

Time	5.00 pm	Public Meeting?	YES	Type of meeting	Executive
Venue	Council Chamber - 4th Floor - Civic Centre, St Peter's Square, Wolverhampton. WV1 1SH				

Membership

Chair	Cllr Ian Brookfield (Lab)
Vice-Chair	Cllr Stephen Simkins (Lab)

Labour

Cllr Obaida Ahmed
Cllr Paula Brookfield
Cllr Steve Evans
Cllr Bhupinder Gakhal
Cllr Dr Michael Hardacre
Cllr Jasbir Jaspal
Cllr Linda Leach
Cllr Beverley Momenabadi

Quorum for this meeting is three voting members.

Information for the Public

If you have any queries about this meeting, please contact the Democratic Services team:

Contact	Dereck Francis
Tel/Email	Tel: 01902 555835 or dereck.francis@wolverhampton.gov.uk
Address	Democratic Services, Civic Centre, 1st floor, St Peter's Square, Wolverhampton WV1 1RL

Copies of other agendas and reports are available from:

Website	http://wolverhampton.moderngov.co.uk
Email	democratic.services@wolverhampton.gov.uk
Tel	01902 550320

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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 **Declaration of interests**
- 3 **Minutes of the previous meeting** (Pages 5 - 6)
[For approval]
- 4 **Matters arising**
[To consider any matters arising from the minutes of the previous meeting]

DECISION ITEMS (AMBER - DELEGATED TO THE CABINET)

- 5 **Budget Outturn 2020-2021**
[To report on the Council's revenue outturn position for 2020-2021 compared with approved budgets and targets] **[report to follow]**
- 6 **Reserves, Provisions and Balances 2020-2021**
[To report on the Council's resources currently held as earmarked reserves, provisions and general balances as at 31 March 2021, taking account of the outturn position for 2020-2021] **[report to follow]**
- 7 **Single Persons Accommodation Project** (Pages 7 - 14)
[To approve the Single Persons Accommodation Project for delivery]
- 8 **Better Care Fund Section 75 Agreement (Pooled Budget 2020-2021 and 2021-2022)** (Pages 15 - 18)
[To approve the continuation of the Section 75 Agreement (Pooled Budget) with the NHS Wolverhampton Clinical Commissioning Group for 2020-2021 and 2021-2022]
- 9 **Transportation Capital Programme 2021 - 2022** (Pages 19 - 58)
[To approve the Capital Transportation Programme for the financial year 2021 – 2022]
- 10 **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 item of business as it involves the likely disclosure of exempt information on the grounds shown below]

Part 2 - exempt items, closed to press and public

- | | | | |
|----|---|--|-----|
| 11 | <p>Citywide Non-traditional Property Investment and Regeneration Programme
(Pages 59 - 72)
[To report on the current condition of structurally defective properties within the housing stock and seek approval to develop a programme to address the issues]</p> | <p>Information relating to the financial or business affairs of any particular person (including the authority holding that information)</p> | (3) |
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CITY OF WOLVERHAMPTON COUNCIL	Meeting of the Cabinet Minutes - 26 May 2021
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Attendance

Members of the Cabinet

Cllr Ian Brookfield (Chair)
Cllr Stephen Simkins (Vice-Chair)
Cllr Obaida Ahmed (Virtually)
Cllr Paula Brookfield (Virtually)
Cllr Steve Evans
Cllr Bhupinder Gakhal
Cllr Dr Michael Hardacre
Cllr Jasbir Jaspal
Cllr Linda Leach (Virtually)
Cllr Beverley Momenabadi (Virtually)

Employees

Tim Johnson	Chief Executive
Charlotte Johns	Director of Strategy
Claire Nye	Director of Finance
David Pattison	Director of Governance
Jaswinder Kaur	Democratic Services Manager
Dereck Francis	Democratic Services Officer

Part 1 – items open to the press and public

- | <i>Item No.</i> | <i>Title</i> |
|-----------------|--|
| 1 | Apologies for absence
No apologies for absence were received for the meeting. |
| 2 | Declaration of interests
No declarations of interests were made. |
| 3 | Minutes of the previous meeting
Resolved:
That the minutes of the previous meeting held on 21 April 2021 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 **Council Tax Discretionary Discount Scheme Policy**
Councillor Ian Brookfield presented the report on a proposal to expand the Council Tax Discretionary Discount Scheme in order to support residents who fall outside the normal criteria of the scheme but who are suffering financial hardship as a result of the impacts of the Covid -19 pandemic. The changes would take effective from 1 June 2021.

Resolved:

That changes to the Council Tax Discretionary Discount Scheme to provide additional support to residents who are liable for Council Tax and are experiencing exceptional hardship be approved.

CITY OF WOLVERHAMPTON COUNCIL	Cabinet 16 June 2021
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Report title	Single Persons Accommodation Project	
Decision designation	AMBER	
Cabinet member with lead responsibility	Councillor Bhupinder Gakhal City Assets and Housing	
Key decision	Yes	
In forward plan	Yes	
Wards affected	All Wards	
Accountable Director	Ross Cook, Director of City Housing and Environment	
Originating service	Housing Strategy	
Accountable employee	Anthony Walker	Homelessness Strategy & External Relationships Manager
	Tel	01902 551631
	Email	anthony.walker@wolverhampton.gov.uk
Report to be/has been considered by	City Environment Leadership Team	11 May 2021
	Strategic Executive Board	27 May 2021

Recommendations for decision:

The Cabinet is recommended to:

1. Approve the Single Persons Accommodation Project.
2. Authorise the Director of City Housing and Environment, as the Senior Responsible Officer, to take all necessary steps to implement the Single Persons Accommodation Project.
3. Approve a virement of £2.5 million to increase the Housing Revenue Account Capital Programme budget Bond House Conversion to Residential to £4.5 million to implement the Single Persons Accommodation Project, subject to the approval of the Rough Sleeping Accommodation Programme funding bid.
4. Delegate authority to the Cabinet Member for City Assets and Housing, in consultation with the Director of City Housing and Environment, to enter into a contract with the preferred contractor in line with Council Constitution and The Public Contracts Regulations (PCR) 2015.

1.0 Purpose

- 1.1 The purpose of this report is to request approval to implement the Single Persons Accommodation Project in Wolverhampton. The model, based on learning from the Covid-19 pandemic, would ensure better outcomes for rough sleepers and vulnerable single people who have experienced homelessness in the City. The project would convert an existing Council-owned property into an Assessment Centre and 24 units of accommodation.
- 1.2 The project would be jointly funded by the Council's Housing Revenue Account (HRA) and grant funding from the Ministry of Housing, Communities and Local Government's (MHCLG) Rough Sleeping Accommodation Programme (RSAP) 2021-2022. If approved, this report requests delegated authority for the Director of City Housing and Environment to take all appropriate and necessary steps to implement the project.

2.0 Background

- 2.1 As part of the Covid-19 response, local authorities across the country were mandated by MHCLG to 'Bring Everybody in', a request to accommodate all homeless individuals for the duration of the crisis. In order to achieve this, the Council entered into a contract with a city centre hotel, a partner with an established relationship with the homelessness service, to have exclusive use of the hotel to accommodate homeless individuals and couples.
- 2.2 As a result of the agreement, all homeless households in need of accommodation were accommodated within 48 hours, including 74 people over the first weekend. This included rough sleepers, homeless people in accommodation that was no longer suitable and newly emerging homeless households. Council officers, in partnership with Wolverhampton Homes, established a fully functioning accommodation service within 72 hours of set up. Rough sleeper service providers across the City offered support for the new provision and additional support was provided by a security firm, charity food provisions and the staff at the hotel.
- 2.3 This emergency provision provided a unique opportunity to support homeless individuals and couples. As a part of the model implemented at the hotel, 24-hour intensive intervention was offered to all residents and was based on their personalised needs. The support was delivered in a partnership approach, which included third sector homelessness providers, Probation services, the Police, treatment services, Mental Health Services, acute and primary health and other support providers.
- 2.4 Wolverhampton has a history of effective partnership working in the homelessness sector and these relationships were strengthened by the work at the emergency provision. It also enabled pathways with other partners (Probation, health services etc.) to be strengthened and any barriers were quickly removed.

2.5 The emergency provision was extremely successful and secured positive outcomes for the people who were accommodated and supported during this period. Over 150 people were accommodated in this provision over the period of 'Everyone In', including 19 of the City's most entrenched long-term rough sleepers. Utilising the partnership approach, over 100 people were supported to successfully move on to appropriate forms of accommodation, with half of those securing their own tenancy. In addition to housing outcomes, successful health interventions were also implemented, with over one third of residents supported into drug and alcohol treatment services, including 37 individuals who had previously disengaged with this support.

3.0 Needs Analysis and learning from 'Everyone In'

3.1 An extensive Needs Analysis was undertaken in August 2020, following the end of the emergency provision. The data showed that 55 of those supported had a history of rough sleeping, 50% disclosed substance misuse, 64 people had a history and/or ongoing involvement with the Criminal Justice System, 67 identified as BAME across 18 nationalities, 25% required mental health intervention and over 75% of those supported required GP registration.

3.2 The partnership working behind the emergency provision was integral to the success of the programme and allowed many barriers to be overcome. Having a base for all partners, third sector and statutory, to work from was key, as was having this hub of support based on the same site as accommodation. Great success was achieved with people with complex and challenging needs and a history of rough sleeping and homelessness.

3.3 Consultation undertaken in the summer of 2020 found that all partners involved with the emergency provision agreed that it had been a success and that it was key to utilise the learning taken from the programme going forward.

4.0 The model behind the Single Persons Accommodation Project

4.1 Following the end of the consultation on the emergency provision, it was clear that the City's offer for single people and couples experiencing homelessness would benefit from additional emergency and settled accommodation and a continuation of the strengthened and wider partnership working. A space for rapid assessments to take place and a hub for partners was also required.

4.2 The model utilised during 'Everyone In' was particularly effective for people with complex and challenging needs who experience multiple disadvantages. Having holistic, wrap around support on the same site was key to building trust and relationships and to removing barriers for accessing different types of support. The model would not replace existing services but would complement this offer and provide additionality and a focus for this cohort. The project would provide a platform for greater partnership working across all providers.

- 4.3 The model outlined in the Single Persons Accommodation Project uses this learning to provide support and accommodation for people with a history of rough sleeping. It would also provide additional accommodation units that would be available for other vulnerable groups, for example women experiencing homelessness or people who are made homeless and have secure employment. The rent and charges would be affordable and would allow people to be in employment, which is not always possible in traditional supported accommodation.
- 4.4 The proposed model is comprised of three separate elements: a Single Persons Assessment Centre, emergency accommodation and settled accommodation units. This model would provide bespoke, multi-agency support for the vulnerable people residing in the accommodation units, which would allow them to live safe and independent lives with the backing of the arms-length support as and when required.

