

Vibrant and Sustainable City Scrutiny Panel

1 October 2015

Time 6.00 pm **Public Meeting?** YES **Type of meeting** Scrutiny

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

Membership

Chair Cllr Ian Angus (Lab)
Vice-chair Cllr Christopher Haynes (Con)

Labour

Cllr Mary Bateman
Cllr Philip Bateman
Cllr Val Evans
Cllr Bhupinder Gakhal
Cllr Keith Inston
Cllr Lynne Moran
Cllr John Rowley
Cllr Caroline Siarkiewicz

Conservative

Cllr Andrew Wynne

UKIP

Cllr Malcolm Gwinnett

Quorum for this meeting is three Councillors.

Information for the Public

If you have any queries about this meeting, please contact the democratic support team:

Contact Earl Piggott-Smith
Tel/Email Tel: 01902 551251 or earl.piggott-smith@wolverhampton.gov.uk
Address Democratic Support, 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.support@wolverhampton.gov.uk
Tel 01902 555043

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

Please take note of the protocol for filming, recording, and use of social media in meetings, copies of which are displayed in the meeting room.

Agenda

Part 1 – items open to the press and public

Item No. *Title*

MEETING BUSINESS ITEMS

- 1 **Apologies**
- 2 **Declarations of interest**
- 3 **Minutes of the previous meeting (3.9.15)** (Pages 1 - 8)
[To approve the minutes of the previous meeting as a correct record]
- 4 **Matters arising**
[To consider any matter arising from the minutes]

DISCUSSION ITEMS

- 5 **Wolverhampton Active Travel Strategy** (Pages 9 - 44)
[Tim Philpot, Section Leader Road Safety, to present draft Active Travel Strategy for Wolverhampton for comment]

PRE-DECISION SCRUTINY

[To give pre-decision consideration of the Council's Sustainability Implementation Plan]

- 6 **Sustainability Implementation Plan monitoring report 2014/15** (Pages 45 - 98)
[Ric Bravery, Sustainability Officer, to present report on progress of the Council's joint Sustainability Implementation Plan and Climate Local Action Plan]

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 falling within paragraph 3 of Schedule 12A to the Act relating to the financial or business affairs of any particular person (including the authority holding that information)]

- 7 **Review of Commercial Property Portfolio** (3)
(Pages 99 - 106)
[Alison Fowler, Disposal Programme Manager, will give an overview of the Council's Commercial property portfolio outlining the current performance levels and proposing further work to manage the future performance of the portfolio.]

Vibrant and Sustainable City Scrutiny Panel

Minutes - 3 September 2015

Attendance

Members of the Vibrant and Sustainable City Scrutiny Panel

Cllr Ian Angus (Chair)
Cllr Mary Bateman
Cllr Philip Bateman
Cllr Christopher Haynes (Vice-Chair)
Cllr Lynne Moran
Cllr Caroline Siarkiewicz
Cllr Andrew Wynne

Employees

Marianne Page	Section Leader - Transportation
Earl Piggott-Smith	Scrutiny Officer
Jake Thrush	

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 Keith Inston
- 2 Declarations of interest**
Cllr Phillip Bateman declared a non-pecuniary interest in agenda item 5 West Midlands Strategic Transport Plan
- 3 Minutes of the previous meeting (23.7.15)**
Cllr Haynes queried the comments attributed to him during the discussion on waste management and minimisation and the collection of food waste.

Cllr Haynes commented that his point was that the Council could afford not to have a food waste collection service and also there was concern about waste contamination and the costs involved in separating food waste.

Resolved:

That the minutes of the meeting held on 23.7.15, subject to the agreed changes, be approved as a correct record and signed by the Chair.

4 Matters arising

Minute 6 – ‘Rent with confidence’ campaign

Scrutiny Officer explained that a briefing paper relating to the cost against impact of the rent confidence proposals and other initiatives to improve the City’s housing offer will be sent to panel members before the end of September 2015.

