one-off dilapidation costs and as a result of the management of vacant properties within Facilities Management.

These overspends are partially offset by forecast underspends within the following services:

5. An underspend is forecast within Corporate Asset Management totalling £266,000 as result of reduced in-year Carbon Reduction Commitment expenditure and sale of allowances offsetting reduced income forecast for Estates and Valuations service.
6. An underspend totalling £111,000 is forecast whilst the Head of Corporate Landlord position is held vacant.

The Council's 2020-2021 Final Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024 which was presented to Cabinet on 19 February 2020 and will be presented to Full Council on 4 March 2020 includes growth to support the on-going cost pressures identified across these services.

Regeneration

- 3.11 A summary of the projected outturn against the Regeneration 2019-2020 revenue budget is provided in Table 7, whilst a detailed analysis is provided in Appendix 1.

Table 7 – 2019-2020 Revenue Budget Projected Outturn – Regeneration

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Regeneration	6,798	6,765	(33)	(0.49%)

- 3.12 Overall a net underspend of £33,000 (-0.49%) is projected for the year against Regeneration mainly due to the Skills service forecasting £130,000 under budget as a result of reduced expenditure against salary budgets and additional income.

Finance

- 3.13 A summary of the projected outturn against the Finance 2019-2020 revenue budget is provided in Table 8, whilst a detailed analysis is provided in Appendix 1.

Table 8 – 2019-2020 Revenue Budget Projected Outturn – Finance

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Finance	13,319	12,939	(380)	(2.85%)

- 3.14 Overall a net underspend of £380,000 (-2.85%) is projected for the year against Finance. The main factors contributing towards this underspend are:

1. An underspend is forecast within Central Corporate Budgets totalling £513,000 due to significant reductions in enhanced pension costs and bank charges, combined with other lesser underspends against a range of corporate budgets.
2. An underspend is forecast within Audit Services totalling £150,000 as a result of a restructure.

3. An underspend is forecast within the Revenue and Benefits service totalling £290,000 as a result of the early achievement of budget reduction target for 2020-2021.

These underspends are partially offset by forecast overspends within the following services:

4. An overspend is forecast within Housing Benefit Payments and Subsidy totalling £551,000 as estimated spend has been revised to take account of a significant and unforeseen increase in housing benefit payments to people housed in temporary accommodation where government subsidy falls well short of the amount paid out.
5. An overspend is forecast within the Procurement Service totalling £124,000 as a result of an increase in the use of agency resource due to internal promotions and turnover within the team. Linked to this, there is a forecast reduction in external income generation. Work is underway to address the challenges faced within Procurement.

The Council's 2020-2021 Final Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024 which was presented to Cabinet on 19 February 2020 and will be presented to Full Council on 4 March 2020 includes growth to support the on-going cost pressures identified within these services.

Governance

- 3.15 A summary of the projected outturn against the Governance 2019-2020 revenue budget is provided in Table 9, whilst a detailed analysis is provided in Appendix 1.

Table 9 – 2019-2020 Revenue Budget Projected Outturn – Governance

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Governance	6,447	6,286	(161)	(2.50%)

- 3.16 Overall a net underspend of £161,000 (-2.50%) is projected for the year against Governance. The underspend has arisen primarily due to the Director of Governance post being held vacant for the majority of the financial year.

Strategy

- 3.17 A summary of the projected outturn against the Strategy 2019-2020 revenue budget is provided in Table 10, whilst a detailed analysis is provided in Appendix 1.

Table 10 – 2019-2020 Revenue Budget Projected Outturn – Strategy

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Strategy	7,115	6,553	(562)	(7.90%)

- 3.18 Overall a net underspend of £562,000 (-7.90%) is projected for the year mainly due to forecast underspends within the ICTS service totalling £511,000 as a result of unfilled staff vacancies in year and continuing works to identify the early achievement of budget reduction targets for ICT.

Chief Executive

- 3.19 A summary of the projected outturn against the Chief Executive 2019-2020 revenue budget is provided in Table 11, whilst a detailed analysis is provided in Appendix 1.

Table 11 – 2019-2020 Revenue Budget Projected Outturn – Chief Executive

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Chief Executive	1,236	1,218	(18)	(1.46%)

- 3.20 Overall a net underspend of £18,000 (-1.46%) is projected for the year.

Deputy Chief Executive

- 3.21 A summary of the projected outturn against the Deputy Chief Executive 2019-2020 revenue budget is provided in Table 12, whilst a detailed analysis is provided in Appendix 1.

Table 12 – 2019-2020 Revenue Budget Projected Outturn – Deputy Chief Executive

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Deputy Chief Executive	4,898	4,865	(33)	(0.67%)

- 3.22 Overall a net underspend of £33,000 (-0.67%) is projected for the year against Deputy Chief Executive.

Corporate Budgets

- 3.23 A summary of the projected outturn against the Corporate Budgets 2019-2020 revenue budget is provided in Table 13, whilst a detailed analysis is provided in Appendix 1.

Table 13 – 2019-2020 Revenue Budget Projected Outturn – Corporate Budgets

	2019-2020 Controllable Budget £000	2019-2020 Forecast Outturn £000	Projected Variation Over/(Under)	
			£000	%
Corporate Budgets	41,021	38,346	(2,675)	(6.52%)

- 3.24 Overall a net underspend of £2.7 million (-6.52%) is projected for the year against Corporate Budgets. The main factors contributing towards this underspend is as a result of:

1. An underspend is projected for Treasury Management totalling £481,000 mainly due to a reduced borrowing need in year arising as a result of re-phasing of the capital programme offset against an increase in Minimum Revenue Provision (MRP) charges and loss of income for interest charged on loans to others. The MRP has increased due to the amount of borrowing applied in 2018-2019 against short life assets compared to the forecast. The loss of interest is due to the revised timing of loan requests from WV Living.
2. A planned underspend is forecast for Corporate Adjustments totalling £147,000 in order to help offset overspends within other directorates.
3. An underspend is forecast against the Central Provision for Auto-enrolment and Pay Award Costs totalling £2.0 million as indications predict that the central provision for auto-enrolment will not be needed in its entirety in this financial year.

4. It is proposed that the underspend detailed above, will be offset by a contribution to a new specific reserve totalling £1.8 million which will be specially set aside to support the 2020-2021 budget strategy as detailed in the 2020-2021 Final Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024 reported which was presented to Cabinet on 19 February 2020 and will be presented to Full Council on 4 March 2020.

4.0 Reserves and Balances

- 4.1 The General Fund Balance remains unchanged at £10.0 million.
- 4.2 In addition to the General Fund balance, the Council also holds a number of earmarked reserves. The total earmarked reserves balance including school balances at the end of 2018-2019 was £58.6 million.

Transfers to/from Earmarked Reserves

- 4.3 Approval is sought for a number of transfers to/from earmarked reserves, as set out in the following paragraphs. In the event that the use of capital receipts replaces previously approved earmarked reserve drawdowns as a result of the new capital receipts flexibilities announced by central government, an update will be provided to Cabinet and Council.

Regeneration Reserve

- 4.4 Approval is sought from this meeting for the use of £250,000 from the Regeneration Reserve to fund expenditure as shown in Table 14.

Table 14 – Allocations from the Regeneration Reserve

Service	Amount Allocated £000	Details
City Development	90	Additional funding is requested for professional fees to further the development of the Westside scheme and to fund repairs on Southside properties.
Visitor Economy	160	Funding is requested for design, survey and project management fees associated with the detailed design stages of phase three of the Westside Link (Civic Halls public realm)

4.5 Transformation Reserve

Approval is sought from this meeting for the use of £626,000 from the Transformation Reserve to fund expenditure as shown in Table 15.

Table 15 – Allocations from the Transformation Reserve

Service	Amount Allocated £000	Details
Business Change	46	Funding is requested to fund a Project Manager within the Business Support Programme.
Business Change	480	Funding is requested to support the Scanning Project.
Special Education Needs	100	Funding is requested to fund an Independent Travel Co-ordinator and a SEN Administrator to support the Delivering Independent Travel Programme (DIT).

4.6 Licensing Reserve

Approval is sought from this meeting for the use of £304,000 from the Licensing Reserve to subsidise taxi fares and fees in 2019-2020.

4.7 Wholesale Market Sinking Reserve

Approval is sought from this meeting for the use of £9,000 from the Wholesale Market Sinking Reserve to fund High Bay lighting within the wholesale market.

4.8 Efficiency Reserve

Approval is sought from this meeting for the use of £73,000 from the Efficiency Reserve to fund to fund two fixed terms posts to deliver activities in maximising the collaboration with the Voluntary and Community Sector (VCS), deliver the volunteering strategy, VCS action plan and promote the principles of a people powered City embracing Wolverhampton for Everyone.

4.9 New Specific Reserve

Approval is sought to contribute £1.8 million into a new specific reserve which will be specially set aside to support the 2020-2021 budget strategy as detailed in the Final Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024 reported to which was presented to Cabinet on 19 February 2020 and will be presented to Full Council on 4 March 2020.

5.0 Changes to Grant Funded Expenditure

- 5.1 It is not always possible to reflect all grant funded expenditure in the budget approved by Full Council prior to the start of the financial year. This is due to late notification from grant awarding bodies of grant amounts, use of historic grants and proactive grant applications during the year.

5.2 Approval is sought from the Panel to establish supplementary budgets within the 2019-2020 approved budgets as set out in the table below, and in accordance with the grant terms and conditions. This will have no effect on the Council's net revenue budget as the expenditure is fully funded from the grant.

Table 16 – Grant Approval sought from this Panel

Grant Name	Description of the Activities this grant will fund	Awarding Body	Expenditure 2019-2020 £000
Voice park	Delivery of outreach theatre project during Literature Festival (January and February 2020)	Arts Fund – small project grant	4

6.0 General Fund Budget Monitoring – Risk Management

6.1 The overall level of risk associated with the budget 2019-2020 is assessed as Amber. As detailed in paragraph 2.3 it is forecast that the Council will breakeven in 2019-2020 after a contribution to reserves. It is important to note however, that the Council has budget reductions to deliver and income to achieve over the medium term. The main areas of risk are summarised in the table at Appendix 2.

7.0 Revenue Budget Monitoring – Schools' Budgets

7.1 Maintained schools are required to submit budget plans detailing their expected income and planned spending levels at two points in the year; 31 May and 31 October. Returns submitted on 31 October estimated that overall balances would reduce from £5.1 million to £2.7 million as reported in Quarter 1. Table 17 reflects the current position, based on revised outturns received to date.

Table 17 – Projected Movement on Schools' Balances 2019-2020

Sector	Balances as at 31 March 2019 Surplus / (Deficit) £000	Forecast Use of Balances in 2018-2019 Surplus / (Deficit) £000	Forecast Balances as at 31 March 2020 Surplus / (Deficit) £000
Secondary	(2,042)	208	(1,834)
Primary	3,601	(732)	2,869
Junior	154	4	158
Infant	97	4	101
Nursery	1,065	(600)	465
Special	773	(144)	629
Pupil Referral Units	1,458	(1,146)	312
Total	5,106	(2,406)	2,700

Schools with Surplus Balances

- 7.2 At the end of 2018-2019 maintained schools had balances of £5.1 million. 23 schools were identified as having balances above recognised thresholds detailed in the local scheme (5% for secondary schools and 8% for primary, special and nursery schools).
- 7.3 All schools that have balances above these criteria have now reported their intended use. Local Authority Officers have scrutinised these plans and have had, or will be having, meetings with the headteachers of these schools. A decision will then be made whether any of these schools will be moved forward into the arbitration process as detailed below and an update on this will be included in the 2019-2020 Revenue Budget Outturn report to Councillors.
- 7.4 The Scheme for Financing Schools establishes an arbitration process to review the Authority's decision and determine if, and to what level, any excess balances should be recovered.

Schools in a deficit balance position

- 7.5 As part of its overview of schools in deficit, a Schools at Financial Risk Board (SFR) chaired by the Head of Service for School Organisation, reviews the financial information from schools in deficit to evaluate the financial position of the schools. The chair of Schools Forum is also a member of the board. The current position of schools that had anticipated a deficit position at the end of 2019-2020 is as follows:

Table 18 – Schools with anticipated deficits in 2019-2020

Name	Actual Balance at end of 2018-2019 Surplus / (Deficit) £000	Anticipated Balance at end of 2019-2020 Surplus / (Deficit) £000	Status
St Matthias	(1,003)	(872)	A licensed deficit and recovery plan have been agreed with the school.
The King's Church of England	(1,055)	(978)	Licensed deficit application has been received and approved. The school are currently in breach of their licensed deficit and enhanced work is continuing with the school to identify further cost reductions.
St Anthony's RC Primary	(1)	(9)	The school is due to convert to an academy in September 2020 and any remaining deficit will be transferred to the Academy Trust.

Name	Actual Balance at end of 2018-2019 Surplus / (Deficit) £000	Anticipated Balance at end of 2019-2020 Surplus / (Deficit) £000	Status
St Paul's CofE Primary	18	(67)	A licensed deficit application has been received from the school and is currently being evaluated. The Local Authority are providing support to the school to assist in their return to a balanced budget.
Graiseley Primary School	87	(3)	No licensed deficit will be required provided that the deficit outturn is less than £10,000.
Merridale Primary	6	(17)	A licensed deficit will be required if outturn is as forecast.
St Patrick's Primary	(48)	(95)	School is due to convert to an academy in March, under the Sponsored route, and any remaining deficit will be met by the Local Authority.
Penn Hall Special School	2	(132)	Penn Hall's financial position is being monitored. A licensed deficit application is required to support this deficit.
Phoenix Nursery	13	(22)	Phoenix Nursery has fluctuating pupil numbers. A licensed deficit will be required if the deficit outturn is as forecast.

Deficits Following Sponsored Academy Conversion

- 7.6 The schools surplus or deficit balance on conversion to academy status usually transfers at the same time. However, where the conversion is directed by the Department for Education (DfE) through a sponsorship arrangement any deficit remaining must be met by the local authority's General Fund. On 17 December 2019, Cabinet approved the use of £300,000 from the Budget Contingency Reserve to meet the conversion costs of St Patrick's RC Primary. This school is now due to convert on 1 March 2020 and it is still anticipated that the approved amount will be sufficient to cover the costs of conversion.

7.7 The Local Government Association (LGA) has stated that this policy is unfair on local authorities. However, DfE have said that academies are a vital part of the plan for transforming education and that the accumulated deficits for sponsored academies must be met by local authorities.

8.0 Debt Write Offs

8.1 Debts are only written off as a last resort, when all feasible recovery action has been exhausted. If the situation surrounding an individual case changes in the future, steps would be taken to pursue the debt, despite the debt having been written off.

Sundry Debtors

8.2 Income is due to the Council for a wide range of services provided to individuals and businesses. To reflect the fact that, despite the Council's best efforts, not all of this income will actually be collected, the Council makes provision for bad and doubtful debts, which it charges directly to the General Fund.

8.3 Overall, 82 debt write offs totalling £139,282.42 have been incurred. All but four valued at £55,623.02 in total, which require the approval of Cabinet (Resources) Panel (see Appendix 7), have been approved for write off by the Director of Finance in accordance with the Council's Financial Procedures Rules.

The Collection Fund

8.4 The City of Wolverhampton Council acts as billing and collecting authority for council tax and non-domestic rates income. The Council administers a separate Collection Fund account for this purpose. The Collection Fund accounts for the receipt of council tax and business rates (non-domestic rates) income and payments to precepting authorities such as the Fire Authority and the Police. Within this account, provisions are made for bad and doubtful debts and any write offs are charged to the council tax or business rates provision as appropriate.

8.5 **Council Tax** – Overall, 432 debt write offs totalling £247,023.80 have been incurred. All but one valued at £5,784.14 in total, which require the approval of Cabinet (Resources) Panel (see Appendix 6), have been approved for write off by the Director of Finance in accordance with the Council's Financial Procedure Rules.

8.6 **Non-Domestic Rates (NDR)** – Overall, 58 debt write offs totalling £252,373.11 have been incurred. All but five valued at £52,288.51 in total, which require approval of Cabinet (Resources) Panel (see Appendix 5), have been approved for write off by the Director of Finance in accordance with the Council's Financial Procedure Rules.

8.7 In addition to this, the Director of Finance has approved the write off of 12 debts relating to the Business Improvement District (BID) totalling £1,913.31, in accordance with the Council's Financial Procedure Rules.

Housing Benefits

- 8.8 Housing benefit overpayments occur when rent rebate or rent allowance awards exceed a recalculated entitlement. Whilst the Council aims to limit the incidence of overpayments they may occur for a number of reasons including as a result of fraud or error. In general, overpaid benefit is written off in line with Government guidance where recovery would cause hardship, where the debtor has died or cannot be traced.
- 8.9 The Council receives Government subsidy in respect of overpaid housing benefit at rates of between 40% and 100% according to the circumstances in which the overpayment arose. The unsubsidised element of any overpayment is charged to the General Fund.
- 8.10 Overall, 21 overpayments totalling £14,569.54 have been incurred. All have been approved for write off by the Director of Finance in accordance with the Council's Financial Procedures Rules.

9.0 Housing Revenue Budget Monitoring

- 9.1 The table below shows the latest forecast revenue outturn against budget for the Housing Revenue Account (HRA). The forecast outturn position for the year is a surplus of £20.6 million, compared to a budgeted surplus of £21.0 million. The projected reduction to the surplus of £452,000 will reduce redemption of debt by £452,000.

Table 19 – Housing Revenue Account Projected Outturn 2019-2020

	Budget £000	Projected Outturn £000	Projected Variation £000
Total income	(95,974)	(95,616)	358
Total expenditure	64,692	64,865	173
Net cost of HRA services	(31,282)	(30,751)	531
Interest payments etc.	10,247	10,168	(79)
(Surplus)/deficit before transfers to/from reserves and provision for redemption of debt	(21,035)	(20,583)	452
<i>Allocation of (surplus)/deficit</i>			
Provision for redemption of debt	21,035	20,583	(452)
Balance for the year	-	-	-

- 9.2 Income from rents is forecast to be £358,000 lower than budgeted, due to the budget anticipating a higher number of new build affordable rented properties forecast to be let and occupied earlier in the year.
- 9.3 Expenditure on repairs and maintenance is £144,000 higher than budget due to an increase in leasehold property insurance.

10.0 Evaluation of alternative options

10.1 The write-offs, virements and use of reserve requests requiring the approval of Cabinet (Resources) Panel are all considered to be prudent in the opinion of the Director of Finance and the Cabinet Member for Resources.

11.0 Reason for decisions

11.1 In accordance with the Council's financial procedures rules, all virements in excess of £50,000, or those that result in a transfer between Employees and Other Controllable Expenditure headings, require the approval of Cabinet. Contribution to and from reserves also requires the approval from Cabinet. The write-offs, virements and use of reserve requests detailed in this report which seek the approval of Cabinet (Resources) Panel are all considered to be prudent in the opinion of the Director of Finance and the Cabinet Member for Resources.

12.0 Financial Implications

12.1 The financial implications are discussed in the body of the report.
[MH/20022020/D]

13.0 Legal Implications

13.1 Section 151 of the Local Government Act 1972 requires local authorities to make arrangements for the proper administration of their financial affairs. It is a legal requirement under s25 of the Local Government Act 2003 to set a balanced budget and monitor the financial position throughout the year.
[SZ/21022020/P]

14.0 Equality Implications

14.1 This report provides details of the projected outturn for 2019-2020. The necessary equalities analysis will form part of the 2020-2021 budget setting process.

15.0 Climate Change and Environmental Implications

15.1 A range of services focused upon the Council's climate change and environmental policies is supported through revenue budgets reviewed in this report. Changes in levels of funding will be considered as such changes are proposed.

16.0 Human resources implications

16.1 Revenue Budget Monitoring reports on forecast outturn position of all Council services. There are no relevant human resources implications arising from this report.

17.0 Corporate landlord implications

17.1 There are no relevant corporate landlord implications arising from this report.

18.0 Health and Wellbeing Implications

- 18.1 Revenue Budget Monitoring reports on forecast outturn position of all Council services including services which seek to improve the health and wellbeing of all population of City of Wolverhampton.

19.0 Schedule of Background Papers

- 19.1 2019-2020 Final Budget and Medium Term Financial Strategy 2019-2020 to 2023-2024, report to Cabinet, 20 February 2019.
- 19.2 Budget 2019-2020 and Medium Term Financial Strategy 2019-2020 to 2023-2024, report to Full Council, 6 March 2019.
- 19.3 Reserves, Provisions and Balances 2018-2019, report to Cabinet (Resources) Panel, 18 June 2019.
- 19.4 Revenue Budget Outturn 2018-2019, report to Cabinet (Resources) Panel, 18 June 2019.
- 19.5 Draft Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024, report to Cabinet, 31 July 2019.
- 19.6 Draft Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024, report to Cabinet, 16 October 2019.
- 19.7 2020-2021 Final Budget and Medium Term Financial Strategy 2020-2021 to 2023-2024, report to Cabinet, 19 February 2020.
- 19.8 Revenue Budget Monitoring, report to Cabinet (Resources) Panel, 23 July 2019.
- 19.9 Revenue Budget Monitoring, report to Cabinet (Resources) Panel, 17 December 2019.

20.0 Appendices

- 20.1 Appendix 1 – Revenue Budget Monitoring.
- 20.2 Appendix 2 – General Fund Budget Risks 2019-2020.
- 20.3 Appendix 3 – Housing Revenue Account Budget Monitoring
- 20.4 Appendix 4 – General Fund Budget Virements
- 20.5 Appendix 5 – Non-Domestic rates (NDR) Write-offs
- 20.6 Appendix 6 – Council Tax Write Offs
- 20.7 Appendix 7 – Sundry Debtors Write Offs

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000	%	Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
Adult Services							
Adults Assessment and Care Management	6,404	6,279	(125)	(1.95%)	(211)	(18)	The forecast underspend is as a result of unfilled staff vacancies.
Better Care Fund	-	-	-	-	-	-	
Carer Support	834	869	35	4.20%	26	(21)	
Community Financial Support	1,582	1,608	26	1.64%	(2)	-	
Community Support	802	814	12	1.50%	10	-	
Emergency Duty Team	330	345	15	4.55%	18	17	
Independent Living Service	1,817	1,749	(68)	(3.74%)	(154)	(152)	
Learning Disabilities Care Purchasing	16,736	17,100	364	2.17%	386	803	A forecast overspend is due as a result of an increase in demand for care packages.
Learning Disability Provider	4,773	4,679	(94)	(1.97%)	(37)	(6)	
Mental Health Assessment & Care Management	4,832	4,964	132	2.73%	253	234	A forecast overspend is due as a result of an increase in demand for care packages.

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020	Net Controllable Forecast 2019-2020	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2	Net Controllable Variance 2019-2020 Q1	Reason for Variance Q3
	£000	£000	£000	%	£000	£000	
Older People Care Purchasing	20,289	20,762	473	2.33%	390	79	A forecast overspend is due to increased demand for domiciliary care and nursing placements.
Older People Provider Services	4,413	4,309	(104)	(2.36%)	(6)	120	The forecast underspend is due as a result of unfilled staff vacancies.
Physical Disabilities Care Purchasing	4,411	4,428	17	0.39%	169	97	
Quality Assurance and Policies	369	384	15	4.07%	15	11	
Director of Adults services and Additional Monies	(5,851)	(5,830)	21	0.36%	30	(8)	
Strategic Commissioning	2,092	1,816	(276)	(13.19%)	(214)	(128)	The forecast underspend is as a result of unfilled staff vacancies held pending a restructure and efficiencies against contracts.
Total Adult Services	63,833	64,276	443	0.69%	673	1,028	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000	%	Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
Children's Services and Education							
Child Protection	-	-	-	-	-	-	
Strengthening Families	11,352	9,955	(1,397)	(12.31%)	(1,319)	(389)	The forecast underspend is as a result of holding staff vacancies totalling £974,000 whilst a review is undertaken on what the early help offer will be going forward. We continue to see a reduction in Section 17 of £271,000 and no recourse to public funds of £104,000, a positive outcome of a dedicated project to standardise processes and payments across the service.
Headstart	-	-	-	-	-	-	
Inclusion Support	1,207	1,198	(9)	(0.75%)	30	1	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000	%	Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
Children & Young People In Care	30,800	32,113	1,313	4.26%	1,541	1,062	The forecast overspend is as a result of continued pressures against the placements budgets, this is partially offset by efficiencies across staffing budgets and additional income from Home Office for unaccompanied asylum-seeking children. Whilst Wolverhampton continues to see a decrease in the number of children and young people in care, we have seen average weekly external placement costs increase.
Safeguarding	2,918	2,583	(335)	(11.48%)	(237)	1	The forecast underspend is as a

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000	%	Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
							result of the Deprivation of Liberty safeguards (DoLs) service putting into place processes and clear monitoring that has created efficiencies across the area. The budget is being closely monitored, although new legislation is expected next year which may impact on demand.
Director of Children's Services	1,056	1,129	73	6.91%	-	(20)	
Specialist Support	2,816	2,740	(76)	(2.70%)	(18)	33	
Youth Offending	1,136	1,052	(84)	(7.39%)	(56)	(10)	
Strategic Commissioning - Children's	2,092	1,816	(276)	(13.19%)	(214)	(128)	The forecast underspend is as a result of unfilled staff vacancies held pending a restructure

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000	%	Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
							and efficiencies against contracts.
Director of Education	331	348	17	5.14%	(50)	-	
Early Years	299	293	(6)	(2.01%)	63	-	
School Organisation	402	722	320	79.60%	223	354	An overspend is forecast as a result of a loss in trading income from schools for 2019-2020 academic year. A review of the structure and services is being undertaken. In addition, there is an overspend related to the partial closure at Towers.
Central Education	(1,264)	(1,235)	29	2.29%	30	29	
Schools	-	-	-	-	-	-	
Special Educational Needs	3,450	3,953	503	14.58%	497	(24)	Forecast overspend due to an increased cost of transporting pupils with Special Educational Needs

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000 %		Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
							and Disabilities to and from schools
School Improvement	965	788	(177)	(18.34%)	(143)	81	Forecast underspend due to unfilled staff vacancies and additional income from schools.
Children's Services, Education and Skills	57,560	57,455	(105)	(0.18%)	347	991	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000	%	Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
Public Health and Wellbeing							
Business Continuity & Emergency Planning	4	5	1	25.00%	-	-	
Commissioning	-	(72)	(72)	-	(175)	(177)	
Community Safety & Community Cohesion	31	13	(18)	(58.06%)	-	-	
Healthy Ageing	-	(49)	(49)	-	-	50	
Healthy Life Expectancy	-	60	60	-	70	85	
Public Health Business Management	-	(4)	(4)	-	54	54	
Starting and Developing Well	-	58	58	-	49	(12)	
System Leadership	-	24	24	-	2	-	
Leisure Services	871	926	55	6.31%	-	-	
Total Public Health and Wellbeing	906	961	55	6.07%	-	-	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000 %		Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
City Environment							
Register Office	(51)	(51)	-	-	(36)	-	
Coroners Service	223	223	-	-	-	-	
Bereavement Services	(2,091)	(1,909)	182	8.70%	-	85	An overspend is forecast due to lower income levels than anticipated against budget, along with additional agency staff costs for autopsies and facility repair and maintenance charges.
Business Services	-	-	-	-	-	-	
Black Country Transport	41	41	-	-	-	-	
Environmental Services	6,283	6,240	(43)	(0.68%)	-	(74)	
Fleet Services	1,251	968	(283)	(22.62%)	-	-	An underspend is forecast as a result of additional income from the sale of older vehicles surplus to requirements.
Highways Maintenance	1,575	1,575	-	-	-	-	
Landscaping	31	31	-	-	-	-	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020	Net Controllable Forecast 2019-2020	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2	Net Controllable Variance 2019-2020 Q1	Reason for Variance Q3
	£000	£000	£000	%	£000	£000	
	Licensing	182	182	-	-	-	
Markets	(600)	(515)	85	14.17%	37	26	
Operation & Maintenance of Existing Network	1,019	856	(163)	(15.96%)	175	35	This underspend is mainly related to additional permit income.
Enforcement and Parking Services	(3,474)	(2,539)	935	26.91%	717	201	An under achievement of income is forecast as a result of loss of income on street parking and car parks.
Public Protection	1,966	1,642	(324)	(16.48%)	(149)	50	The forecast underspend is as a result of planned vacancies held across the service.
Director City Environment	204	194	(10)	(4.90%)	-	-	
Street Lighting	2,691	2,888	197	7.34%	-	103	This overspend is related to increasing energy costs. This will be mitigated in the

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020	Net Controllable Forecast 2019-2020	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2	Net Controllable Variance 2019-2020 Q1	Reason for Variance Q3
	£000	£000	£000	%	£000	£000	
Transportation	533	533	-	-	-	19	
Waste and Recycling	6,017	6,286	269	4.47%	800	-	The forecast overspend is due to vehicle repairs and maintenance and purchase of equipment.
Waste Commercial Services	4,529	4,603	74	1.63%	86	-	
Energy and sustainability	168	168	-	-	-	-	
City Events	373	373	-	-	-	-	
Customer Services	2,044	1,879	(165)	(8.07%)	(150)	-	The forecast underspend is due to the ongoing transformation of the service and more efficient processes.
Total City Environment	22,914	23,668	754	3.29%	1,480	445	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000	%	Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
City Assets and Housing							
Housing	975	962	(13)	(1.33%)	-	25	
Capital Programme	(200)	59	259	129.50%	399	275	An under recovery of income is forecast within Projects and Works team as a result of a reduction in external income generation opportunities.
Catering	(89)	(144)	(55)	(61.80%)	(84)	-	
Cleaning	1,464	1,451	(13)	(0.89%)	(19)	-	
Corporate Asset Management	7,969	7,703	(266)	(3.34%)	(224)	-	A forecast underspend reflects reduced in year Carbon Reduction Commitment expenditure and sale of allowances offsetting reduced income forecast for the Estates and Valuations service.