Single Persons Assessment Centre

- 4.5 An Assessment Centre would provide a space for the first point of contact with homeless, single adults and couples. The Centre would also act as a holding space for staff to conduct rapid needs assessments to best assess the needs of the individual and determine the appropriate next steps, using the emergency beds. It would also ensure that a coordinated approach could be taken with the City's temporary accommodation, to utilise all options in the best and most appropriate way.
- 4.6 The Centre would provide a hub for partners involved in supporting homeless individuals. Office space would include drop-in desks that could be used by homelessness service providers and statutory partners, including Housing teams, Adult Social Care, Probation services and health partners. This wrap around support for the individuals accommodated on site is a key part of the model and builds directly on the success seen during the period of 'Everyone In'. The intensive nature of the support would be led by the individual and could be increased or decreased depending on their current situation and partners could step in at any time.
- 4.7 The multi-agency assessment centre would have the added benefit of continuing to strengthen and coordinate partnership working across the sector, which would also have a positive impact for existing providers.
- 4.8 As part of the RSAP funding, three full-time support workers would be employed to the project. These posts would coordinate the Assessment Centre and the office space for partners. The Support Workers would also provide support to the individuals accommodated on site, to the extent that they required on a case-by-case basis. They would also coordinate support from other partners (e.g. health and treatment services) for these individuals.

Emergency Beds

- 4.9 The addition of emergency beds would add to the City's existing provision and ensure that the City continues to work to a No First Night Out model by ensuring that an offer of

accommodation is available for all homeless individuals and couples. By placing an individual in this provision, coordinated work could be undertaken by the services involved to ensure that their next offer of accommodation (supported or otherwise) was the best option for that individual.

Independent settled accommodation

- 4.10 The units of settled accommodation would take the form of one and two bed flats. These would be of a high quality and would provide secure housing options for individuals. Intensive floating support would be available for the residents of the flats if required, and also for any additional clients accommodated in the community. The residents of these flats would also have full access to the services in the Assessment Centre. The majority of these units would be offered on two- or three-year fixed term agreements, with the option to extend on a case by case basis. Whilst a proportion of these flats would be utilised for people with a history of rough sleeping, units would be available for other groups. This includes those with social care needs, mental health problems and other vulnerable groups.

5.0 Co-production

- 5.1 The Single Persons Accommodation Project has been developed in consultation with homelessness service providers and wider partners. Co-production is key to the success of the model and the implementation of the project. Consultation with partners has been positive, with all partners keen to support the project and the service itself. Partners involved include homelessness service providers and charities, homelessness forums, Wolverhampton Homes, NHS Wolverhampton CCG, the Black Country Healthcare NHS Foundation Trust, Probation services, primary care, adult social care and treatment services.

- 5.2 People with lived experience of homelessness have also been consulted with on the model behind the project. This feedback was also positive, with the idea of services being available in the same place cited as something that would be beneficial to the people receiving support.

6.0 Bond House

- 6.1 Bond House, situated in the city centre, has been identified as a suitable location for the Single Persons Accommodation Project. A city centre location was recognised as key to the model to ensure that residents and those supported by the Assessment Centre could easily access other services and transport links. Bond House is an existing long-term empty Council asset that was appropriated to the HRA by Cabinet (Resources) Panel on 17 February 2021, meaning that no additional money is required for the purchase of a building. The building is also large enough to encompass all of the elements of the Single Persons Accommodation Project in a safe and suitable way. Bond House has multiple entrances and can be neatly separated into three units, providing the opportunity for Adult Social Care to make use of some of the accommodation spaces. The building is

built in such a way that the units of accommodation provided would also include eight wheelchair accessible apartments and units with accessible facilities such as wet rooms.

- 6.2 The proposal includes security and concierge presence on site 24 hours a day, seven days a week. This was integral to the success of the emergency provision during 'Everyone In' and would ensure that the site is secure and residents are safe at all times.

7.0 Evaluation of alternative options

- 7.1 An alternative option would be to not implement the Single Persons Accommodation Project in Wolverhampton. This would mean that the learning from the emergency provision provided during the Covid-19 pandemic would not be taken forward in this way.
- 7.2 Another alternative option would be to purchase a different building to develop into the Assessment Centre and accommodation units. This option is not deemed to be financially viable when the Council has a suitable asset in its existing portfolio.
- 7.3 A third option would be to lease a building to utilise as the Assessment Centre and accommodation units. If the project was implemented in this way, the Council would not be able to use the HRA to develop the property.

8.0 Reasons for decisions

- 8.1 The implementation of the Single Persons Accommodation Project would ensure better outcomes for rough sleepers and single, vulnerable people experiencing homelessness in the City. The project would strengthen successful partnership working practices and ensure that any barriers to pathways into support are removed in a timely manner. This would mean that Wolverhampton can continue to ensure the best possible outcome for the vulnerable individual concerned.

9.0 Financial implications

- 9.1 A Feasibility Cost Model has been undertaken based on architect plans of the work required to create the Assessment Centre and accommodation at Bond House. The capital costs have been estimated at around £4.5 million so approval is sought for a budget of this amount to be established in the HRA capital programme, subject to the funding bid being successful.
- 9.2 The HRA Business Plan, Rents and Service Charges report approved by Cabinet in January 2021 approved budget provision of £2.0 million within the HRA capital project to convert Bond House to residential use. Therefore, a budget increase of £2.5 million is required to fund this project. This will be provided for by way of a virement from the unallocated provision for new build accommodation.
- 9.3 The additional costs would be met through a combination of funding from the RSAP fund, should the bid for £1.039 million be successful, and a further commitment from the HRA as required. The three Support Worker posts would be funded using additional revenue funding from the RSAP bid. Should the funding bid not be successful there would be

options to reconfigure the project to general needs and supported HRA accommodation and fund it entirely from the HRA.

- 9.4 It is estimated that the annual operating costs would be cost neutral to the Council, landlord responsibilities being met from the rent and intensive management costs would be subject to a service charge which would be eligible for Housing Benefit. Support to rough sleepers would be met from existing budgets and/ or grant funding, potentially via current provider contracts.
- 9.5 The project would have additional financial benefits for both the Council and other partners. The cost of a single person sleeping rough in the UK for 12 months is estimated at £20,000 and the project creates additional accommodation options in the City. There are opportunities to use current budgets more efficiently.
- 9.6 The project will also create closer working relationships with probation and health services which will also create savings. For example, the average annual cost to the public purse of a prisoner is £42,000 and earlier prevention and assistance with vulnerable individuals should reduce the risk of re-offending. Earlier prevention work utilising health interventions will reduce the need for health services at the crisis stage and increase the number of people sustaining treatment for substance and alcohol misuse, both of which would create overall savings.
[JM/02062021/B]

10.0 Legal implications

- 10.1 The emergency measures undertaken during the 'Everyone In' campaign were not achieved via legislative reform. Furthermore, the Housing Minister has confirmed there are no plans to make any such changes.
- 10.2 The principal legislation remains as Part VII of the Housing Act 1996 which sets out the various duties owed by local authorities in relation to homelessness. The proposals contained in this report represent an innovative means of fulfilling those duties.
[DC/30042021/T]

11.0 Equalities implications

- 11.1 A full equality impact assessment has been undertaken. The proposed service would ensure that people experiencing multiple disadvantages could access services and receive the best possible support. Any adult aged 18 or over would be able to access all parts of the service and accommodation, without discrimination due to background or any other factor.

12.0 All other implications

- 12.1 All HR implications will be considered fully as part of the implementation of the Single Persons Accommodation Project. Three dedicated support workers will be funded by the

RSAP bid. Partners would be involved in the Assessment Centre and provide support to residents using existing staff members.

- 12.2 The project has been designed with Covid-19 safety practices in mind. All accommodation would be self-contained and there would be no communal areas in the building.
- 12.3 The project would have a positive impact on the health and wellbeing of rough sleepers and people experiencing homelessness. People who are homeless can often have very poor physical and mental health. Despite this, this cohort often face difficulties in accessing healthcare and this service would provide a platform to continue to improve pathways into health services, both physical and mental health, and to remove barriers.

13.0 Schedule of background papers

- 13.1 Cabinet (Resources) Panel, 17 February 2021 - [Appropriation of Bond House to the Housing Revenue Account](#)

CITY OF WOLVERHAMPTON COUNCIL	Cabinet 16 June 2021
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Report title	Better Care Fund Section 75 Agreement (Pooled Budget 2020-2021 and 2021-2022)	
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	Emma Bennett, Director of Children's and Adult Services	
Originating service	People Commissioning Team	
Accountable employee	Jessica Timmins	Commissioning Officer
	Tel	01902 558267
	Email	Jessica.Timmins@wolverhampton.gov.uk
Report to be/has been considered by	Adult Social Care Leadership Team	27 May 2021

Recommendations for decision:

The Cabinet is recommended to:

1. Approve that the Section 75 Agreement (Pooled Budget) with the NHS Wolverhampton Clinical Commissioning Group (WCCG) continue for 2020-2021 and 2021-2022.
2. Approve the Council entering into the Better Care Fund Section 75 Agreement along with any necessary ancillary agreements arising from the main agreement.
3. Delegate authority to agree any amendments to the Section 75 Agreement (Pooled Budget) for 2020-2021 and 2021-2022 to the Cabinet Members for Adults, Public Health and Well Being and the Leader of the Council in consultation with the Director of Children's and Adult Services and Director of Finance.

1.0 Purpose

- 1.1 To seek Cabinet approval to continue the Section 75 Agreement (Pooled Budget) with NHS WCCG for 2020-2021 and 2021-2022.
- 1.2 To seek delegated authority to approve any amendments to the Section 75 Agreement (Pooled Budget) to the Cabinet Members for Adults, Public Health and Well Being and the Leader of the Council in consultation with the Director of Children's and Adult Services and Director of Finance.

2.0 Background

- 2.1 On 22 January 2020, Cabinet received the report '[Better Care Fund Section 75 Agreement \(Pooled Budget 2019-2020\)](#)'. This report remains valid.

3.0 Evaluation of alternative options

- 3.1 There are no alternative options to consider.
- 3.2 Section 75 of the National Health Service 2006 Act gives powers to local authorities and health bodies to establish and maintain pooled funds out of which payments may be made towards expenditure incurred in the exercise of prescribed Local Authority functions and prescribed National Health Service functions. In order to operate a pooled budget, the partners are required to have in place a Section 75 Agreement.

4.0 Reasons for decision(s)

- 4.1 A Section 75 Agreement is a fundamental requirement of the Better Care Fund and must be finalised and signed by both organisations for the pooled fund to be set up and the relevant funding to be received.

5.0 Financial implications

- 5.1 The emergence of the Covid-19 pandemic at the start of the 2020-2021 financial year necessitated a pause to regular meetings around the financial aspect of the Better Care Fund, as partner organisations concentrated on reacting to the crisis. A formal agreement is required to confirm 2020-2021 arrangements and if approved a deed of variation to the 2019-2020 section 75 agreement will be prepared. If delegation is granted this Deed of variation and any amendments will be approved via Individual Executive Decision Notice (IEDN), as will the section 75 agreement for 2021-2022.
- 5.2 The proposed Better Care Pooled Fund 2020-2021 is broken down into the following workstreams:

Workstream	WCCG Contribution (£000)	Council Contribution (£000)
Adults Community Services	31,285	25,894
Dementia	3,581	224
Mental Health	10,449	4,141
CAMHS	201	125
Care Act	713	
Total Revenue Contribution	46,229	30,384
Capital – Ring Fenced Grant	-	3,571
Total Contribution to Pooled Fund	46,229	33,955

- 5.3 The Section 75 Agreement makes provision for the Care Act monies of £713,000 to be transferred from WCCG to the Council to support the costs associated with the Care Act.
- 5.4 The Section 75 Agreement details the risk sharing arrangements for any over / underspend with the pooled fund. It is proposed to pause any previous risk share arrangements for 2020-2021 and continue in 2021-2022, meaning that there will be no payment between organisations related to over or under spends in 2020-2021.
- 5.5 Each Partner will contribute to the demographic growth (£1.5 million) of the Council. The contributions are set out below:

Organisation	Contribution £000
Council	880
WCCG	628

- 5.6 The budget proposals contained within this report are reflected in the Budget Outturn 2020-2021 report which will also be received by Cabinet on 16 June 2021. [JB/26052021/B]
- 6.0 Legal implications**
- 6.1 Under Section 75 of the National Health Service Act 2006, NHS bodies may enter arrangements with local authorities in relation to NHS functions and the health functions of local authorities.
- 6.2 The Council may therefore enter into an agreement with WCCG under Section 75 of the NHS Act 2006 or renew an existing agreement. This includes any ancillary agreements arising from an existing agreement.