Minute 7 Waste management and minimisation

Scrutiny Officer explained that the issue of food waste process has been added to the panel work programme. The item will be included in the report to be presented to a future meeting of Scrutiny Board.

Minute 8 Relocation of Wolverhampton indoor and outdoor market

Scrutiny Officer advised the panel that its comments on the layout and design of the leaflet were considered by the design group. The panel will be sent samples of the publicity material for distribution if any changes are made.

5 West Midlands Strategic Transport Plan

Marianne Page, Service Lead, Transport Strategy Manager, introduced the report and explained that the panel were being invited to respond to the three questions in the consultation document. Service Lead gave an overview of the background to strategy.

Jake Thrush, Transport Strategy Manager, West Midlands Integrated Transport Authority (ITA) Policy & Strategy Team, gave a detailed presentation on the West Midlands Strategic Transport Plan and the groups which have been consulted informally about the proposals. Transport Strategy Manager explained the public consultation ends on 16 October 2015.

Transport Strategy Manager outlined the main points of the public consultation plan. The plan had been drafted in response to predicted growth in population and the forecast increase of an extra million journeys per day.

The importance and benefits of improved transport infrastructure network to boosting the economic performance of the West Midlands region was highlighted.

Transport Strategy Manager commented on the importance of having a vision for the future of transport that was fit for the sixth largest economy. Transport Strategy Manager explained that focus of the strategy was on making the best use of what is currently available, supported by additional public transport capacity, improved road junctions and changes to encourage walking and cycling and use of smart technologies; while recognising the challenge presented by the limited highway capacity.

Transport Strategy Manager commented on the work being done to develop performance indicators and the work done with transport colleagues in the East Midlands to look at better road and rail connections across central England.

Transport Strategy Manager discussed work being done to promote cycling and the development of a cycling charter.

Transport Strategy Manager outlined the four tiers of the overall transport system detailed in the plan:

- National/regional
- Metropolitan. For example, the development of rail and rapid transit network – a scheme is expected to be running on the Hagley Road, Birmingham in 2016.
- Local
- Intelligent/Smart mobility strategy (The Intelligent/Smart Mobility agenda is concerned with meeting traveller's needs through efficient and seamless journeys)

The plan covers a 20 year period and is likely to cost about £6.5 billion. Transport Strategy Manager commented on the high level of investment in London and Manchester transport systems and the benefits it had brought for commuters and the economy.

The panel made the following comments and or queries about the transport plan

- The impact and benefits of HS2. The panel queried that the document did not highlight the benefits to west midlands region and the potential benefits to Wolverhampton and the extent to which the area can take advantage of the scheme. Transport Strategy Manager explained that two new stations will be built – Curzon Street and Interchange. Curzon Street which will provide a link to other areas. Transport Strategy Manager highlighted the importance of having good access to both planned stations.
- There is work being done by the Combined Authority to look at maximising the benefits of HS2 for the region and Wolverhampton. The HS2 line will provide more connections and provide rapid transport links. Wolverhampton benefits from being part of the west coast mainline which will reinforce the position of the region. The development is also expected to release capacity on the network. The panel commented on the need for people in Wolverhampton to have good access to both planned stations.
- The panel commented on vision of plan and that the document did not give a clear picture of what the service will look like. Service Lead noted the comment and explained that this is a 20 year plan to improve public transport and offer attractive alternative options across the network.
- The panel commented on the previous initiatives to encourage change away from car use such as park and ride schemes. These schemes were an important as part of a plan to discourage car use, and provide attractive transport alternatives. The panel commented on the possibility of regional car park charging strategy among the different local authorities. Transport Strategy Manager responded that most areas have short stay car parking and they try to discourage long stay. A comment was made on different levels of car usage between Stuttgart in Germany (45%) compared to West Midlands conurbation (63%). The areas have similar population size but there has been long term investment in alternatives to short car journeys.
- The panel expressed concern about the effectiveness of initiatives such as bus lanes which create bottlenecks and the extent to which the plan will find the right balance. The panel expressed concern about the use of financial penalties to discourage people who want to drive. There was also concern about whether the alternatives would be in place to provide people with a choice.