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000	%	Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
Corporate Landlord Support	170	135	(35)	(20.59%)	(37)	-	
Estates and Valuations	(4,340)	(3,900)	440	10.14%	219	-	An under recovery of income is forecast as a result of reduced income, largely due to void units and increased professional fees within the Estates and Valuation service.
Facilities Management	828	1,237	409	49.40%	574	355	A continued forecast overspend is due to reduced income recovery associated with Community Centres, one off dilapidation costs and as a result of the management of vacant properties within Facilities Management.
Head of Corporate Landlord	113	2	(111)	(98.23%)	(111)	(21)	The forecast reflects the underspend anticipated whilst the

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000	%	Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
							Head of Corporate Landlord position is held vacant.
Maintenance Programme	1,997	2,301	304	15.22%	400	-	An overspend is forecast reflecting increased essential reactive repair and maintenance costs on Council assets and works carried out to maintain statutory compliance.
Total City Assets and Housing	8,887	9,806	919	10.34%	1,117	634	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020	Net Controllable Forecast 2019-2020	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2	Net Controllable Variance 2019-2020 Q1	Reason for Variance Q3
	£000	£000	£000	%	£000	£000	
	Regeneration			-			
City Development	553	603	50	9.04%	-	-	
Enterprise	829	836	7	0.84%	24	23	
Director Regeneration	417	417	-	-	-	-	
City Planning	795	859	64	8.05%	5	11	
Local Economy	1,580	1,576	(4)	(0.25%)	4	(12)	
Visitor Economy	1,074	1,054	(20)	(1.86%)	(55)	(7)	
Adult Education	(236)	(236)	-	-	-	-	
Skills	1,786	1,656	(130)	(7.28%)	(24)	-	A forecast underspend as a result of underspend on salary budgets and additional income.
Land and Property Investment Support	-	-	-	-	-	-	
Total Regeneration	6,798	6,765	(33)	(0.49%)	(46)	15	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
			£000	%			
Finance							
Finance Director	159	159	-	-	-	-	
Audit Services	1,871	1,721	(150)	(8.02%)	(150)	-	The forecast underspend is as a result of a restructure.
Strategic Finance	2,580	2,580	-	-	-	-	
Revenues & Benefits	2,722	2,432	(290)	(10.65%)	(144)	(101)	An underspend is forecast due to the early achievement of budget reduction target for 2020-2021.
Housing Benefit Payments & Subsidy	(452)	99	551	(121.90%)	558	-	Estimated spend has been revised to take account of a significant and unforeseen increase in housing benefit payments to people housed in temporary accommodation where government subsidy falls well short of the amount paid out.

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000 %		Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
The Hub	1,734	1,636	(98)	(5.65%)	(40)	(10)	
Central Corporate Budgets	4,200	3,687	(513)	(12.21%)	(475)	(225)	An underspend is forecast due to significant reductions in enhanced pension costs and bank charges, combined with other lesser underspends against a range of corporate budgets.
Commercial Services	111	107	(4)	(3.60%)	-		
Procurement Services	394	518	124	31.47%	140	(10)	An overspend is forecast within the service reflecting an increase in the use of agency resource due to internal promotions and turnover within the team. Linked to this, there is a forecast reduction in external income generation. Work is

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020	Net Controllable Forecast 2019-2020	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2	Net Controllable Variance 2019-2020 Q1	Reason for Variance Q3
	£000	£000	£000	%	£000	£000	
							underway to address the challenges faced within Procurement.
Total Finance	13,319	12,939	(380)	(2.85%)	(111)	(346)	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020	Net Controllable Forecast 2019-2020	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2	Net Controllable Variance 2019-2020 Q1	Reason for Variance Q3
	£000	£000	£000	%	£000	£000	
	Governance						
Director of Governance	161	76	(85)	(52.80%)	(71)	(20)	
Governance Services	4,200	4,124	(76)	(1.81%)	(21)	-	
Legal Services	2,086	2,086	-	0.00%	-	-	
Ward Funds	-	-	-	-	-	-	
Total Governance	6,447	6,286	(161)	(2.50%)	(92)	(20)	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000 %		Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
Strategy							
ICTS	6,000	5,489	(511)	(8.52%)	(408)	-	An underspend is projected as a result of unfilled staff vacancies in year and the early achievement of budget reduction targets for ICTS.
Strategy	1,115	1,064	(51)	(4.57%)	(32)	-	
Total Strategy	7,115	6,553	(562)	(7.90%)	(440)	-	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020	Net Controllable Forecast 2019-2020	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2	Net Controllable Variance 2019-2020 Q1	Reason for Variance Q3
	£000	£000	£000	%	£000	£000	
	Chief Executive						
Chief Executive	177	177	-	-	-	-	
Communications	1,059	1,041	(18)	(1.70%)	(87)	(60)	
Total Chief Executive	1,236	1,218	(18)	(1.46%)	(87)	(60)	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020	Net Controllable Forecast 2019-2020	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2	Net Controllable Variance 2019-2020 Q1	Reason for Variance Q3
	£000	£000	£000	%	£000	£000	
	Deputy Chief Executive						
Deputy Chief Executive	198	198	-	-	-	-	
Business Change	2,650	2,621	(29)	(1.09%)	(29)		
Human Resources	1,821	1,817	(4)	(0.22%)	(4)	-	
Digital Transformation Programme	88	88	-	-	-	-	
Service Improvement	141	141	-	-	-	-	
Total Deputy Chief Executive	4,898	4,865	(33)	(0.67%)	(33)	-	

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000 %		Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
Corporate Budgets							
Corporate Budgets	(5,650)	(5,647)	3	0.05%	(306)	-	
Treasury Management	33,683	33,202	(481)	(1.43%)	(253)	-	An underspend is projected for Treasury Management mainly due to a reduced borrowing need in year arising as a result of re-phasing of the capital programme offset against an increase in Minimum Revenue Provision (MRP) charges and loss of income for interest charged on loans to others. The MRP has increased due to the amount of borrowing applied in 2018-2019 against short life assets compared to the forecast. The loss

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3 £000 %		Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
							of interest is due to the revised timing of loan requests from WV Living
Corporate Adjustments	151	4	(147)	(97.35%)	(147)	-	This is a planned underspend in order to help offset overspends within other directorates.
Apprenticeship Levy	540	490	(50)	(9.26%)	(50)	-	
West Midlands Transport Levy	10,292	10,292	-	-	-	-	
Environment Agency Levy	74	74	-	-	-	-	
Birmingham Airport - Rent	(69)	(69)	-	-	-	-	
Central Provision for Auto-enrolment and Pay Award Costs	2,000	-	(2,000)	(100.00%)	(500)	(500)	An underspend is forecast against the Central Provision for Auto-enrolment and Pay Award Costs as indications predict that the central provision for auto-

General Fund Revenue Budget Monitoring – Service Analysis

Service/Budget	Net Controllable Revised Budget 2019-2020 £000	Net Controllable Forecast 2019-2020 £000	Net Controllable Variance 2019-2020 Q3		Net Controllable Variance 2019-2020 Q2 £000	Net Controllable Variance 2019-2020 Q1 £000	Reason for Variance Q3
			£000	%			
							enrolment will not be needed in its entirety in this financial year
Total Corporate Budgets	41,021	38,346	(2,675)	(6.52%)	(1,256)	(500)	

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General Fund Budget Risks 2019-2020

Risk	Description	Level of Risk
Medium Term Forecasting	Risks that might materialise as a result of the impact of non-pay inflation and pay awards, uptake of pension auto enrolment, and National Living Wage.	Amber
Service Demands	Risks that might materialise as a result of demands for statutory services outstretching the available resources. This particularly applies to adults and childrens social care. This is offset by underspends in other areas in the current year.	Amber
	Risks that might materialise as a result of demands for non-statutory services outstretching the available resources.	Amber
Identification of Budget Reductions	Risks that might materialise as a result of not identifying budget reductions due to limited opportunity to deliver efficiencies.	Amber
Budget Management	Risks that might materialise as a result of the robustness of financial planning and management, in addition to the consideration made with regards to the loss of key personnel or loss of ICTS facilities.	Green
Transformation Programme	Risks that might materialise as a result of not delivering the reductions incorporated into the budget and not having sufficient sums available to fund the upfront and one-off costs associated with delivering budget reductions and downsizing the workforce.	Amber
Reduction in Income and Funding	Risks that might materialise as a result of income being below budgeted levels, claw back of grant, or increased levels of bad debts. The risk of successful appeals against business rates.	Amber
Third Parties	Risks that might materialise as a result of third parties and suppliers ceasing trading or withdrawing from the market.	Amber
Government Policy	Risks that might materialise due to structural uncertainties including the impact of exiting the European Union.	Green

General Fund Budget Risks 2019-2020

	Risks that might materialise as a result of changes to Government policy including changes in VAT and taxation rules.	Green
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Housing Revenue Account Revenue Outturn 2019-2020

	2019-2020 Budget	2019-2020 Forecast Outturn	2019-2020 Forecast Variance
	£000	£000	£000
Income			
Gross rents – dwellings	(89,167)	(88,856)	311
Gross rents – non dwellings	(524)	(515)	9
Charges to tenants for services and facilities	(6,283)	(6,245)	38
Total income	(95,974)	(95,616)	358
Expenditure			
Repairs and maintenance	25,615	25,759	144
Supervision and management	19,231	19,208	(23)
Rents, rates and taxes	311	363	52
Increase in provision for bad debts	1,500	1,500	-
Depreciation of fixed assets	18,035	18,035	-
Total expenditure	64,692	64,865	173
Net cost of HRA services	(31,282)	(30,751)	531
Interest payable	9,894	9,671	(223)
Interest and investment income	(190)	(46)	144
Contribution to capital financing	543	543	543
(Surplus)/deficit before transfers to/from reserves and provision for redemption of debt	(21,035)	(20,583)	452
Allocation of (surplus)/deficit			
Provision for redemption of debt	21,035	20,583	(452)
Balance for the year	-	-	-

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General Fund Budget Virements

From		To		£000	Reason for Virement
Division	Service	Division	Service		
Governance	Legal Services	Governance	Legal Services	208	Increase in employee budget funded by additional external income, including recharges to Wolverhampton Homes and WV Living.
Children's Services	Inclusion Support	Children's Services	Specialist Support	36	Creation of recharge from Inclusion Support Team to Power 2 Team for an Assistant Psychologist.
Children's Services	Service Director	Children's Services	Specialist Support	229	Creation of Power 2 Team funded from Troubled Families grant.
Children's Services	Service Director	Children's Services	Children and Young People in Care	205	Creation of new posts in Fostering and Transitions Team funded from Troubled Families grant.
Children's Services	Service Director	Children's Services	Children and Young People in Care	85	Creation of House Project funded from Troubled Families grant.
Finance	The Hub	Finance	The Hub	15	Increase in employee budget funded by the Regional Adoption Agency.
Regeneration	Visitor Economy	Regeneration	Visitor Economy	169	Reallocation of budget reduction target.
Corporate Accounts	Corporate Accounts	City Environment	Waste and Recycling	322	Transfer of contingency budget held centrally for waste services.
City Environment	Public Protection	City Environment	Waste Commercial Services	50	Reallocation of Budget Reduction Target
Finance	Revenue and Benefits	Finance	Revenue and Benefits	14,270	Reallocation of Housing Benefit Payment budgets to reflect mid-year forecasts.
City Environment	Parking Services	City Environment	Parking Services	121	Restructure Reallocation

General Fund Budget Virements

From		To		£000	Reason for Virement
Division	Service	Division	Service		
City Environment	Operation & Maintenance of Existing Network	City Environment	Operation & Maintenance of Existing Network	398	Creation of Road Permitting Budgets
City Environment	Bereavement Services	City Environment	Waste Commercial Services	167	Reallocation of Place Budget Reduction Target
City Environment	Bereavement Services	City Environment	Transportation	167	Reallocation of Place Budget Reduction Target
City Environment	Bereavement Services	City Environment	Environmental Services	166	Reallocation of Place Budget Reduction Target
City Environment	Environmental Services	City Environment	Waste Commercial Services	77	Reallocation of Place Budget Reduction Target
City Environment	Environmental Services	City Environment	Transportation	77	Reallocation of Place Budget Reduction Target

Non-Domestic Rates (NDR) Write Offs to be approved by Cabinet

Account Ref	Write-off Reason	Write-Off Amount £
5052106	Unable to Trace	6,510.23
5103227	Unable to Trace	14,266.10
5116443	Unable to Trace	8,187.12
5120554	Unable to Trace	6,332.69
5123731	Unable to Trace	16,992.37
	Total	52,288.51

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Council Tax Write Offs to be approved by Cabinet

Account Ref	Write-off Reason	Write-Off Amount £
43630003609	No Trace	5,784.14
	Total	5,784.14

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Sundry Debts Write Offs to be approved by Cabinet

Account Ref	Write-off Reason	Write-Off Amount £
16010324	Deceased (no estate)	10,405.14
16031327	Deceased (no estate)	19,588.12
16031328	No Trace	14,038.05
16008568	Recovery Prohibited by Statute	11,591.71
	Total	55,623.02

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CITY OF WOLVERHAMPTON COUNCIL	Cabinet (Resources) Panel 3 March 2020
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Report title	Treasury Management Activity Monitoring Quarter Three 2019-2020	
Decision designation	AMBER	
Cabinet member with lead responsibility	Councillor Louise Miles Resources	
Key decision	Yes	
In forward plan	Yes	
Wards affected	All Wards	
Accountable Director	Claire Nye, Director of Finance	
Originating service	Strategic Finance	
Accountable employee	Alison Shannon	Chief Accountant
	Tel	01902 554561
	Email	Alison.Shannon@wolverhampton.gov.uk
Report to be/has been considered by	Strategic Executive Board	19 February 2020
	Our Council Scrutiny Panel	11 March 2020

Recommendations for noting:

The Cabinet (Resources) Panel is recommended to note:

1. That the Council is continuing to operate within the Prudential and Treasury Management Indicators approved by Council, and also within the requirements set out in the Council's approved Treasury Management Strategy for 2019-2020.
2. That revenue underspends of £481,000 for the General Revenue Account and £243,000 for the Housing Revenue Account (HRA) are forecast from treasury management activities in 2019-2020.
3. That the Prudential and Treasury Management Indicators included in this report are the same figures as those seen by Cabinet on 19 February 2020 and will be submitted for approval by Council on 4 March 2020.

1.0 Purpose

- 1.1 This report provides a monitoring and progress report on treasury management activity for the third quarter of 2019-2020 and highlights the revised Prudential Indicators which are subject to approval by Council on 4 March 2020.

2.0 Background

- 2.1 The treasury management activities of the Council are underpinned by The Chartered Institute of Public Finance and Accountancy's (CIPFA) Code of Practice on Treasury Management. For further information on the requirements of the Code please refer to the Treasury Management Strategy 2019-2020 report which can be accessed online on the Council's website [here](#).
- 2.2 Treasury management is defined as:
"The management of the local authority's borrowing, investments and cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks."
- 2.3 The system of controls on local authority capital investment is based largely on self-regulation by local authorities themselves. At its heart is CIPFA's Prudential Code for Capital Finance.
- 2.4 Cabinet / Cabinet (Resources) Panel receives quarterly reports throughout the year to monitor performance against the strategy and Prudential Indicators that have previously been approved by Council.
- 2.5 The Council continues to use Link Asset Services as its treasury management advisors throughout 2019-2020. Link Asset Services provides market data and intelligence on which the Council can make decisions regarding all aspects of treasury management activities and in particular, managing the risks associated with investing surplus cash.

3.0 2019-2020 forecast

- 3.1 The forecast outturn for treasury management activities in 2019-2020 compared to budget is shown in Table 1.

Table 1 – Treasury management budget and forecast outturn 2019-2020

	Approved Budget £000	Forecast Outturn £000	Variance at Quarter three £000
General Revenue Account	33,683	33,202	(481)
Housing Revenue Account	9,868	9,625	(243)
Total	43,551	42,827	(724)

- 3.2 Overall, underspends of £481,000 for the General Revenue Account and £243,000 for the HRA are projected for the year 2019-2020.
- 3.3 The main reasons for the underspend for the General Revenue Account are as previously reported; a reduced borrowing need in year arising as a result of re-phasing of the capital programme offset against an increase in Minimum Revenue Provision (MRP) charges and loss of income for interest charged on loans to others. The MRP has increased due to the amount of borrowing applied in 2018-2019 against short life assets compared to the forecast. The loss of interest income is due to the revised timing of loan requests from WV Living.
- 3.4 The Council's strategy is to continue to use cash balances to finance capital expenditure rather than external borrowing. Borrowings are actively managed to achieve efficiencies wherever possible.
- 3.5 Appendix 1 to this report shows the revised Prudential and Treasury Management Indicators over the medium term period which are subject to approval by Council on 4 March 2020.

4.0 Borrowing forecast for 2019-2020

- 4.1 The Council's need to borrow and the rates available continue to be monitored in order to achieve optimum results. The Council's medium term forecast is regularly updated to reflect actual borrowing that takes place along with any revisions to future anticipated borrowing.
- 4.2 Table 2 shows the average rate of interest payable in 2018-2019 and forecast for 2019-2020.

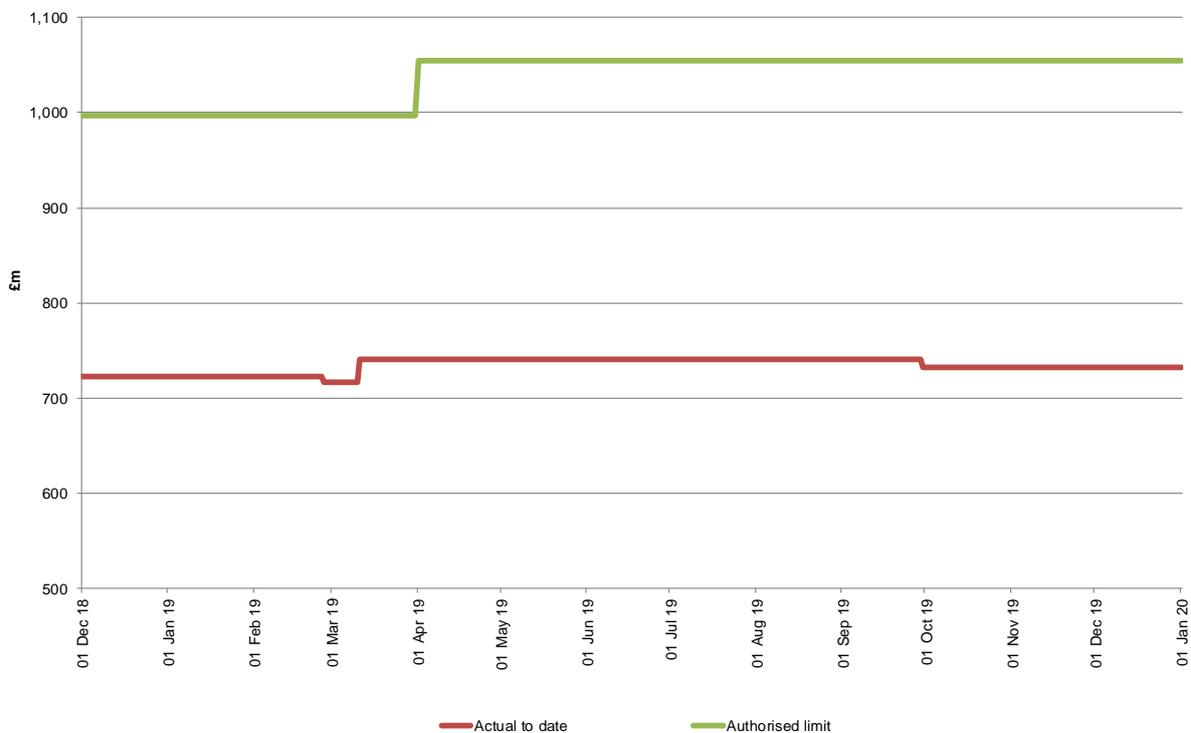
Table 2 – Average interest rate payable in 2018-2019 and 2019-2020

	2018-2019 Actual	2019-2020 Forecast
Average Interest Rate Payable	3.75%	3.74%

- 4.3 Each year it is necessary to raise new loans to finance capital expenditure and to replace existing maturing borrowing. The Council's policy is to prioritise the use of capital receipts to finance capital expenditure. Balances which are set aside to meet credit liabilities (i.e. to repay borrowing) are used to reduce the external borrowing requirement. Decisions to take borrowing will be made by the Director of Finance when it is judged that rates are likely to be at their lowest levels, and probably about to rise according to market indications, and only when an inflow of funds is required to meet imminent cash flow commitments. This will keep overall surplus cash balances to a minimum, in line with the current strategy. Appendix 2 to this report shows the maturity profile of external borrowing.

- 4.4 As always, the Council needs to be mindful that the opportunity to secure short term savings by postponing longer term borrowing requirements takes into account the risk of long term rates increasing in the future. Appendix 3 to this report includes the Link Asset Services interest rate forecast for quarter three 2019-2020 which forecasts that interest rates across all periods will increase up to March 2023. The Director of Finance will continue to keep actual and forecast rates under close review.
- 4.5 The Council's borrowing profile continues to operate within the overall limits previously approved by Council, as shown in Chart 1.

Chart 1 – Comparison of borrowing within approved borrowing limits over the previous 12 months



- 4.6 The level of borrowing at 31 December 2019 is £732.9 million. Appendix 4 to this report shows a summary of this position along with a detailed breakdown of new loans and repayments made throughout the year. There is no existing borrowing due to be repaid in quarter four.
- 4.7 In March 2019, Council approved a net borrowing requirement for 2019-2020 of £206.8 million. The forecast net borrowing requirement for 2019-2020 is £77.4 million, as shown in appendix 5 to this report. This appendix also shows the details for the disclosure for certainty rate, which enables the Council to access discounted borrowing at 0.20% below normal Public Works Loan Board (PWL) rates.

5.0 Investment forecast for 2019-2020

- 5.1 The approach during the year is to continue to use cash balances to finance capital expenditure so as to keep cash balances low.
- 5.2 Table 3 shows the total amount of surplus funds invested as at 30 September 2019 and 31 December 2019.

Table 3 – Total amounts invested 2019-2020

	30 September 2019 £000	31 December 2019 £000
Business Reserve Accounts	120	8,049
Money Market Funds	20,190	20,755
	20,310	28,804
Average cash balance for the year to date	35,165	33,972

- 5.3 Money Market Funds and Business Reserve Accounts are the main investments used as these have high credit ratings and instant access which is consistent with the Council's strategy.
- 5.4 The Council's cash flow balance for the third quarter of the current financial year has moved between a low of £20.0 million and a maximum of £40.9 million. The average cash balance for the quarter being £31.3 million.
- 5.5 Table 4 shows the budgeted average rate of interest receivable in 2019-2020 and the forecast for the year.

Table 4 – Average interest rate receivable in 2019-2020

	2019-2020 Budget	2019-2020 Forecast
Average Interest Rate Receivable	0.60%	0.71%

- 5.6 Due to the continuing low interest rates on offer, a prudent percentage was used for budgeting purposes, as can be seen a slightly higher rate is forecast based on rates achieved so far during the year.
- 5.7 Investment rates are expected to continue to be below long term borrowing rates, in which case, the Council can minimise its overall net treasury costs in the short term by continuing to avoid new external borrowing and by using internal cash balances to finance new capital expenditure or to replace maturing external borrowing (this is referred to as internal borrowing).

- 5.8 The Council manages its investments in-house and invests only in the institutions listed in the Council's approved lending list, which is reviewed each time a counterparty is subject to a credit rating amendment. The Council's strategy allows for investments for a range of periods from overnight to five years, depending on the Council's cash flows, its interest rate view and the interest rates on offer. However, in order to maintain sufficient liquidity whilst total investment levels are relatively low, most investments have been placed for shorter durations.
- 5.9 The approved Treasury Management Code of Practice sets out the criteria to be used for creating and managing approved counterparty lists and limits. As a result of any changes to credit criteria, the Director of Finance is authorised to make changes to the list of approved counterparties. In the event that any of these counterparties fall below the Council's minimum lending criteria, activity in that account will temporarily cease and any balance withdrawn immediately. Appendix 6 to this report shows the Council's current specified investments lending list.
- 5.10 In quarter three 2019-2020 the Director of Finance has not been required to use her discretion to temporarily exceed any upper limits with approved counter-parties.

6.0 Evaluation of alternative options

- 6.1 As this is a monitoring report of treasury management activities undertaken in line with the approved Treasury Management Strategy 2019-2020, there are no alternative options available.

7.0 Reasons for decision

- 7.1 This report provides an update on treasury management activities undertaken in line with the approved Treasury Management Strategy 2019-2020.

8.0 Financial implications

- 8.1 The financial implications are discussed in the body of this report.
[SH/07022020/U]

9.0 Legal implications

- 9.1 The Council's Treasury Management activity must be carried out in accordance with the requirements of the Local Government Act 2003. In addition, the Local Government and Housing Act 1989 sets out requirements for local authorities in respect of capital controls, borrowing and credit arrangements. The Council is also required to comply with the Local Authority (Capital Finance and Accounting) (England) (Amendment) Regulations 2008.
- 9.2 Treasury Management relates to the management of the Council's cash flow, borrowing and cash investments. This involves seeking the best rates of interest for borrowing, earning interest on investments, whilst managing risk in making financial decisions and adopting proper accounting practice.

9.3 This area is heavily regulated. The Local Government and Housing Act 1989 regulates the operation of the Housing Revenue Account. The 'CIPFA Code of Practice for Treasury Management in Public Services', contains treasury management indicators and advice on treasury management strategy. Investment strategy is regulated by 'MHCLG Guidance on Local Government Investments' issued initially in 2004 and re-issued in 2010 and 2018. Part 2 of this Guidance is statutory guidance.
[TS/06022020/Q]

10.0 Equalities implications

10.1 There are no equalities implications arising from this report.

11.0 Climate change and environmental implications

11.1 There are no climate change and environmental implications arising from this report.

12.0 Human resources implications

12.1 There are no human resources implications arising from this report.

13.0 Corporate landlord implications

13.1 There are no corporate landlord implications arising from this report.

14.0 Health and Wellbeing Implications

14.1 There are no health and wellbeing implications arising from this report.

15.0 Schedule of background papers

15.1 Cabinet, 20 February 2019 – [‘Treasury Management Strategy 2019-2020’](#)

15.2 Cabinet, 10 July 2019 – [‘Treasury Management – Annual Report 2018-2019 and Activity Monitoring Quarter One 2019-2020’](#)

15.3 Cabinet, 13 November 2019 – [‘Treasury Management Activity Monitoring – Mid Year Review 2019-2020’](#)

15.4 Cabinet, 19 February 2020 – [‘Treasury Management Strategy 2020-2021’](#)

16.0 Appendices

16.1 Appendix 1 – Prudential and Treasury Management Indicators

16.2 Appendix 2 – Borrowing maturity profile

16.3 Appendix 3 – Link interest rate forecasts

16.4 Appendix 4 – Borrowing type, borrowing and repayments

16.5 Appendix 5 – Disclosure for certainty rate

16.6 Appendix 6 – Lending list

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Prudential Indicators (PI) required by The Prudential Code

PI for Prudence - Ensuring that external debt is sustainable and compliance with good professional practice are essential features of prudence.

PI 1 - Estimates and actual capital expenditure.

Full details of capital expenditure plans and funding can be found in the quarter three capital budget monitoring 2019-2020 report.

	Approved by Council 6 March 2019			For approval by Council 4 March 2020		
	2019-2020 Forecast £000	2020-2021 Forecast £000	2021-2022 Forecast £000	2019-2020 Forecast £000	2020-2021 Forecast £000	2021-2022 Forecast £000
General *	170,756	59,398	7,152	111,998	168,620	56,009
HRA	99,350	90,770	77,660	63,596	79,708	82,828
	270,106	150,168	84,812	175,594	248,328	138,837
* Commercial activities / non-financial investments included in General figure. These relate to areas such as capital expenditure on investment properties and loans to third parties etc.	17,000	17,350	-	25,662	27,257	10,000

PI 2 - Estimates and actual capital financing requirement General and HRA.

The capital financing requirement measures the authority's underlying need to borrow for a capital purpose.

	Approved by Council 6 March 2019			For approval by Council 4 March 2020		
	2019-2020 Forecast £000	2020-2021 Forecast £000	2021-2022 Forecast £000	2019-2020 Forecast £000	2020-2021 Forecast £000	2021-2022 Forecast £000
General *	729,726	745,447	729,723	679,931	740,334	730,838
HRA	308,896	356,087	392,946	263,734	297,250	335,264
	1,038,622	1,101,534	1,122,669	943,665	1,037,584	1,066,102
* Commercial activities / non-financial investments included in General figure. These relate to areas such as capital expenditure on investment properties and loans to third parties etc.	36,286	25,763	25,068	18,712	26,399	15,078
Movement in capital financing requirement represented by:						
New borrowing for capital expenditure	166,189	100,479	57,866	91,720	127,037	65,759
Less minimum revenue provision/voluntary minimum revenue provision	(36,481)	(37,567)	(36,731)	(41,441)	(33,118)	(37,241)
Movement in capital financing requirement	129,708	62,912	21,135	50,279	93,919	28,518

PI 3 - Authorised limit for external debt.

These limits apply to the total external debt gross of investments and separately identify borrowing from other long term liabilities such as finance leases including Private Finance Initiatives (PFI).

	For approval by Council 4 March 2020		
	2019-2020 Limit £000	2020-2021 Limit £000	2021-2022 Limit £000
Borrowing	1,054,931	1,049,311	1,100,137
Other Long Term Liabilities	86,553	87,249	84,637
Total Authorised Limit *	1,141,484	1,136,560	1,184,774
Actual and Forecast External Debt as at 31 December 2019	896,876	1,032,794	1,063,389
Variance (Under) / Over Authorised limit	(244,608)	(103,766)	(121,385)
* Commercial activities / non-financial investments included within this figure.	40,438	45,893	43,867

Prudential Indicators (PI) required by The Prudential Code

PI 4 - Operational boundary for external debt.
This is based on the same estimates as the authorised limit but directly reflects the Director of Finance's estimate of the most likely, prudent but not worst case scenario, without the additional headroom included.