6.3 Legal advice will be required in respect of the specific terms of the agreement itself.
[AS/20052021/A]

7.0 Equalities implications

7.1 This report seeks approval for delegated authority to approve the final terms of the proposed Section 75 Agreement (Pooled Budget) for 2020-2021 and 2021-2022. Where required the detailed proposals will have individual equalities analysis undertaken.

8.0 All other implications

8.1 There are no specific climate change and environmental implications identified, however any detailed plans are considered in their own rights.

8.2 There are no specific human resources implications identified, however any detailed plans are considered in their own rights.

8.3 There are no specific corporate implications identified, however any detailed plans are considered in their own rights.

8.4 The Better Care Fund requires the NHS and local government to create a local single pooled budget to incentivise closer working around people, placing their wellbeing as the focus of health and care services, and shifting resources into social care and community services for the benefit of the people, communities and health and care systems. As such, City of Wolverhampton's Better Care Fund arrangements aim to have a positive impact on the health and well-being of people living in the City.

9.0 Schedule of background papers

9.1 Cabinet, 22 January 2020 – '[Better Care Fund Section 75 Agreement \(Pooled Budget 2019-2020\)](#)'.

CITY OF WOLVERHAMPTON COUNCIL	Cabinet 16 June 2021
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Report title	Transport Capital Programme 2021 - 2022	
Decision designation	AMBER	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment and Climate Change	
Key decision	Yes	
In forward plan	Yes	
Wards affected	All Wards	
Accountable Director	Ross Cook, City Housing and Environment	
Originating service	City Transport	
Accountable employee	John Roseblade	Head of City Transport
	Tel	01902 555755
	Email	John.roseblade@Wolverhampton.gov.uk
Report to be/has been considered by	City Housing and Environment Leadership Team	11 May 2021
	Strategic Executive Board	27 May 2021

Recommendations for decision:

The Cabinet is recommended to:

1. Approve the list of projects for development and implementation as part of the Transportation Capital Programme 2021-2022 and future years, as set out in Appendices 3, 4, 5 and 6.
2. Authorise the Head of City Transport to proceed with development work for each project detailed in Appendices 3, 4, 5 and 6 including surveying, site investigation, options appraisal, feasibility analysis, traffic modelling, detailed design, statutory advertising and public consultation, as appropriate.
3. Approve the creation of supplementary budgets for 2021-2022 for the projects marked 'Approve' in the 'Decision' column of Appendices 3 and 4 for implementation, subject to the availability of funding.

4. Approve the virement of existing approved budgets for 2021-2022 totalling £1.07 million within the Transport Capital programme to other projects as shown in Table 3.4.
5. Authorise the Cabinet Member for City Environment and Climate Change, in consultation with the Director of City Housing and Environment to approve, through an Individual Executive Decision Notice, implementation of the projects on the list marked 'IEDN' in the 'Decision' column of Appendices 3 and 4, subject to the satisfactory outcome of public consultation, availability of funding and any other relevant considerations.
6. Authorise the Cabinet Member for City Environment and Climate Change, in consultation with the Director of City Housing and Environment to approve, through an Individual Executive Decision Notice, the bringing forward of projects from Appendix 5 to Appendix 3 or 4 and thereafter to approve them for implementation during 2021-2022 subject to the satisfactory outcome of public consultation, availability of funding and any other relevant considerations.
7. Authorise the Cabinet Member for City Environment and Climate Change, The Cabinet Member for Resources in consultation with the Director of City Housing and Environment and the Director of Finance to approve, through an Individual Executive Decision Notice, appropriate virements between existing approved budgets within the transport capital programme maximising use of resources.
8. Authorise the Chief Legal Officer to serve all necessary notices in respect of the projects listed in Appendices 3 and 4 and, subject to there being no unresolved objections, make traffic regulation orders as required.
9. Authorise the Head of City Transport to make applications and bids for additional external funding noting that agreement ahead of submission will be obtained from the Director of Finance and appropriate governance will be followed to amend budgets on receipt of such funding.
10. Authorise the Director of Finance to approve the Council entering into funding agreements with the various funding bodies to receive grant funding in respect of the projects included in the report.

Recommendations for noting:

The Cabinet is asked to note:

1. The expenditure and progress made in delivering £40.3 million worth of projects in the Transportation Capital Programme during 2017-2018, 2018-2019, 2019-2020 and 2020-2021 as set out in Appendix 2.

2. The Council's continuing success in bidding for additional funding and delivering new projects through the Active Travel Funding, Local Growth Fund, Access to Growth, and the West Midlands Combined Authority.

1.0 Purpose

- 1.1 To seek approval to a programme of capital projects to develop and maintain the transportation network for the financial year 2021-2022 and future years, subject to available resources and annual review. Cabinet are also asked to note the £40.3 million expenditure and progress made in delivering the extensive investment in the City's network between the financial years, 2017-2018, 2018-2019, 2019-2020 and 2020-2021

2.0 Background

- 2.1 An efficient safe and smooth flowing highway network is an essential element of economic productivity and social connection. City of Wolverhampton must make the most of investment opportunities to enhance and improve its road network, supporting businesses and helping achieve our substantial regeneration ambitions.
- 2.2 The programme of works directly supports the Council's 2030 Vision for Relighting Our City, supporting the priorities of: stimulating vibrant high streets and communities, supporting our vital local businesses and enhancing the protection and generation of jobs. The underpinning principles of "Driven by Digital" and "Climate Focused" run through the programme including multimillion-pound investment in Smart infrastructure and Electric vehicle charging.
- 2.3 This report establishes the key projects and programmes that will be developed and delivered in 2021-2022 and reiterates the substantial investment in our highway network over previous years.
- 2.4 The transport capital budget proposals included in this report for 2021-2022 are in the region of £32.0 million and are funded by a mixture of external grants, developer contributions and Council resources. This includes £15.8 million in Future High Street funding which has been approved in previous reports by Cabinet. Further detailed background information, including the consideration of how schemes are prioritised, is given in Appendix 1.

3.0 Progress and Priorities

- 3.1 Appendix 2 shows the outturn for years 2016-2017 through to 2020-2021 and notably that approximately £40.3 million has been invested in our highway network in this time.
- 3.2 The City of Wolverhampton Council either resurfaced or treated over 219,000sqM of road and footways across the City 2020-2021. Notable schemes that have been progressed in the same year are set out in Table 3.1 below.

**Table 3.1 Notable Schemes
Delivered 2020 - 2021**

Programme/Project	Comment
Additional LED Variable message signing system	Used for traffic information and parking information and delivery of important City and National messages (for example in support of national lockdown messages)

Road Safety Schemes	Several schemes delivered including Dunstall Road, Bradley Lane and Stafford Rd/Oxley Moor Rd
Delivery of LED replacement street lighting programme	Over 5,500 units have been replaced of the 26,000 to deliver including the SMART enabling of 9,000 Units, substantially saving on electricity and reducing our carbon footprint
Active Travel Funding	In response to the pandemic CWC successfully bid for Emergency Active Travel Funding delivering City centre improvements and a new crossing on the ring road. An additional £1.3 million has been secured to deliver new cycling infrastructure improvements in 2021-2022.
Major Scheme Development Case and Network Development	City East and City North Gateway scheme development and submission of major grant funding bids
Highway maintenance	Delivered some significant schemes including Prouds Lane, Griffiths Drive, Warstones Drive, Marston Road, Blaydon Road, and Bridgnorth Road.

- 3.3 The schemes for approval in 2021-2022 are set out in Appendices 3 and 4. Appendix 3 “Projects for Implementation in 2021-2022 Network Development” includes the larger scale strategic schemes that are mostly externally funded. Funding for the estimated scheme totals has not necessarily been secured but approval is sought to pursue development and funding opportunities. Table 3.2 below includes some of the key strategic priorities included in the 2021-2022 programme.

Programme/ Project	Comment	Estimated Scheme Total £000	Estimated Expenditure 2021-2022 £000
Active Travel Funding/Better Streets	Construction of two new major cycle routes. Wednesfield Road and Ring Road, linking existing cycle routes and City Centre	1,336	1,336
City Centre – Public Realm	On securing Future High Street Funding 2021-2022 will see major investment in city centre public realm, delivering regeneration ambitions and supporting the reopening of the Civic Halls	20,736	15,760
City East Gateway Phase 1 and 2 scheme development	Major route development along Willenhall Lane supporting this strategically important route and the surrounding regeneration potential for housing and businesses including the prestigious Canalside Quarter development and the potential redevelopment of Hickman Avenue.	35,000	344

3.4 Appendix 4 “Projects for Implementation in 2021-2022 Local Projects and Maintenance” sets out the Highway Improvement, Network Development, Road Safety, Cycling and Maintenance schemes.

3.5 Table 3.3 below shows some of the headline priorities for delivery in 2021-2022.

Table 3.3			
Programme/ Project	Comment	Overall Scheme Total £000	Estimated Spend 2021-2022 £000
Road Safety / Active Travel/ Safer schools	A suite of road safety interventions across the city including crossings, traffic calming, cycle parking and school zones	1,820	970
Development of Intelligent Transport Systems	Variety of highway improvements including replacement of key signage around the city with modern LED signs, CCTV expansion, improved MESH communications and roll out of intelligent sensors across the network	2,076	673
Highway and Footway maintenance schemes	A number of high priority footway and carriageway resurfacing schemes have been identified across the City – This forms part of the rolling programme of asset management	N/A	3,165
Advanced Design	This aspect funds scheme development in order to place the City in a sound position to bid for external funding. This approach has led the City of Wolverhampton to be particularly effective at bidding)	150 p/a	100

3.6 The full lists of schemes seeking approval for implementation in 2021-2022 are included in Appendices 3 and 4. Note that this report seeks approval of those schemes marked as “Approve” in the Decision column. “Prior” indicates that the scheme has already secured approval. The report also asks for delegated authority to bring forward schemes marked as requiring an Individual Executive Decision Notice (IEDN), where indicated, subject to available resources.

3.7 Included in Appendix 4 are the following expenditure budgets for projects in 2021-2022 which will be funded by the virement of existing approved expenditure budgets as shown below.

Table 3.4		
Project	Project Status	Virement (from)/to Project £000
Walking/Cycling and Safer Routes to School – Cycle Parking	Existing Project	20
Barnhurst Lane, Aldersley High Schools	New Project	50
Purbrook Road	New Project	150
Codsall Road	New Project	70
Church Hill	Existing Project	200
Wright Avenue Estate	New Project	450
Castlecroft Road	New Project	130
Total New 2021-2022 Budgets for Approval in this Report		1,070
Maintenance of Classified Roads	Existing Project	(1,000)
Greenfield Lane – Traffic Calming and Zebra Crossing	Existing Project	(70)
Total Existing Approved Budgets 2021-2022		(1,070)

3.8 Appendix 5 provides three plans which indicate the location and spread of projects. Plan 1 are those projects implemented in the last three years, Plan 2 are those projects proposed for delivery in 2021-2022 and Plan 3 are potential future years schemes.