The panel discussed the need to give people different travel options. Transport Strategy Manager commented on the aim to reduce the number of average car journeys made annually and the increase in other modes of transport.

- The panel queried the governance structure of the ITA and the responsibility for delivering the plan. Transport Strategy Manager explained that the responsibilities of the ITA will be transferred to the Combined Authority.

The Combined Authority will set performance indicators and targets for air quality which link to the wider objectives detailed in the transport plan.

- The panel commented that the plan does not set out strongly the travel options available to the individual. The plan should outline the benefits of the proposal and respond to concerns about the reliability of buses.
- The panel commented that the document does not draw out the importance of offering a vision of a world class customer service and the behaviour of bus drivers in offering a friendly and welcome experience.
- The panel commented on the difficulties in getting consistent high speed Wi-Fi access on public transport and that this will need to be improved to persuade professionals to consider using this method of travel. Transport Strategy Manager accepted the importance of offering a good customer experience as part of plan to increase passenger numbers.
- The panel commented on the perception of safety on public transport, particularly in the evening and need to respond to such concerns in order to persuade people to use alternative methods of travel. The panel discussed the impact of poor behaviour on public transport on people wanting to use the services offered.
- The panel queried if the use of waterways was discussed in the plan as other cities had used canal development to support the economic regeneration and their potential to be used as a transport option. Transport Strategy Manager responded that canals were an important part of the plan for centre's regeneration and economic development, walking and cycling, but had a more limited, niche role for the movement of freight, such as movement of materials for some construction sites. There are discussions on-going with the canal and riverside trust to develop plans to improve condition of towpaths for the benefit of cyclists

and walkers. In addition, the work with Canal and River Trust is working closely with the Council to develop plans for canal side quarter.

- The panel commented on the need for the strategy to consider the specific travel needs of different groups. Transport Strategy Manager commented there is on-going work to look at the different transport needs of the public, for example responding to the increase in the number of people crossing local authority boundaries in order to get to work.
- The change in working pattern presents a challenge due to the limited capacity across the transport network to meet the predicted increased demand in the number of passenger journeys and people travelling greater distances.
- The panel commented on plans for encouraging cycle use and whether the plan was to develop dedicated cycle routes or to share the existing road network with vehicles. There was concern about the safety of using existing roads and that the benefits of cycling, particularly for short journeys was being missed. Transport Strategy Manager outlined the aims of the cycling plan and the work being done with local groups to improve existing routes and to develop a strategy. Currently 15-20% of journeys are made by cycle and this figure needs to be boosted particularly for journeys fewer than two miles. The panel discussed the benefits of dedicated cycle lanes.
- The panel queried the range of benefits outlined in the plan and the focus was on economic growth. Transport Strategy Manager accepted the importance of developing a transport network that supported economic growth and which also accommodated the expected growth in traffic numbers and deliver social and environmental benefits.
- The panel commented the plan should consider the major economic benefits of improving coach transport links. There was concern that other areas were taking advantage of the opportunity to promote their areas as coach friendly. The panel commented on the need to improve coach facilities to provide alternatives and to follow the other example who have actively promoted day trippers and shoppers to visit.

The panel welcomed the report and accepted the recommendation.

Resolved:

That the panel's response to the questions detailed in the consultation on the proposed West Midlands Strategic Transport Plan be noted and incorporated as part of Wolverhampton City Council's formal response.

This page is intentionally left blank

Vibrant and Sustainable City Scrutiny Panel

01 October 2015

Report title	Wolverhampton Active Travel Strategy	
Cabinet member with lead responsibility	Councillor Peter Bilson City Assets	
Wards affected	All	
Accountable director	Nick Edwards, City Assets	
Originating service	Transportation	
Accountable employee(s)	Marianne Page Tel Email	Service Lead, Transport Strategy 01902 551798 Marianne.page@wolverhampton.gov.uk
Report to be/has been considered by	Cabinet	09 December 2015

Recommendation(s) for action or decision:

The Panel is recommended to:

1. Review and comment on the draft Wolverhampton Active Travel Strategy.

Recommendations for noting:

The Panel is asked to note:

1. This item is being considered as pre-decision scrutiny and will therefore not be available to call-in once a decision is made by the Executive.