	For approval by Council 4 March 2020		
	2019-2020 Limit £000	2020-2021 Limit £000	2021-2022 Limit £000
Borrowing	1,013,398	1,018,328	1,083,775
Other Long Term Liabilities	86,545	85,247	82,635
Total Operational Boundary Limit *	1,099,943	1,103,575	1,166,410
Actual and Forecast External Debt as at 31 December 2019	896,876	1,032,794	1,063,389
Variance (Under) / Over Operational Boundary Limit	(203,067)	(70,781)	(103,021)
* Commercial activities / non-financial investments included within this figure.	35,760	43,867	43,867

PI 5 - Gross debt and the capital financing requirement.

"In order to ensure that over the medium term debt will only be for a capital purpose, the local authority should ensure that debt does not, except in the short term, exceed the total of capital financing requirement in the preceding year plus the estimates of any additional capital financing requirement for the current and next two financial years".

	Approved by Council 6 March 2019			For approval by Council 4 March 2020		
	2019-2020 Forecast £000	2020-2021 Forecast £000	2021-2022 Forecast £000	2019-2020 Forecast £000	2020-2021 Forecast £000	2021-2022 Forecast £000
Forecast Capital Financing Requirement at end of Second Year	1,122,670	1,123,546	1,123,546	1,066,104	1,086,737	1,102,383
Gross Debt	1,038,222	1,101,133	1,122,269	896,876	1,032,794	1,063,389
Capital Financing Requirement Greater than Gross Debt	Yes	Yes	Yes	Yes	Yes	Yes

PI for Affordability - These indicators are used to ensure the total capital investment of the Council is within a sustainable limit and the impact of these decisions are considered with regard to acceptable council tax and housing rent levels.

PI 6 - Estimates and actual ratio of financing costs to net revenue stream.

This represents the cost of financing capital expenditure as a % of net revenue for both General and HRA.

	Approved by Council 6 March 2019			For approval by Council 4 March 2020		
	2019-2020 Forecast	2020-2021 Forecast	2021-2022 Forecast	2019-2020 Forecast	2020-2021 Forecast	2021-2022 Forecast
General *	14.3%	17.2%	17.5%	14.2%	14.9%	18.1%
HRA	34.5%	35.5%	35.8%	28.8%	30.3%	30.9%
* Commercial activities / non-financial investments included in General figure. These relate to areas such as capital expenditure on investment properties and loans to third parties etc.	0.7%	0.7%	0.6%	0.7%	0.9%	0.9%

Treasury Management Indicators (TMI) required by The Treasury Management Code

TMI 1 - Upper limits to the total of principal sums invested over 365 days.

This details the maximum amount which can be invested for up to 5 years (as per paragraph 1.5 of the Annual Investment Strategy). It has been determined that a maximum of 50% of total investments with a cap of £35.0 million could be prudently committed to long term investments should the Director of Finance decide it is appropriate to.

	Approved by Council 6 March 2019		
	2019-2020 Limit £000	2020-2021 Limit £000	2021-2022 Limit £000
Upper limit for more than 365 days	35,000	35,000	35,000
Actual and Forecast Invested at 31 December 2019	-	-	-
Variance (Under) / Over Limit	(35,000)	(35,000)	(35,000)

TMI 2 - Upper and lower limits to the maturity structure of its borrowing.

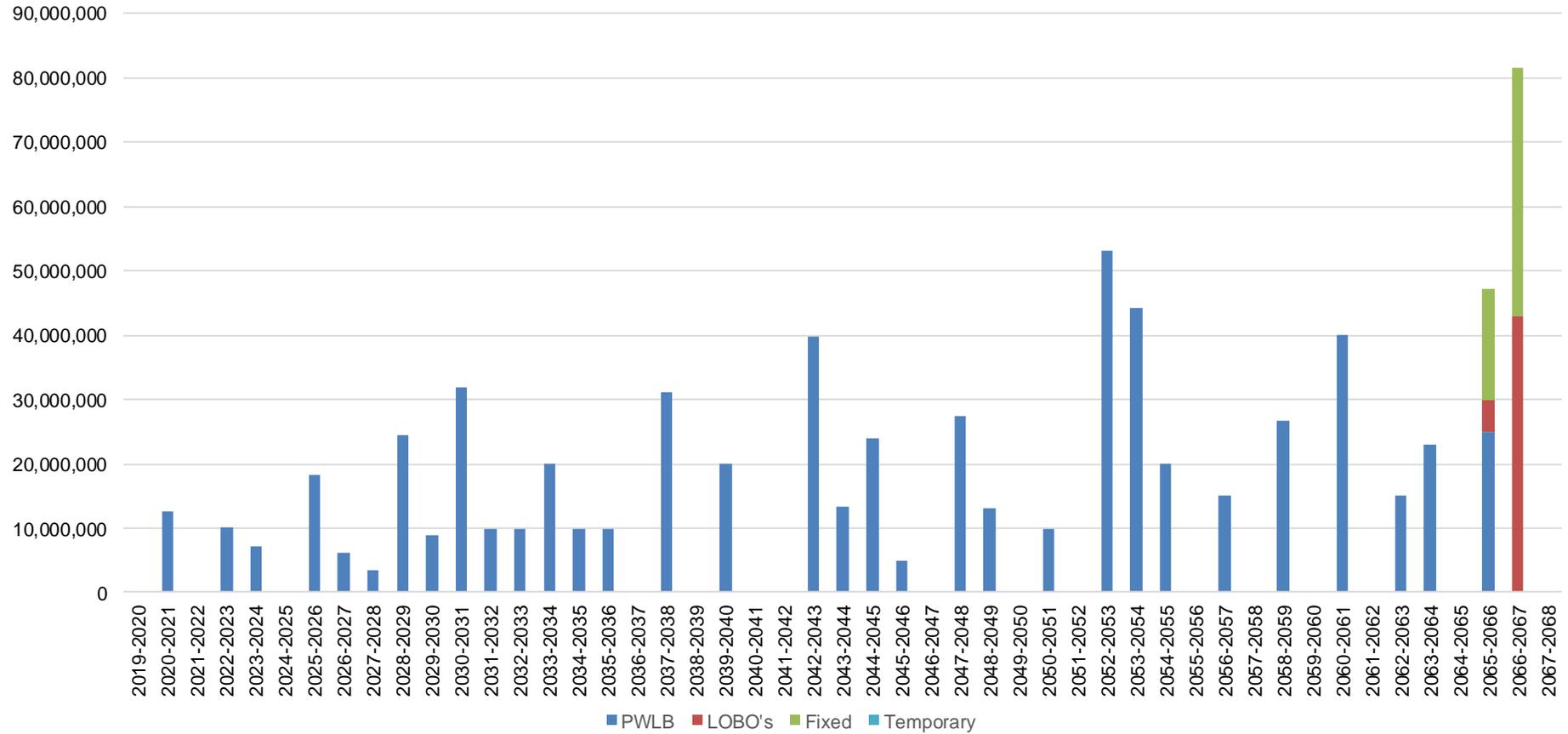
These limits relate to the % of fixed and variable rate debt maturing.

	Approved by Council 6 March 2019		For approval by Council 4 March 2020 2019-2020 Forecast Borrowing
	Upper Limit	Lower Limit	
Under 12 months	25%	0%	2.16%
12 months and within 24 months	25%	0%	-
24 months and within 5 years	40%	0%	2.13%
5 years and within 10 years	50%	0%	7.57%
10 years and within 20 years	50%	0%	17.65%
20 years and within 30 years	50%	0%	24.09%
30 years and within 40 years	50%	0%	20.87%
40 years and within 50 years	50%	0%	25.53%
50 years and within 60 years	50%	0%	-

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Borrowing Maturity Profile at 31 December 2019

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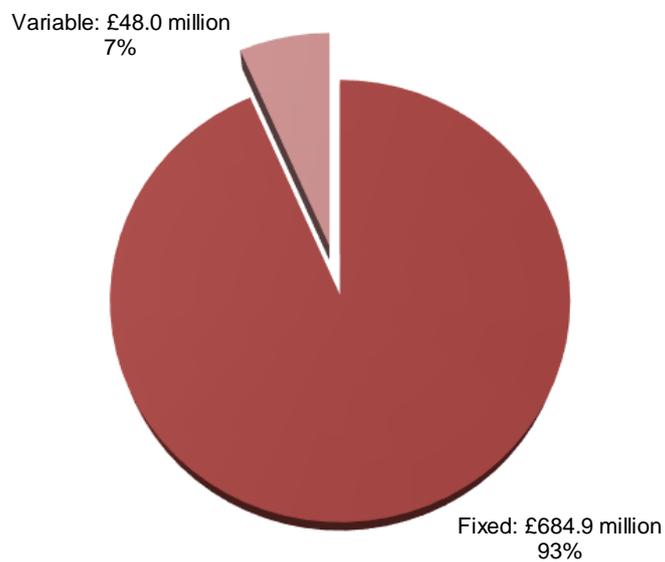
Interest rate forecasts

The Council's treasury advisor, Link Asset Services, has provided the following forecast:

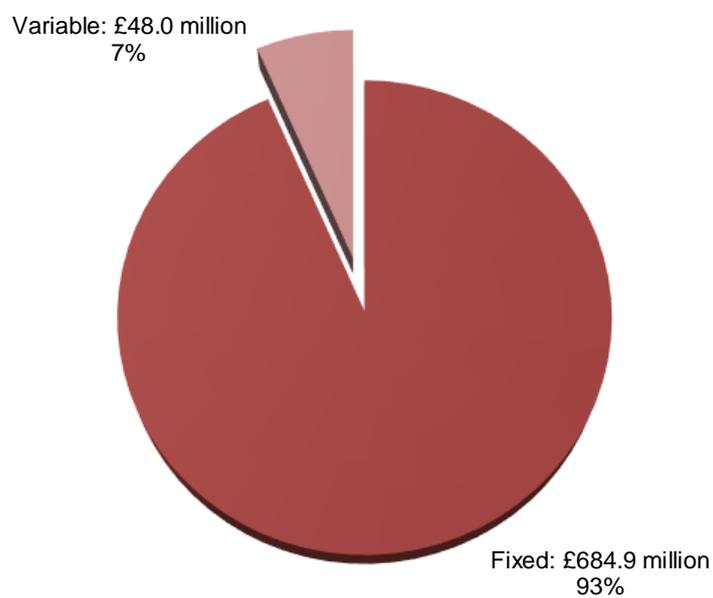
Link Asset Services Interest Rate View													
	Mar-20	Jun-20	Sep-20	Dec-20	Mar-21	Jun-21	Sep-21	Dec-21	Mar-22	Jun-22	Sep-22	Dec-22	Mar-23
Bank Rate View	0.75	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.25	1.25	1.25	1.25
3 Month LIBID	0.70	0.70	0.80	0.90	1.00	1.00	1.00	1.10	1.20	1.30	1.30	1.30	1.30
6 Month LIBID	0.80	0.80	0.90	1.00	1.10	1.10	1.20	1.30	1.40	1.50	1.50	1.50	1.50
12 Month LIBID	1.00	1.00	1.10	1.20	1.30	1.30	1.40	1.50	1.60	1.70	1.70	1.70	1.70
5yr PWLB Rate	2.40	2.40	2.50	2.50	2.60	2.70	2.80	2.90	2.90	3.00	3.10	3.20	3.20
10yr PWLB Rate	2.70	2.70	2.70	2.80	2.90	3.00	3.10	3.20	3.20	3.30	3.30	3.40	3.50
25yr PWLB Rate	3.30	3.40	3.40	3.50	3.60	3.70	3.70	3.80	3.90	4.00	4.00	4.10	4.10
50yr PWLB Rate	3.20	3.30	3.30	3.40	3.50	3.60	3.60	3.70	3.80	3.90	3.90	4.00	4.00

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Borrowing by Type
As at 30 September 2019



As at 31 December 2019



Borrowing and Repayments in 2019-2020

	Start Date	Maturity Date	Amount £000	Length	Interest Rate	Full Year Interest £000
2019-2020 Borrowing						
PWLB Fixed Maturity:						
No activity in quarter 3						
Sub total for PWLB			-			-
Temporary Loans:						
No activity in quarter 3						
Sub total for Temporary Loans			-			-
Grand total borrowing			-			-

	Start Date	Maturity Date	Amount £000	Length	Interest Rate	Full Year Interest £000
2019-2020 Repayments						
PWLB Fixed Maturity:						
No activity in quarter 3						
Sub total for PWLB			-			-
Temporary Loans:						
				years		
London Borough of Wandsworth	28/09/2017	30/09/2019	8,000	2	0.80%	64
Sub total for Temporary Loans			8,000		0.80%	64
Grand total repayments			8,000			64
Net movement			(8,000)			(64)

Disclosure for certainty rate

Certainty Rate						
This table details the information that is required to enable the Council to submit a return for 2019-2020						
	Approved by Council 6 March 2019			As at 31 December 2019		
	2019-2020	2020-2021	2021-2022	2019-2020	2020-2021	2021-2022
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	£000	£000	£000	£000	£000	£000
Net Borrowing Requirement:						
Borrowing to finance planned capital expenditure	166,129	100,373	57,554	91,660	123,931	65,447
Existing maturity loans to be replaced during the year	73,000	62,500	50,000	23,000	59,500	34,077
Less:						
Minimum Revenue Provision for debt repayment	(15,445)	(18,247)	(18,910)	(16,220)	(17,896)	(20,920)
Voluntary debt repayment	(16,850)	(14,937)	(14,897)	(21,035)	(10,839)	(13,397)
	(32,295)	(33,184)	(33,807)	(37,255)	(28,735)	(34,317)
Loans replaced less debt repayment	40,705	29,316	16,193	(14,255)	30,765	(240)
Net Advance Requirement	206,834	129,689	73,747	77,405	154,696	65,207

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Lending List

2019-2020 Specified Investments as at 31 December 2019

Institution	Country (Sovereign Rating)	Limit £000	Term Limit
Australia & New Zealand Banking Group Ltd	Australia (AAA)	10,000	6 mths
Bank Netherlandse Gemeenten	Netherlands (AAA)	20,000	12 mths
Commonwealth Bank of Australia	Australia (AAA)	10,000	6 mths
DBS Bank Ltd	Singapore (AAA)	10,000	6 mths
Landwirtschaftliche Rentenbank	Germany (AAA)	20,000	12 mths
National Australia Bank Ltd	Australia (AAA)	10,000	6 mths
National Bank of Abu Dhabi	Abu Dhabi (U.A.E) (AA)	5,000	3 mths
NRW.BANK	Germany (AAA)	20,000	12 mths
Oversea Chinese Banking Corporation Ltd	Singapore (AAA)	10,000	6 mths
United Overseas Bank Ltd	Singapore (AAA)	10,000	6 mths
Westpac Banking Corporation	Australia (AAA)	10,000	6 mths
Nationalised Banks			
Royal Bank of Scotland Group plc			
National Westminster Bank plc	UK (AA)	10,000	3 mths
The Royal Bank of Scotland plc	UK (AA)	10,000	3 mths
Money Market Funds		Fund Rating	
Invesco STIC Account	Fitch AAmmf	20,000	Instant Access
Aberdeen Liquidity Fund (LUX) Class 2	Fitch AAmmf	20,000	Instant Access
Federated Short-Term Sterling Prime Fund	Fitch AAmmf	20,000	Instant Access
Black Rock Sterling Liquidity Fund	Moody's Aaa-mf	20,000	Instant Access
Scottish Widows Sterling Liquidity Fund	Moody's Aaa-mf	20,000	Instant Access

Non-rated Institutions

County Councils, London Boroughs, Metropolitan Districts and Unitary Authorities - limits £6m and 12 months.
 Shire District Councils, Fire and Civil Defence Authorities, Passenger Transport Authorities and Police
 Authorities - limits £3m and 12 months.

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CITY OF WOLVERHAMPTON COUNCIL	Cabinet (Resources) Panel 3 March 2020
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Report title	Market Forces Policy	
Decision designation	AMBER	
Cabinet member with lead responsibility	Councillor Louise Miles Resources	
Key decision	No	
In forward plan	Yes	
Wards affected	Not Applicable	
Accountable Director	Mark Taylor, Deputy Chief Executive	
Originating service	Human Resources	
Accountable employee	Amanda Porter	HR Business Partner
	Tel	01902 554066
	Email	Amanda.porter@wolverhampton.gov.uk
Report to be/has been considered by	Strategic Executive Board	17 December 2019

Recommendation for decision:

The Cabinet (Resources) Panel is recommended to:

1. Approve the revised Market Forces Supplement Policy attached at Appendix 1.

1.0 Purpose

- 1.1 To approve the revisions to the Market Forces Policy.

2.0 Background

- 2.1 Market Forces Supplements (MFS) are discretionary additional payments, paid where a particular skill, specialism or qualification attracts a higher rate of pay in the labour market than is attributed to the job through the job allocation process. They are an additional tool for the recruitment and retention of jobs where the Council's pay is below the market rate and/or where employee shortages in key posts impact the provision of council services.
- 2.2 The aim of the policy is to regularise the position regarding the application of market force supplements. As stipulated in the Collective Agreement, the Council will only use market force supplements in exceptional circumstances, where it is the appropriate means of ensuring posts can be filled by appropriately qualified and experienced candidates.
- 2.3 The Council is committed to equal pay and will seek to ensure that Market Forces Supplements will only be applied where there is a strong objective justification which does not undermine the pay equalities established through single status implementation.

3.0 Progress, options, discussion, etc.

- 3.1 Following a review of the current policy and existing arrangements a number of amendments have been consulted on with the Joint Consultative Panel and recognised trade union.
- 3.2 The duration of market force supplements is proposed to increase from 12 months to a maximum of three years. All market force supplements remain subject to Pay Strategy Board approval to ensure that the duration of supplements can be objectively justified.
- 3.3 Comparative labour market data should be obtained from the public sector and reflect the geographical situation of Wolverhampton. It is proposed to enable, in exceptional circumstances, comparisons to be made to appropriate private sector organisations in order to attract and retain specific experience and skills.
- 3.4 For senior management roles West Midlands Employers will be requested to undertake an assessment and recommendation of any market forces supplement.

4.0 Evaluation of alternative options

- 4.1 Option one would be to make no change to the existing policy. This would result in continued recruitment and retention difficulties in critical areas and potential impact of the provision of council services.

5.0 Reasons for decision(s)

- 5.1 The revision to the policy ensures that Market Force Supplements can be used as an additional tool to enable the Council to attract suitably qualified and experienced candidates where the Council's pay is below the market rate or where employee shortages in key posts impact the provision of council services.

6.0 Financial implications

- 6.1 The financial implications associated with the payment of market force supplements within a service will have to be reviewed on a case by case basis.
[GE/13022020/I]

7.0 Legal implications

- 7.1 There are no legal implications as a result of this policy.
[JB/13022020/F]

8.0 Equalities implications

- 8.1 An Equality analysis is completed on all Market Force Supplement applications.

9.0 Climate Change and Environmental implications

- 9.1 There are no climate change and environmental implications as a result of this policy.

10.0 Health and Wellbeing Implications

- 10.1 There are no health and wellbeing implications as a result of this policy.

11.0 Human resources implications

- 11.1 The revisions to the Market Forces Policy has been subject to consultation with trade unions. Monitoring the delivery and impact of the policy is the responsibility of Human Resources.

12.0 Corporate landlord implications

- 12.1 There are no corporate landlord implications as a result of this policy.

13.0 Schedule of background papers

- 13.1 None.

14.0 Appendices

- 14.1 Appendix 1 – Market Forces Policy

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Market Forces Policy

Revised February 2020

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1. Policy statement

- 1.1 The aim of this policy is to regularise the position regarding the application of market forces supplements (MFS).
- 1.2 As stipulated in the Collective Agreement, the Council will only use MFS in exceptional circumstances where it is the appropriate means of ensuring City of Wolverhampton Council posts can be filled by appropriately qualified and experienced candidates.
- 1.3 City of Wolverhampton Council is committed to equal pay and will seek to ensure that MFS will only be applied where there is a strong objective justification which does not undermine the pay equalities established through the single status implementation.

2. Scope

- 2.1 This policy applies to all Council employees with the exception of those working in schools and those employed centrally on teachers' terms and conditions of service.
- 2.2 This policy does not apply to employees who are seconded out of the Council or for employees seconded into the Council from external organisations.

3. What is a Market Forces Supplement?

- 3.1 MFS are discretionary payments, constituting a temporary addition to basic salary. They apply where a skill, specialism or qualification attracts a higher rate of pay in the labour market than is attributed to the role through the Council's job allocation scheme.
- 3.2 MFS are an additional tool for the recruitment and retention of roles where the Council's pay is below the market rate and/or where employee shortages in key posts impact the provision of council services.
- 3.3 MFS can be utilised to attract specialist skills and expertise that are not available regionally. However, this should not be as a substitute for developing skills locally.

4. Principles

- 4.1 MFS are not designed to reward individual performance.
- 4.2 The payment of an MFS is a last resort and will only be considered when other options to manage the recruitment and/or retention difficulties have been exhausted.

- 4.3 The application of an MFS should be based on one of the following:
- Significant information showing there to be serious recruitment difficulties resulting in actual or foreseeable operational organisational and/or statutory implications. This can be evidenced by low response levels to external advertisements in terms of quality and/or quantity of candidates and adverts for the same role from relevant external organisations, offering more competitive salaries.
 - Significant information showing there to be serious employee retention difficulties resulting in actual or foreseeable operational and/or organisational problems, where pay is stated as the primary reason for leaving. This will be apparent from employee turnover levels for that section and recorded feedback.
 - Sufficient information showing there to be a significant risk of losing critical and/or scarce skills, qualifications and experience to external organisations. This can be evidenced by relevant benchmarking, including adverts for the same role from relevant external organisations offering more competitive rates of pay.
- 4.4 Decisions will be based on fact and not anecdotal evidence.
- 4.5 An MFS applies to the post and not the post holder. Everyone doing the same specific job role for which an MFS has been agreed should be treated in the same way, whether new starters or existing employees.
- 4.6 If a unique post, which has a supplement attached becomes vacant, the supplement must be reviewed before permission to fill the post is sought.
- 4.7 Where a vacancy arises for a post, which has a supplement attached and which is occupied by more than one employee, the established supplement, including expiry date, will be applied to any new incumbent.
- 4.8 All MFS applications will be limited to a three-year span and will end automatically at that time unless a new request has been submitted by the relevant manager prior to its expiry.
- 4.9 Consideration should be given to the wider issue of development and training needs in order to locally address national skills shortages.
- 4.10 Consideration should be given to re-evaluated the role grade recognising that overtime responsibilities and duties can change to such an extent to impact the job allocation outcome.

Process and Procedure

5. Requesting a new MFS

- 5.1 MFS should not be the first solution considered to meet a recruitment and/or retention problem and options should be discussed with HR to determine whether there is an alternative way of addressing the difficulties experienced by the service.
- 5.2 Any post being proposed for an MFS should, in most cases, have been advertised at least twice and clear evidence recorded which demonstrates the operational and organisational problems caused by the recruitment and/or retention difficulties. In exceptional circumstances, an application may be made prior to advertising.
- 5.3 Where it is established that other options have been exhausted, the manager will be required to investigate the comparative labour market and, with the support of HR, provide evidence to support the application for an MFS.
- 5.4 Comparisons, where possible, should be made with other public-sector organisations and reflect the geographical situation of Wolverhampton. For roles on Senior Management terms and conditions The West Midlands Employers will be requested to undertake an assessment and recommendation for a proposed supplement.
- 5.5 On occasion it may be necessary to make comparisons with appropriate private sector or public sector organisations outside of the West Midlands region, in order to attract and retain employees with specific experience and skills. In these circumstances, the Council will ensure that the requirement for such a comparison is objectively justified.
- 5.6 The request should be supported by information from at least three valid comparator jobs in three relevant and similar organisations, attaching the job descriptions, person specifications and duties for those jobs; detailing the following:
- Similarity of the responsibilities and scope of the jobs
 - Organisational structure, including management responsibilities, reporting structures, budgetary or other major responsibilities
 - Salary details including any other benefits applicable
- 5.7 In most cases, an MFS will only be paid where the midpoint of the comparator salary ranges is 10% above the level currently paid within the Council.
- 5.8 Each application will be dealt with on a case-by-case basis and the Market Forces Supplement Request Form will need to be completed (Appendix 1).

5.9 Requests should include an equality analysis of the proposal.

6 Evaluation of the MFS request

6.1 Human Resources will validate the application information.

6.2 All applications will be considered by the Pay Strategy Board and subject to their agreement, be passed to HR for implementation.

6.3 If the application is approved, a decision will be made as to the amount to be awarded.

6.4 The payment will be set at a level that will alleviate the recruitment and retention difficulties, but which is not excessive and can be justified in terms of rates paid to the comparator jobs in the market place.

6.5 If an MFS is agreed, it will be applied with immediate effect.

7. Outcome

7.1 The requesting manager will be notified of the decision.

7.2 Employees will receive written confirmation detailing the basis for paying an MFS, the amount of the payment, the effective date, agreed duration and the arrangements for its review.

7.3 Employees will be required to agree and sign a contractual variation for the terms of the MFS, which will advise that the payment is subject to review, and the payment can be adjusted or removed if there is no longer justification to continue the MFS (see Appendix 2).

7.4 The MFS will not alter the grading of the post determined by the job allocation process.

8. Payment

8.1 The payment will be awarded for a period not exceeding three years and will apply to all existing employees in the same post and will be effective from the date of panel approval.

8.2 For employees working less than full time, the MFS will be pro-rata on the basis of hours worked.

8.3 The MFS will form part of an employee's pay, making it pensionable.

- 8.4 The cost of applying an MFS will be met from the relevant service budget.
- 8.5 The payment will be paid on a monthly basis via the normal salary arrangements and will be subject to the appropriate statutory deductions.
- 8.6 The MFS will be clearly identified as a separate payment and will not be incorporated into basic pay.
- 8.7 The MFS will be included in calculations for sick pay, maternity/paternity/adoption pay, holiday pay and redundancy pay.
- 8.8 The MFS payment will be subject to Mandatory Unpaid Leave deductions for eligible employees.
- 8.9 The MFS payment will not be subject to pay award increases.
- 8.10 If an employee is promoted or appointed to another post, the MFS payment will cease from the effective date of the new appointment.

9. Review of Market Forces Supplements

- 9.1 Prior to the end of the three-year period, the MFS must be reviewed by the line manager to ensure that the supplement remains justified. Such a review should take the form of a re-submission of new and revised evidence indicated in section 5 and should be approved through the mechanism in section 6. Where the market changes to the extent that the supplement can no longer be justified, it must be removed. Equally, if market evidence and recruitment/retention rates indicate the MFS should be increased or decreased, this should be stipulated in the request.
- 9.2 The outcome of the review will be one of the following:
- The MFS continues to be justified at its current level and is approved for up to a maximum of a further three-year period
 - The MFS continues to be justified at a higher level and is approved for a further three-year period
 - The MFS continues to be justified but at a lower level and is approved for a further three-year period
 - The MFS is no longer justified and will cease at the end of the three-year period
- 9.3 The manager will be advised of the decision and the employees will be notified in writing.
- 9.4 In the event of the review not taking place within the specified period, payment will be stopped.
- 9.5 In the case of vacant posts the decision to remove the MFS will be effective should the position remain vacant for a six month period.

- 9.6 Should the market change significantly prior to the expiry of the three-year period and a review has determined that the level of supplement, and/or the organisational requirement to apply a MFS has changed employees will be given 12 weeks' written notice of the increase/decrease/cessation.

10. Roles and responsibilities

Roles and responsibilities of senior managers

- 10.1 Senior managers are responsible for reviewing and endorsing any applications for MFS within their service area, prior to their submission to HR.

Roles and responsibilities of managers

- 10.2 Managers are responsible for proactively reviewing functions/roles to establish any current or potential recruitment and/or retention issues so that difficulties are anticipated and addressed prior to them having a detrimental impact on service delivery.
- 10.3 Managers have a responsibility to ensure that this policy is applied appropriately within their own area.
- 10.4 Managers should ensure any employees in receipt of MFS payments understand that they are temporary and will be reviewed and possibly removed.
- 10.5 Managers are responsible for the timely review and submission of documents to the Pay Strategy Board for existing MFS payments.

Roles and responsibilities of HR

- 10.6 HR will provide operational support to the organisation to enable the effective application of MFS under this policy.
- 10.7 HR has a responsibility to:
- Provide support and guidance to managers and employees throughout the stages of this policy
 - Ensure the communication, maintenance, regular review and updating of this policy
 - Monitor and review delivery and impact of this policy.

Roles and responsibilities of the Head of Human Resources

- 10.8 In consultation with the recognised Trade Unions, the Head of Human Resources will exercise delegated authority for and be responsible for the on-going review and updating of this policy to ensure compliance with

changes in statutory requirements and operational delivery, including responsibility for identifying the appropriate process for the regular evaluation of the effectiveness of this policy. Any fundamental changes to this policy will be brought before Cabinet (Resources) Panel for approval.

Roles of Trade Unions

10.9 Any review and revisions of this policy will be undertaken by HR and will be in consultation with the Council's recognised trade unions.

11. Monitoring

11.1 HR will maintain a record of all MFSs approved by the Pay Strategy Board.

11.2 Service areas are encouraged to proactively review functions or roles with known recruitment and retention issues so that, where possible, issues are anticipated and addressed.

11.3 This should be done as a joint task between management and trade unions.

12. Links to other policies and procedures

- Recruitment and Selection Policy
- Pay Policy

13. Equality

13.1 An equality analysis will be carried out on all MFS applications.

13.2 The Council has a duty to monitor the application of the policy in relation to protected characteristics under the Equality Act 2010. This is reported annually in the Council's Equality Monitoring Report.