4.0 Evaluation of alternative options

4.1 Options appraisals form part of each individual project development and prioritisation and are not discussed in detail in this report. As this is a comprehensive programme of improvements to manage and maintain the essential highway network, a do-nothing option is not viable

5.0 Reasons for decision(s)

5.1 The decision to approve the recommendations of this report is necessary to enable delivery of the Capital programme in 2021-2022.

6.0 Financial implications

6.1 The Capital Programme 2021-2022 to 2024-2025 quarter three review and 2021-2022 to 2025-2026 budget strategy was approved by Council on 3 March 2021. The Transportation capital programme is made up of a series of individual projects and programmes of works estimated to be in the region of £145 million over the lives of the projects.

- 6.2 For 2021-2022 the total value of the expenditure budget is in the region of £32 million including prior approved budgets, project slippage from 2020-2021 and requests for approvals included in this report. These budgets are funded from a range of sources including Prudential Borrowing, Department for Transport (DfT) Integrated Transport and Highways Capital Maintenance block grants, Section 278 / Section 38 funding, Section 106 contributions, as well as DfT and Department for Environment Food and Rural Affairs (Defra) grants for individual major projects.
- 6.3 This report focuses on development projects for 2021-2022 and future years. Appendix 2 provides the outturn for 2020-2021 indicating a total expenditure of £12.1 million; at the time of publishing this report the final outturn for 2020-2021 has not been published or subject to statutory audit.
- 6.4 The proposed package of projects shown in Appendices 3, 4 and 5 will be developed and managed within the resources available and further developed over the period 2021-2022 onwards. Cost estimates will be refined as projects are developed to produce a detailed design and identification of other costs such as service diversions. There is an intentional 'over-programming' of projects to reflect the reality that some projects will inevitably be delayed due to unexpected circumstances or changes to priorities. Over-programming aims to ensure that, as far as possible, the resources available are fully utilised.
- 6.5 This report seeks approval of the budgets as detailed in the Appendices at programme/project level. Further to this the approved budgets will be included in the Capital Budget Outturn 2020-2021 including Quarter One Capital Monitoring 2021-2022 report to be presented to the Cabinet later in the year. The final details of the 2020-2021 outturn position will also be presented to Councillors in that report.
- 6.6 As well as the allocation of resources for 2021-2022, this report seeks approval to vire existing approved expenditure budgets to both new and existing projects totalling £1.07 million and these are detailed in Table 3.4 above.
[RT/25052021/G]

7.0 Legal implications

- 7.1 Under section 41 of the Highways Act 1980 the Council, as the highway authority, is under a duty to maintain public highways.
- 7.2 Where appropriate, legal advice will be obtained in respect of the various projects as and when they become operational in respect of matters arising under the Highways Act 1980, the Town and Country Planning Acts and other relevant legislation.
[TC/28052021/V]

8.0 Equalities implications

- 8.1 Equalities assessments will be undertaken for projects and programmes where appropriate and in accordance with City Council policies and agreed protocols. Full and detailed consultation will be undertaken before projects are commenced and in the event of objections being received, these will be taken into consideration and the scheme modified if appropriate.

9.0 All other implications

- 9.1 The work programmes set out in this report generally have environmental benefits. Many of the Network Development projects are aimed at reducing congestion and hence air pollution. Other projects will improve environmental safety for highway users. The 'carbon footprint' associated with carrying out this work is considered to be offset by the benefits that will be achieved. The replacement of streetlights with LED lamps has a significant energy/carbon saving which is incorporated into the supporting business case.
- 9.2 The delivery of the programme as proposed will fully commit the existing employee resources available to support the Transportation Capital Programme.
- 9.3 The safe and efficient operation of our highway network minimises the associated adverse health implications from reduced casualties of traffic accidents and will reduce pollution from vehicles. Improved air quality will have a direct positive impact on people's health. The attraction of investment and creation of housing and jobs that are facilitated by investment in our highway will also improve the general health and wellbeing of our citizens.
- 9.4 Whilst the transport network has not been under stress during the lockdown period, preparations for recovery are well in hand. There is evidence to suggest that during the recovery period preferred modes of transport may shift away from public transport towards the increased use of private vehicles. The safety and efficiency of our highway network is essential not least to the economic recovery of the region. This programme specifically invests in network improvements and will directly contribute to our ability to deal with shifting demand.

10.0 Schedule of background papers

- 10.1 None

11.0 Appendices

- 11.1 Appendix 1 – Additional Background Information
- 11.2 Appendix 2 – Projects undertaken during 2017-2018, 2018-2019, 2020-2021, 2020-2021
- 11.3 Appendix 3 – Projects for implementation in 2021-2022 Network Development
- 11.4 Appendix 4 – Projects for implementation in 2021-2022 Local Projects and Maintenance.
- 11.5 Appendix 5 – Projects for Development for Future Years
- 11.6 Appendix 6 - Plans 1, 2 and 3.

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Additional Background Information

- 1.1 The Transportation Capital Programme has been developed to take account of a number of 'key transport priorities' for the City of Wolverhampton that have been developed in conjunction with the Council's regional partners to support the regeneration of the city and the wider Combined Authority agenda. These include the Stafford Road and Birmingham Road corridors, City East Gateway; improvements to the ring road and arterial route network; further development of the city's cycle network; and enhancing the public realm in the city centre.
- 1.2 The Government's Road to Zero strategy has also pushed the sustainability agenda to the top of the Transportation Capital Programme, with the introduction of new projects encompassing ULEV strategies and Electric vehicle charging.
- 1.3 Of equal importance is the maintenance of our existing Highways (to help the increasing demand the highways are being put under). There is national recognition that the level of investment in highway maintenance has been significantly insufficient for many years. The Local Government Association estimate that the current funding gap between what is available and what would be needed to keep our roads in a reasonable condition is over £9 billion nationally. Putting this into context, the amount needed to bring the roads in City of Wolverhampton to a reasonable condition would be circa £20 million whereas the annual available maintenance budget is in the region of £3-4 million. This emphasises the need for the City to make the absolute most of its available resources and prioritise its activities carefully and efficiently. It should be noted that in 2020-2021 City of Wolverhampton Council resurfaced or treated over 219,000sqM of road.
- 1.4 The capital programme includes separate allocations each year for the development of the highway network and for capital maintenance of the existing network. The programmes are predominantly funded by Central Government via annual grant allocations from the Department for Transport (DfT), known as the Integrated Transport Block Grant and the Highways Maintenance Block Grant. These grants are supplemented by Council prudential borrowing and third-party funding secured through planning obligations or agreements through section 278 or section 38 of the Highways Act.
- 1.5 In recent years the level of grant funding available to highway authorities via the annual block grants has been in decline. At the same time there has been a corresponding increase in the funding available through competitive bidding processes, either directly from DfT (such as the DEFRA Air Quality grant) or via other organisations (e.g. Local Growth Fund, Access to Growth and the West Midlands Combined Authority (WMCA))

- 1.6 This report seeks approval of a list of projects, for implementation during the financial year 2021-2022 and a further list of projects for which development work should be authorised with a view to implementation in future years subject to funding availability.
- 1.7 This approach recognises the need to develop a 'pipeline' of future projects by undertaking the initial development work that might be necessary to get projects 'shovel ready'. Such work might include traffic modelling, feasibility, site investigation, detailed design and public consultation, among other activities. This preparatory work is important as it enables the programme to be flexible, dynamic and positions the Council to respond to changing circumstances. For example, the Council has been particularly successful at securing additional funding allocations which have been announced at short notice, further supporting our regeneration ambition and building resilience in our network
- 1.8 This method also allows flexible management of budgets with the ability to bring forward alternative projects to accommodate any slippage within the programme or to react to changing circumstances or new funding opportunities. This flexibility and 'pipeline' approach has allowed the Council to bid successfully for a number of major projects over the last few years.
- 1.9 The priority given to each project will depend on several factors including objective analysis such as accident and speed data, highway condition surveys, lifecycle planning, public consultation results etc. Relative priority will also be governed by the project's merits in terms of supporting local and regional objectives, regeneration ambition and contributing to the overarching priorities of the Council.
- 1.10 Progress reports will be submitted to councillors at least annually to provide an update on the work completed; review the priorities for future work; add further projects to the List of Projects for Development; and to seek the necessary approvals for the development and delivery of projects as required.
- 1.11 The Interchange project nears completion and work is well underway with a substantial element of the Metro extension already completed. The project is being delivered with key partners and largely falls outside this Transportation Capital Programme, but it remains a key transport priority for the City and employees are working with partners to assist their delivery.
- 1.12 The projects undertaken between 2017-2018, 2018-2019, 2019-2020, 2020-2021 and the outturn on each, are set out in the table at Appendix 2. Cabinet is requested to note the successful delivery of the many and varied Transportation Capital Projects over the previous four years. It is worth noting that a large proportion of this investment is directed at the local economy with use of local contractors and Social Value contributions.
- 1.13 The proposed projects that form the Transportation Capital Programme for 2021-2022 are set out in appendices 3 and 4, while the projects for development for future years are set out in appendix 5. The estimated cost of each project is indicated, although costs will be refined as each scheme progresses through the feasibility/design/consultation process. There is an intentional 'over-programming'

of projects to reflect the reality that some projects will inevitably be delayed due to unexpected circumstances or changes to priorities. The various work programmes, and the individual projects which make up those programmes, will be managed within the overall available resources for the relevant financial year and in accordance with the Authority's developing priorities. All works on the highway are coordinated by traffic managers to ensure that any disruption is minimised.

2.0 Progress

- 2.1 The right-hand column in Appendix 3 and 4 indicates the approval status of each project in the programme. It should be noted that Appendix 3 contains more of the strategic schemes that are largely funded through external provision. Some of the scheme values are large and budgets have not yet been approved but approval is sought to pursue development and funding opportunities.
- Projects marked 'Prior' indicate that projects have previously been approved for implementation but have yet to commence or are in delivery.
 - Projects marked 'Approve' indicate that Cabinet is requested to approve the project for implementation (or to confirm approval in the case of projects that were previously approved); this category typically applies to projects where a separate consultation with local residents/businesses is not required because they do not involve any significant change to the network or the status of the project is now well advanced.
 - Projects marked 'IEDN' are generally those which require further development work such as a public consultation exercise to be undertaken before the design can be finalised and therefore this report seeks delegated authority to the Cabinet Member for City Environment, in consultation with the Director for City Environment to approve implementation through an Individual Executive Decision Notice subject to the availability of funding.
 - Projects marked 'Cabinet' are those for which a separate report is intended to be brought to Cabinet/Cabinet (Resources) Panel at the appropriate time, seeking approval to implement the project. These are generally projects with a high value (in excess of £1.0 million) or a high public profile.
- 2.2 Cabinet is requested to approve the projects in appendix 5 for development in anticipation of them being implemented in future years. 'Development' may include surveying, site investigation, options appraisal, feasibility analysis, traffic modelling, detailed design, statutory advertising and public consultation, among other activities. Approval is also requested to delegate authority, by means of an IEDN, for projects in appendix 5 to be brought forward into 2021-2022 if necessary, to respond to changes in priorities and provide the necessary flexibility in the programme.
- 2.3 Delivery of the programme will be achieved using a combination of the Council's own employees and external contractors.