1.0 Purpose

- 1.1 This report presents the draft Active Travel Strategy (the Strategy) for Wolverhampton to the Scrutiny Panel for comment. This will enable the Strategy to be finalised for presentation to Cabinet on 09 December 2015 for approval and adoption.

2.0 Background

- 2.1 Concerns about the consequences of high levels of private motor traffic including the economic impact of congestion, safety, poor air quality and noise have been instrumental in encouraging Government policy to promote alternative means of transport through initiatives such as the Local Sustainable Transport Fund (LSTF).
- 2.2 Concurrently concern about obesity has grown on the national and local agenda, and Wolverhampton has adopted obesity as its principal public health focus. The role inactive lifestyles play in obesity has stimulated interest in promoting active travel.
- 2.3 On a related matter, provision for cycling in Wolverhampton was the subject of a Scrutiny Panel meeting on 09 January 2014. Later in that year the Government commenced consultation on its Cycling Delivery Plan to enhance provision for cyclists through collaboration with local authorities.
- 2.3 Consequently a proposal was developed to produce an Active Travel Strategy for Wolverhampton. In addition to providing direction for decisions on active travel issues this is intended to support the case for future bids to funding opportunities.
- 2.4 Resources for this project were secured from the Public Health Transformation Fund (PHTF) and supplemented by contribution from the LSTF. Consultants URS/AECOM were commissioned to carry out the project under Council direction in February 2015.

3.0 Progress

- 3.1 The framework provided to the consultants for this project included
- i. development of an evidence base
 - ii. a comprehensive consultation exercise
 - iii. audit of the existing travel infrastructure, and
 - iv. production of the strategy to include action plans for walking and cycling.
- 3.2 The evidence base developed for the Strategy identifies certain key relevant facts. Participation in sport and recreational exercise locally continues to fall behind regional and national averages. Obesity continues to climb, affecting nearly 30% of adults and 25% of children. Meanwhile, 65% of all journeys to work are made by car despite 45% of all journeys being less than 5 km in length, and 40% of children travel to school by car while only 2% cycle.

- 3.3 A consultation was conducted to ascertain the views of stakeholders and the public. This was achieved through stakeholder group meetings, and questionnaires distributed online, through social media and email distribution and at the City Show. Information was sought on people's current travel patterns, on aspirations for improvements to the travel infrastructure, and on the perceived barriers to active travel.
- 3.4 The consultation identified a substantial interest from respondents in cycling more (54%), and a lesser interest in walking more (39%). However a range of barriers to doing so were cited. Concerns about cycling revolved mainly around the perception of danger from other traffic. A range of barriers to walking were identified, mainly regarding the unsuitability of walking for the travel needs involved.
- 3.5 The existing walking and cycling infrastructure was assessed to identify ways in which it might be made fitter for active travel. Key conclusions of this were the need for a clear and intelligible network of routes, connecting popular journey origins and destinations, and enabling easy transition between different travel modes. To achieve this, the travel environment needs to be made safe, accessible and inviting.
- 3.6 Particularly in the case of cycling, an aspiration was identified for a network of dedicated routes. The audit of infrastructure focussed on certain routes where the consultation had identified particular challenges for cyclists with a view to prioritising improvements. The Strategy proposes a top priority route following the A449 from the City Centre and connecting to facilities recently developed around i54 and Vine Island. A full future programme of routes remains to be identified using the same process.
- 3.7 The draft Active Travel Strategy has been developed based on the findings summarised in paragraphs 3.2-3.6. Adoption of the Strategy represents a long-term commitment to enhancing facilities for pedestrians and cyclists in Wolverhampton. Implementation of the strategy will involve:
- Fully incorporating consideration of active travel into decision-making processes.
 - Securing enhanced resources for infrastructure and promotional projects relevant to active travel
 - Continued seeking of funding opportunities and partnerships to develop and deliver active travel improvements
 - Continued development of a comprehensive network of routes for cyclists and pedestrians leading to a deliverable programme of works.
 - Continued engagement with the community. For this purpose the Go Active brand has been developed. In addition, a "champion" with public profile has been identified to act as a figurehead for the Strategy.