13.3 If any aspect of this procedure causes you difficulty on account of any disability that you may have, or if you need assistance because English is not your first language, you should raise this issue with HR, who will make appropriate arrangements.

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Appendix 2**Market Forces Supplement (MFS) Request Form****1. POST DETAILS:**

Post Title:	
Directorate/Service:	
Position ID No.:	
Current grade and corresponding salary:	
Requesting manager:	
Requesting manager designation:	
Date job last allocated:	
Total amount of MFS requested:	
Period for which the payment is sought (max.3 years):	
Is this an application for a new MFS or a review of an existing one? If existing, please state when current MFS is due to expire:	

2. JUSTIFICATION – NEW REQUEST:

<p>Please provide a robust justification for this request which details the following information, as appropriate:</p> <ul style="list-style-type: none"> • Recruitment difficulties including previous campaigns (minimum of two) – when advertised, where advertised, number of responses and quality of responses; • Retention difficulties including number of recent leavers, reason for leaving and where they have gone; • Effect on service of recruitment/retention difficulties and how an MFS would alleviate them; • Alternative strategies considered e.g. restructuring, job redesign etc. and why they weren't successful; • Current market situation – what is the 'going rate' for the job? (nationally and regionally. Please reference the source).

3. JUSTIFICATION – EXISTING MFS:

When reviewing an existing MFS, please attach the original request form and provide an updated rationale to: (please delete as appropriate)

1. Continue to pay the MFS at its current level for a further 3-year period
2. Continue to pay the MFS but at a higher level for a further 3-year period
3. Continue to pay the MFS but at a lower level for a further 3-year period

4. COMPARATOR POSTS:

POST 1	
Job Title:	
Salary Range:	
Other Benefits:	
Organisation:	

POST 2	
Job Title:	
Salary Range:	
Other Benefits:	
Organisation:	

POST 3	
Job Title:	
Salary Range:	
Other Benefits:	
Organisation:	

If any of the comparator jobs listed above are outside of the public sector and/or the West Midlands region, please provide the rationale below:

5. ATTACHMENTS:

- Current job description and person specification
- For the comparator posts in Section 3:
 - Job description
 - Person specification
 - Organisation chart (if possible)
 - Job advertisements
 - Other supporting evidence

Manager Declaration:	
I confirm that I am the manager responsible for this post and have read the relevant policy. I confirm that the information provided above is accurate and complete.	
Signature:	Date:

Director Declaration:	
I confirm that I am the Director responsible for this service area and am in support of the above request. I confirm that the information provided above is accurate and complete.	
Signature:	Date:

Please return your completed form to Human Resources via HR.supportdesk@wolverhampton.gov.uk.

Human Resources Use Only

Date of Pay Strategy Board (PSB):		
PSB support application? (Please circle):	Yes	No
Amount of MFS:		
Duration of MFS:		
HR Officer Signature:		
HR Officer Print Name:		

Appendix 3

Name

Dear

Re: Variation to Main Terms and Conditions of Employment – Market Forces Supplement

This letter is to confirm that with effect from [*Insert Date*] you will receive a market forces supplement of [*Insert amount*] per month. This will be in effect for a period of xx-years.

The supplement will be paid to you on a monthly basis via the normal salary arrangements and will be subject to the appropriate statutory deductions. The supplement will be identified as a separate payment on your payslip and will not be incorporated into your basic pay.

In accordance with the Market Forces policy, the supplement is pensionable and will be included in calculations for sick pay, maternity/paternity/adoption pay, holiday pay and redundancy pay. It will not be subject to pay award increases.

Should it be the case that you are appointed to another post within the council during the two-year period, the supplement will cease with effect from the first day of your new appointment.

Whilst this supplement has been agreed for a two-year period, it is subject to review and can be amended or terminated at any point with 12 weeks' notice.

This letter should be regarded as a formal amendment to your terms and conditions of employment, all other terms and conditions remain as per your existing contract.

Please would you sign and return the duplicate copy of this letter by [DATE].

Yours sincerely

DO NOT DETACH

I hereby confirm that I accept the amendment to my Terms and Conditions of Employment as outlined above.

Name: _____

Signature: _____

Date: _____

CITY OF WOLVERHAMPTON COUNCIL	Cabinet (Resources) Panel 3 March 2020
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Report title	Proposed Changes to Charges for Non-Residential Adult Services	
Decision designation	AMBER	
Cabinet member with lead responsibility	Councillor Linda Leach Adult Services	
Key decision	Yes	
In forward plan	Yes	
Wards affected	All Wards	
Accountable Director	David Watts, Director of Adult Services	
Originating service	Community Financial Support, Adult Social Care	
Accountable employee	Helen Winfield Tel Email	Head of Community Financial Support 01902 553353 helen.winfield@wolverhampton.gov.uk
Report to be/has been considered by	Adult Services Leadership Team Strategic Executive Board Adults and Safer Cities Scrutiny Panel (pre-scrutiny)	21 January 2020 28 January 2020 28 January 2020

Recommendations for decision:

The Cabinet (Resources) Panel is recommended to:

1. Approve a further period of transitional protection of up to three years as set out in Option three, which seeks to achieve the right balance by limiting the increases to peoples' contributions to adult social care services (where they were in receipt of services prior to April 2018) whilst ensuring that we work towards the individual financial assessment amount.
2. Delegate authority to the Cabinet Member for Adult Services in consultation with the Director of Adult Services at the end of the further transitional protection period in March 2023

1.0 Purpose

- 1.1 This report sets out proposals for a revised extended transitional protection scheme to limit the increases to peoples' contributions to adult social care services (where they were in receipt of services prior to April 2018) whilst ensuring that we work towards the individual financial assessment amount.

2.0 Background

- 2.1 Under the Care Act 2014, the amount that an individual pays towards their non-residential care and support must be assessed by an individual financial assessment of both their capital and income.
- 2.2 The rules governing the financial assessment are detailed in the Care and Support statutory guidance. If an individual has capital above the upper threshold (currently £23,250) set by government, they are required to pay for all of their non-residential care. If their capital is below the upper threshold, means-tested support is available, depending on what they can afford to pay.
- 2.3 When the means-test is applied, their income will be assessed. Any capital that they have above the lower threshold (currently £14,250) set by government will be treated as if it gives rise to an income of £1 a week for every £250 of capital. Capital below the lower threshold will be disregarded.
- 2.4 The means-test works on the principle that non-residential contributions must not reduce that person's income to below a certain amount. This amount is known as the Minimum Income Guarantee (MIG) and is reviewed yearly in April. Income above the MIG is described as a person's 'disposable income' and is considered to be available to make a contribution towards the cost of their care and support.
- 2.5 This item was considered as pre-decision scrutiny on 28 January 2020 by Adults and Safer City Scrutiny Panel and will therefore not be available to call in once a decision is made by Cabinet (Resources) Panel. The Scrutiny Panel agreed to support the proposal for continuing transitional protection as detailed in Option 3. The Scrutiny Panel also supported the recommendation to delegate authority the Cabinet Member for Adult Services to make further changes to the transitional protection scheme (see Appendix 1).

3.0 Introduction

- 3.1 In April 2018 a new approach to non-residential contributions for adult social care services based on individual financial assessment was implemented following a report to Cabinet (Resources) Panel on 16 January 2018.
- 3.2 At the time of implementation of the new scheme, it was not known what the extent of the impact would be for those individuals who were not in receipt of means-tested benefits as their actual income was not known under the banded contribution scheme. In order to mitigate against any unreasonable significant increases, transitional protection was

approved for existing (pre-April 2018) contribution payers over two years to 31 March 2020 to limit any significant increases.

- 3.3 The collectable income from the previous banded contribution scheme in 2017/2018 was £4.9 million.
- 3.4 The collectable income from the new arrangement (with transitional protection) has been:
- Year one - 2018/2019 - £5.2 million
 - Year two - 2019/2020 - £5.8 million
- 3.5 Following a review on 10 January 2020, it is clear that out of 2,374 people currently in receipt of non-residential adult social care, there are 62% (1,483) of people who have been individually financially assessed to make contributions in accordance with the new scheme without any transitional protection being applied (new people and pre-April 2018 people whose increases were below the transitional protection threshold), and 38% (891) of people who are currently in receipt of transitional protection which is due to cease who will be adversely impacted to varying extents.
- 3.6 There are **891** people who will be adversely impacted by the ceasing of transitional protection.

Number of people	Amount of increase in contribution
305	Under £10
399	Over £10
92	Over £20
23	Over £30
16	Over £40
16	Over £50
15	Over £60
11	Over £70
3	Over £80
6	Over £90
5	Over £100
891	Total

- 3.7 The impact has also been considered in terms of actual increase in cost and whether it is more or less than a 50% increase of their current contribution. This helps to determine more realistic and fair options for transitional protection.

Number of people	Extent of impact by increase in cost per week and %age increase
154	Under £10 increase with less than a 50% increase of current contribution
151	Under £10 increase with more than a 50% increase of current contribution
295	Increase of between £10 and £30 with less than a 50% increase of current contribution
196	Increase of between £10 and £30 with more than a 50% increase of current contribution
10	Over £30 increase with less than a 50% increase of current contribution
85	Over £30 increase with more than a 50% increase of current contribution
891	Total

4.0 Options

4.1 Three options have been considered:

- **Option one** would be to make no change to the existing arrangement where transitional protection for existing pre-April 2018 contribution payers would end on 31 March 2020. The impact for people would be as in paragraph 3.4 above which for 305 people would mean an increase of under £10 but for 586 people would mean an increase of more than £10, with 5 people having an increase of more than £100.
- **Option two** would be to extend the two-year transitional protection implemented in April 2018 as part of the new non-residential contributions policy. This arrangement would mean that transitional protection would limit any increase to between £1 and £6.00 per year depending on the individual's pre-April 2018 banded contribution rate:
 - Pre-April 2018 Band A – Not applicable as no charge
 - Pre-April 2018 Band B/C - £1.00
 - Pre-April 2018 Band D/E & Supported Living on Means-tested Benefits - £4.00
 - Pre-April 2018 Band F - £4.00
 - Pre-April 2018 Band G/H - & Supported Living not on Means-tested Benefits- £6.00

This option would mean that it would take a number of years for most people to move to their correct individually assessed contribution and may be viewed as inequitable by those in receipt of similar adult social care services making contributions at the correct rate according to their individual financial assessment.

- **Option three** would be to implement an alternative transitional protection arrangement over three years – 2020/2021; 2021/2022 and 2022/2023 – based on a percentage increase according to the extent of the individual financial assessment impact on the amount and proportion of the increase (see paragraph 5.1 below). This

would achieve the right balance by limiting the increases to peoples' contributions to adult social care services (where they were in receipt of services prior to April 2018 under the banded contributions scheme and have had no material change in their financial circumstances) whilst ensuring that we work towards the individual financial assessment amount.

- 4.2 The calculations have been undertaken based on peoples' current (2019/2020) resources. Social security benefit rates are due to be uprated for 2020/21 by 1.7% - means-tested and disability benefits - and 3.9% - state pensions.
- 4.3 Although social security benefits are set to rise from April 2020, which would see an increase in disposable income and therefore in individually assessed contributions to adult social care services, there could be an increase in the Minimum Income Guarantee (MIG) set by government for non-residential charging which may off-set any such increase or reduce contributions.
- 4.4 The collectable income from the previous banded contribution scheme in 2017/2018 was £4.9 million.
- 4.5 The collectable income from the new arrangement (with transitional protection) has been:
- Year one - 2018/19 - £5.2 million
 - Year two - 2019/20 - £5.8 million
- 4.6 **Option one** would generate additional collectable income of £16,000 per week (£832,000 for the year) from contributions to the Council.
- 4.7 **Option two** would generate additional collectable income of only £2,000 per week (£104,000 for the year) from contributions to the Council.
- 4.8 **Option three** would generate additional collectable income from contributions to the Council of: Year 1 – 2020/21 - £6,000 per week (£312,000 for the year); Year 2 – 2021/2022 - £5,000 per week (£260,000 for the year); Year 3 - £2,000 per week (£104,000 for the year).
- 4.9 A case example is provided at **Appendix 2** which illustrate the impact of each option on a person who is currently receiving transitional protection and would be significantly financially impacted without it.
- 5.0 Proposal and reasons for decision**
- 5.1 **Option three** is considered to achieve the right balance by limiting the increases to peoples' contributions to adult social care services (where they were in receipt of services prior to April 2018 under the banded contributions scheme and have had no material change in their financial circumstances) whilst ensuring that we work towards the individual financial assessment amount.

5.2 The table below shows the application of the proposed Option 3 by individual groups adversely impacted.

Number of people	Extent of impact by increase in cost per week and %age increase	Option 3
154	Under £10 increase with less than a 50% increase of current contribution	Actual increase applied April 2020
151	Under £10 increase with more than a 50% increase of current contribution	50% of increase applied April 2020 50% of Increase applied April 2021
295	Increase of between £10 and £30 with less than a 50% increase of current contribution	50% of increase applied April 2020 50% of increase applied April 2021
196	Increase of between £10 and £30 with more than a 50% increase of current contribution	33% of increase applied April 2020 33% of increase applied April 2021 34% of increase applied April 2022
10	Over £30 increase with less than a 50% increase of current contribution	33% of increase applied April 2020 33% of increase applied April 2021 34% of increase applied April 2022
85	Over £30 increase with more than a 50% increase of current contribution	Banded increase according to actual amount of increase applied 2020, 2021 and 2022: <ul style="list-style-type: none"> • Over £100 - actual increase divided by 10 • Over £90 - actual increase divided by 9 • Over £80 - actual increase divided by 8 • Over £70 - actual increase divided by 7 • Over £60 - actual increase divided by 6 • Over £50 - actual increase divided by 5 • Over £40 - actual increase divided by 4 • Over £30 - actual increase divided by 3
891	Total	

5.3 At the end of the three-year period, in March 2023, it may be that there are up to 85 people who have still not reached the contribution amount that they would be required to make based on their individual financial assessment to determine their disposable income. It is proposed that at this point a further period of transitional protection is considered, based on similar principals, for the small number of people remaining.

5.4 It is recommended, given the small number of people and impact on income, that the issue is delegated to the Cabinet Member for Adult Services in consultation with the Director of Adult Services for a decision at this time.

6.0 Financial implications

- 6.1 The current 2019-2020 budget for non-residential care purchasing is in the region of £26.4 million and the collectable income is in the region of £5.8 million.
- 6.2 The recommended option would protect individuals from an unreasonable significant increase over the transitional period.
[JB/20022020/X]

7.0 Legal implications

- 7.1 The proposals are fully compliant with the Care Act 2014 and the Care and Support statutory guidance.
- 7.2 The implementation of an extended scheme of transitional protection will mitigate against the adverse impact of transition to the individual financial assessments model and help ensure the financial wellbeing of individuals in accordance with the promotion of individual well-being duty under Section 1(2)(f) of the Care Act 2014.
[TC/20022020//M]

8.0 Equalities implications

- 8.1 An Equality Analysis was undertaken for the introduction of the new non-residential contributions scheme in April 2018. It showed an adverse impact on disabled people which was to be expected as disabled people with eligible needs are the customer base for non-residential care and support under the Care Act 2014.
- 8.2 Some mitigation against significant increases in contributions for current people receiving adult social care and support was achieved with the two-year transitional protection arrangement and the current proposal to introduce an extended period of transitional protection maintains a reasonable and fair increase in contributions for those pre-April 2018 people still in receipt of adult care and support.
- 8.3 The means employed to achieve the aims of the proposed policy are proportionate, necessary and appropriate.

9.0 Climate Change and Environmental implications

- 9.1 There are no climate change and environmental implications.

10.0 Health and Wellbeing Implications

- 10.1 Pre-April 2018 people continuing to pay contributions towards their adult social care and support will receive transitional protection under options two and three which will help minimise the impact of increases in the contributions rates and thus maintain their financial wellbeing.

11.0 Human resources implications

- 11.1 There are no direct human resources implications.

12.0 Corporate landlord implications

12.1 There are no Corporate Landlord implications.

13.0 Schedule of background papers

13.1 Report to Cabinet (Resources) Panel 16 January 2018 - Review of contributions to non-residential adult social care - outcome of public consultation and final proposals.

14.0 Appendices

14.1 Appendix 1 – Adults and Safer City Scrutiny Panel 28 January 2020 – Item 5 Minute.

14.2 Appendix 2 – Financial Assessment Calculation Example – Impact of Options.

Adults and Safer City Scrutiny Panel

Minutes - 28 January 2020

Attendance

Members of the Adults and Safer City Scrutiny Panel

Cllr Simon Bennett (Vice-Chair)
Cllr Olivia Birch
Cllr Val Evans (Chair)
Cllr Sohail Khan
Cllr Lynne Moran
Cllr Anwen Muston
Cllr Jacqueline Sweetman

In Attendance

Cllr Dr Michael Hardacre Cabinet Member Education and Skills
Cllr Jasbir Jaspal Cabinet Member Health
Cllr Linda Leach Cabinet Member Adults

Employees

John Denley	Director of Public Health
Joanne Keatley	Head of Adult Education
Lynsey Kelly	Head of Community Safety
Hannah Pawley	Community Safety Manager
Earl Piggott-Smith	Scrutiny Officer
Lisa Taylor	Head of Service Improvement
David Watts	Director of Adult Services
Helen Winfield	Head of Community Financial Support

Part 1 – items open to the press and public

Item No. *Title*

- 1 Apologies**
Apologies were received from the following members of the panel:

Cllr Rupinderjit Kaur
Cllr John Rowley
Cllr Zee Russell
Cllr Asha Mattu
- 2 Declarations of Interest**
There were no declarations of interest recorded.

5 Proposed changes to charges for non-residential services (report to follow)

Helen Winfield, Head of Community Financial Support, presented the report and the outlined the background to proposal to extend the current transitional protection, due to end in April 2020, for a further two years. The Head of Community Financial Support detailed the reasons behind suggesting the proposed change and explained why option 3 was considered to be best approach to continuing to support people in receipt of transitional protection and would be the recommendation to Cabinet. The report was presented to SEB for comments and they were also supportive of Option 3 as it would offer the right balance in trying to limit the level of increase and also move people closer towards paying the correctly assessed amount.

The Head of Community Financial Support shared an example of completed financial assessment form to show the impact on people in receipt of non-residential adult social care, when different scenarios in each of the options is applied.

The panel expressed concern that the assessment would not properly consider other costs arising from their illness or disability and therefore limit the opportunity for them to engage in community and social activities. The Head of Community Financial Support advised that Minimum Income Guarantee (MIG), which is protected income in the assessment, is set by Government and is intended to meet the normal living costs of a person and also contribute towards covering the cost of their own care and support.

The Council has discretion to disregard more than standard MIG amount and has set an amount of £12 for disability related expenditure for people of pension credit qualifying age as shown on the financial assessment form.

For people below pension credit qualifying age who have a lower standard MIG, there is an additional amount of £5.04, which can be disregarded.

The Council can take account of other costs which can be disregarded during the financial assessment. A person can also ask for an enhanced financial assessment to consider the actual costs of disability-related expenses if these are higher than the set amounts applied in the basic financial assessment.

The panel welcomed the focus in wanting to protect individuals against unreasonable significant increases after April 2020, if the current support scheme ended.

The panel invited the Head of Community Financial Support to comment on future levels of transitional protection and possible changes to level of Minimum Income Guarantee which will impact on the amount of financial contributions. The Head of Community Financial Support commented that it is expected that the amount may increase in the future as it has not changed for 10 years.

The panel welcomed the report and agreed to support Option 3 as detailed.

Resolved:

1. The panel agreed to support the proposal for continuing transitional protection as detailed in Option 3.
2. The panel supported the recommendation to approve the Cabinet Member for Adult Services to have delegated authority to make further changes to the transitional protection scheme.

**Non-Residential Care and Support
Financial Assessment Form 2019/20**

Your Name

Your P Number

Actual Cost of Care and Support (Weekly)

Your assessed capital
Savings/Investments/Shares/Property

Part 1: Your Assessed Income

		WEEKLY
Weekly Income	<input type="text" value="State Retirement Pension"/>	<input type="text" value="£148.10"/>
Weekly Income 1	<input type="text" value="Occupational Pension/Private Pension"/>	+ <input type="text" value="£197.00"/>
Weekly Income 2	<input type="text" value="Not Applicable"/>	+ <input type="text" value=""/>
Other Weekly Income	<input type="text" value=""/>	+ <input type="text" value=""/>
Disregarded Income	<input type="text" value="Not Applicable"/>	
Disregarded Income 2	<input type="text" value=""/>	
Other Disregarded Income	<input type="text" value=""/>	
Does your income include a means tested benefit?	<input type="text" value="Not Applicable"/>	
Disability Benefits		
Care Component	<input type="text" value="Attendance Allowance Higher Rate"/>	+ <input type="text" value="£87.65"/>
Mobility Component in Payment (Mobility component disregarded from Assessment)	<input type="text" value="No Mobility Benefit"/>	<input type="text" value="£0.00"/>
Night Time Care and Support (disregarded amount applied where no night time care provided)	<input type="text" value="Not Applicable"/>	- <input type="text" value="£28.95"/>
Please note Income from capital rules differ for financial assessment and benefit calculations, please refer to the Non residential care and support contributions booklet for further information.	+ Income Assumed from capital for City of Wolverhampton Council Contribution	+ <input type="text" value="£0.00"/>
	Part 1: Your Total Amount of Assessed Income	<input type="text" value="£403.80"/>

Part 2: Protected Income (Care Act 2014)

Minimum Income Guarantee	<input type="text" value="Single Person over Pension Credit Qualifying Age"/>	- <input type="text" value="£189.00"/>
Disregarded Amount for your Dependant Children	<input type="text" value="0"/>	- <input type="text" value="£0.00"/>
Disability Related Expenditure		
Standard disregarded amount		- <input type="text" value="£12.00"/>
Entitlement to a 30% Enhanced Disability Premium disregard	<input type="text" value=""/>	- <input type="text" value="£0.00"/>
Enhanced Disability Related Expenditure disregard	<input type="text" value="Not Applicable"/>	- <input type="text" value=""/>

Continued....

Housing Costs

Rent Payments/ Mortgage Payments
(not met by Housing Benefit/other benefits)

Not Applicable

- £0.00

Council Tax
(not met by Council Tax Reduction)

Not Applicable

- £0.00

Other housing expenses

Not Applicable

- £0.00

Part 2: Your Total Amount of Protected Income

- £201.00

Your Contribution

Part 1: Assessed Income

£403.80

Part 2: Assessed Protected Income

- £201.00

Assessed Disposable Income

£202.80

**Banded Contribution Amount
(April 2018)**

Band G/H - £81.84

**Maximum Weekly Contribution -
Transitionally Protected until April 2020.**

£87.84

Actual Amount Payable

£87.84

Additional Comments

Banded Contribution Amount pre-April 2018 - £75.84. Plus £6.00 transitional protection April 2018 = £81.84. Plus £6.00 transitional protection April 2019 = £87.84.

Option 1 - Contribution increases to **£202.80** as per Disposable Income

Option 2 - Current Transitional Protection is extended and Contribution increases by £6.00 to **£93.84**

Option 3 (Over £30 with more than 50% increase of current contribution) - Contribution would increase by £114.96 so as over £100 would divide by 10 and apply **£11.50** increase in Year 1 (to **£99.34**); Year 2 (to **£110.84**) and Year 3 (to **£122.34**). In April 2023, Mrs B would still have a **shortfall of £80.46**

Assessment Completed by

Contribution Start Date

8th April 2019

0

No Means Tested Benefit	£0.00
State Retirement Pension with Pension Credit	£167.25
State Retirement with Pension Credit including severe disability premium	£233.10
Contributory Employment and Support Allowance (Support)	£111.65
Contributory Employment and Support Allowance (Work related)	£102.15
Income Related ESA Support	£111.65
Income Related Employment and Support Allowance (Support) + EDP	£128.45
Income Related Employment and Support Allowance (Support) + EDP + SDP	£194.30
Income Related Employment and Support Allowance (Support) + EDP + Carers	£165.30
Income Related Employment and Support Allowance (Work Related)	£102.15
Income Support + DP	£107.45
Income Support + DP + EDP	£124.25
Income Support + DP + EDP + Carers Premium	£161.10
Income Support + DP + EDP + SDP	£190.10
Contributory Employment and Support Allowance Support under 25	£96.45
Contributory Employment and Support Allowance WR under 25	£86.95
Income Related Employment and Support Allowance Support under 25	£96.45
Income Related Employment and Support Allowance Support under 25 + EDP	£113.25
Income Related Employment and Support Allowance Support under 25 + EDP + SDP	£179.10
Income Related Employment and Support Allowance Support under 25 + EDP + Carers	£150.10
Income Related Employment and Support Allowance WR under 25	£86.95
Income Support under 25 + DP	£92.25
Income Support under 25 + DP + EDP	£109.05
Income Support under 25 + DP + EDP + Carers Premium	£145.90
Income Support under 25 + DP + EDP + SDP	£174.90
Universal Credit - Single under 25	£58.10
Universal Credit - Single over 25	£73.34
Universal Credit - Couple under 25	£91.20
Universal Credit - Couple one or both over 25	£115.13
Universal Credit - Limited Capability for Work - Single under 25	£87.20

Universal Credit - Limited Capability for Work - Single over 25	£102.44
Universal Credit - Limited Capability for Work - Couple under 25	£120.30
Universal Credit - Limited Capability for Work - Couple one or both over 25	£144.23
Universal Credit - Limited Capability for Work Related Activity- Single under 25	£135.68
Universal Credit - Limited Capability for Work Related Activity- Single over 25	£150.92
Universal Credit - Limited Capability for Work Related Activity- Couple under 25	£168.78
Universal Credit - Limited Capability for Work Related Activity - Couple one or both over 25	£192.71
Universal Credit with Carer element - Single under 25	£95.07
Universal Credit with Carer element - Single over 25	£110.31
Universal Credit with Carer element - Couple under 25	£128.17
Universal Credit with Carer element - Couple one or both over 25	£152.10
Universal Credit with Carer element + Limited Capability for Work Couple under 25	£157.27
Universal Credit with Carer element + Limited Capability for Work Couple one or both over 25	£181.20
Universal Credit with Carer element + Limited Capability for Work Related Activity - Couple under 25	£205.75
Universal Credit with Carer element + Limited Capability for Work Related Activity - Couple one or both over 25	£229.68

Single Person over Pension Credit Qualifying Age	£189.00
Single Person Pension Credit Qualifying Age with a carer's premium	£232.25
One of a Couple (one person Pension Credit Qualifying Age)	£144.30
One of a Couple with a Carer's Premium (one person Pension Credit Qualifying Age)	£187.55
Single aged 18 to 24	£72.40
Single aged 18 to 24 with a Disability Premium	£112.75
Single aged 18 to 24 with a Disability Premium and an Enhanced Disability Premium	£132.45
Single aged 18 to 24 with an Enhanced Disability Premium	£92.10
Single aged 18 to 24 with a Carer's Premium	£115.65
Single aged 18 to 24 with a Disability Premium and a Carer's Premium	£156.00
Single aged 18 to 24 with an Enhanced Disability Premium and a Carer's Premium	£175.70
Single aged 25 to Pension Credit Qualifying Age	£91.40
Single aged 25 to Pension Credit Qualifying Age with a Disability Premium	£131.75
Single aged 25 to Pension Credit Qualifying Age with a Disability Premium and an Enhanced Disability Premium	£151.45
Single aged 25 to Pension Credit Qualifying Age with an Enhanced Disability Premium	£111.10
Single aged 25 to Pension Credit Qualifying Age with a Carer's Premium	£134.65
Single aged 25 to Pension Credit Qualifying Age with a Disability Premium and a Carer's Premium	£175.00
Single aged 25 to Pension Credit Qualifying Age with an Enhanced Disability Premium and a Carer's Premium	£197.70
Couple aged 18 to Pension Credit Qualifying Age	£71.80
Couple aged 18 to Pension Credit Qualifying Age with Disability Premium	£100.55
Couple aged 18 to Pension Credit Qualifying Age with Enhanced Disability Premium	£114.70
Couple aged 18 to Pension Credit Qualifying Age with a Carer's Premium	£115.05
Couple aged 18 to Pension Credit Qualifying Age with a Disability Premium and a Carer's Premium	£143.80
Couple aged 18 to Pension Credit Qualifying Age with an Enhanced Disability Premium and a Carer's Premium	£157.95

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CITY OF WOLVERHAMPTON COUNCIL	Cabinet (Resources) Panel 3 March 2020
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Report title	Care and Support Provider Fee Review 2020 - 2021	
Decision designation	AMBER	
Cabinet member with lead responsibility	Councillor Linda Leach Adults	
Key decision	Yes	
In forward plan	Yes	
Wards affected	All Wards	
Accountable director	David Watts Director of Adult Services	
Originating service	Commissioning	
Accountable employee(s)	Becky Wilkinson	Head of Service, People
	Tel:	01902 55 5318
	Email	Becky.wilkinson@wolverhampton.gov.uk
Report to be considered by		

Recommendation for decision:

The Cabinet (Resources) Panel is recommended to:

1. Approve the proposed increase in fee levels for 2020-2021 as recommended in the report to meet the additional costs (employee and employer) resulting from the increases to the National Living Wage (NLW and where applicable increases to sustain the care market.