2.4 Employees will seek to deliver the programme in the most cost-effective way and minimise the impact on communities and highway users by, wherever possible, co-ordinating maintenance projects with those for developing and improving the highway network.

2.5 The programme contains nine separate components of which five relate to network development and four are capital maintenance. These are as follows:

Network Development

2.6 **Local Growth Fund.** The programme includes projects funded (or intended to be funded) in partnership with other organisations. These include the Local Growth Fund (LGF) Access to Growth and/or Local Productivity Investment Funding (LPIF), Central government via Midlands Connect, DfT and DEFRA. It also includes funding from West Midlands Combined Authority and Transport for West Midlands as part of their available funding mechanisms relating to housing and employment growth, HS2 connectivity, network management, sustainable transport and innovation. These projects aim to unlock growth and development through investment in transport infrastructure, promote new approaches to infrastructure provision and management, facilitate a shift in mode to more sustainable journeys and support innovation. Projects referred to in this report include City North Gateway, City East Gateway, Westside Link, Springfield phase 2.

2.7 **Highway Improvement Programme.** This category includes projects that will have a significant impact on the network in reducing congestion and improving access to regeneration and development sites, thereby helping to encourage economic growth. They also contribute to facilitating a change in journeys to more sustainable modes and support innovation. Such projects vary in size and scale but can be large and significant in both cost and benefit terms. They are funded primarily through the Integrated Transport (IT) Block grant, supplemented in some cases by developers' contributions or individual project grants direct via the Combined Authority.

2.8 **Local Safety Programme.** This programme has been a major contributory factor in the reduced number and severity of road traffic personal injury accidents in Wolverhampton; from more than 1000 in 2001 to 489 in 2019. The programme is developed using a prioritisation process in which each location is assessed on a range of factors including accident history, traffic flow, vehicle speeds and community surroundings. Potential projects are included in the programme based on issues that have been identified, often by local residents and businesses, as traffic management or road safety concerns. However, the list of projects requested is extensive and the prioritisation process means that some locations may remain on the list for many years.

2.9 **Cycling Programme.** This is a programme of projects to assist cyclists and promote cycling. Many of the projects are identified through liaison with local cycling groups regional partners and the City Council's Cycle Forum and all accord with the adopted Cycle Strategy and West Midlands Cycle Charter. It is worth noting that there is an inclusion to approve some enabling works to support the regional introduction of the West Midlands bike share scheme.

- 2.10 **Safer Routes to Schools Programme.** This programme contains projects which are developed in conjunction with schools with the aim of tackling road safety concerns, reducing traffic congestion, improving air quality, and localised on-street parking problems. The programme contributes to the Council's objectives in relation to tackling child obesity and improved fitness by encouraging children to walk and cycle to school rather than being driven to school.

Capital Maintenance

- 2.11 The Highway Capital Maintenance Block Grant is the primary source of funding for highway maintenance projects, this includes both carriageways and footways, some additional funding is provided from local resources. These programmes are developed from data collected before the worst of the winter weather. It is essential to build in flexibility to allow for exaggerated deterioration and conflicting issues such as utility works, or major project/developments.
- 2.12 **Capital Maintenance of Classified Roads.** This programme involves reconstruction and resurfacing of classified (A, B and C class) roads and is funded primarily from the Highway Capital Maintenance Block Grant for highways. The priority given to each scheme will depend on a number of factors including condition survey data, maintenance records, visual inspections, customer complaints and ward councillor requests. The approach accords with the Council's Highway Asset Management Plan and incorporates the principles of lifecycle planning. The programme will be managed within the available resources each financial year and in accordance with developing priorities. This programme has been boosted during previous years by the Council's successful bid to the Highway Maintenance Challenge Fund. Whilst this has resulted in a significant improvement in the condition of the City's priority routes, the authority continues to explore future Challenge Funding opportunities.
- 2.13 **Capital Maintenance of Unclassified Roads.** This programme covers the 'minor' roads in the network and includes both carriageway and footway resurfacing. As with classified roads, the projects to be implemented each year will depend on the availability of funding and the relative priority of each project. A life cycle-based planning programme has been developed for 2021-2022. It follows similar logic to that previously used for the classified network and strengthens our asset management approach. These projects will build on the work already undertaken to enhance the city's public realm and make the retail core a more attractive, vibrant place for shoppers and visitors.
- 2.14 **Highway Structures.** The Council is responsible for approximately 120 bridges, subway, footbridges and retaining walls, which are inspected on a two-year cycle. Defects identified are then programmed to be dealt with, where practical, from the approved capital budget. Larger projects such as bridge strengthening, or replacement will usually require separate funding and will involve applying for specific government grants and securing budget approval.
- 2.15 **Other Programmes.** The **Disabled Access** programme is a package of measures to improve the accessibility of our footway network for users with physical or sensory disabilities. The **Street Lighting Replacement Programme** has been developed and approved using the established street lighting prioritisation process for replacing worn out columns and upgrading to new energy efficient lighting. The business case for the major replacement of all street lighting

with LED was successful and work will commence this year together with an enhanced SMART City programme delivered through a successful ERDF bid worth £2.4million. **Non-highway Structures** relates to maintenance work on bridges that are within the Council's ownership but not part of the adopted highway and therefore not funded from Transportation budgets. The work is nevertheless managed through the Transportation Capital Programme.

- 2.16 This year's programme includes the anticipated completion of one flood relief project to address persistent flooding of properties at Waterhead Brook, Underhill. The brook is on the boundary with Staffordshire and the project will be promoted in partnership with Staffordshire County Council. It is expected to be funded primarily through central government grant funding available to deal with local flooding issues and approx. £160k has been secured.
- 2.17 The capital expenditure on the reconstruction and resurfacing of roads and footways, as part of a planned Asset Management programme, has the effect of reducing the need for reactive maintenance and hence the pressure on the Council's revenue budget for maintaining the highway network. It has also been shown to reduce the number (and cost) of insurance claims against the Council

2021-22 City Transport Capital Programme					
Appendix 2		Projects undertaken during 2017/18, 2018/19,			
Programme / Project Title	Ward	Outturn	Outturn	Outturn	*Outturn
		2017-2018	2018-2019	2019-2020	2020-2021
		£000	£000	£000	£000
Network Development					
Wolverhampton & West Midlands Major Projects					
i54 Access	N/A	-	134	-	-
LGF Access to Growth					
Coach Link	St Peter's	2	-	-	-
Springfield Campus to Interchange connectivity	Heath Town	121	-	-	-
City East Gateway (Willenhall Road Corridor) modelling and scheme development	Heath Town, East Park	54	-	-	-
A4123 Birmingham Road Corridor modelling and scheme development	Blakenhall, Spring Vale, Ettingshall	88	6	32	-
A4123 Corridor – A4150 Ring Rd to A456 Hagley Road	Blakenhall, Spring Vale, Ettingshall	-	-	-	22
Pinfold Bridge, Wednesfield	Wednesfield South	898	-	-	-
City North Gateway Phase 1	Bushbury North, Oxley	2,379	3,729	927	6
City Centre – Westside Link Development	St Peter's	55	102	-	-
Wolverhampton to Willenhall Metro Study	St Peter's, Heath Town, Wednesfield South	150	23	-	-
Springfield Campus Connectivity Phase 2 development	Heath Town	-	103	461	-

City North (A449) and City East (A454) Gateway – Major Scheme Development	Bushbury North, Oxley, Heath Town, East Park	200	127	333	268
i54 Western Extension	N/A	-	70	-	-
Total		3,947	4,294	1,753	296
LGF Managing Short Trips					
City Centre and Ring Road cycling improvements including St John's crossing	St Peter's	202	-	-	-
i54 to Science Park cycle route	Bushbury South & Low Hill, Bushbury North	129	-	-	-
Bradley arm	Bilston East	179	-	-	-
Total		510	-	-	-
Highway Improvement Programme					
UTC Expansion CCTV	Various	-	-	-	158
Stafford Road/Oxley Moor Road - new signs and signal upgrade	Oxley/Bushbury North	-	-	-	34
Bradley Lane - traffic calming	Bilston East	-	-	-	127
Stafford Street - guardrail review	St Peters	-	-	-	7
St Peters Ringroad/ Waterloo Road Cycleway	St Peters	-	-	-	2
Warstones Road/Warstones Primary - installation of new crossing	Merry Hill/Penn	-	-	-	10
EATF Tranche 1 - Lichfield Street, Queens Square and Darlington Street lane closure, removal of bays and seating	St Peters	-	-	-	52
EATF Tranche 1 - Contra flow cycle lane in Darlington Street / Lichfield street and cycle parking.	St Peters	-	-	-	65
EATF Tranche 1 - Victoria Street closure to motor vehicles and creation of a pedestrian / cycling zone.	St Peters	-	-	-	48

EATF Tranche 1 - Gateway markings and arrangements at ring road access points to aid social distancing	St Peters	-	-	-	29
Post Covid Vibrancy (City Centre, Wednesfield and Bilston)	Various	-	-	-	57
City Centre Public Realm – Dudley Street	St Peters	-	-	-	192
Highways and Parking Alterations – Wednesfield Market Car Park - resurface and markings	Wednesfield South	-	-	-	59
Public Realm Improvements - Wednesfield High Street	Wednesfield South	-	-	-	66
City East Gateway A454 - Japanese Knotweed	East Park	-	-	32	31
High Street, Tettenhall (s106 funding) traffic calming and zebra crossing	Tettenhall	-	-	51	-
Hare Street/Oxford Street - highway modifications	Bilston East	-	-	3	-
Kitchen Lane - traffic calming and zebra crossing	Wednesfield North	-	-	3	-
Greenfield Lane - traffic calming and zebra crossing	Bushbury North	-	-	1	-
Finchfield Lane	Tettenhall Wightwick/Merry Hill	-	-	6	52
Dunstall Road/Evans Street	St Peters	-	-	4	121
Waddensbrook Lane – crossing facility	Wednesfield South	-	-	59	-
Castlecroft area local safety improvement	Tettenhall Wightwick/Merry Hill	-	-	1	-
Bushbury Lane - crossing	Bushbury South and Low Hill	-	-	2	82
Wergs Road/Yew Tree Lane	Tettenhall Regis	-	-	8	-
Wednesfield Road - footway widening and introducing shared cycle route	Heath Town	-	-	1	27

Black Country Ultra Low Emission Vehicle Programme Wolverhampton 2019-2020	Various	-	-	6	-
Black Country Ultra Low Emission Vehicle Programme Wolverhampton 2020-2021	Various	-	-	-	20
Black Country Ultra Low Emission Vehicle Programme – Dudley, Sandwell and Walsall share	Various	-	-	19	59
UTC Wireless Telecommunications	Various	50	52	67	48
Raglan St Sainsburys s278 works	St Peter's	3	-	-1	-
Birmingham New Road/Shaw Road	Spring Vale	13	-	23	13
Compton Park access road and cycle route	Park	1	-	-	-
New Cross area parking management	Heath Town, Wednesfield South	47	11	-	-
Alfred Squire Road/Neachells Lane traffic signals upgrade	Wednesfield South	174	-	-	-
Ring Road/Snow Hill traffic signals upgrade	Blakenhall/St Peter's/Ettingshall	35	-	-	-
Traffic signs replacement	Various	-	-	6	-
Advance design of future projects	Various	213	47	88	99
Cannock Road/Raynor Road CCTV	Bushbury South and Low Hill	33	-	-	-
Newhampton Road /Hunter Street signal upgrade	Park/St Peter's	80	124	-	-
A4124 traffic signal upgrades (NPIF)	Heath Town/Wednesfield South	502	-	-	-
Cannock Road/Cross Street North	Bushbury South, Low Hill, Heath Town	-	16	31	-
Ring Road and City Centre signage	St Peter's	-	30	323	338