4.0 Financial implications

4.1 Funding for development of the Strategy totalling £90,000 was secured as follows:-

- | | | |
|------|--------------|---------|
| i. | PHTF 2014-15 | £20,000 |
| ii. | PHTF 2015-16 | £10,000 |
| iii. | LSTF 2015-16 | £60,000 |

Commitments against this currently total £81,000. The remaining £9,000 is reserved for “pump-priming” activities to launch the Strategy during the 2015/16 financial year.

Adoption and implementation of the Strategy will consume capital and revenue resources yet to be ascertained. It is anticipated however that the Strategy will enable future bids for funding of active travel initiatives.

[TT/21092015/F]

5.0 Legal implications

5.1 Implementation of the Strategy may involve changes to highway space allocation and speed limits, requiring Traffic Regulation Orders. [RB/21092015/Q]

6.0 Equalities implications

6.1 Implementation of the Strategy aims to create wider opportunities for travel which are low cost and open to all. It also seeks to address obesity issues most prevalent in areas of deprivation.

7.0 Environmental implications

7.1 Implementation of the Strategy aims to increase travel by environmentally benign modes.

8.0 Human resources implications

8.1 The Strategy is anticipated to sit alongside the Staff Travel Plan and further promote alternative travel modes to the private motor vehicle.

9.0 Corporate landlord implications

9.1 There are no corporate landlord implications in the development of the Strategy.

10.0 Schedule of background papers

10.1 None.

Draft Active Travel Strategy

Page 1 Vision/Foreword -1 page

Foreword and Vision

At the same time as people's lifestyles are becoming less active, the car is frequently the mode of choice for most journeys, adding to road traffic congestion and the detrimental environmental effects such as noise and air quality impacts that this causes. Many of these are shorter journeys that can easily be undertaken by most people on foot or by bicycle. This strategy therefore seeks to contribute to reducing road traffic congestion and encourage people to use other transport modes, combining walking, cycling and public transport use.

The National Planning Policy Framework identifies a set of core land-use planning principles that should underpin both plan-making and decision-taking which includes the need to:

- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

The promotion of cycling and walking for everyday physical activity across our city not only promotes better health for our communities but can also have positive effects on the environment. This strategy seeks to provide an ambitious but deliverable approach to promoting more active lifestyles and specifically to promote walking and cycling as an integral part of people's everyday lives.

The approach, which I whole heartedly to endorse, is practical, addressing the combined objectives of public health and transport together and strongly linking the efforts of the city council and its partners to tackle the health and transport challenges affecting the City's population. The city council's Go Active Strategy acknowledges that there is no quick fix to the problem of inactive lifestyles and rising levels of overweight and obese people. The evidence shows that this issue will need sustained action over the long term and from all partners and sectors, and in particular, the community itself.

Our vision will not be achieved in the short term; this is a 20 year strategy to be engender and embed on going active lifestyles.

A City where active travel modes become the preferred choice, supported by a connected network of high quality and inviting cycle routes and walkways.

Signed

Hugh Porter
Active Travel Champion for Wolverhampton

Page 3 and 4 Introduction -2 pages**What is Active Travel?**

Active travel is movement and transport by physically active means, mainly by walking and cycling. Incorporating these as an integral part of the daily life, for the commute to work, journeys to school and shopping, or simply for leisure, is proven to have great health, environmental and economic benefits.

This document sets out how we will ensure that there is a co-ordinated approach to providing the physical infrastructure, information and support that will generate the necessary behaviour change required to increase the levels of walking and cycling in Wolverhampton, particularly for shorter journeys.