Type of provision	Recommendation	Current £	Proposed £
Home Care	Increase fee levels to meet the additional costs (employee and employer) resulting from the increases to the National Living Wage. *	15.04 (hourly rate)	15.56 (hourly rate)

Type of provision	Recommendation	Current £	Proposed £
Home Care – rapid response	Increase fee levels to meet the additional costs resulting from the increases to the National Living Wage. *	16.50 (hourly rate)	17.12 (hourly rate)
Home Based Respite	Increase fee levels to meet the additional costs resulting from the increases to the National Living Wage. *	14.32 (hourly rate)	14.84 (hourly rate)
Direct Payments Home Care Agency Rate	Increase fee levels to the proposed supported living	14.10 (hourly rate)	14.84 (hourly rate)
Direct Payments for Personal Assistants	No increase	10.76 (hourly rate)	10.76 (hourly rate)
Residential Care Older People	All Residential and Nursing Care Agreements for Older People Uplift all agreements with a current rate of less than £455. to £455.	433.30 (weekly rate)	455.00 (weekly rate)
Nursing care for older people		433.30 (weekly rate)	455.00 (weekly rate)
Residential care with dementia for older people	Increase fee levels to meet the additional costs (employee and employer) resulting from the increases to the NLW.	474.18 (weekly rate)	489.16 (weekly rate)
Nursing care for older people with dementia		474.18 (weekly rate)	489.16 (weekly rate)
Extra Care	Increase by 1.7%	N/A part of block contract	Increase to all contract totals
Supported Living	Increase fee levels to meet the additional costs (employee and employer cost) resulting from the increases to the National Living Wage. *	14.32 (hourly rate)	14.84 (hourly rate)
Nursing and Residential for people under 65 years old	Continue with pilot of open book accounting and increase fees of placements made up to 2019-2020 by 1.7%	N/A no locally agreed rate in place	Increase to all contract totals
Community Opportunities Older People	5% increase	£24.15 sessional rate	£25.36 sessional rate

Type of provision	Recommendation	Current £	Proposed £
Community Opportunities for Adults with Complex Needs	Ensure that the rate is consistent with the supported living rate and proportionate to 1:1 1:2 1:3 staffing ratios	N/A 3 sessional rates in place	£14.84 per hour for 1:1 staffing £7.42 per hour for 1:2 staffing £4.94 per hour for 1:3 staffing

* except where the provider has tendered below the current rate, in this case it will be uplifted proportionately.

2. Approve that any increase in fees are in effect from start of financial year 6 April 2020 to reflect when the increase to NLW comes into effect.

Recommendations for noting:

The Cabinet (Resources) Panel is asked to note

1. That engagement has been undertaken with current care and support providers as part of the fee review to listen to feedback, however due to current financial restraints the recommendations are not solely based on provider requests.
2. That Adults Commissioning continuously works with providers in developing in developing the social care market to ensure a shared approach between the council and social care providers to meet residents needs

1.0 Purpose

- 1.1 The purpose of this report is to set out the proposed increase for the following care and support service areas and direct payment cost rate, and to outline the methodology used to develop the new rates.

2.0 Background

- 2.1 Section 5 of the Care Act establishes a duty on local authorities and Directors of Social Services to ensure a sustainable market of care in their areas. This covers all care sectors and providers of care. The main areas of care provision and a growing sector of individual service users using personal budgets to employ personal assistants.

3.0 Home Care and Direct Payment Service

- 3.1 The Home Care and Direct Payment service delivers care and support to people in their own homes.
- 3.2 As at the week ending 2 February 2020, there were 673,207 annual planned hours of domiciliary care with an average of 15,300 hours per week for people aged 65 years old and over and 7,706 direct payments planned hours per week for all age services. (These hours exclude rapid response, home based respite)
- 3.3 Rapid response is home care organised within hours to enable discharge or prevention of admission to hospital and the rate is based on the current home care rate plus 10%. As at week ending 2nd February 2020 there a total of 5,250 annual planned hours for rapid response.
- 3.4 Home based respite is home care to enable respite for carers. As at week ending 2nd February 2020 there were a total of 21,715 planned hours annually.

4.0 Older Peoples Residential and Nursing placements

- 4.1 Residential Care services deliver personal care and accommodation to people within a Care Quality Commission (CQC) registered setting.
- 4.2 People in Nursing Care placements have the need for care and support in a CQC registered care home but in addition have a primary health care need, that requires the intervention or oversight of a registered nurse to support the safe delivery of their care plan. Nursing care placements attract a financial contribution from NHS England to pay for the nursing element of the care provided. This is paid directly from Wolverhampton Clinical Commissioning Group and is known as Funded Nursing Care (FNC) payment. The FNC for 2019-2020 is £165.56. The FNC settlement for 2020- 2021 has not been published, Wolverhampton Clinical Commissioning Group has confirmed that an increase to the FNC is being considered.
- 4.3 In January 2020 there were 501 individuals aged 65 years old and over in receipt of a permanent residential placements, this compared to a figure of 556 in January 2019.
- 4.4 In January 2020 there were 291 individuals aged 65 years old and over in nursing placements, this compared to a figure of 327 in January 2019.

5.0 Extra Care

- 5.1 Extra care housing is a nationally recognised model of extending the range of housing options available to older people with care and support needs and is commissioned by local authorities across the country.
- 5.2 Currently, the City of Wolverhampton Council has eight contracts in place with four extra care service providers for the provision of 267 funded places. The services are provided on a 'block' basis, which means that each provider is funded to provide care and support a specified number of people with eligible care needs at any one time. The number of funded places in Wolverhampton is in line with that commissioned by peer local authorities.
- 5.3 There will be a review of the current model of extra care services to inform our future commissioning intentions including recommissioning of extra care and potential new developments.

6.0 Supported Living

- 6.1 The supported living accreditation framework delivers care and support to people with disabilities. These services support people to become as independent as possible and have a focus on reablement and enablement. These services provide 24/7 care where required for people who live in supported living schemes.
- 6.2 Accreditation to the supported living framework was awarded on 1 September 2019, for five years with extension options of one plus one year. There are currently 28 framework providers. The framework is flexible and enables the council to be responsive to the needs of the market as the framework can be opened for new providers to apply to annually (if required). The framework introduced a single rate for supported living set at £14.32 for 2019 – 2020. Existing supported living care packages continued to be paid at those agreed rates (including those which had rate above the new single rate). There is no guaranteed amount of work for providers on the framework.
- 6.3 To increase the supported living providers available who can meet specialist forensic need, a framework was tendered and awarded on 30 January 2019 for a duration of two years. There are six providers on the framework. Due to complexity of the cohort supported, the providers tendered hourly rates which range between £15.48 and £19.00. The tender also agreed and set hourly rates for the second year of the framework and does not need to be reviewed.
- 6.4 A snapshot taken as of 7 February 2020, highlighted 18,121 hours of supported living per week.

7.0 Residential Provision for People Under 65 Years with Complex Needs

- 7.1 There are currently 160 placements in residential provision for people aged under 65 years old and there are 76 placements in nursing provision for people aged under 65 years old. This provision is not funded at a set rate with providers. People accessing this provision have complex needs with disabilities and each package is based on the social care assessed needs and negotiated with the provider and as a result funding levels vary for each individual placement.

8.0 Community Opportunities for Older People

- 8.1 The current framework Community Activities for Older People was tendered for in 2016. The framework supports vulnerable adults who are at risk of isolation as well as supports carers of vulnerable adults to have a planned break from caring roles and allow them to partake in normal acts of daily living. The framework originally had 10 providers and then was increased to 16.
- 8.2 There are currently 109 people accessing community activities through the framework with 201 sessions accessed per week.
- 8.3 A new model for community activities support for older adults will be tendered for and operational by December 2021. The new model will be aimed at supporting adults to access their personal budgets whilst supporting those adults with the highest level of need to have access to good quality provision.

9.0 Community Opportunities for Adults with Complex Needs

- 9.1 The framework for community opportunities for adults with complex needs (for those with either a learning disability or physical disabilities) was awarded on 4 May 2019 for four years and includes eight providers.
- 9.2 There currently 69 people accessing community opportunities through the framework averaging at 215 sessions.

10.0 Overview of the Wolverhampton Market

- 10.1 The Care Act 2014 includes duties for Local Authorities to facilitate and shape a diverse, sustainable and quality market has implications for everyone involved, people with care and support needs, carers, providers and commissioners. The Act gives the local authority powers and duties in the case of provider failure to ensure that continuity of care is maintained for people that use care and support services.
- 10.2 Wolverhampton Council is committed to supporting people to be independent for as long as possible and is working with the market to develop a range of services to support this. This has implications for existing service models and service providers as traditionally there was a higher demand for residential provision which is decreasing as home-based care and supported living increases.
- 10.3 National intelligence and local provider forums confirm that the main challenges the market is experiencing is in the recruitment and retention of staff into the care sector. There are several reasons for this, one of which is pay rates for care staff at, or just above National Living Wage (NLW). Recruitment in both the home care and care home sector is difficult for many providers.
- 10.4 From 1 April 2020 the hourly rate of the National Living Wage for those of 25 years and over, increases from £8.21 to £8.72 The council has reviewed the fees, considering the NLW and seeking opportunities to secure future stability of the care and support market.

11.0 Care and Support Provider Engagement

11.1 Providers have been engaged through provider forums to give them the opportunity to provide feedback about the approach.

11.2 City of Wolverhampton Council has also received feedback from providers in the form of requests for fee review in 2019 -2020.

Key themes arising include:

- Increase in National Living Wage from £8.21 to £8.72 per hour.
- Shortage of care workers
- Increases due to Consumer Price Index inflation of 1.7%

11.3 The provider market will respond as the model of adult social care changes to a more community-based model with greater health and social care support being provided to help people maintain their independence to stay at home longer. Wolverhampton Council are actively engaging with care providers to support them with the challenges they face.

12.0 Methodology

12.1 The legislative National Living Wage (NLW) is intended to recognise the dignity of work and the importance for individuals, families and society of people being able to earn a living.

12.2 The Council is required to provide appropriate care and support services to meet the statutory requirement and the needs of individual service users.

12.3 Due to increases to the NLW and employer pension contributions from April 2020, the Council have undertaken a fee review exercise.

12.4 The review has been concluded and sets out options for each type of social care service areas.

13.0 Benchmarking and Market Analysis

13.1 Benchmarking data has been reviewed against neighbouring and CIPFA (the Chartered Institute of Public Finance and Accountancy) nearest neighbour comparator authorities to support the process.

14.0 Home Care

14.1 The table below outlines the benchmarking data for home care (also known as domiciliary care) 2019-20120. The regional benchmarking data highlights that Wolverhampton is paying a higher rate than the Black Country neighbouring local authorities. CIPFA nearest neighbour comparators confirm that Wolverhampton is paying lower hourly rates.

Table 1: Benchmarking data for home care hourly rates 2019-2020



- 14.2 External provision of home care (also known as domiciliary care) has been provided in Wolverhampton through the current framework agreement which has been in place for four years and expires on 16 May 2020. This framework agreement consists of a closed framework with allocated providers to six geographical areas in Wolverhampton (tier one providers), supported by providers who can respond to referrals citywide (tier two providers).
- 14.3 City of Wolverhampton Council originally appointed 12 tier one providers and a further 17 in tier two. A snapshot review in 2019 showed that over the last three years, seven providers exited the framework, and four providers have not had any business placed with them. A further five providers were sourced in 2019, as current providers have not been able to meet the demand.
- 14.4 The home care market nationally has been considered a fragile market, with providers citing issues around delivery costs, recruitment and retention.
- 14.5 A detailed review of the home care market has been undertaken to inform the future model for 2020 with a new approach to procure services that enables capacity, quality provision and promotion of a sustainable market.
- 14.6 The Home Care Framework will replace what is traditionally called domiciliary care to deliver personal care to adults with assessed needs in their own home. It is a market regulated by the Care Quality Commission. The framework consists of three elements; home care, rapid response services and home-based respite. These services support people to remain in their own home, promote independence and have a focus on reablement and enablement for adults who have been discharged from hospital. There is also an opportunity to use the framework for reablement, mini tenders and competitions when required.
- 14.7 The new framework is a nine-year flexible framework. This type of contracting arrangement enables the Council to be more responsive to the needs of the market as the framework can be opened annually (or more frequently), if required. The current framework does not allow this.

14.8 The framework seeks to deliver provision through three lead providers who will be aligned to each parliamentary ward and supported by citywide providers. This new model seeks to deliver person centred care, increase sustainability, enable partnership working and allow current providers to retain their core business (subject to meeting the criteria).

14.9 The frame work is divided in to three tiers:

- Tier one leads (three providers) – each responsible for one geographical area.
- Tier one (ten providers) – able to deliver all services defined by the specification and willing to accept care packages from anywhere in Wolverhampton.
- Tier two (all other providers accepted onto the framework) - the remaining providers who were successful and either chose to operate at only tier two, could only offer partial services, or did not have a combined price/quality score high enough to reach tier one.

14.10 There are significant challenges that are facing the home care (domiciliary) market, including recruitment and retention of care staff, travel costs and the increase in the national living wage.

14.11 The tender process for the framework included ceiling rates based on the estimated increase to the National Living Wage.

14.12 The recommended option for home care and rapid response is option two in the tables below which reflects a fee level to meet the additional costs (employee and employer) resulting from the confirmed increases to the National Living Wage (adjusting the estimated rate) and where providers tendered at a lower rate to the ceiling rate that this is adjusted proportionately.

Table 2: Options for Home Care

Option	Methodology for increase	Cost increase per unit	Proposed Hourly Rate £	Impact to budget £000
Option 1	Do nothing. Do not increase fee levels.	0.00	15.04	-
Option 2	Increase fee levels to meet the additional costs resulting from the increases to the National Living Wage.	0.52	15.56	403

Table 3: Options for Rapid Response

Option	Methodology for increase	Cost increase per unit	Proposed Hourly Rate £	Impact to budget £000
Option 1	Do nothing. Do not increase fee levels.	0.00	16.50	-
Option 2	Increase fee levels to meet the additional costs resulting from the increases to the National Living Wage.	0.12	17.12	8

15. Home Based Respite

15.1 Home based respite is provided to support carers and is provided in the home, the rates are based on supported living rates.

15.2 The recommended option for home-based respite is option two in the table below which is to increase fee levels to a rate to meet the additional costs (employee only) resulting from the increases to the National Living Wage and that where providers tendered below the current rate that this is adjusted proportionately.

Table 4: Options for the Home-Based Respite:

Option	Methodology for increase delivered over 25 hours	Cost increase per unit	Proposed Hourly Rate £	Impact to budget £000
Option 1	Do nothing. Do not increase fee levels.	0.00	14.32	-
Option 2	Increase fee levels to meet the additional costs (employee only) resulting from the increases to the National Living Wage.	0.52	14.84	14

16.0 Direct Payments

16.1 Direct Payments are cash payments made to individuals who have been assessed as being eligible for funded care and support in line with the Care Act (2014) eligibility criteria; they are intended to give individuals greater choice in their care as they enable individuals to choose not to receive services purchased by Wolverhampton Council instead choosing to receive a payment in lieu of these to arrange their own support.

16.2 At present the Wolverhampton agency direct payment rate is £14.10 per hour and for the Personal Assistants is £10.76 per hour, which are in line with the current regional rates. The agency direct payment rate is higher as agencies are paid to administer the payroll for care workers, travel cost, national insurance, holiday and sick pay, and for a personal assistant the care worker is employed directly by the individual and does not incur any administration costs.

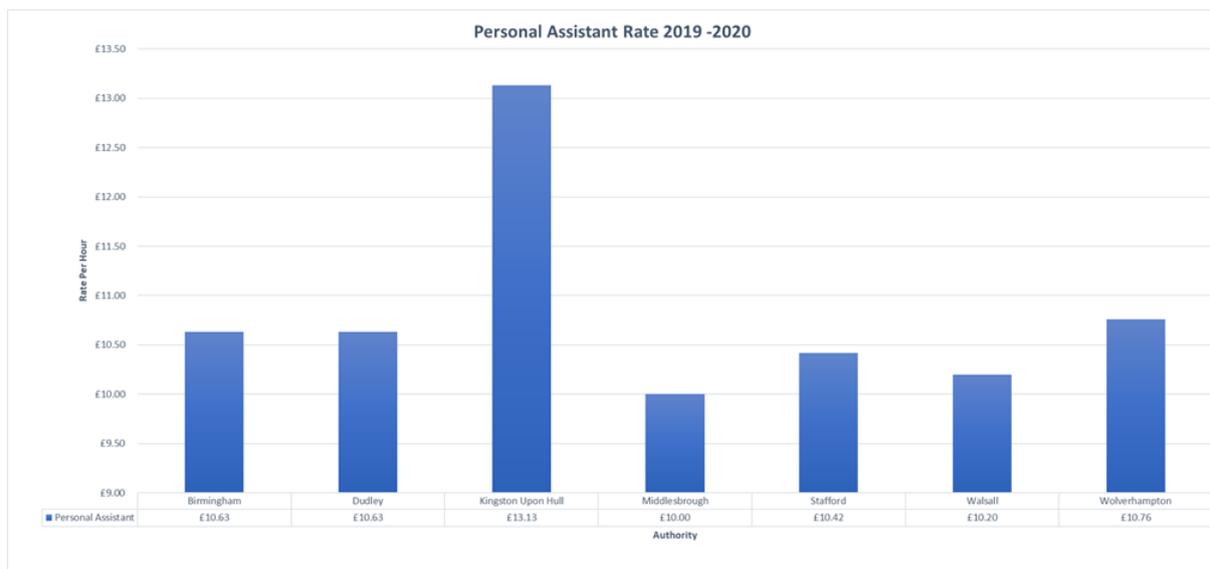
16.3 Consultation to review the Personal Assistant rate will take place during 2020 to introduce an approach based the rate starting with the 'Real Living Wage' (as set by the real living wage foundation) and then on an individual case by case basis determining any additional costs for the Personal Assistant to be employed by the client. This means the rate paid will vary. In view of the intended review, the Personal Assistant rate will not be uplifted for 2020-2021.

16.4 A benchmarking exercise was carried out to understand the Direct Payment Home Care Rate for agencies and Personal Assistant rate.

Table 5: Direct Payments - Home Care Agency rate for 2019-2020:



16.4 Table 6: Direct Payment – Personal Assistant rate for 2019 - 2020:



16.5 The recommended options for direct payments home care is option three to raise the rate to match the proposed supported living rate to encourage increased take up of direct payments at a rate that agencies will accept.

Table 7: Options for Direct Payments Home Care:

Option	Methodology for increase	Cost increase per unit	Proposed Hourly Rate Direct Payments Domiciliary Care £	Impact to budget £000
Option 1	Do nothing. Do not increase fee levels.	0.00	14.10	-
Option 2	Increase fee levels to meet the additional costs (employee only) resulting from the increases to the National Living Wage.	0.54	14.64	45
Option 3	Increase fee levels to match the proposed supported living rate	0.74	14.84	61

17.0 Residential and Nursing Care – 2019-2020

17.1 The following table outlines the regional benchmarking data for residential and nursing care 2019-2020 excluding Funded Nursing Care (FNC).

Table 8: Regional benchmarking data for Residential 2019-2020

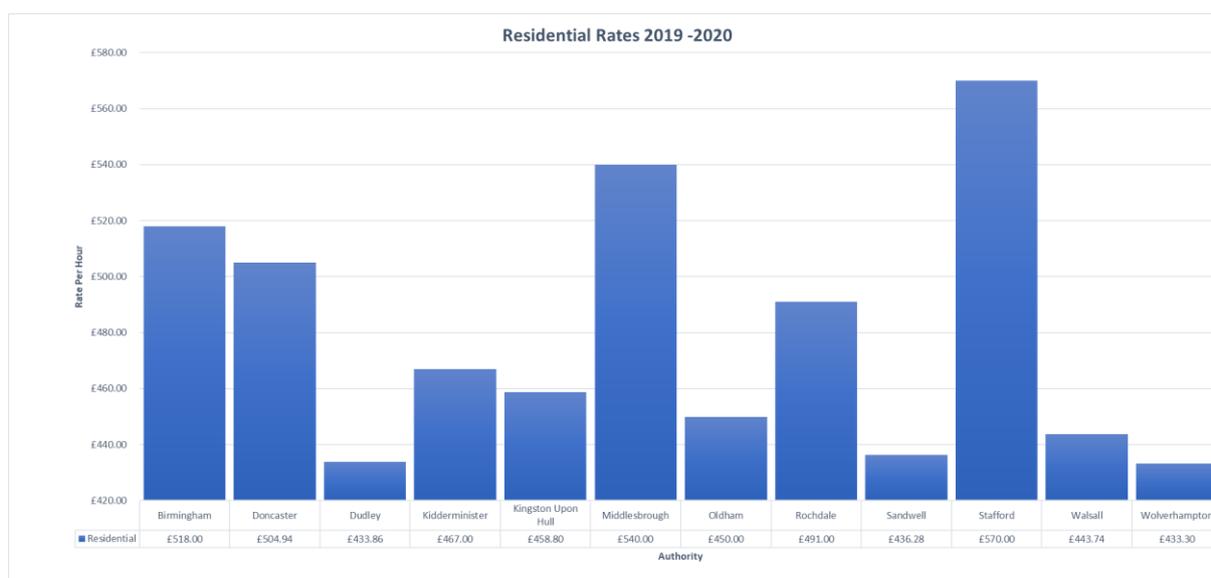


Table 9: Regional benchmarking data for Nursing 2019-2020

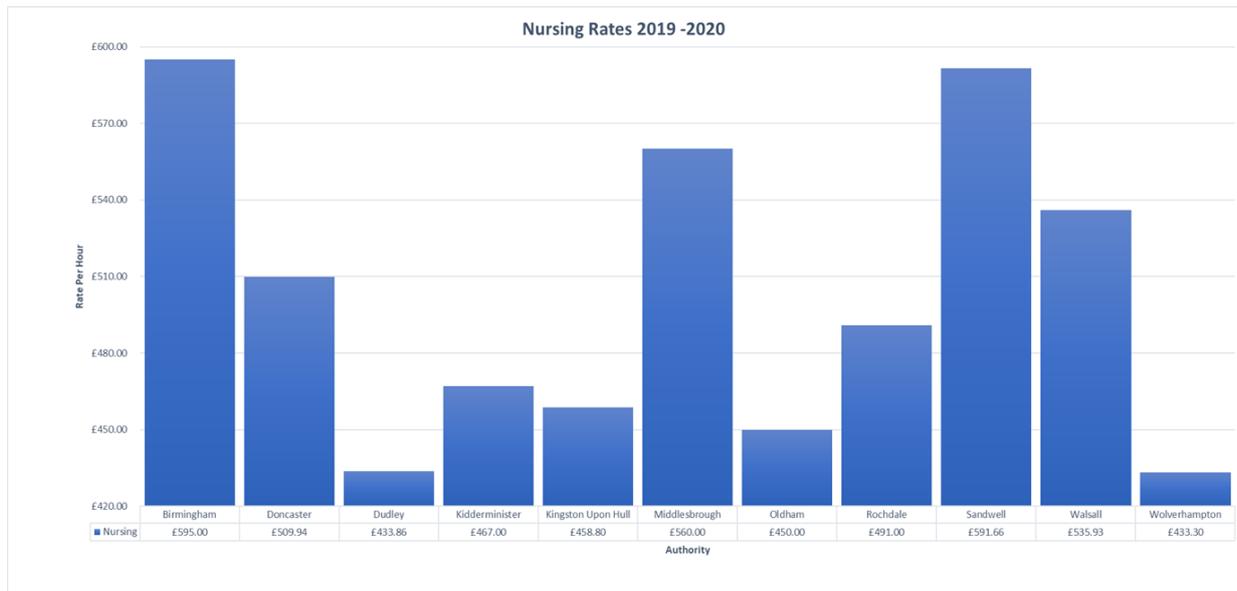


Table 10: Residential and Dementia (EMI)

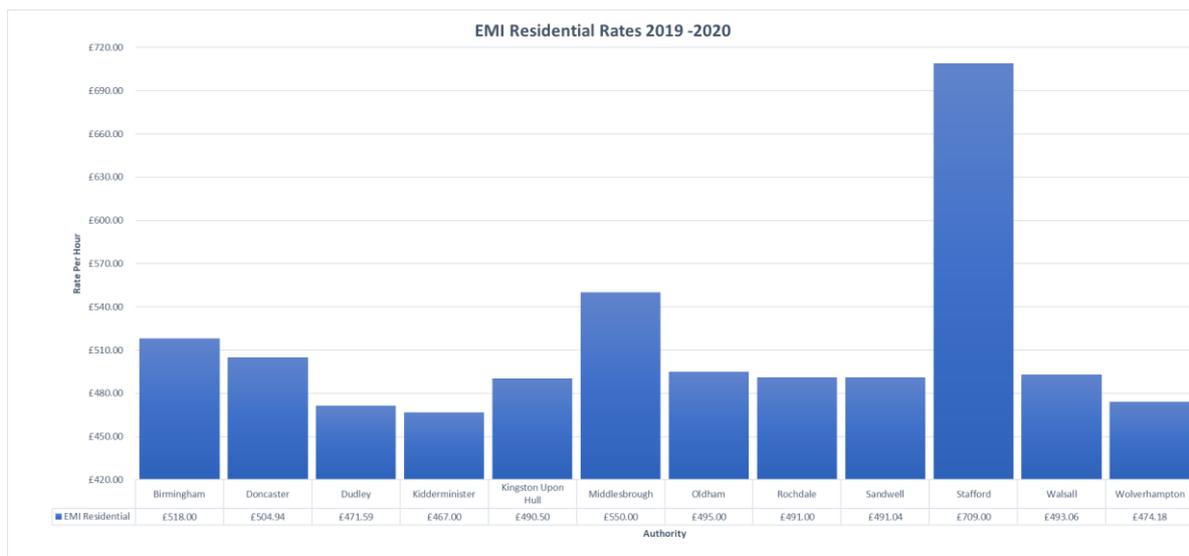
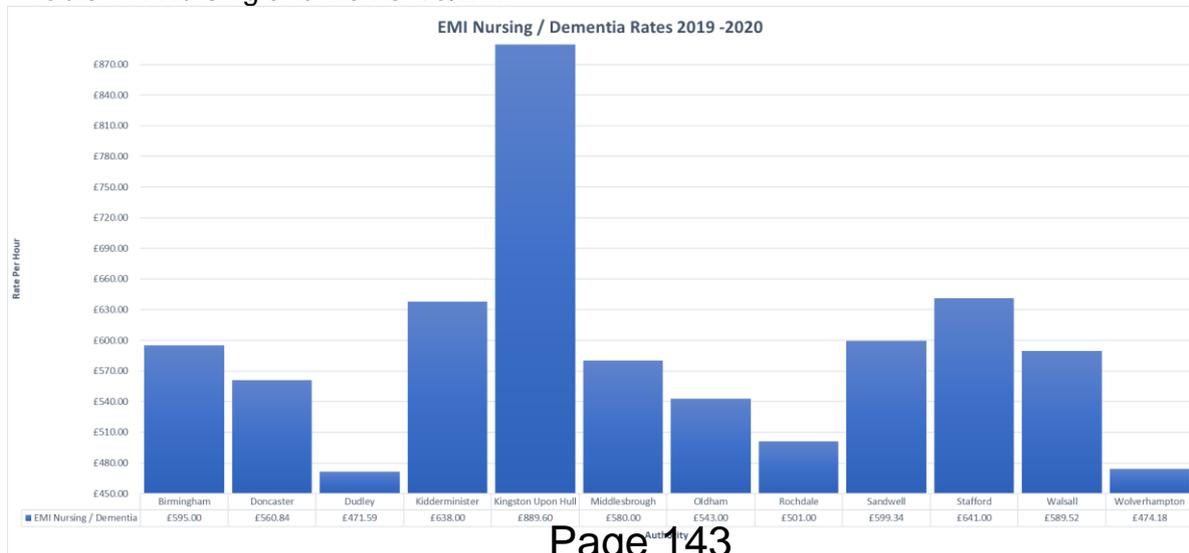


Table 11: Nursing and Dementia/EMI



- 17.2 The stability of the care home market in Wolverhampton closely mirrors those described in the ADASS report Care Homes: Future Models and Possibilities (July 2019).
- 17.3 The recommended option for residential and nursing care is option two to increase the current rate by 5% and for placements above the locally agreed rate to receive a payment per placement to meet the increased costs of national living wage, this is based on considering benchmarking and current availability.

Option	Methodology for increase	Current weekly rate £	Proposed weekly increase £	Proposed new weekly rate £	Impact to Budget £000
Option 1	Do nothing. Do not increase fee levels	433.30	0.00	433.30	-
Option 2	Increase rates less than £455.00 to £455.00 and NLW plus employee and employer costs for rates more £455.00	433.30	21.7	455.00	171

Table 12: Options for Residential Care:

Table 13: Options Residential Care with Dementia

Option	Methodology for increase	Current weekly rate £	Proposed weekly increase £	Proposed new weekly rate £	Impact to budget £000
Option 1	Do nothing. Do not increase fee levels	474.18	0.00	474.18	-
Option 2	Increase rates less than £455.00 to £455.00 and NLW plus employee and employer costs for rates more £455.00	474.18	14.98	489.16	309

Table 14: Older People Nursing Care

Option	Methodology for increase	Current weekly rate £	Proposed weekly increase £	Proposed new weekly rate £	Impact to Budget £000
Option 1	Do nothing. Do not increase fee levels	433.30	0.00	433.30	-
Option 2	Increase rates less than £455.00 to £455.00 and NLW plus employee and employer costs for rates more £455.00	433.30	21.7	455.00	143

Table 15: Nursing Care with Dementia/EMI

Option	Methodology for increase	Current weekly rate £	Proposed weekly increase £	Proposed new weekly rate £	Impact to budget £000
Option 1	Do nothing. Do not increase fee levels	474.18	0.00	474.18	-
Option 2	Increase rates less than £455.00 to £455.00 and NLW plus employee and employer costs for rates more £455.00	474.18	14.98	489.16	141

18.0 Extra Care

- 18.1 The eight extra care schemes across the city, all have a ten-year contract that runs from 2012 to 2022 with an option to extend until 2023. One provider is withdrawing from the market and five of those schemes are being novated within the same contract to commence March 2020. Another provider of one scheme has service notice citing profit losses as the reason.
- 18.2 Future demand for extra care has been analysed and it has been agreed that new schemes will be procured to meet the need for 322 additional council funded units by 2030.
- 18.3 There have been two fee increase given since the contracts were awarded in 2012. An uplift in 2018-2019 for 2% and in 2019 – 2020 of 3%.
- 18.4 City of Wolverhampton Council will review the extra care provision to inform future commissioning intentions including recommissioning of extra care and potential new developments.