Bus Infrastructure improvements	Various	-	15	2	-
City Centre wayfinding	St Peter's	-	31	-	-
UTC Expansion of CCTV/Driver information/ANPR	All	-	123	165	167
Cannock Road/Stafford Road Junction	Bushbury South, Low Hill, Heath Town, St Peter's	-	250	-	-
Craddock Street Subway Closure	Park	-	5	304	50
A4150 Signal optimisation measures	Various	-	-	207	-
Stafford Road Corridor Improvements	Bushbury South & North, Low Hill, Oxley, St Peter's	10	-	-	-
Integrated Transport – Bus Lane enforcement	Various	45	-	-	-
Total		1,206	704	1,411	2,013
Local Safety Programme					
Stafford Street toucan crossing	Bushbury South & Low Hill, St Peter's	177	4	-	-
Urgent Works/TRO's/Signs/Guardrails/Markings/	Various	250	234	315	203
Wolverhampton Road East zebra crossing and traffic calming	Blakenhall	50	17	-	-
Great Hampton St Landscape improvements	St Peter's	18	-	-	-
Sun Street Guard Railing	Heath Town	9	-	-	-
Mill Lane	Tettenhall Wightwick	3	8	-	-
Vehicle activated speed warning signs	Various	1	8	44	54
Traffic calming to Glaisher Drive, Science Park	Bushbury South, Low Hill	-	50	-	-
Average Speed Cameras	Various	-	140	9	-

Average Speed Cameras – Walsall, Sandwell and Dudley	Various	-	2	137	406
LSS Penn Road/Springhill Lane	Penn	1	-	-	-
Total		509	463	505	663
Cycling Programme					
Cycle Route Improvements	Various	1	2	-	3
Cycle Parking	Various	-	4	12	11
Safer Routes to School					
School gate parking	Various	2	-	9	21
Total		3	6	21	35
Capital Maintenance of Classified Roads					
Replacement of non-compliant safety fencing	Various	-	-	-	34
Development of the Highway Asset Management Plan and Strategy	Various	-	-	-	13
Highways Maintenance Challenge Fund 2021 - Blaydon Road	Oxley	-	-	-	367
Highways Maintenance Challenge Fund 2021 - Dilloways Lane	East Park	-	-	-	170
Highways Maintenance Challenge Fund 2021 - Dunstall Road	St Peter's	-	-	-	7
Highways Maintenance Challenge Fund 2021 - Great Brickkiln Lane	St Peter's	-	-	-	125
Highways Maintenance Challenge Fund 2021 - Griffiths Drive	Wednesfield North	-	-	-	596
Highways Maintenance Challenge Fund 2021 - New Street	East Park	-	-	-	56
Highways Maintenance Challenge Fund 2021 - Prouds Lane	East Park	-	-	-	587
Highways Maintenance Challenge Fund 2021 - School Road	Tettenhall Wightwick	-	-	-	7
Highways Maintenance Challenge Fund 2021 - The Holloway	Tettenhall Wightwick	-	-	-	137
Highways Maintenance Challenge Fund 2021 - Warstones Drive	Penn	-	-	-	437

Highways Maintenance Challenge Fund 2021 - Willenhall Road	Bilston North	-	-	-	371
Highways Maintenance Challenge Fund 2021 - Ring Road Footways	St Peter's	-	-	-	5
Highways Maintenance Challenge Fund 2021 - Upper Villiers Street	Blakenhall	-	-	-	178
Bridgnorth Road - resurface carriageways	Merry Hill/ Tettenhall Wightwick	-	-	-	86
Bushbury Lane (Stafford Road to Shaw Lane) - resurface carriageways	Bushbury South and Low Hill	-	-	-	46
Cannock Road - Phase II	Fallings Park	-	-	292	-
Broad Street	Heath Town	-	-	111	-
Moseley Road	Bilston North	-	-	387	-
Trysull Road	Merry Hill	-	-	69	-
Stafford Street/Cannock Road	St Peter's	-	-	10	-
Neachells Lane	Wednesfield South	-	-	114	-
Hordern Road	St Peter's/ Park	-	-	297	-
Waterloo Road	St Peter's/ Park	-	-	83	-
Birmingham New Road (Parkfield Road to Spring Road)	Spring Vale, Ettingshall, Blakenhall	529	513	-	-
Black Country Route (Coseley Road to Oxford Street)	Bilston East	221	205	-	-
Penn Road (Stubbs Road to Coalway Road)	Penn	93	-	-	-

Coalway Road (Penn Road to Warstones Road including Trysull Road/Oxbarn Avenue junction)	Penn/Gr aisley/	679	-	-	-
Bilston Road (Ring Road to Culwick Street – Rail Replacement support)	East Park/Etti ngshall/ Bilston North	690	-	-	-
Chapel Ash/Compton Road (Part)	Graiseley/Park	416	-	-	-
Lower Street	Tettenhall Regis	142	-	-	-
Cannock Road – Blackhalve Lane Junction	Fallings Park	-	115	-	-
Specialist Surface Treatments	Various	-	7	2	3
Capital Maintenance of Unclassified Roads					
Hamble Road - resurface carriageways	Merry Hill	-	-	-	2
Waterhead Drive flood defence works	Bushbury North	-	-	-	32
Wright Avenue/Hylstone Crescent/Pritchard Avenue and roads off	Wednesfield North	-	-	-	195
Northwood Park Road	Bushbury North	-	-	-	254
Marston Road - resurface carriageways	Blakenhall	-	-	-	242
Fareham Crescent - resurface carriageways	Merry Hill	-	-	-	91
Church Hill - resurface footways	Penn	-	-	-	2
Northycote Lane	Bushbury North	-	-	10	105
Hunter Street	St Peter's/ Park	-	-	27	-
Lichfield Street (Princes Square/ Railway Drive)	St Peter's	-	-	50	-
Lea Manor Drive/Trimpley Gardens	Penn	-	-	338	94
Vicarage Road	Penn	-	-	65	-
Westside Link Phase 1	St Peters	-	-	416	553

Bushbury Lane	Bushbury South & Low Hill	364	112	19	-
Stafford Road	Bushbury South & Low Hill	28	-	-	-
Pothole Fund	Various	174	999	369	201
Three Tuns Lane	Bushbury North	167	-	-	-
Ash Street	Bilston East	-	127	-	-
Highfields Road	Bilston East	-	50	-	-
Salop Street	Bilston East	-	45	-	-
Brooklands Parade and roads off	East Park	135	100	-	-
Newhampton Road East	Park	10	-	-	-
Dudley Street	St. Peters	164	-	-	356
Bilston Street	St. Peters	105	-	-	-
Darlington Street	St. Peter's	34	-	-	-
Thin surface treatment	Various	667	800	640	624
Woodhouse Road	Tettenhall Regis	38	-	-	-
The Crescent	Bilston East	-	67	-	-
Broad Lanes/Coseley Road	Bilston East	-	175	-	-
Chesterton Road	Fallings Park	-	44	-	-
Dickens Road	Fallings Park	-	82	-	-
Ranelagh Road	Blakenhall	-	47	-	-
Ruskin Road	Fallings Park	-	100	70	-
Spondon Road	Wednesfield North	-	111	-	-
Pinfold Lane Footways	Penn	-	111	114	-
Footway Works	Various	37	-	-	-
Highway Structures					
Pinfold Bridge Wednesfield - New Footbridge and deck replacement	Wednesfield South	-	-	-7	-
Arthur Street Bridge	Bilston East	-	-	55	759

Vaughan Subway	East Park	-	-	10	150
Highway structures, strengthening and maintenance (rolling programme)	Various	30	-	-	59
Hordern Road Bridge strengthening	Tettenhall Regis/Park/St Peter's	14	-	-	-
Tettenhall Road Bridge parapet repairs	Tettenhall/Wightwick	102	-	-	-
Compton Bridge resurfacing	Tettenhall/Wightwick	-	6	-	-
Other Capital Maintenance Programme					
EATF Tranche 1b - Ring Road St Peter's Crossing	St. Peter's	-	-	-	114
Transport Structural Maintenance - Street Lighting	Various	-	-	308	192
Smart Intelligent Infrastructure Investment (ERDF)	Various	-	-	-	1,607
Street Lighting replacement programme (Invest to Save)	Various	-	-	10	108
Disabled Access (rolling programme)	Various	-	-	11	-
Grant Payments to private partners (ultra low emission taxis)	Various	-	-	295	186
Total Capital Maintenance Programme		4,839	3,816	4,165	9,151
Total Transport Capital Programme		11,014	9,283	7,855	12,158

2021-2022 City Transport Capital Programme

Appendix 3

Projects for Implementation in 2021-2022 Network Development
(Note: The Estimated Scheme Totals in the table are indicative this is not approval of actual budget which in many cases remains to be established)

Prior: Projects that have been previously approved for implementation which may include slippage

Approve: Cabinet is requested to approve these projects for implementation in this report

IEDN: Cabinet is requested to delegate authority to the Cabinet Member for City Environment and Climate Change and the Director of City Housing & Environment to approve these projects for implementation following the consultation process.

Key to 'Decision' column

Programme/ Project Title	Ward	Estimated Scheme Total	Allocation of 2021-2022 Resources to Projects	Slippage and Prior Approvals	Total Budget 2021-2022	Decision
		£000	£000	£000	£000	
Major Schemes						
City East Gateway Ph 1 & 2 A454	Heath Town, East Park, St Peters	35,000	70	274	344	Approve
City East Gateway Ph 3 A454	Heath Town, East Park, St Peters	16,000	0	0	0	Approve
Arthur St	Bilston North	1,790	590	441	1,031	Approve
City Centre Public Realm Ph 1 & 2	St Peters	10,850	10,850	0	10,850	Approve
City Centre Public Realm Ph 3	St Peters	4,063	4,063	0	4,063	Approve
Bell Street Phase 1 (Cleveland St CP demo)	St Peters	2,074	97	0	97	Approve
Bell Street Phase 2 (box Park facility)	St Peters	3,749	750	0	750	Approve

Sensitivity: NOT PROTECTIVELY MARKED

City North Gateway Ph2 and A449	Bushbury North, Oxley, Bushbury South, Low Hill, St Peters	8,000	399	141	540	Approve
A4123 Corridor - A4150 Ring Road to A456 Hagley Road	Blakenhall, Etingshall, Spring Vale, St Peters	45,000	0	196	196	Prior
Ring Rd Cycleway	St Peters/ Heath Town	439	0	439	439	Prior
National Cycle Network	St Peters/ Heath Town	110	0	110	110	Prior
Wednesfield Rd Cycleway	St Peters/ Heath Town	787	0	787	787	Prior
Sub Total		127,862	16,819	2,388	19,207	
Network Development - Other						
ULEV / EV Charging Dud, Sand/Wals		19	0	19	19	Prior
ULEV / EV Charging Wolvs		7	0	7	7	Prior
ULEB Pantograph		143	143	0	143	Approve
Sub Total		169	143	26	169	
Programme Totals		128,031	16,962	2,414	19,376	

2021-2022 City Transport Capital Programme

Appendix 4

Projects for Implementation in 2021-2022 Local Projects and Maintenance

Key to 'Decision' column

Prior: Projects that have been previously approved for implementation which may include slippage

Approve: Cabinet is requested to approve these projects for implementation in this report

IEDN: Cabinet is requested to delegate authority to the Cabinet Member for City Environment and Climate Change and the Director of City Housing & Environment to approve these projects for implementation following the consultation process.