How can Active Travel prove beneficial for Wolverhampton?

We have poor health and increasing levels of obesity, especially the city's children, when compared with other areas of the Country. Wolverhampton also has areas of poor air quality and localised problems of road traffic congestion. The greater take up of walking and cycling will work to help alleviate these issues.

The benefits of active travel include:

Economic

- A more active workforce can lead to reductions in absenteeism and increased productivity
- A low cost and economical method of undertaking journeys
- Increased accessibility to employment and training
- Reduction in congestion allowing a more reliable transfer of goods and resources
- Reducing the annual cost of poor air quality – estimated to be £19 billion nationally¹

Health

- Improvements to physiological and mental well being
- Prevention of chronic diseases such as type II diabetes, stroke and coronary heart disease
- Improvements in local air quality can help those with pre-existing respiratory and cardiac diseases
- Help better manage weight – 70% of adults and 25% of Children at 11 years of age are overweight in Wolverhampton.

Environmental

- Reduction in motorised journeys can have tangible benefits to levels of particulates, NO₂ other harmful emissions
- Improvement to ecosystems, biodiversity and natural habitats
- Improvements to urban settings

¹ Environmental Audit Committee (2011)
<http://www.publications.parliament.uk/pa/cm201012/cmselect/cmenvaud/1024/102402.htm>

Social

- Reduce health inequalities
- Increase social mobility
- Increase independence for vulnerable groups, such as the young, the elderly and those with afflictions which affect mobility.
- Improved community cohesion

Aims

This Active Travel Strategy provides a framework to put the steps in place to:

1. To improve our health by encouraging more active lifestyle choices.
2. Create an inviting, safe and interconnected network of walking and cycling networks.
3. To support and encourage more sustainable travel choices, such as widely providing travel planning, bicycle training and route information.

Outcomes

In delivering this Active Travel Strategy we will:

1. Raise the number of adults undertaking 1 x 30mins exercise per week or more from 45% to 60%.
2. Reduce childhood obesity from 25% to at least the national norm of 19% (as measured at age 11 / year 6).
3. Raise the mode share of cycling from the current levels of 2% to at least 7% by 2023 and 10% by 2033 of all journeys. (This accords with the Centro Cycling Charter that WCC has signed up to).
4. Raise the mode share of walking from the current levels of 10% to at least 15% of all journeys by 2023. (This accords with levels being promoted by national bodies such as Sport England).
5. Increase capital and revenue spending on cycling from the current level £5 per head to £10 per head by 2023 (in accordance with the Centro Cycling Charter that WCC has signed up to).
6. Ensure new developments are designed with active travel in mind.
7. Encourage and support innovation in design.
8. Improve the health outcomes of our children and adults with falling obesity levels and reducing incidences of cardiovascular related diseases.

How We Will Achieve This

1. Targeted and appropriate promotional materials and opportunities to participate in walking and cycling activities.
2. Providing design principles for the delivery of new and upgraded walking and cycling routes.
3. Creating inviting places and routes where people feel safe and secure.
4. Provide appropriate facilities and environment to support active travel such as benches, provide information along the routes and directions destinations, secure cycle parking.

Governance

Strong governance with an integrated approach involving those organisations dealing with public health, transport, sport and education have been proven to be the most effective in delivery. The city council has identified obesity as the main health issue that needs to be addressed locally and this initiative has a strong governance structure with a Councillor Champion and the Director of Public Health taking a strong personal stand and a dedicated team to support the initiative and related behaviour change activities.

Page 5 to 9 Where are we now– 4 pages

The National Context

Central Government has recognised the cross-cutting benefits that increasing active travel has on increasing physical activity, reducing congestion and improving air quality. The **Department for Transport's Active Travel Strategy** aims to:

- Promote better public health and well-being by increasing levels of physical activity, particularly among the most inactive people in our society;
- Increase accessibility and reduce congestion; and
- Improve air quality and reduce carbon emissions.