18.5 The recommended option for extra care is option three as detailed in the table below which is to give a percentage increase based on inflationary rise of 1.7% to the block contracts to ensure stability of the provider market.

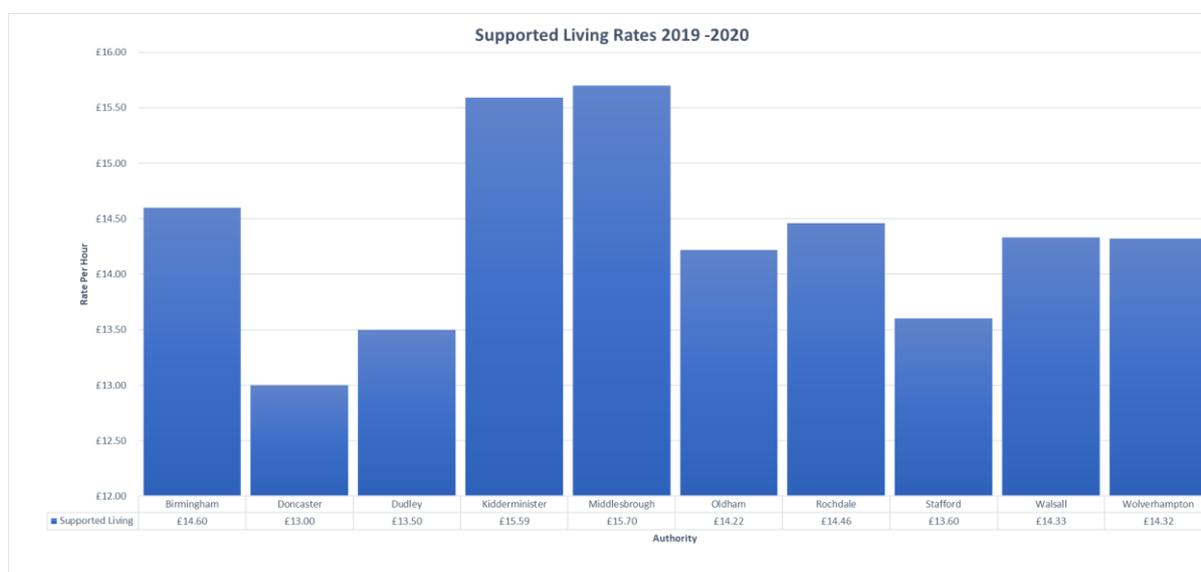
Table 16: Options for Extra Care:

Option	Methodology for increase	Estimated annual cost increase £000
Option 1	Do nothing. Do not increase fee levels.	-
Option 2	1.7%	45
Option 3	3% increase	79

19.0 Supported Living

19.1 The costing model for supported living across the region varies, some Local Authorities operate a fixed hourly rate and others a banding costing model. Most Local Authorities' rates are determined based on the level of support needs by individual customers; this is translated in number of hours (amount of care) required by each client and providers rates will be determined depending on tendered rates. The table below outlines the regional benchmarking data for supported living 2019-2020.

Table 17: Benchmarking data for Supported Living 2019-2020



19.2 Following the tender of the flexible accredited framework in 2019 the market is currently stable. However, provider feedback requests employer costs are also factored into the review (in 2019 the uplift funded employee cost only). The providers referred to the situation that they had accepted a new single rate for supported living (as tendered in the new framework in 2019), previously there were three rates with a higher rate for people with higher needs but who were not considered at a level of need requiring forensic support and the single rate introduced was based on the lower rate.

19.3 The recommended option for supported living is option two in the following table which enables providers to pay the increase to the National Living Wage within the current fees.

Table 18: Options for Supported Living:

Option	Methodology for increase	Cost increase per unit	Proposed Hourly Rate Supported Living £	Impact to budget £000
Option 1	Do nothing. Do not increase fee levels.	0.00	14.32	-
Option 2	Increase fee levels to meet the additional costs (employee only costs) resulting from the increases to the National Living Wage.	0.52	14.84	618

20.0 Residential Provision for People under 65 years with complex needs

20.1 For the last seven years this type of provision has not been subject to a set fee review. This is because each placement cost is agreed based on the individuals identifiable need. Nationally there is limited data to enable comparative benchmarking against locally agreed rates due to the variance in placement costs. City of Wolverhampton Council have determined that during this time the fees paid enable the provider to meet the National Living Wage requirements.

20.2 Due to the range and variation of the funding arrangements for residential provision for people under 65 years with complex needs, requests for a fee increase for an individual placement will continue to be considered on a case by case basis based on open book accounting. An open book accounting tool is currently being piloted and work with providers will continue to develop the process. In addition to this, the recommendation is option two which is to uplift current placements by 1.7% to reflect inflationary rises. This will not be applicable to placement made within 2019-2020

Table 19: Options for Young Adults Nursing and Residential Care:

Option	Methodology for increase	Estimated annual cost increase £000
Option 1	Do nothing. Do not increase fee levels.	-
Option 2	1% increase	88
Option 3	1.7%	150
Option 4	3% increase	265

21.0 Community Activities for Older Adults

21.1 Feedback from providers shows that the current model has not delivered the range of choice and options for clients, or market stability. Monitoring reveals only five of the providers who were awarded places on the framework ever delivered services to the people of Wolverhampton, two providers have closed their services during the lifetime of the framework and a further nine didn't receive any referrals for funded placements.

- 21.3 Bench marking and engagement with regional colleagues shows that a wide variety of models and rates operate which are not comparable to the Wolverhampton model (most other local authorities have moved away from using framework providers to commission funded placements). The preferred model is to support people to access their personal budgets to take part in community activities. Specialist services tend to be commissioned for older people who have complex health (including dementia needs)
- 21.4 A new model will be consulted on and tendered for in 2020 to be in place by December 2020
- 21.5 In light of recent market withdrawals and to minimise the potential of further market instability Option 2 for an increase of 5% is recommended.

Table 20: Options for Community Activities for Older Adults:

Option	Methodology for increase	Current sessional rate £	Proposed sessional increase £	Proposed new Sessional rate £	Impact to Budget £000
Option 1	Do nothing. Do not increase fee levels	24.15	0.00	24.15	-
Option 2	(5%)	24.15	1.21	25.36	10
Option 3	(10%)	24.15	2.41	26.56	20

22.0 Community Activities for Adults with Complex Needs

- 22.1 Bench marking and engagement with regional colleagues shows that a wide variety of models and rates operated which are not comparable to the Wolverhampton model (most other local authorities have moved away from using framework providers to commission funded placements). The preferred model is to support people to access their personal budgets to take part in community activities. Future review of community activities will be aimed at supporting adults to access their personal budgets whilst supporting those adults with the highest level of need to have access to good quality provision.
- 22.2 Currently there are three sessional rates are based on staffing ratios required of 1:1 at £95.46 per session, 1:2 at £50 per session and 1:3 at £31.82 per session. These services support people with complex needs and on this basis the proposed option 3 for the rate to be aligned to the hourly rate of supported living reflected proportionately dependant on staffing ratio and length of each session.

Table 21: Options for Community Activities for People with Complex Needs:

Option	Methodology for increase	Current spend 2019-2020 £	Impact to Budget £000
Option 1	Do nothing. Do not increase fee levels		-
Option 2	(5%)		9
Option 3	Align rate to supported living rate proportionate to staffing ratio		18

23.0 Evaluation of alternative options

23.1 The recommendations have been proposed following consideration of options.

23.2 The option 'to do nothing' was only considered applicable where a full review of a service will be during 2020 and where the review is likely to result in a reduction in the current rate. For all other care sectors, the option 'to do nothing' and the impact of choosing that option was considered and determined to place the council at risk of not having sufficiency within the care market.

23.3 All other options were based on ensuring sufficiency within the market and where needed being responsive to either inflationary increases and/or increase to the national living wage.

24.0 Reason for decision:

24.1 The proposed recommendations are based on ensuring the Council meets its statutory duties in relation to Section 5 of the Care Act to ensure a sustainable market of care in Wolverhampton, which has including considering benchmarking information, provider feedback and local market trends and available budget to determine the final recommendation.

25.0 Financial Implications

25.1 The costs identified above are funded from Adults Services care purchasing which has a net controllable budget of £51.8 million in 2020-2021.

25.2 The recommendations being considered in this report represent a total estimated cost increase in of the region of £2.1 million.

25.3 The Council's 2020-2021 Final Budget and Medium Term Financial Strategy (MTFS) for 2020-2021 to 2023-2024 which was presented to Cabinet on 19 February 2020 and will be presented to Full Council on 4 March 2020 includes growth for Adult Services to support the fee uplift totalling £2 million for 2020-2021. The additional cost in the region of £100,000 will be met from efficiencies across existing Adult services budgets.

[JB/23022019/A]

26.0 Legal Implications

- 26.1 The increase would mean that care providers are supported to meet their legal obligations to pay the increase in the National Living Wage and pension contribution from 6 April 2020. The implementation of a cost rate increase supports local providers to meet the requirements of the National Living Wage and cost of living increases falls within the remit of the Care Act 2014. The Care Act 2014 has reiterated and strengthened this expectation with explicit requirements to maintain market sustainability and responsibilities for dealing with provide failure for both assisted and self-funding people.
[TC/24022020/B]

27.0 Equalities Implications

- 27.1 There are no equalities implications arising from this report.

28.0 Environmental Implications

- 28.1 There are no environmental implications from this proposal.

29.0 Human resources Implications

- 29.1 There are no human resources implications from this proposal.

30.0 Corporate landlord Implications

- 30.1 There are no corporate landlord implications for the Council's property portfolio.

31.0 Health and Wellbeing Implications

- 31.1 A values-driven, quality workforce will enhance the experience of people requiring formal support through paid assistance and enhance health and wellbeing.

32.0 Schedule of background papers

- 32.1 None

CITY OF WOLVERHAMPTON COUNCIL	Cabinet (Resources) Panel 3 March 2020
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Report title	City East Gateway A454 – Willenhall Road Phase 3 Consultation Feedback.	
Decision designation	AMBER	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Key decision	Yes	
In forward plan	Yes	
Wards affected	East Park, Bilston North, Wednesfield South	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	Transportation	
Accountable employee	Marianne Page	Service Manager - Transport Strategy
	Tel	01902 551798
	Email	Marianne.page@wolverhampton.gov.uk
Report to be/has been considered by	City Environment Leadership Team	4 February 2020
	Strategic Executive Board	11 February 2020

Recommendations for decision:

The Cabinet (Resources) Panel is recommended to:

1. Endorse Option 5 (expressed as Option B in the consultation documents) as the preferred scheme for further development following the public consultation.
2. Approve further detailed development of Option 5 and the submission of bids for development funding and potential scheme delivery funding.
3. Delegate authority to the Cabinet Member for City Environment in consultation with the Director of Finance to approve capital budgets to enable further development activity for the major scheme preferred Option 5.

4. Delegate authority to the Director City Environment to undertake initial discussions with potentially affected property owners to agree Heads of Terms for acquisition, should the project subsequently be approved for implementation.

Recommendation for noting:

The Cabinet (Resources) Panel is asked to note:

1. That further reports will be brought forward as appropriate to update on progress of funding applications.

1.0 Purpose

- 1.1 In October 2019 Cabinet authorised a public consultation on options to improve the transport network conditions for all users along the Willenhall Road around the Neachells Lane junction. For the corridor, referred to as City East Gateway, consultation has previously been undertaken and reported on for Phase 1 and 2 proposals. This consultation relates to a potential Phase 3 of improvement works.
- 1.2 The purpose of this report is to provide feedback on the consultation and determine what actions should follow.
- 1.3 Details of the consultation can be found at;
<https://consultation.wolverhampton.gov.uk/cwc/a454-phase3/>

2.0 Background

- 2.1 City East Gateway, the A454 Willenhall Road, is the main route through a strategic growth corridor within the Black Country that runs between Wolverhampton and Walsall, serving 34,000 homes and 75,000 jobs. It forms part of the West Midlands Key Route Network and connects Wolverhampton Ring Road at the western end with Walsall town centre to the east. The A454 also provides connection from Wolverhampton to the Black Country Route for access to the wider Black Country area, and onto the motorway network at M6 junction 10.
- 2.2 The corridor is identified within the Black Country Core Strategy and local area plans as a growth area and the need for improvements along the route have been identified within the West Midlands Strategic Transport Plan. The corridor investment proposals form part of the Black Country wide pipeline programme, aimed at delivering essential infrastructure improvements to enhance and facilitate growth and regeneration across the sub-region. Significant regeneration proposals have been outlined at key locations along the route. Identified investment is expected to provide a further 8,000 homes, and 12,000 new jobs by unlocking regeneration opportunities, therefore transport improvements are required not only to facilitate regeneration and growth, but to mitigate subsequent increases in transport demands.
- 2.3 At a local level, the corridor has been identified as a key arterial route within the City of Wolverhampton and falls within the Southern Growth Corridor. The western end of the road connects directly onto the Wolverhampton Ring Road at Bilston Road Island and provides access to the new Wolverhampton Interchange. On the northern side of the road, adjacent to the Interchange, lies Canalside Quarter regeneration site.
- 2.4 The Canalside proposals together with the Interchange development plans, aim to provide high quality residential and mixed use and office developments, providing around 1000 new homes and approx. 100,000 square feet of commercial space, respectively, for the city. The proposed corridor highway improvement is considered crucial in improving the market viability of these sites.

- 2.5 There are also significant regeneration land allocations around the Qualcast Road and Hickman Avenue areas that will benefit from improved traffic flow and access. A strategy to maximise the value of this land for commercial and industrial activity is being developed.
- 2.6 Options for improving the western section of the A454 between the Ring Road and Hickman Avenue have been reported on previously, they form City East Gateway Phase 1 and 2. This report focuses on Phase 3 Neachells Lane junction, which in addition to the improvements to the A454 traffic conditions, provides the key access to the Neachells Lane industrial estate area.

3.0 Progress, options, discussion, etc.

- 3.1 The previous report in October detailed how the improvement option assessment work had been carried out and that two options had been identified for public consultation.
- 3.2 Option A (Also referred to as Option 1). Involves widening Willenhall Road west bound to provide an increased right turn capacity into Neachells Lane and longer queuing lane on Neachells Lane southbound to better segregate right and left turning traffic. This addresses the identified key issues of traffic turning right into Neachells Lane and the capacity of traffic travelling south through the junction.
- 3.3 Option 5. Involves the construction of a gyratory system which removes many of the traffic conflicts from the existing junction thereby significantly improving the efficiency of getting traffic through the junction.
- 3.4 Options 1 and 5. Both have been subject to a further review for operational efficiency and projected financial benefits and initially show positive results. The current cost estimate (upon which the positive indication of value for money is based) for Option 1 is £6 million and for Option 5 is £16 million.
- 3.5 Illustrations of Options 1 and 5 are attached at Appendix 2 and 3 respectively.
- 3.6 The assessment has demonstrated that Option 1 benefits deteriorate substantially within a few years and that Option 5 maintains benefits over a much longer time period.

4.0 Evaluation of alternative options

- 4.1 Appendix 3 shows the responses received to the consultation questionnaire.
- Where responses have been received from is shown geographically.
 - Answers to standard questions are shown graphically
 - Freeform responses are shown in full

From this it can be seen that there is a good cluster of responses from people living close or working close to the corridor.

- 4.2 Out of a total 161 responses;
- All respondents were familiar with the corridor and of those 30% lived on the route.
 - 93% are of the opinion that improvements are needed along the corridor
 - 67% supported Option 5 with 33% believing that Option 1 was the best option.

- 4.3 Appendix 3 also contains all the free format responses that were submitted.
- 4.4 Concerns raised included:
- A. A worry that Option A is not a viable long-term solution and would need to be upgraded sooner than Option B, wasting public money.
 - B. The Hamburger Island proposed in Option B will result in lane confusion for drivers, leading to casualties.
 - C. Neither Option A nor Option B go far enough to fully solve the traffic problems that exist on Willenhall Road.
 - D. Concerns regarding the disruption to traffic (and how long it will last) that will be encountered whilst carrying out either options.
 - E. Both options are a massive waste of public money to essentially save people 10 minutes of their journey time.
 - F. Neither of the options address the issue of residents parking on Willenhall Road due to a lack of off-road parking. Parked cars present as a huge problem to the many HGV's and buses that navigate it.
 - G. Public money should be used on improving the public transport routes (the rail line from Walsall to Wolverhampton via Willenhall) in order to ease traffic on Willenhall Road and would be a more sustainable choice.
- 4.5 Responding to the above issues:
- A. Assessments have proven Option B to have a longer-term positive impact on traffic, however it comes at a much higher cost to Option A, therefore both options were put forward for the public consultation.
 - B. It is entirely plausible that there will be an initial period of learning if Option B is implemented (as there would be with any new road layout). However, the roundabout will be clearly signposted in accordance with good practice and subject to Safety Audits before and after construction.
 - C. Fourteen options were initially considered to solve the traffic problems that exist on Willenhall Road. Through the EAST assessment tool (Early Assessment Sifting Tool) Option A and Option B emerged as the most viable to address the traffic issues based on the broad range of criteria used in the assessment.
 - D. Disruption to traffic is inevitable with any road improvement. A conscious effort will be made to ensure disruption is kept to a minimum and opportunities to carry out the work offline are maximised. Temporary traffic management will not be allowed to impact on traffic flows during peak hours and the works programme will reflect the need to keep existing traffic moving reasonably.
 - E. Whilst we appreciate that there is the option of doing nothing, City of Wolverhampton has identified City East Gateway as a major transport link into the city and are committed to improving the route for all who use it. This is necessary to support the economic well being of the city by ensuring this key transport link is available to support the transport needs and regeneration proposals. It is being considered alongside other transport options in the Willenhall corridor including new rail stations to increase rail patronage.
 - F. Option B will go some way to addressing this, as a slip road would be created giving some residential properties parking outside the main highway.

- G. The City of Wolverhampton is already committed to an integrated public transport scheme involving new rail stations and the current and proposed Metro extensions. It must however be recognised that many trips on this route cannot be made by public transport and a balance needs to be developed where commuting trips have a good public transport offer but the needs of tradesmen and commercial businesses that need to use road transport are catered for.

5.0 Reasons for decision(s)

- 5.1 The Council has already agreed that there is a clear need to improve the transport infrastructure in the Willenhall Road corridor to meet current travel demand when considering Phases 1 and 2.
- 5.2 The objective assessment process has been extended to look at the options for Phase 3 and an extensive number of options reviewed to determine the potential optimum way forward. The approach being recommended is consistent with the approach already considered for Phase 1 and 2 and caters for current issues identified and supports the regeneration objectives for the corridor.
- 5.3 To compliment the approach already being considered for Phases 1 and 2 and address the major identified delay and air quality issues experienced at Neachells Lane it is necessary to identify a scheme for this section of the corridor.
- 5.4 This report seeks approval to develop Option 5 which whilst being the more expensive and more invasive option of the two under consideration, it does provide a much longer-term solution to this critical corridor. If Option 1 is taken forward the junction will potentially require further improvement within five years of completion if existing problems are not to recur.
- 5.5 Both options necessitate land acquisition but in the case of option 5 the land take is more significant and involves the acquisition of two domestic properties in addition to vacant land. The extent of the land required for both options can be seen on the scheme plans.

6.0 Financial implications

- 6.1 The current estimate for the preferred option project is £16 million.
- 6.2 Indicative bids have been made for future years of Major Roads Network funding. Midlands Connect who are administering the process for the region on behalf of Department for Transport (DfT) have yet to assess the scheme but have ranked it for second phase funding between 2025 and 2030.
- 6.3 The Major Roads Network funding does require a local contribution of 15% and options to fund this are being explored. If it is decided to proceed with the scheme, a detailed funding package will be presented in a future report, to include appropriate approval of any financial commitment from the Council.

- 6.4 To maintain progress of the proposal it will be necessary to secure additional scheme development funding, to date the scheme has been jointly funded by the Black Country LEP and the Council but this funding allocation runs out at the end of March 2020. Options for securing the required additional development funding are being explored, Approval of future capital budget requirements will be sought through an IEDN in accordance with the delegation above.
[HM/05022020/N]

7.0 Legal implications

- 7.1 If a scheme is approved for further development it should be noted that the proposed projects involve the acquisition of third party land and property. If a project is subsequently approved for implementation it will require a further resolution to acquire third-party interests in land affected.
- 7.2 Any highway improvement project that was subsequently approved for implementation will also require Traffic Regulation Orders. Any orders for the control of traffic and parking will be subject to statutory legal procedures and further public consultation.
- 7.3 Formal approval of a project in the future could cause blight and a legal entitlement from land and property owners for the acquisition of affected properties by the Council and compensation.
- 7.4 When a road layout is changed and assessed if noise thresholds are broken there is also the potential for claims under Part 1 of the Land Compensation Act 1973. This Act provides that compensation can be claimed for residential property that has been reduced in value due to physical factors such as noise and pollution caused by public works, even though no land is acquired. The potential for noise thresholds to be broken will be investigated if further scheme development is approved. It is currently assessed that there are a small number of domestic properties that could be affected with increased noise pollution which may require double glazing to be installed.
- 7.5 An initial review of the current scheme against Planning Regulations has been undertaken and concluded that planning permission will be required.
[RR/30012020/T]

8.0 Equalities implications

- 8.1 Detailed assessment is yet to be undertaken but if a project is taken forward to construction it will be designed to ensure accessibility to all members of the community and an Equalities Impact Assessment and Road Safety Audit undertaken to formally review the design.

9.0 Climate Change and Environmental implications

- 9.1 If a project is developed further these issues will be assessed in detail before a decision is taken on whether to implement a scheme. There are currently air quality threshold issues for some residential property in the vicinity of the junction. Reductions in queuing and stop start traffic will help to reduce air pollution and noise levels.

10.0 Health and Wellbeing Implications

- 10.1 If a project is developed further these issues will be assessed in more detail before a decision is taken on whether to implement a scheme. There are currently air quality threshold issues for some residential property in the vicinity of the junction. Reductions in queuing and stop start traffic will help to reduce air pollution and noise levels and thereby improve resident's health.
- 10.2 The scheme would also include better facilities for active travel modes and any increase in walking and cycling has the potential to improve the health of residents.

11.0 Human resources implications

- 11.1 No human resource implications have been identified associated with the matters in this report.

12.0 Corporate landlord implications

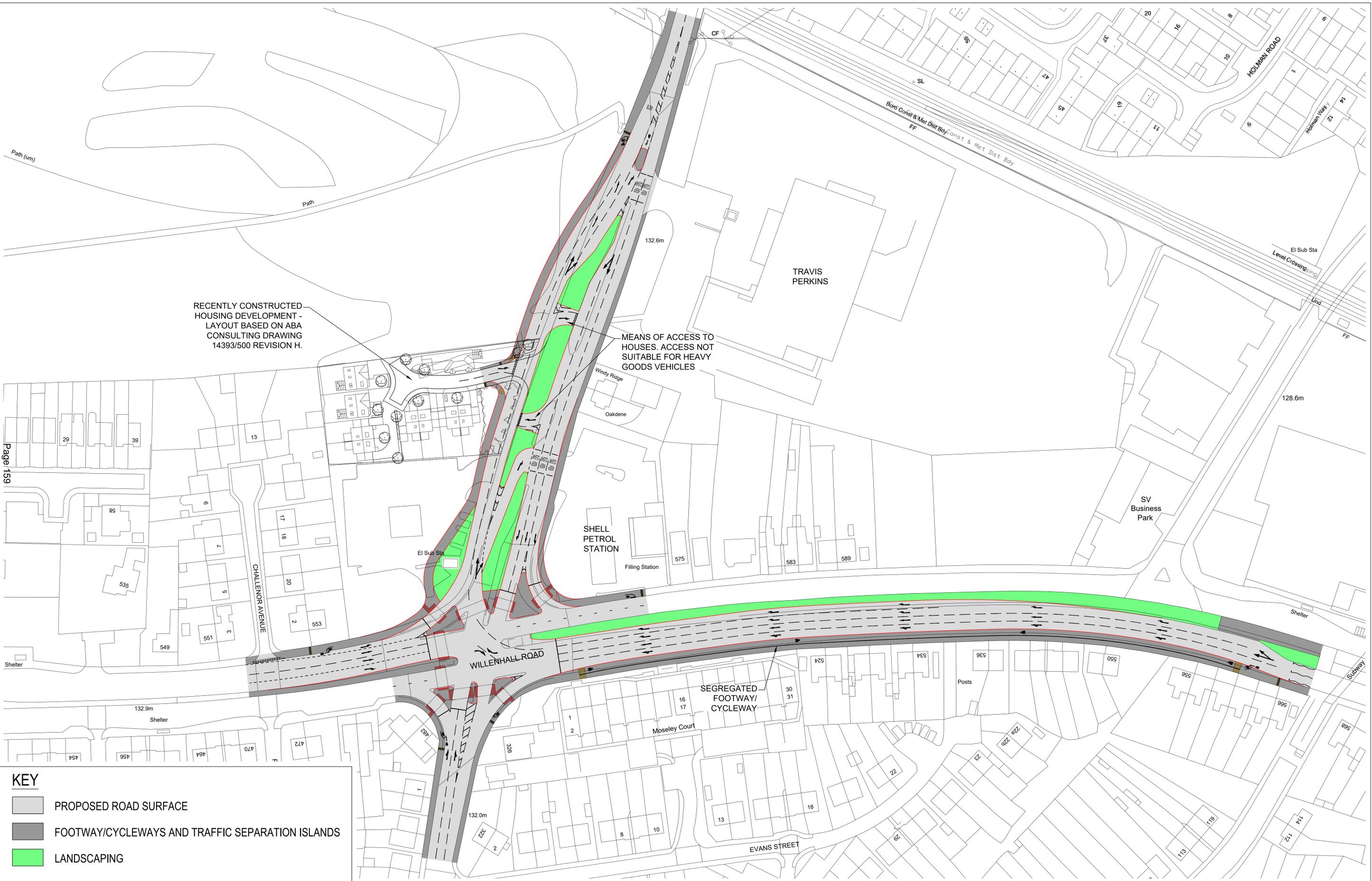
- 12.1 No corporate landlord implications have been identified associated with the matters in this report.

13.0 Schedule of background papers

- 13.1 Report to Cabinet (Resources) Panel dated 1 October 2019; [City Est Gateway A454 Phase 3 Improvement Options](#).