Programme/ Project Title	Ward	Estimated Scheme Total £000	Allocation	Slippage and Prior Approvals £000	Total Budget 2021-2022 £000	Decision
			of 2021-2022 Resources to Projects £000			
Highway Maintenance: Carriageways						
Cannock Road	Fallings Park	250	0	250	250	Prior
Cross Street North	Bushbury South/ Low Hill	100	0	100	100	Prior
Stafford Street – (Inbound from Cannock Road Jct to Ring Road)	St Peters/ Heath Town	180	180	0	180	Approve
Compton Road – (Clark Rd to Avenue Rd)	Park	100	100	0	100	Approve
Cambridge Street + Water Street	Heath Town	100	100	0	100	Approve
Third Avenue – Roundabout jct Fifth Avenue	Bushbury South/ Low Hill	100	100	0	100	Approve
Woodland Road/ Coppice Road jct – (All junction only)	Merry Hill	40	40	0	40	Approve

Sensitivity: NOT PROTECTIVELY MARKED

Inkerman Street	Heath Town	150	150	0	150	Approve
Showell Circus	Bushbury South/ Low Hill	140	140	0	140	Approve
Purbrook Road	East Park	150	0	150	150	Prior
Broad Lane South/ Stubby Lane Jct	Wednesfield South	100	100	0	100	Approve
Griffiths Drive - resurface carriageways	Wednesfield North	100	0	100	100	Prior
Bushbury Lane – (Stafford Road to Fordhouse Road)	Bushbury South/ Low Hill	150	71	79	150	Approve
Vicarage Road	Penn	20	20	0	20	Approve
Codsall Road	Oxley	100	30	70	100	Approve
Queen Street, City Centre	St Peters	60	0	0	0	IEDN
Sub Total		1,840	1,031	749	1,780	
Highway Maintenance: Carriageways – Challenge Fund						
Dunstall Road	St Peters	133	0	133	133	Prior
School Road	Tettenhall Wightwick	183	0	183	183	Prior
Ring Road Footways	St Peters	96	0	96	96	Prior
Sub Total		412	0	412	412	
Highway Maintenance: Footways						
Church Hill	Penn	348	0	348	348	Prior
Wright Avenue estate	Wednesfield South	450	0	450	450	Prior
Castlecroft Road – remove concrete crossings only -	Tettenhall Wightwick / Merry hill	130	0	130	130	Prior
Public Rights of Way Improvements	Various	25	0	25	25	Approve
Disabled Access - Rolling Programme	Various	20	0	20	20	Approve
Sub Total		973	0	973	973	

Highway Maintenance: Other						
Carriageway Surface Treatment – Rolling Programme	Various	697	0	697	697	Prior
Street Lighting Improvements – Rolling Programme	Various	375	264	111	375	Approve
Special Surfacing Treatments - Rolling Programme	Various	57	30	27	57	Approve
Replacement of non-compliant safety fencing - Rolling Programme	Various	30	30	0	30	Approve
Development of the Highway Asset Management Plan and Strategy	Various	75	13	62	75	Approve
Waterhead Drive flood defence works	Fallings Park	144	0	144	144	Prior
Lighting up the City	St Peters	10	0	10	10	Prior
Reactive potholles	Various	200	200	0	200	Approve
Stafford Street Reinstatement	St Peters	50	50	0	50	Approve
Streetlighting (invest to Save)	Various	1,868	0	1,868	1,868	Prior
Smart Intelligent infrastructure	Various	3,426	0	3,426	3,426	Prior
Sub Total		6,932	587	6,345	6,932	
Network Development: Structural						
Dudley St		550	0	100	100	Approve
Structures Capital Maintenance		121	100	21	121	Approve
Willenhall Rd Culvert		40	0	40	40	Prior
Lyndale Drive Culvert		40	0	40	40	Prior
Moathouse Lane Bridge		30	0	30	30	Prior
Replacement Asphaltic Joints		30	30	0	30	Approve
ORCS Bid Local Contribution		94	50	0	50	Approve
Advanced Design		100	100	0	100	Approve
Bus Infrastructure Projects		30	0	30	30	Prior
Integrated Transport Cannock Rd / Cross St North		2,000	0	6	6	Prior
Sub Total		3,035	280	267	547	
Road Safety						
Local Safety Schemes - TROs/ Signs&Guardrails / Road Markings	Various	200	200	0	200	Approve

Sensitivity: NOT PROTECTIVELY MARKED

Local Safety Schemes - Urgent Safety Works / Feasibility	Various	0	0	0	0	N/A
Vehicle actuated speed warning signs	Various	30	30	0	30	Approve
Lunt Road - traffic calming and zebra crossing (ITB)	Bilston East	100	20	80	100	Approve
Arterial route – Stafford Road – areas at risk of accidents	St Peters/ Oxley/ Bushbury Sth & Low Hill	500	0	120	120	Approve
Newhampton Road East & West - local safety improvement	St Peters/ Park	50	0	50	50	Prior
Dixon Street	Ettingshall	100	80	0	80	Approve
Shaw Road / Hurst Road/Ettingshall Rd	Springvale	20	20	0	20	Approve
Marston Road/Penn Road Junction	Blakenhall / Graiseley	150	120	0	120	Approve
Old Heath Road Area Local Safety Scheme	East Park	150	0	0	0	IEDN
Third Ave/Raynor Road	Bushbury Sth & Low Hill/ Fallings Park	100	0	0	0	IEDN
Underhill Lane	Bushbury Nth/ Fallings Park	100	0	0	0	IEDN
Sub Total		1,500	470	250	720	
Active Travel/ Safer Schools						
Cycling - Cycle Route Improvements	Various	30	30	0	30	Approve
Walking, Cycling and SRTS - Cycle Parking	Various	20	0	20	20	Prior

Ettingshall Rd/Manor	Springvale	120	100	0	100	Approve
Barnhurst Lane/Aldersley High School	Oxley	50	0	50	50	Prior
Woden Road/St Stephens	Heath Town	50	0	0	0	IEDN
School Gate Parking	Various	20	20	0	20	Approve
Warstones Road/Warstones Primary - installation of new crossing	Merry Hill/Penn	30	0	30	30	Prior
Sub Total		320	150	100	250	
ITS Network Development						
Ring road and city centre signage review	St Peter's	990	298	0	298	Approve
UTC CCTV expansion	All	150	125	0	125	Approve
UTC wireless communications	Various	500	85	0	85	Approve
UTC expansion ITS/ANPR	All	165	165	0	165	Approve
Development of Network Management Plan incl route analysis using Linsig analysis and traffic counts	All	40	0	0	0	IEDN
UTC/RTCC CCTV Upgrade (* Potential HIS funding tbc TfWM)	All	231	0	0	0	IEDN
Sub Total		2,076	673	0	673	
Network Development - Other						
Ring Rd 30 Mph & City Centre	St Peters	220	180	0	180	Approve
Transport innovation		40	40	0	40	Approve
Shaw Rd TRO and kerbing	Bushbury Sth & Low Hill	55	0	0	0	IEDN
Sub Total		315	220	0	220	
Programme Totals		17,403	3,411	9,096	12,507	

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2021-2022 City Transport Capital Programme		
Appendix 5	Projects for Development for Future Years	
Transport and Strategy		£000
Great Spaces- Ring Road changes	All	50
City Centre Public Realm - Queens Square and Lichfield Street (Phases 2 and 4+)	St Peters	12
City North Gateway (Stafford Road Corridor) scheme delivery	Bushbury North, Oxley, Bushbury South, Low Hill, St Peters	8
City East Gateway (Willenhall Road Corridor) Phase 1 and 2	Heath Town, East Park, St Peters	35
A4123 Multi Modal Corridor	Blakenhall, Ettingshall, Spring Vale, St Peters	45
Ultra Low Emission Vehicle Infrastructure	All	6
City East Gateway (Willenhall Road Corridor) Phase 3	Heath Town, East Park	16
Total		172
Network Development		
Westside Phase 3	St Peters	3
Birmingham New Road	Springvale	1
Stafford Road Corridor	Bushbury North/Bushbury South/Low Hill/Oxley/St Peters/Heath Town	15
Total		19
Urban Traffic Control		
A0728- March End Road/ Waddens Brook	Wednesfield South	160
A0825 Cannock Rd/ Raynor Road Junction upgrade	Bushbury Sth & Low Hill/ Fallings Park	85
A0345 Marston Road/ Bromley Street	Blakenhall/ Graiseley	65
A0541 Oxford Street/ Vulcan Road	Bilston East	70
A0565 BCR near Bankfield Road	Bilston East	65
A0543 Oxford Street/ Great Bridge Road	Bilston East	70
A0129 Temple Street/ Summer Row	St Peters	75
Gorsebrook Roundabout	Bushbury South & Low Hill, St Peters	15
Goodyear Roundabout	Bushbury South & Low Hill, St Peters	15
A41 Henwood Road Junction	Tettenhall Regis, Tettenhall Wightwick	15
Average Speed Enforcement	All	10
Total		645
Capital Maintenance Projects		
Classified Roads		
Queen Street	St Peters	60
Kitchen Lane	Wednesfield North	280
Mountford Lane	Bilston North	70
Neachells Lane/Alfred Squire Road Junction	Wednesfield South	50

Wynn Road (first 100m/Coalway Road)	Penn	70
Old Fallings Lane (Cannock Road to Ruskin Road)	Bushbury South/ Low Hill/ Fallings Park	230
Rookery Street/Wolverhampton Road	Heath Town/ Wednesfield South	250
Springhill Lane	Merry Hill/ Penn	60
Thornley Street	Heath Town	120
Wood Hayes Road	Wednesfield North	150
Total		1,280
Footways		
Braden Road	Penn	200
Tynningham Avenue (part)	Tettenhall Regis	100
Uplands Avenue and roads off	Merry Hill	100
Woodhall Road	Penn	350
Woodstock Road/ Hurstbourne Crescent and roads off	East Park	250
Hall Park Street	Ettingshall	50
Total		3,670