A healthier, more active workforce means reduced absenteeism and increased productivity, and reduced congestion means better journey time reliability. It can benefit less active groups in particular – walking and cycling are simple, low-cost and effective ways for some of the most inactive people in society to incorporate physical activity into their daily lives.

And it can be good for the environment – journeys made on foot or by bike rather than car will reduce emissions, and can make for a more pleasant local environment. Britain's continuing poor air quality costs the economy over £10 billion per year and can reduce life expectancy by 8 months².

Wolverhampton Today

Wolverhampton has some of the lowest levels of economic activity in the West Midlands. The **West Midlands Local Transport Plan** includes the following key objectives:

1. Economy –to underpin the economic regeneration and growth in the West Midlands
2. Climate change –to contribute towards tackling climate change through achieving a reduction in emissions and ensure resilience of the transport system to any changes
3. Health, personal security and safety –to improve health, personal security and the safety of people travelling in the West Midlands Metropolitan Area
4. Equality of Opportunity –to enhance equality of opportunity and social inclusion by improving access for all to services and other desired destinations within and adjacent to the West Midlands Metropolitan Area
5. Quality of Life and Local Environment –to enhance the quality of life of people in the West Midlands Metropolitan Area and the quality of the local environment

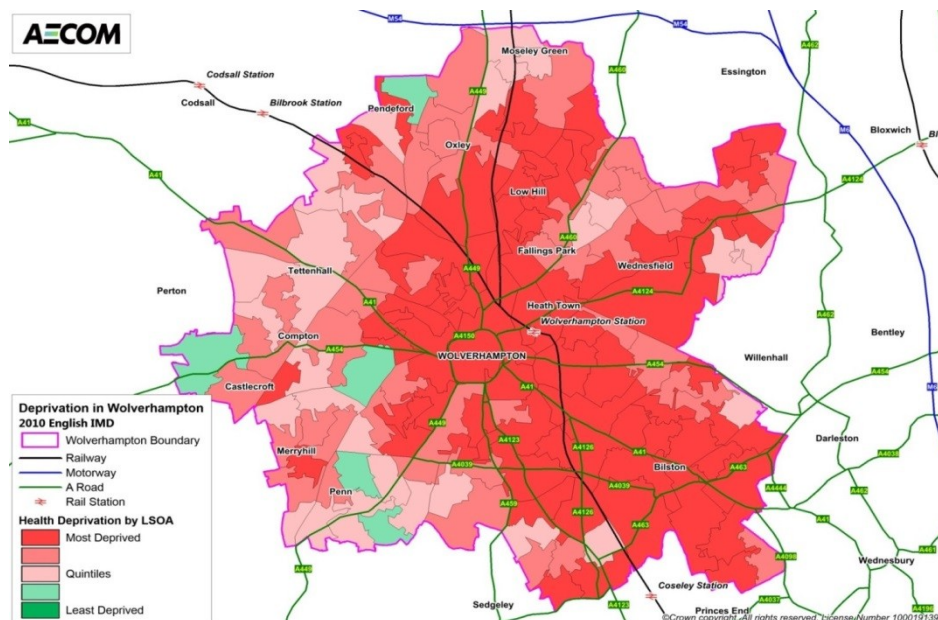
Increasing walking and cycling helps to achieve all of these objectives and have benefits across the West Midlands and Wolverhampton. Such a shift would contribute directly to better health, reduce carbon emissions, and reduce road traffic congestion. It would improve our local environments (e.g. reduce air and noise pollution), help to deliver economic benefits, and create safer, stronger communities as well as a better quality of life.

² Reference to be checked and inserted here

We have a High Proportion of Deprivation and Poor Health Inequality

Over half of our population falls within the 20% most deprived in the country³. The Inner City, North, East and South of the City Centre are suffering from high levels of deprivation.

The majority of Wolverhampton is in the worst 20% for quality of health relative to the rest of the UK



We have High Levels of Obesity

Nearly 70% of adults in Wolverhampton are overweight or obese, which is a greater proportion of adults when compared with the population in the West Midlands or England.