14.0 Appendices

- 14.1 Appendix 1 – Illustrations of Option 1.
- 14.2 Appendix 2 – Illustrations of Option 5
- 14.3 Appendix 3 – Consultation results



KEY

	PROPOSED ROAD SURFACE
	FOOTWAY/CYCLEWAYS AND TRAFFIC SEPARATION ISLANDS
	LANDSCAPING

A454 CORRIDOR (WILLENHALL ROAD) - NEACHELLS LANE JUNCTION OPTION 1

Proposals subject to Public Consultation
(Design currently under development)

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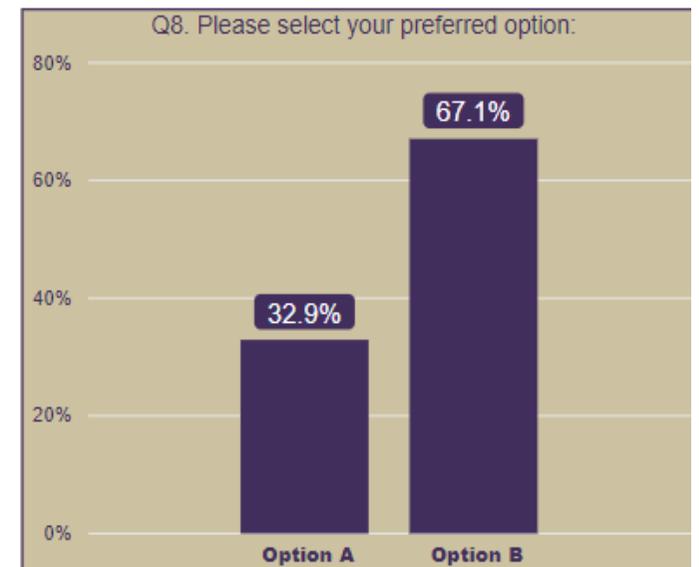
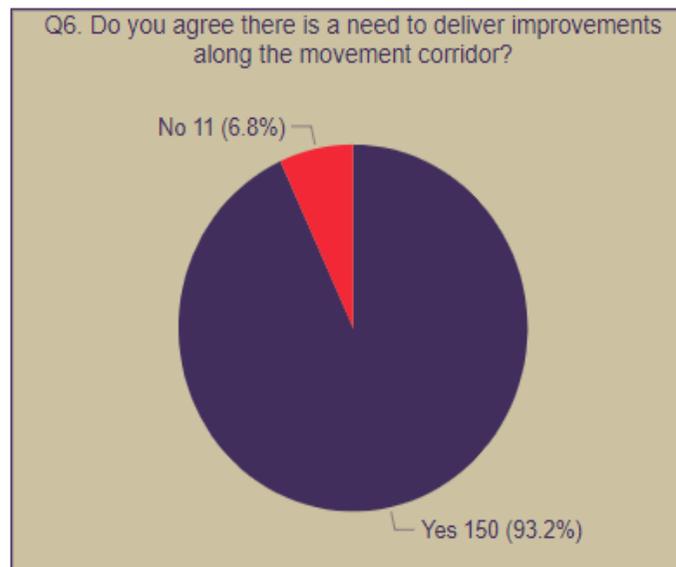
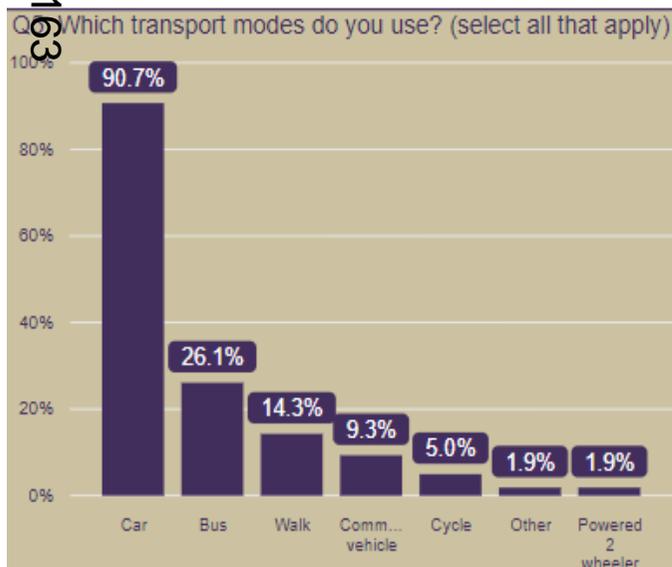
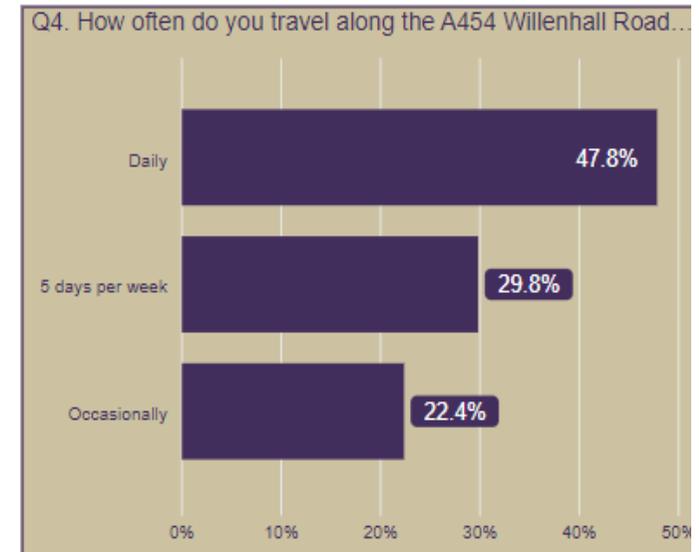
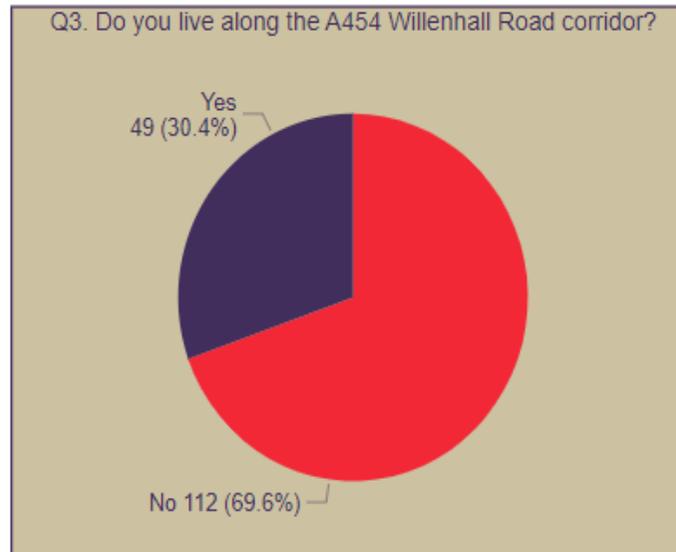
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Willenhall Road Phase 3 – Consultation Feedback Results

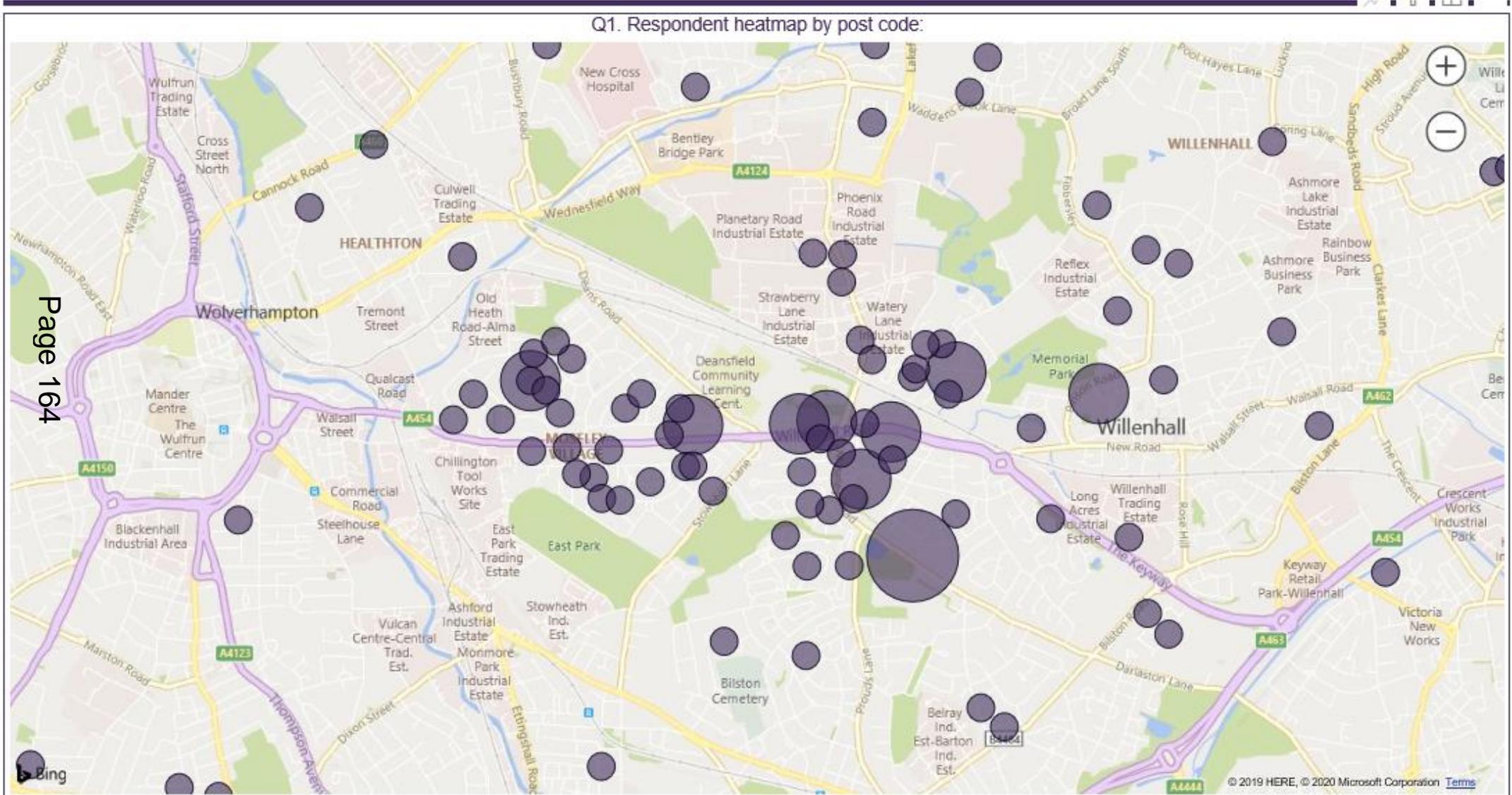
Appendix 4

Total No. Respondents: **161** | Last refreshed: 07/01/2020 08:02:29 | **A454 Phase 3 - Consultation Results** | CITY OF WOLVERHAMPTON COUNCIL



Willenhall Road Phase 3 – Consultation Feedback Results

Exploded respondent postcode heatmap



Willenhall Road Phase 3 – Consultation Feedback Results

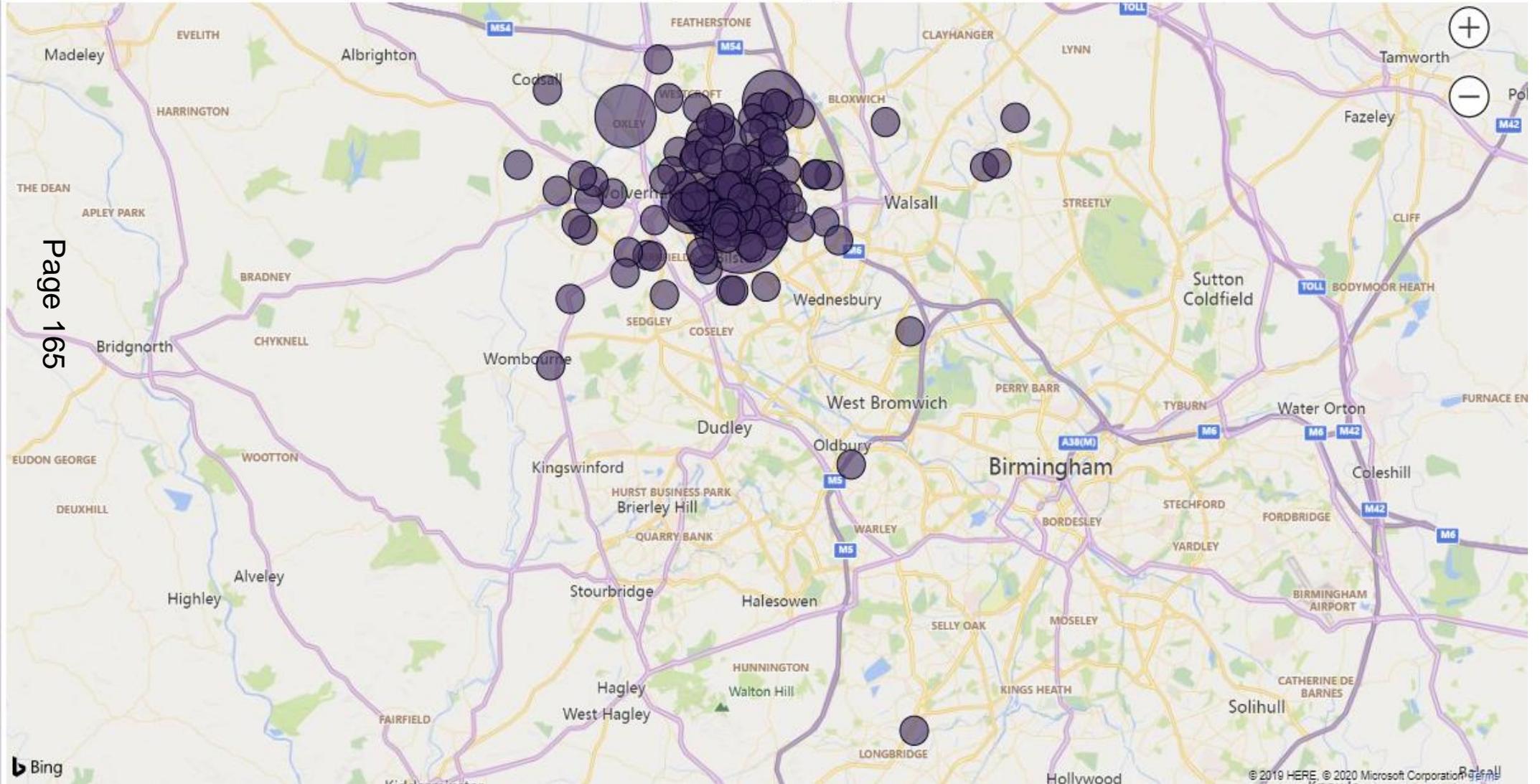
Respondent Postcode Heatmap

Total No. Respondents: **161** Last refreshed: 07/01/2020 08:02:29

A454 Phase 3 - Consultation Results

CITY OF WOLVERHAMPTON COUNCIL

Q1. Respondent heatmap by post code:



Willenhall Road Phase 3 – Consultation Feedback Results

Appendix 4

Q6a	Q7	Q8a
Do you agree that there is a need for improvement on this section of the corridor? - Why?	What are your thoughts on the proposed options? - What are your thoughts on the proposed options?	Please select your preferred option: - Please explain why have you chosen this option?
To many rail backs	No to the two as there's enough traffic now	Always long tail backs
Amount of traffic conjunction	Not clearly explained	Depending upon the traffic routes towards Moseley Road from Neachells Lane . Will it require travelling along Willenhall Road towards Portobello Round About and then back along Willenhall Road in order to turn left onto Moseley Road Option B seems to imply this.
Any obstruct on Neachells Lane from planetary road back towards the railway bridge causes traffic to back up along the Willenhall road then causing tailbacks on both Deans Road and Stowheath Lane	I would have thought the improvements would need to include not only the Willenhall Road/Neachells Lane junction but also include improvements to the Deans Road/Stowheath Lane junction too as this gets snarled up too with Traffic backed up to Rowlands Avenue on regular occasions	The improvements on option B will be longer lasting, option A doesn't look like it will bring much improvements for very long
Build up of traffic turning from both ways into Neachells lane		
Don't feel the need to alter the junction. Only traffic that builds up is turning right into Neachells lane.	I love on Deans Gate and would prefer the lesser option A. With option B the road that is proposed to go around the petrol station seems pointless. It would create a backlog of traffic around the junction. As a resident in the locality I hope that the lesser option is chosen.	Less disruption to residents and I don't feel like that junction warrants changes such as option B
The bus timetable is pure fiction! At one time I could pop down to Willenhall and be back within the hour, now I can spend that long waiting for a 529 some days.		Makes more sense as the volume of traffic at that junction is getting worse by the day, small adjustments made now would only need more work/ disruption in the near future. I think it is more sensible to do the work now. Also the 82 bus can wait through several light changes at that junction especially around 16.00 hours

Willenhall Road Phase 3 – Consultation Feedback Results

Appendix 4

<p>Certain areas do need improvement but not this specific section of the road; putting any form of roundabout or anything of that nature will not help the road and will only cause more issues. Removing the bus lanes and allowing traffic to flow more easily by the Merry Boys/Cleveland Pubs will help the road; Widening the road at the Junction of Neachells Lane will also help to reduce traffic congestion there.</p>	<p>Both options don't help the current problems with this section of the road.</p>	<p>Option A is far easier to understand and will be better to implement than Option B. Option B is far too 'busy' and will create too many issues for such a busy Junction.</p> <p>Keep it simple and widen certain areas of the road rather than completely changing it and causing more issues.</p>
<p>constant traffic delays and jams - traffic hardly moves at peak times,</p>	<p>the second option is probably the best in the long term</p>	<p>I believe it would be the best option in long term to help ease the flow of traffic at peak times,</p>
<p>Traffic is a nightmare!</p>	<p>Anything to widen the road will benefit the flow of traffic in and out of the city</p>	<p>Less impact</p>
<p>Always queue, regardless of time of day, when turning right into Neachells Lane travelling west along Willenhall Road</p>	<p>Option A would give little improvement. Option B looks complicated and over engineered as a solution</p>	<p>Would provide increased capacity but seems difficult to navigate as a driver</p>
<p>Yes it is too slow at presents, get rid of bus lanes and put a hamburger island in will speed up flow</p>	<p>Option B. A rubbish idea</p>	<p>Would speed flow of traffic</p>
<p>Congestion at Horsley Fields, Neachells Lane</p>	<p>Fine but stopping constantly digging the HF to old heath road section would help - the rail bridge will always create a bottle neck</p>	<p>Have to divert traffic around and away</p>
<p>I travel along Willenhall Road everyday towards Wolverhampton City Centre, and my partner towards Willenhall. Neither of us encounter major delays and travel between the times of 7.00am and 8.3am and returning home between 4.00pm and 5.00pm.</p>	<p>Neachells Lane can get busy in the afternoon, however traffic is never that bad and the traffic lights control flow of traffic. Out of the two options the lane widening would be the best option. Islands can sometimes cause traffic delays if they are not controlled by traffic lights, and can be difficult to pull out on fast moving traffic, increasing the risk of accidents.</p>	<p>Widening the road would solve problems and is the cheaper of the two options. Islands sometimes cause delays if they are not controlled by traffic lights, and can be very difficult to pull out on to, this could cause more accidents.</p>
<p>DIRTY, FLY TIPPING, OLD DERELICT BUILDINGS, HOMELESS PEOPLE BEGGING OR CAMPING. DRUG AND ALCOHOL ABUSE. TRAFFIC LIGHTS INFREQUENT AT TIMES. CROSSING BUTTONS NOT WORKING.</p>		

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NEED CROSSINGS LIKE THE ONES WHICH COUNT DOWN IN NUMBERS. MORE SPEED CAMERAS.		
Significant bottle neck travelling along Willenhall Rd and crossing from/to Wednesfield and Bilston	Option B looks to have longer term benefits Option A looks cheaper but will not address all issues	Better solution and more likely to have longer term impact
The road cannot cope with the capacity. It also sees ambulances stuck in the line of traffic especially at peak times as it is standstill.	Either option would ease the capacity issues.	Whilst B may have a larger financial outlook etc it has longevity.
Traffic congestion can be very high	Option A is the better option, option B seems a lot more disruption. A lot more expense	
To many out of sequence traffic lights, you can go along at 4am (I do 4 times a week) and be stopped by every set of lights. Amazing when there is almost no traffic on the road, so I dread to think what this causes during busy periods. Free flowing traffic with segregation might help	Not sure if this change to one junction will actually improve the flow of traffic which is going along the main road	Both options will cost more and option b a is already not a good use of council money, which should be used to improve the quality of the roads we have rather than building new ones not to be looked after
Traffic build up during peak times Congestion has got worse over recent years!	Widening lane will help alleviate tailbacks Very interested in both options, either may work	A completely new road behind the petrol station would appear to be a better option, Option A does not go far enough in solving the problem long term.
Traffic is always a nightmare what ever time of the day	Plan b feels like the only option that is actually going to make any sort of difference	A long term plan to aid the traffic in the area. It has been needed for a long time
Traffic is always backed up, especially turning right from Willenhall onto Neachells lane and along Neachells lane. Access to Wolverhampton is lengthy due to volume of traffic. I frequently miss my daughter's swim lessons at Bentley bridge because of the volume of traffic.	Neachells junction needs more priority to move traffic onto Neachells, frequently blocked by hgv's. Neachells lane needs an extra lane god traffic turning right into Watery lane.	Traffic from Wolverhampton would dominate the island proposal- hgv's would not be fast enough to move around the island and would cause further instructions.
Traffic congestion		Less traffic at the lights hopefully
Traffic management is sufficient now don't see any problems myself	Waste of money	Neither

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<p>Congestion, junction with Mosley road/Willenhall road doesn't work effectively. When 2 lanes merge to 1 lane junction Deans Road/Stow Heath Lane/Willenhall Road too much traffic to do safely during peak times. Traffic ques back from Bilston road island down Willenhall road during peak times.</p>	<p>Hamburger island good idea, and widening the Willenhall road is a good idea if you keep it 2 lanes all the way along into Wolverhampton</p>	<p>Always busy at that junction in all directions, traffic would flow better with an island</p>
<p>Queues Too long at traffic lights. Congestion at peak times is horrendous</p>		<p>Free flowing traffic.</p>
<p>The traffic lights by Neachells Lane can take forever in heavy traffic which causes a backlog onto Neachells Lane. I've actually started down Neachells lane to go into Willenhall before and just turned round as I couldn't face the traffic. Similarly I will often choose to go elsewhere if it is near lunch time or rush hour as it takes too long at the lights between the petrol station/Neachells lane and going into Bilston.</p>	<p>Neachells Lane needs to chop off half the garage side and half the old pub side to create room for more lanes/island. Option A doesn't solve the issue of waiting forever to turn right to go up Neachells lane and would be a pretty pointless waste of money even if it is cheaper.</p>	<p>More efficient.</p>
<p>Traffic is always bad, people U turn at the lights</p>	<p>Could work in theory, option B looks like a complicated but better plan</p>	
<p>Yes there is a need for improvement, with the volume of traffic, cars, buses, lorries and bikes. The roads do not provide enough capacity for all of these vehicles.</p>	<p>Yes there is a need for improvement, however neither of the main options really address the main problems completely. If you are travelling from Wolverhampton towards Willenhall there are 3 main issues -</p> <ol style="list-style-type: none"> 1. Turning left onto Neachells Lane. The filter lane is far too late in the road causing congestion and issues for the houses there trying to get out onto the main road. 2. Turning onto the Petrol station. The turning is too close to the junction and people either brake sharply or swerve into the other lane. How there hasn't been more accidents there I do not know. 3. Parked cars for the houses. As this road is a main bus route parked cars prove problematic for buses 	<p>Option A is the most practical and least disruptive to both commuters, businesses and the people that live in the local area. It does not address all of the issues but it resolves the main problems.</p>

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	and the numerous lorries that use this road. There is very little off road parking facilities for these houses.	
Congestion	Well needed for future capacity	More capacity for the future
Neachells Lane junction with the Willenhall road is a nightmare!!	The double lane to turn into Neachells Lane is far better, those heavy trucks from the motorway is becoming worse.	The best option is to build the original idea of a road from portobello island to the steel park which will get rid of most of the heavy haulage in Neachells Lane.
Page 170		<p>We believe Option B is clearly the best , but this will increase the flow of traffic to a bottle neck in Neachells lane as it Transfers into single carriage road , attempting to enter Neachells lane off any side road is a big issue and culminates in many accidents .</p> <p>There is little point in spending lots of money in giving faster access into the roads if the exits are not clear enough to take the traffic load .</p> <p>Much development is being done on the factories and stores feeding into Neachells lane but nothing is being done to alleviate the traffic block</p> <p>at islands and traffic lights , our view is that what I believe was the original plan to take a route from Wednesfield Way to the Willenhall Road ,</p> <p>this would divert lorries away from Neachells lane and prove more effective .</p>
Turning off the Willenhall road onto Neachells Lane is very bad and has been for a long time.	Should be well received by local people	Future proofs the junction.
	I am unable to see the road names on the map and so do not understand the proposals	<p>I am unable to see the road names on the map and so do not understand the proposals</p> <p>I have had to select an option in order to complete the survey but I cannot choose a preference</p>
There is such a high volume of traffic from all directions at this junction due to the keyway link to the M6	I think both options have very good points but option B would be my preferred choice due to the high capacity for traffic flow	I think both options have very good points but option B would be my preferred choice due to the high capacity for traffic flow

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Bottle neck	Option 8 would be perfect with uninterrupted traffic flow via an underpass but improvements would then also be necessary further up towards the merry boys pub junction and possibly introduce a second lane eastbound from the pub junction where it merges to a single carriageway as improving the Neachells junction would move the traffic queuing further east.	Because there's no button for option 8.
It is the primary route from the motorway network to Wolverhampton, but is heavily congested.	Option A will provide very little benefit. Option B is a great solution.	Option B is future proofed and provides huge capacity increases.
	Option B	Long term planning ahead
Neachells Lane in particular is always heavily congested.	i would prefer a long term solution.	It is a long term solution and would reduce disruption to the area.
The junction is not fit for purpose The right turn in to Neachells Lane is not satisfactory and takes several changes of the traffic lights to cross the junction Neachells Lane is a heavily Industrialised area, with poor traffic connections	Option B is better than Option A but, still doesn't go far enough!	Greater longevity! It future proofs the junction and the Council will not have to be "tinkering" with it again in five years time! ...tinkering is a false economy and just leads to more tinkering in the future!
on rush hour you can que back to watery lane		I believe this to be the better option less cost and no need to take up land
- Traffic/congestion - High pollution levels - Gateway in/out of Wolverhampton	Ease of access is critical in an upgrade such as this as it is a main route in and out of Wolverhampton. At times it can take around 25/30 minutes to get from the Springfield area onto the Keyway, during off peak times, this is a 5 minute journey. The improvement of the A454 is needed.	Further details need to be released regarding both options. However, option B has been selected to improve the roads as well as the surroundings as it needs to become more attractive as well as easy to access.
Yes to ease congestion		Better traffic flow in the long term
	Necessary. But we do need somewhere to park.	Because although it looks like it's going to take longer to do this option, it does mean that it won't need to be 'upgraded' so soon as option a.

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Reduce the congestion and pollution. Provide for the additional growth.	Obviously B as A would be a waste of money.	Long term benefits.
Too much traffic turning right	We like option B	Long term benefits and looks like it could work.
There has been congestion in this area for years effecting both Neachells Lane and the Willenhall Road. This can tail back to the roundabout at Wednesfield at peak times		Option B will see better flow of traffic and reduce congestions at major junctions
Access to our business is hindered due to this junction.	Long term solution is required	The congestion is so bad it requires a solution which will be effective for years to come. Option 1 will be non effective by the time it is completed and will require further disruption and cost to once again eliminate the congestion.
Traffic all times.		I prefer plan B as it has a higher capacity for the future as motorways will have more traffic plus more traffic coming from the Walsall junction after work is finished.
Bigger problems to spend that kind of cash on!!!	Big waste of money! Reduce traffic by improving public transport instead of encouraging traffic. Our air quality is bad enough. Then concentrate on homelessness council houses disabled facilities school and nhs!	Cheapest of the options!
Its always backed up at the lights	Love the idea of option B.	It seems more streamlined and effective.
Constant congestion on the minor roads.	Widening the road will do nothing. It has problems in all directions. I assumed roundabout will be traffic light controlled	Prefer hamburger roundabout. Major road traffic still have priority but this gives equal priory to those turning from minor roads. Cars turning left from Bilston onto dual carriageway get stuck behind traffic behind lights. The merging road towards Wednesfield has individuals racing to get in front which causes congestion further back. Heading from Wednesfield creates huge congestion tripling my journey time home
	Something go to be down and option B would be best	More lanes are bester as its too busy
Daily queues backing up all down the Willenhall Road and surrounding areaa		Will be a greater relief to the traffic/congestion and will last longer.
Always a bottle neck at the junctions	It needs doing	Has Neachells Lane at the lights is always bad

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Horrendous junction from any direction - unable to cope with the volume of traffic and no real alternative routes	Although option A is a lower cost it will be a total waste of money as it will only slightly improve the congestion from one direction. It will make no difference to the traffic from Walsall waiting to turn right onto Neachells Lane towards Wednesfield. People already cut through Willenhall from the portobello island to avoid this junction and the narrow Willenhall roads can't cope with the traffic either.	Option B is more cost effective long term. Either option is going to cause heavy disruption, it needs to be worth the disruption and Option B is the only option that will make a significant improvement
Tailbacks along Neachells Lane, over the railway bridge and up to Watery Lane are a common occurrence.	Option B.	Option A is only a partial solution. I have seen hamburger islands work well elsewhere. and coupled with the new link road, this would be a two pronged solution that would have greater longevity than simply widening the junction.
Fed up of waiting ages for a bus then all turn up together		There is to much traffic on that road this might keep thing moving
Too much traffic for the road size. Turning right into Neachells Lane takes far too long and causes tailbacks for traffic heading into Wolverhampton or turning right onto Moseley Road	Both are good options as long as they improve traffic flow	Current junction is ok. It just needs widening
Congestion, especially after a long day at work and keen to get home . Waiting at Neachells lights for up to 3 changes very frustrating	I feel option A will not be enough to ease the issues Moseley Road lights also need reviewing Option B is better but I feel the whole area up to Wolves from the jetway needs assessing	I feel A will be a stop gap, B goes further in reducing the congestion problems but more needs to be done
Traffic Congestion is a huge problem and during rush hours can easily add 20 minutes to my journey.	Widening the lane will only help with that particular section, essentially the bottle necks will just be moved further along the routes.	Although more expensive, this is the only option that truly provides a solution and doesn't simply move the bottlenecks upstream and downstream.
Bad congestion	Option A won't make much difference	Move the traffic much better
Due to the railway line there is only 3 options to get across the Willenhall Road from Bilston area towards Wednesfield. Both Deans Road and Neachells Lane are extremely congested at times and always worries me when I see emergency vehicles get blocked trying on both roads to get	Any improvement would be great. The option which takes the most volume of traffic would be better. However looking at the other proposals, I believe the options which create a new link road between Deans Road and Stowheath Lane junction to Planetary Road Industrial Estate/ Bentley Bridge is	This takes a bigger volume of traffic and makes traffic flow in one direction using as much space as possible. Also provides on street parking for residents whos homes are on Willenhall Road, I have seen so many near misses with the vehicles parked outside these homes and causes traffic. It also prevents having to do U turns on Willenhall Road for people who travel

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<p>towards New Cross Hospital. Noose Lane can also get busy and congested with the level crossing being down and Fibbersley Park School at the top with Watery Lane being difficult to get out of onto Neachells Lane.</p>	<p>far superior and the best option in removing the burden of traffic from Neachells Lane/ Willenhall Road junction and would create a better link between Bilston/Willenhall and Bentley Bridge/Wednesfield/New Cross Hospital/Planetary Road Industrial Estates. The land is mostly derelict and unused and would reduce traffic on both Deans Road and Neachells Lane and improve journey times for all 3 routes between Bilston and Wednesfield.</p>	<p>up Hill Road and wish to travel in the direction of Willenhall as it will be a roundabout.</p>
<p>At busy periods turning right onto Neachells Lane from Willenhall Road heading West can take 3 or even 4 changes of the lights to filter through due to slow HGVs pulling away.</p>	<p>Something needs to be done at the junction to improve the flow at heavy traffic periods.</p>	<p>Option A would be beneficial due to 2 right turn filter lanes from Willenhall Road heading West to Neachells Lane. Option B, depending on the number of traffic lights may take too much time to head South or West from Neachells Lane.</p>
<p>Traffic build up on moseley road is very bad and we can sit in traffic for a good 20 mins just to get to the neachells lights, traffic can also build up on other directions too. I work shifts 3 shifts a day so I'm in n out most of the day and i live just before the neachells lights off Moseley road and I have to sit in the traffic just to get to my street and it gets very frustrating and people try to travel past the sitting traffic to get to where they live and it's going to cause an accident</p>	<p>I think option b is the best as it will let traffic flow better causing less disruption to people</p>	<p>It will ease traffic build up in all directions</p>
<p>Traffic congestion</p>	<p>Option 2 all the way</p>	<p>It should ease congestion more than just widening the road. Lorries and cars queue up for ages to turn right into Neachells Lane from the Whall Rd. Bear in mind the traffic coming off the Black Country route.. Lazy or sneaky drivers take up the middle lane. With no intention of driving straight on. They want to beat the queue turning right. All this does is hold up the middle lane and infuriate the other drivers</p>
<p>Current volume of traffic, we need to improve the infrastructure to Wolverhampton</p>	<p>Option B appears to be the better option for long term efforts with growing numbers of road users and public transport along these routes being minimal</p>	<p>As above</p>