- Key:
- NEW WORKS / ROAD SAFETY / BRIDGES
 - CYCLE SCHEMES
 - CAPITAL MAINTENANCE
 - CITY & WARD BOUNDARIES

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APPENDIX 6

PROJECTS UNDERTAKEN
2016/17 to 2020/21
Plan 1

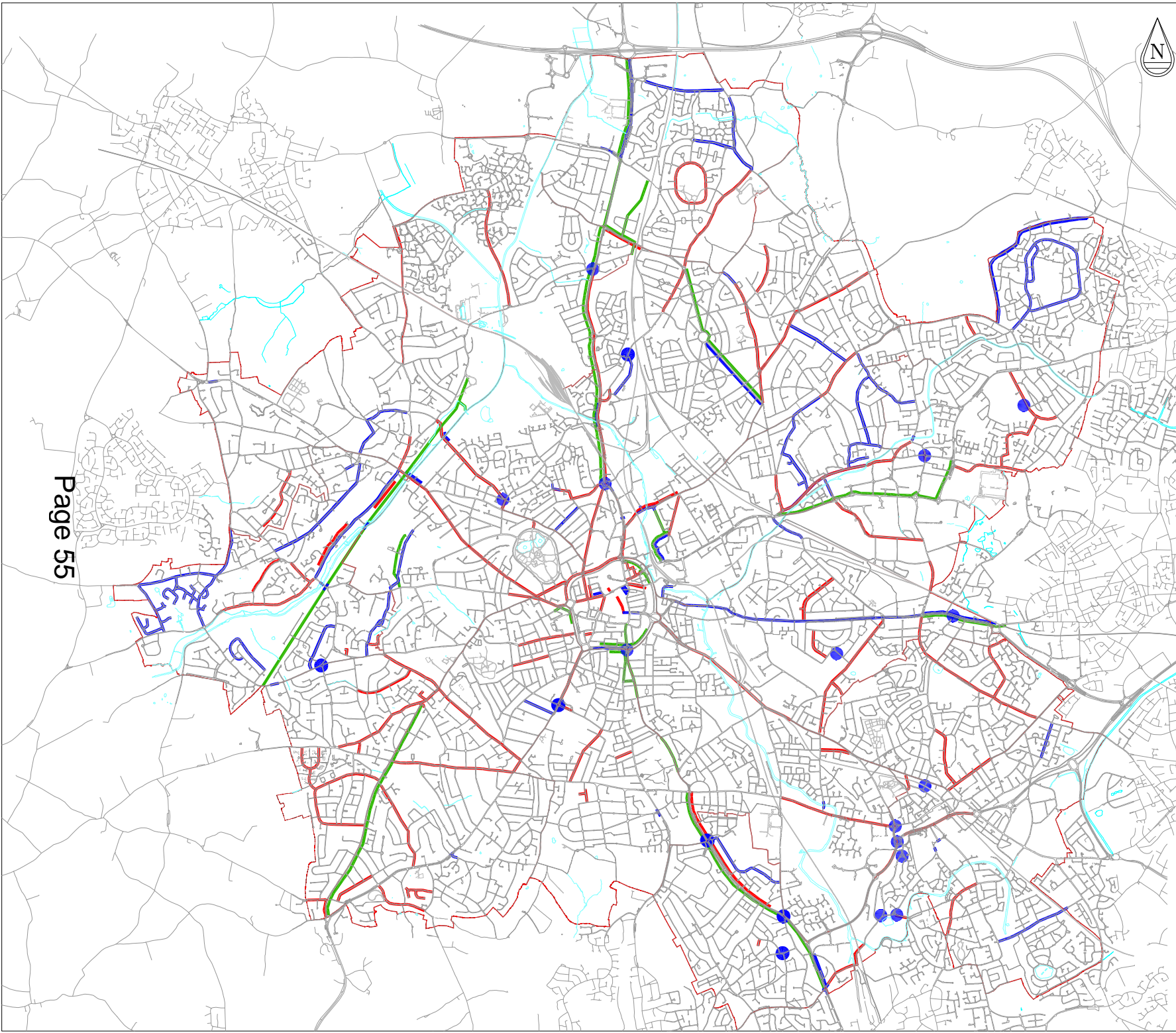
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 - CYCLE SCHEMES
 - CAPITAL MAINTENANCE
 - EXTERNAL FUNDING
 - CITY & WARD BOUNDARIES

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APPENDIX 6

PROJECTS FOR IMPLEMENTATION
2021-2022
PLAN 2 (Ref Appendices 3 & 4)

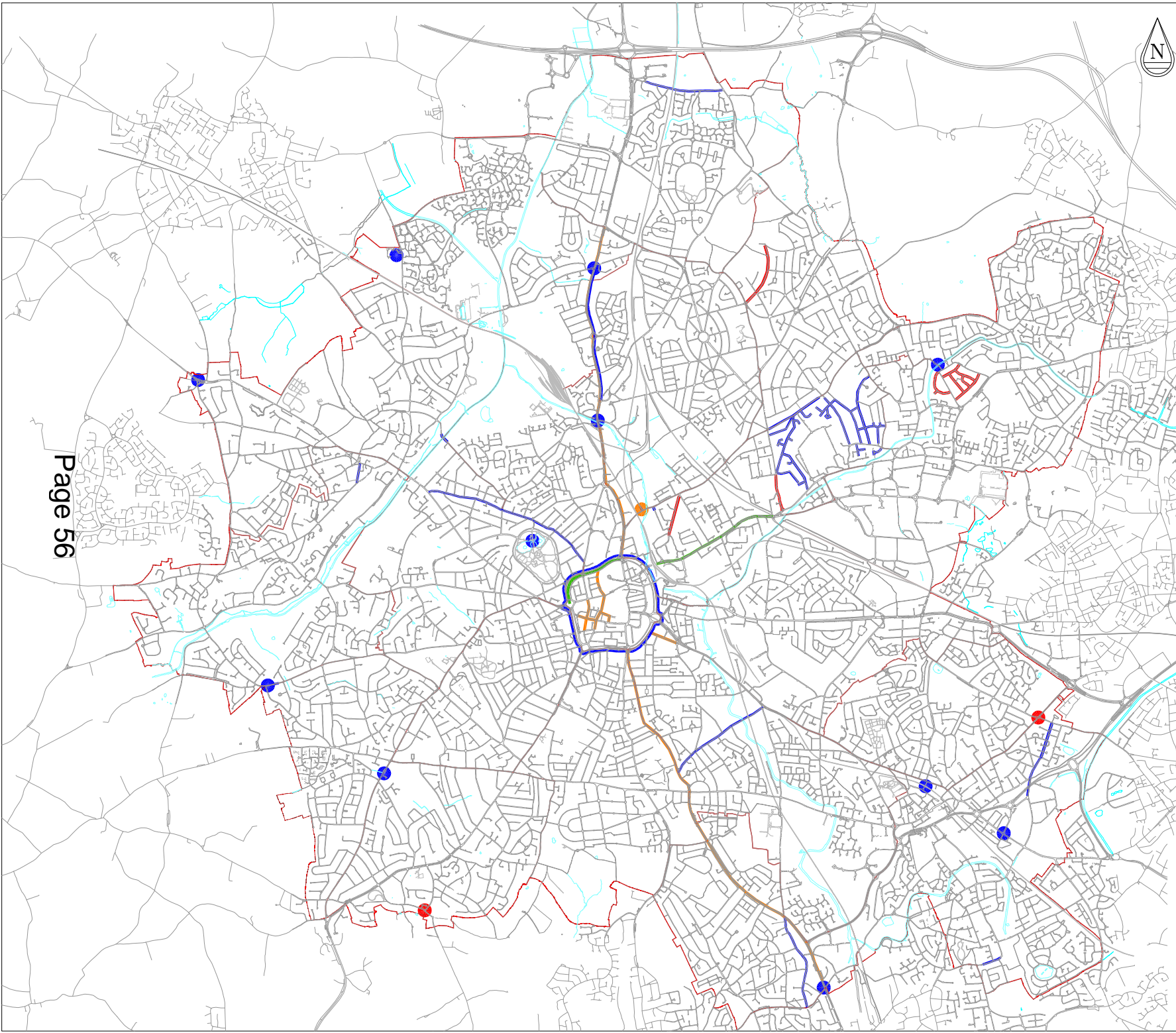
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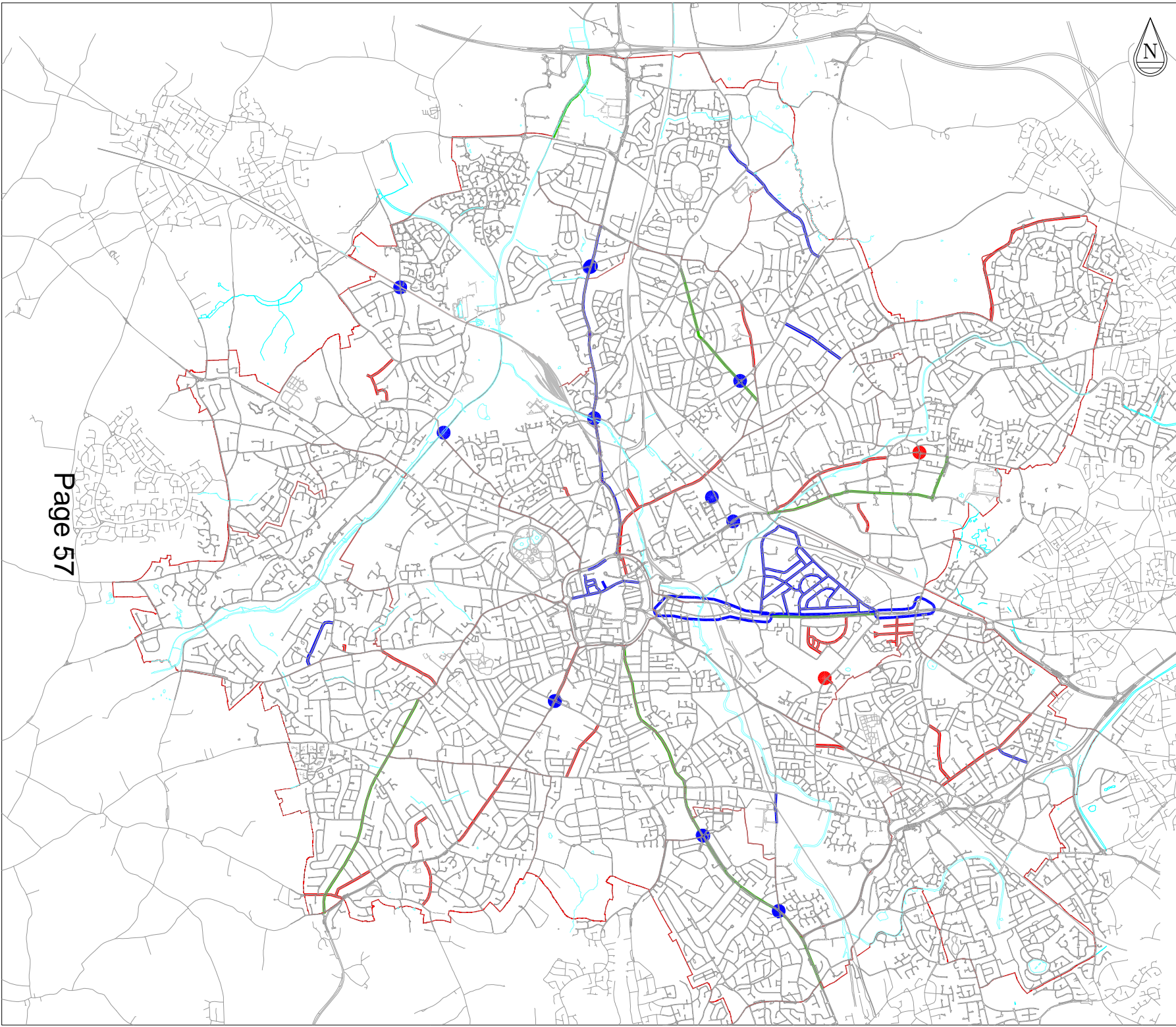
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APPENDIX 6

PROJECTS FOR DEVELOPMENT
FOR FUTURE YEARS
Plan 3

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