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<p>There is always a backlog of traffic and it adds an extra 20-30minutes on your day. Also I am about to become homeless and I would like to live closer to my parents in horseley fields. I currently live on Moseley road and I am unable to move closer as there are no properties and new properties mean a nicer area to live in .</p>	<p>I love the idea of new properties. I am homeless and have been on the council waiting list for over 5 1/2 years and all I want to do is live near my parents. I am disabled and the new disabled homes have been built by accord on portobello Island and the council will not consider me even though I'm terminally ill! I think new properties and a change will be good for everyone</p>	<p>I don't mind either I think they are both equally as good</p>
<p>The lights don't get long on a change, the entire road is a nightmare</p>	<p>Either will work,</p>	<p>Make it easier for large lorries to turn</p>
<p>Traffic from the East travelling to Neachells Lane is always congested. Also, commuters often choose drive through the forecourt of the petrol station to join the A454</p>	<p>Do whatever will make it better</p>	<p>Better traffic flow</p>
<p>Traffic during the rush hour isn't great. Widening the junction should make a big difference to traffic issues.</p>	<p>Option A seems more straightforward. Option B looks very complicated and prone to car accidents.</p> <p>I also believe that Neachells Lane needs a mini roundabout my Watery Lane. It would reduce traffic heading towards Wednesfield.</p>	
<p>Traffic congestion. Need to not just keep with the times but be in front of it</p>	<p>Option 2. If your going to make improvements do it properly</p>	<p>Greater scope to eliminate traffic congestion. Boost economy for the city</p>
<p>The current congestion around the Neachells Lane, willenhall Road and Moseley Road is unbearable, all named roads were not built for the amount of traffic that now uses them and is increasing having a knock on effect to all surrounding side roads</p>	<p>Not entirely sure how an island would improve the situation any more than the current traffic lights</p>	<p>slightly better I of the 2 options and only because a choice HAS TO BE MADE</p>
<p>Traffic issues on Neachalls lane.</p>		<p>Less invasive and tackles the main issue of traffic coming from the direction of New Cross</p>
<p>Heavy traffic.</p>	<p>Try a more simpler approach first. Make the left turnings a stop and give way line instead of traffic lights. It would help reduced congestion as cars will not have to wait when it's all clear i.e. the left from</p>	<p>As above .. Do not put an island here.. I work in Bilston and the island you have put on the black country new road and coseley road is terrible. Ive had many near misses. People do not know what lane to use as there are so many, there as been numerous</p>

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	Willenhall road up Neachells lane, the left from Moseley road onto Willenhall road, left from Willenhall road onto Moseley road and the left from Neachells lane onto the Willenhall road. Do not put an island here.. I work in Bilston and the island you have put on the black country new road and Coseley road is terrible. I've had many near misses. People do not know what lane to use as there are so many, there has been numerous accidents here and it needs to be controlled by traffic lights for safety. Putting an island on Neachells lane / Willenhall road will have the same affect.	accidents here and it needs to be controlled by traffic lights for safety. trying to pull out of Coseley road is unsafe during busy periods. Putting an island on Neachells lane / Willenhall road will have the same affect. It's just too busy for an island unless it's controlled by traffic lights. The cost difference between both options is huge. The benefit would not outweigh the cost.
I live just off the Willenhall road at the moment and used just off Neachells Lane previously. No matter what time of day it is, be it rush hour or the school runs you are never at the traffic lights more than 5 minutes. To spend a huge amount of money to give you a couple of minutes extra time is just a waste of money.	They're a waste of money. I have used the Willenhall road and Neachells lane by car, bus and walking for over 15 years and although it can get busy it's nothing compared to other streets of Wolverhampton. For example the route from Bentley Bridge to Wolverhampton or the Cannock Road, those are the worst areas for traffic. The disruption it will cause making any changes is going to be for nothing other than saving a few minutes.	It's the lesser amount of money but I'd prefer that things stay as they are. If it isn't broke don't fix it as the old saying goes.
Traffic from pinfold Bridge and now Wednesfield bypass all tries to get down Neachells Lane onto the Willenhall road. Sometimes in the morning it's clear but most of the time it backs up for miles. On the way back home traffic on the route to Willenhall Road is at a standstill all the way to the Wednesfield bypass road	Widening the road I can't see it making any difference. Best option is a new bypass road. May cost more but traffic will flow better and people's stress levels will be lower	Chosen to give people more options to get to there destinations quickly by more route options
Too much traffic build up from all directions. Causing tailbacks within a sizeable radius of the main junction.	Both good ideas. Would need some drastic work so get it running smoothly.	As much as Neachells Lane is a big problem, the traffic is everywhere on the junction. I have chosen Option B as I feel this would be bigger improvement to what we already have.
Peak traffic always a standstill.i took to walking to work three miles as it was quicker than bus in peak time. I work in access 10 business est	Anything to improve traffic	Better air Quality

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Coming from Neachells lane down towards it results in too much traffic. The entire a454 needs extra lanes.		
Very congested especially during rush hour.	Option B for a more long term solution. However, 2 businesses would be affected WV13 3SU and WV13 2PG and opening up noose lane to 7.5 tonne vehicles and above would help alleviate the disruption.	Long term and likely to be more effective
<p>There is too much traffic, in particular HGVs and Buses on these roads. The roads cannot currently cope with this volume</p> <p>Further, the poor road marking and filtering of traffic signals means road users are confused as to what lanes to be in, also leading to bad drivers crossing lanes, blocking junctions with little regard for others.</p> <p>The petrol station at the bottom of Neachells Lane takes up far too much land, if reduced this would help to filter traffic towards . Often you cannot access the right hand lane to turn on to Willenhall Road towards Wolverhampton as traffic is backing up to far in the left turn lane.</p>	<p>Neachells Lane should be widened, there also should be double yellow lines implemented. Often during rush hour, large vehicles/trucks/low loaders etc are parked half on the road and half on the pavement which prevents the traffic flow, and backs up one way or the other considerably.</p> <p>The access to Neachells Lane from Wolverhampton along the Willenhall Road is inadequate. However there are now houses being built where ideally the road should have been extended instead.</p> <p>The landscaping/greenery noted on both options are a waste of time. Nothing grows or survives here due to the pollution and littering so it would be better off being scrapped completely.</p>	<p>Option A will come at a lesser cost and lesser impact while being constructed.</p> <p>however it does not address the issue of traffic into Neachells Lane outbound from Wolverhampton</p> <p>I cannot begin to imagine the carnage that would be caused during the construction of either of these options. It takes only one broken down vehicle to currently bring the whole are to a halt, from Stowheath Lane junction down to the roundabout at Bentley Bridge.</p>
The traffic is horrendous and there are always major delays because of long ques. Ambulances find it extremely hard to get through too.	I would say out of A and B then B is better as the effects will last longer. Although option 7 would sort out the problem altogether and also stop the problem at the next traffic lights with Willenhall Road and Stowheath Lane too.	Impacts more on all traffic and longer lasting.
Daily traffic congestion in both directions	Plan B is my preferred option	This looks a better idea to increase a flow in traffic
1) The level of congestion in part due to the number of traffic lights together with the volume of traffic at peak times needs to be reduced.	In essence any improvement would be my preferred option which would result in reduced waiting times at red traffic lights and lower levels of pollution	This would better achieve the objective above

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2) The empty properties and those in a poor state of repair - both residential and commercial along this route need to be upgraded or replaced.		
3) The volume of traffic restricts access from the side roads onto the Willenhall Road is problematic		
Traffic has always been a problem, I have used this route since 2012.		The right hand lane is the one with the majority of problems so this is more urgent
	Option B is better long term value for money	Option B is better long term value for money
whatever mode of transport I use Motor car/ Bus there are always hold ups on the Neachells Lane/ Willenhall road junction, whichever direction you are travelling	Its a step in the right direction to alleviate the bottle necks at this junction	it will have less impact on local residents
Always congested no matter what time of day you approach the area. Particularly bad during peak periods. I always try to avoid area whenever possible.	Anything aimed at improving the congestion there would be beneficial. My personal view is that Option B would be the better long term option.	A long term solution is needed in my opinion. This option, although more costly would prove the more suitable option to relieve the congestion long term ,although the disruption would last longer to implement the more substantial changes.
Traffic light system is useless at peak times only allowing 4 maybe 5 vehicles to turn right from Willenhall road into Neachells lane	Option B would be a nightmare, both for motorists and pedestrians alike, not been able to turn right from Willenhall road onto Moseley road would inconvenience many commuters and also buses and school buses and also my turning to reach home too. Knocking yet more old buildings down and cutting into land where brand new housing has been built! Damaging what green land there is for the environment and the animals/wildlife living there	Less impact on the commuters and the environment, whilst retaining some green lane for the wildlife that's already been pushed aside for the new builds Yes a wider lane system is needed at that junction so is the Dean's rd /Stowheath lane/Willenhall rd junction where it narrows to one lane! Do away with the bus lane and it gets the traffic moving better, bus lanes are wasted space on route into/out of town along this route
I don't think the backlog of traffic is that great. I'm not sure what impact the proposed residential and commercial properties will have in the long term though.	People are sick and tired of constant road works so the length of time to complete should be a factor.	Less of a negative impact on the local community and drivers. No one wants a longer journey time, even if it is by a few additional minutes.
*Traffic congestion, especially at peak times, particularly on Neachells Lane and Moseley Road	Neither are ideal, but option A would be my preferred option	Less disruption, Quicker and Cheaper option.

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<p>*Vehicles turning left from Moseley Road onto Willenhall Road are often blocked by vehicles continuing straight ahead onto Neachells Lane</p> <p>*Vehicles will at peak times often use the right turn only lane on Neachells Lane, before illegally and dangerously cutting into traffic to go straight ahead on to Moseley Road.</p> <p>*Vehicles will often use the right hand lane on Neachells Lane to then cut across traffic into the petrol station as a short cut onto Willenhall Road</p>		
<p>Queuing traffic on Neachells lane. Long traffic waits</p>	<p>Both are sensible. Option b is slightly more sensitive due to the nature of new housing being built and also taking additional brownfield land which could be developed. But understand that the offset would be a better travel experience and connectivity to m6</p>	<p>Long term benefits</p>
<p>Too much congestion all of the time.</p>	<p>Good, will relieve traffic congestion</p>	<p>To help ease traffic congestion in the area for all.</p>
<p>We live in Marshall Road, which joins Moseley road. The queue of traffic all along the Moseley road make it very difficult to approach our house, even leaving the street is difficult with the traffic.</p>	<p>I think they will help to keep the traffic moving instead of cars at a standstill.</p>	<p>It looks like it will help more than the other option.</p>
<p>Ease congestion and make life better got local people as well as travellers on the roads.</p>	<p>Will wait to see how long either takes. Seems a lot of money for what is to be done- hope it will be fully funded by outside contributors.</p>	<p>Because it's the best option.</p>
<p>Congestion, and solve a percentage of air pollution</p>		<p>Cheaper in the long run</p>
<p>Traffic and Congestion</p>		<p>Costs more but is effective.</p>
<p>Traffic build up turning into Neachells</p>	<p>2nd option- overly complicated, turning into Moseley road is problematic.</p>	<p>Extra issues around will not be solved- Neachells lane etc.</p>
<p>Static traffic in both directions, queuing to turn at Neachells lane.</p>		<p>longer term benefit, better flow.</p>
	<p>Option 1 is okay, option 2 is a massive impact to my property.</p>	<p>less impact to my property.</p>

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This is a busy road which just keeps getting busier and is often congested at peak times. This junction needs more capacity and safety features.	Plan B is better for the longer term.	Short term fixes will only make things worse in the long term. The more complex scheme is a better investment for the future.
Because flow of traffic is impeded at the Neachells crossroads giving rise to long delays.	Possibly that the bigger option is the one that has the most longevity. Given the other work planned for the A454 then something of this scale will fit.	There is going to be major disruption on A454 for an extended period of time so why not make the road fit for purpose for the long term not piecemeal.
Congestion	Option B looks good	It looks like it will flow better.
Because the traffic is horrendous most of the day and the Mosely Road Junction is particularly bad. If you intend to carry on building houses around this corridor then you need to support that expansion with services, and transport is one of them.	Needs to be done, but probably take 20 years of talking about it and scratching around for funds while the Combined Authority and so called West Midlands Mayor continue to invest in Birmingham and the South of the Region. If it ever gets done it will probably be the cheapest option not the correct option.	Because just widening approach roads does not solve the problem of time delay attributable to multi traffic controlled junctions.
Traffic flow at the bottom of Old Heath Rd is horrendous at peak times, also causing standing traffic outside my address on old heath rd.	Option A wont make any difference at all.	Much better traffic flow along Willenhall rd,
Neachells Lane is a major headache and with the high volume of H G V s turning right into Neachells lane the tailbacks can be horrendous and easily adds 10 minutes to every journey and all the pollution from idling engines waiting for lights to change must be terrible for local residents. Also the development of land further towards the city should enhance the area and not as current reflect a no mans land.	Anything to improve this major bottleneck that increases traffic flow and reduces pollution from stationary vehicles.	
Traffic flow is too slow, and increasing, leading to considerable air pollution in the area. City traffic flow is too slow, which also leads to drivers speeding between congestion points, to pass slower vehicles and “ get there first” which increases danger to traffic as well as pedestrians.	Preference to option B , as it gives greater longer term solutions.	Given a choice of only two options I’ve chosen the one that I think will give longer tern benefits and better traffic flow.

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<p>This road is horrendous all day no matter what time you travelling, Personally its the top end of the Willenhall road where there is more congestion where it goes into 1 lane just before the railway bridge, special when there is a match on this cause delay in traffic coming into Wolverhampton town centre</p>	<p>No matter what you do this road it will always have congestion, specially when cars are parked just before portobello island by the houses</p>	<p>I think it will be better in the long run</p>
<p>Traffic can be bad and delays if need to turn right onto Neachells</p>	<p>Neither are ideal but it is a hard situation to solve with existing buildings</p>	<p>Because it looks to address issues on both sides of carriageway</p>
<p>Cyclist here... No safe provision for cyclists beyond Neachells Lane towards Walsall or along Neachells Lane or Moseley Rd. Vehicles regularly (almost every phase) jump red lights with no deterrent.</p>	<p>A - From what can be seen, no improvement for cyclists...segregated footpath/cycleway for a short distance ends abruptly with cyclists having to insert themselves back into the flow of vehicles. No provision north/south. B - looks like a complete nightmare for a cyclist to go from Neachells Lane to Moseley Rd. Cyclist will have to cross two lanes of faster vehicles making this a totally unsafe route. Both options look like a waste of money, discouraging and making active travel more dangerous, causing disruption for months and as admitted of little long term benefit.</p>	<p>Least poor of the two options.</p>
<p>From Noose Lane to Dean's road including the Neachells lane etc can be bedlam at times. One of the main reasons is the timing of the lights they are rubbish. Also the lanes on Neachells lane narrow too quick heading to and from the bridge which creates gridlock towards watery lane.</p>	<p>Both options are good, as I use Watery Lane regular entering and exiting onto Neachells. Traffic both sides reach further than Watery lane and it can be chaos to turn left and right. The option where it appears like a strange roundabout looks confusing.</p>	<p>Option a is good but not good enough those lanes need extending further up Neachells lane. Option B if altered slightly may work because the current entrance to the garage is very hard to navigate on the exit to go right towards Wolverhampton.</p>
<p>Years of growth has left a grid-locked road with very little other choices available.</p>	<p>Completely don't see the point of option B, so while i think A is good, i dont believe it goes far enough, need to increase the flow of traffic all the way through to the other roundabout by the gem center.</p>	<p>See above/</p>

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At peak times the traffic is worse than other routes. Especially where two loaves need to feed into one.		More advantages long term, whereas A would actually solve the issues long term.
Traffic bottlenecks at this junction	Option A does nothing to ease congestion towards Wolverhampton. Option B provides extra capacity for all routes	This option benefits the corridor in reducing congestion and improves safety with using the petrol station and junction
Traffic jams are terrible!	I prefer option b. There will be greater benefits which are longer lasting. Option a seems pointless to me. There is not much traffic turns left from Neachells Lane in to Willenhall road relative to other routes so it's not really tackling the congestion there.	Greater and longer lasting benefits for more road users. Option a will only improve things for a small proportion of road users.
The amount of traffic is too much , especially Moseley Road being a rabbit run , often backed up a long way down , it not helped by the amount of roadworks that often crop up along Neachells lane ... Better use of the black country route and by pass would help alleviate traffic going down roads with lots of housing and schools etc .. speeding is an issue on Moseley road and the cutting of the chevrons to gain a few places... Roads are fast and dangerous .	Both are going to make the traffic even worse for the time it's being done, as mentioned reducing the amount of traffic via the black country route would help	Less interruption for local homes and businesses which already struggle
During the week there are continuous bottle necks around peak times. There needs to be an improvement to prevent delays and improve the living for residents.	I think both proposals could work proposal a is more of a convenient fix for residents and commuters. Whereas proposal b provides a long term fix which will impact on resident and may be inconvenient to commuters.	Note beneficial for commuting and for residents
very busy	ok	
Traffic	needed	less time and money
Traffic to busy on Neachells lane	Option B better	More choice

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Lots of congestion, especially at peak times.	I think there should be a higher emphasis on cycle lanes in both proposals.	As it has more longevity, if your going to do something do it right first time!
We live some distance down Moseley road from the Neachells junction and traffic is regularly backed up to the point where we live. Moseley road is residential and is becoming a heavy traffic through road, anything that lightens this traffic use would be beneficial.	Option B is the only one which will benefit Moseley road.	See comments above
Highly congested and need for development to update and modernise. Stood back in time. Need to regenerate; currently waste of land and opportunities.	Anything is better than the current situation. Plan B appears to be future proof whereas Plan A we might need to return to the drawing board a few years down the line.	As above.
Speaking as a resident of Wolverhampton, all the roads on the A454 through Wolverhampton, Willenhall Road, Horseley Fields, Lower Horseley Fields and Middle Cross suffer from congestion Monday to Friday 7am to 7pm. Neachells Lane also suffers in the same way. As it is also heavy a rat run congestion from Willenhall Road along Neachells Lane goes as far as the A4124 Wednesfield Way.	Option A possibly does not resolve the congestion issues identified at the junction but only resolves the congestion on one approach on Willenhall Road. The other Willenhall Road approach, Neachells Lane approach and Moseley Road approach is likely to suffer from congestion. Option B intends to tackle any potential congestion and traffic issues on all approaches to the junction.	Option B is intending to increase capacity around the junction for those wishing to enter or leave Wolverhampton. This junction layout may also be likely to tackle any potential congestion and traffic issues at this location.
Traffic build up at peak times		Filters traffic around the busy junction
Too many bottle necks. Major route into Wolverhampton opportunity here to improve the road network and add much needed quality housing	Overall agree but need to go further with what's planned. Especially towards the Wolverhampton side	Will be more expensive in the short term but will pay dividends in the long term. Route A would he cheaper and quicker but would have to be revamped again 5 to 10 years down the line where as option B would last 50 years.
Always congested back up all down the road towards the island can take 10-15 mins to drove through	Needs something to help the road being so busy	Goes around petrol station for cars who turn off to get them through quicker
There is currently road works along the route once they are finished then re-evaluate. Let the works finish and see what congestion there is first. If still bad constantly (not just rush hour) then maybe open up the bus lanes more for general road users.	Neither are the best idea however option A is the better of the two.	Lease amount of disruption to locals.

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High traffic volume constantly	Option B seems more long term and beneficial	To help Neachells lane more constructively
The amount of industrial units along Neachells Lane and surrounding areas has been allowed to develop without any thought for the transport infrastructure to support it. Now the junction of Neachells Lane and the A454 needs redevelopment and will now cause permanent problems for local residents,	Either one will cause disruption during construction, Option A will in my opinion cause less permanent disruption to residents.	Option A will take less land and cause less disruption for local residents and possibly cost less than option B
SLOW LIGHT CHANGE IS THE MAJOR PROBLEM WITH THIS JUNCTION	DON'T THINK EITHER ARE GREAT IMPROVEMENTS.	OPTION B SEEMS LIKE A VAST OVER REACTION TO A SLOW LIGHT CHANGE JUNCTION . OPTION A IS LESS COMPLICATED AND SO WOULD WORK BETTER
Improvement not needed traffic from Walsall going up the willenhall rd but not going to Wolverhampton can use other side roads to get destination. If the train from Wolverhampton to Walsall and it's proposed new stations for example Willenhall were ready they would help the public make the right choice and use public transport as this will be better for the environment and quicker to get to their destination. I understand that people want to use M6 J10 to and from Wolverhampton but if you also saw the delays getting on/off J10 at rush hour traffic this would only aggravate the situation at Walsall. Can't the two councils get together (Walsall and Wolverhampton) to propose a longer term plan? Alternatively divert all M6 traffic towards M54 and have another junction for M6 there where there is a less dense population affecting people's health on and around the willenhall rd area. No	Please see answer to question 6	Least impact to my health and that of my children
It works perfect as it is yes at some places along the route a little traffic occurs however with the amount of traffic lights along the route it breaks it up nicely as for housing I see plenty of abandoned buildings	Pointless and a waste of resources fix the other seriously bad areas of Wolverhampton with broken homes everywhere and travellers everywhere	Less work less cost and looks more suitable for that specific area and less land taken

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try fixing those first and on top of that you've just put a waste site near the city centre the smell travels downwind to the nearby community that's the only improvements that need making.		
Congestion	Plan b better option for long term benefits	As above
Congestion	Needs to be safe crossings near Noose Lane	Better long term solution to the congestion
Traffic turning right towards Neachells Lane from the motorway side of the junction takes forever. Consequently traffic including trucks find other ways. The previous work to extend the right hand turn lane was simply absurd	<p>Something needs to change for trucks to access the industrial infrastructure in Neachells Lane</p> <p>You do not appear to have considered diversion earlier ie as far back as Tesco's Willenhall. It is what some satnavs recommend</p> <p>Realistically though the benefits will be lost. In common with other routes this one has had massive delays caused by rogue repair contractors closing lanes for weeks and months promising 24 hour working which they do not provide. Without a strategy to curb this the situation will continue. £16m will be spent and then the road will be blocked as a result of the cheapest repair contractors being chosen</p>	Option a is just a further iteration of a bigger space to park in while waiting to turn
<p>Unnecessary traffic jams due to poor traffic signals. No need for traffic lights on left hand filters.</p> <p>To many exits on M6 Junction 10 island. It needs a fly over.</p>	Option B is better but there is no need for traffic lights on left hand filters.	More capability long term
Traffic is a nightmare	Option A is a waste of time. You done this a few years ago and its still not any better. Option B keeps traffic moving and would cost more but will be a better option	Keeps traffic moving. Free's congestion. Reduces emissions,
The reduced capacity due to bus lanes and the sequence of lights at the Neachells Lane junction	Option A doesn't appear to create any great improvement.	Previously stated in No. 7

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<p>makes the journey from Wolverhampton to Willenhall tedious and slow.</p>	<p>Option B, while more expensive is the better of the two as it should hopefully reduce congestion at the junction. However, further problems will be created higher up Neachells Lane where the road narrows.</p>	
<p>The tailbacks on the road when people want to turn right at the lights on the way into Wolves can be a problem</p>	<p>Both viable options</p>	
<p>The main congestion on the Willenhall Road is at the Deans Road junction east bound, where the bus lane causes vehicles to mainly only use 1 lane east bound. The Willenhall Road needs widening to 3 lanes east bound before and after the junction. And the Willenhall Road traffic lights at the Neachells Lane junction should be timed, so that they are on green as the traffic approaches east bound.</p>	<p>It ignores the Deans Road problem.</p>	<p>Option B adds more delays on the main road out of Wolverhampton.</p>
<p>Believe the road flows well enough as it is..... yes there are hold ups at times such as rush hour, however the main traffic flow is not impeded for too long.</p>	<p>I believe if either option was to be selected, Option A would be best. This will have less impact on the local community and will be completed in less time. I also believe it will be less confusing for people to navigate than Option B which, even from the diagram, look totally bewildering. I;d feel sorry for people visiting the area and having to navigate that awful situation.</p>	<p>As stated above - less time to complete, less impact on the environment, not as confusing as the layout of option B and 10 million pounds less than option b</p>
<p>Traffic jams are an almost daily occurrence, noise in our residential property from traffic is high and it is all getting worse with things like Wolves improving their status as a team (something I welcome but I also see the jams on match days down the A454)</p> <p>With an hopeful increase night time provision in the town (Westside Development) then the traffic flow down the road will only increase and it's too much as it is.</p>	<p>Option A seems strange. Traffic going into the City will eventually have to come out so why is Eastbound traffic being ignored.</p>	<p>While B is more expensive it deals with traffic flow both ways and provides a more long term solution. Saving money now will just mean it has to be spent later and cause more expense and inconvenience.</p>

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CITY OF WOLVERHAMPTON COUNCIL	Cabinet (Resources) Panel 3 March 2020
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Report title	Schedule of Individual Executive Decision Notices	
Decision designation	AMBER	
Cabinet member with lead responsibility	All	
Key decision	No	
In forward plan	No	
Wards affected	All	
Accountable director	Mark Taylor, Deputy Chief Executive	
Originating service	Democratic Services	
Accountable employee(s)	Kirsty Tuffin Tel Email	Democratic Services Officer 01902 552873 Kirsty.tuffin@wolverhampton.gov.uk
Report to be/has been considered by	N/A	

Recommendation for noting:

The Cabinet (Resources) Panel is asked to note:

1. The summary of open and exempt individual executive decisions approved by the appropriate Cabinet Members following consultation with the relevant employees.

Schedule of Individual Executive Decision Notices

Part 1 – Open Items

Our Council

Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Louise Miles	Director of Finance	12 February 2020	Sue Martin 01902 554772
Title and summary of decision			
Discretionary Charitable Relief Approved the award of discretionary rate relief to the following organisation: - The Haven Wolverhampton			
Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Ian Brookfield	Deputy Chief Executive	2 February 2020	Kirsty Tuffin 01902 552873
Title and summary of decision			
Appointment to Governance Committee Approved the appointment of Councillor Simon Bennett to the Governance Committee for the remainder of the 2019-2020 Municipal Year.			

City Environment

Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Steve Evans	Director of City Environment	7 February 2020	Nick Broomhall 01902 555723
Title and summary of decision			
Transportation Network – Miscellaneous Traffic Regulation Orders - Woden Avenue 1. Approved the recommended action to modify existing traffic calming measures to parts of Woden Avenue after the public advertising of the revised traffic calming scheme as shown on plan T3/1198 appended to the report. 2. Approved the recommended action to implement waiting restrictions to parts of Woden Avenue in response to comments received during public consultation and as shown on plan T4/4280B appended to the report. 3. Authorised the Director of Governance to implement the relevant traffic regulation orders.			
Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Steve Evans	Director of City Environment	10 January 2020	Nick Broomhall 01902 555723
Title and summary of decision			
Transportation Network – Goodyear Avenue and Surrounding Roads- Road Safety Scheme Approved the recommended action to overrule objections and implement a 20 mph speed limit and associated system of traffic calming (road humps and speed table) on Goodyear Avenue, Wingfoot Avenue and Low Hill Crescent.			

Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Steve Evans	Director of City Environment	12 February 2020	Oliver Thomas 01902 558294
Title and summary of decision			
Black Country Ultra Low Emission Vehicle Funding: Authorising Grant Agreement Approved and accepted the grant agreement of £130,000 and all ancillary agreements from the Black Country Local Growth Funding to support development of the Black Country Ultra Low Emission Vehicle Strategy and Implementation plan, and associated works of the wider Black Country Ultra Low Emission Vehicle Programme.			

Regeneration

Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Harman Banger	Richard Lawrence	3 February 2020	Alison Shannon 01902 554561
Title and summary of decision			
Fees and Charges 2020-2021 – Regeneration Directorate Approved fees and charges relating to Regeneration Services take effect as soon as possible.			

Part 2 – Exempt Items

Housing

Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Peter Bilson	Director of City Assets and Housing	9 January 2020	Julia Nock 01902 550316
Title and summary of decision			
Corporate Landlord - Land and Property Transactions - IEDN 037 Retrospective approval for underlease from City of Wolverhampton Council to Local Government Pension Service Central Limited at Floors 4 & 5 – Mander House.			

Regeneration

Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Harman Banger	Richard Lawrence	29 January 2020	Oliver Nash 01902 551603
Title and summary of decision			
Black Country AIM for GOLD Payment of grants to SMEs Approved payments of European Regional Development Fund grants totalling £112,841 to small and medium sizes enterprises.			

Joint Cabinet Member Approvals

Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Peter Bilson and Councillor Loise Miles	Director of City Assets and Housing	25 January 2020	Michelle Howell 01902 553197
Title and summary of decision			
Loan to WV Living			
<ol style="list-style-type: none"> 1. Approved the terms of the loan to WV Living, including a return on investment chargeable quarterly. 2. Approved the issue of the loan to WV Living in January 2020. 			
Decision maker	In consultation with	Date Approved	Contact Officer
Councillor Ian Brookfield and Councillor Louise Miles	Chief Executive and Director of Finance	12 February 2020	Michelle Howell 01902 553197
Title and summary of decision			
Loan to WV Living			
<ol style="list-style-type: none"> 1. Approved the terms of the loan to WV Living, including a return on investment chargeable quarterly. 2. Approved the issue of the loan to WV Living in February 2020. 			

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