Weight Category by Percentage of Adult Population			
% of Population	England	West Midlands	Wolverhampton
Under Weight	1.2	1.1	1.5
Healthy Weight	35	33.2	28.7
Overweight	40.8	41.2	41.3
Obese	23	24.5	28.5
Total Obese or Overweight	63.8	65.7	69.8

(Source: Active People Survey, Sports England, 2013)

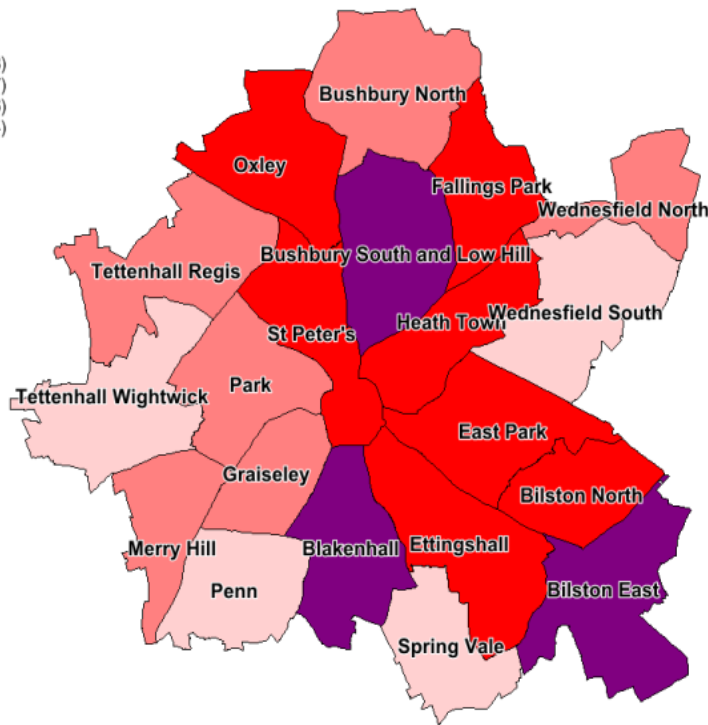
³ Weight? We can't Wait

We have a problem with obesity in young children; nearly 25% of children in Wolverhampton are obese by the time they reach Year 6 (10-11 Years)⁴. Childhood obesity is also higher in areas that are considered to be more deprived.

Year Six Obesity

Percentage

- 27.5 to 29.8 (3)
- 24.4 to 27.4 (7)
- 21.2 to 24.3 (6)
- 18.3 to 21.1 (4)



Source: Wolverhampton City Council, 2015:

Our obesity issue is compounded by a lack of day-to-day exercise with around 40% of children travelling to school by car in the City and only 2% choosing to cycle⁵.

Whilst we do not have empirical data available, the evidence from the Healthy Schools Initiative and Public Health data shows that children in Wolverhampton would benefit from active lifestyles.

⁴ Weight? We can't Wait

⁵ Schools Health Education Unit (2014) Wolverhampton Health Related Behaviour Survey

We have Low Participation in Sport and Recreational Activity

High levels of obesity in our City are compounded by low levels of physical activity. Wolverhampton falls behind regional and national levels with less than a third of adults participating in sport or recreational activity once per week for 30 minutes⁶ and 55% of adults not participating in moderate exercise.

Participation in sport and recreational activity is also linked to socio-economic classification. There is a clear correlation between wealth and exercise with those in our City's poorest socio-economic bracket are 60% of those from the poorest socio-economic group doing less than 30 minutes activity per week. However, even the highest socio-economic groups are relatively inactive with only 50% doing more than 30 minutes activity.

In Wolverhampton, men are more likely to participate in sport and recreation than women. 59% of women do not participate in Sport and Recreation, which is 7% more than across England.

Participation in Sports and Recreation by Gender and Frequency						
	Wolverhampton		West Midlands		England	
	Male	Female	Male	Female	Male	Female
0x30 minutes per week	51%	59%	45%	54%	42%	52%
3x30 minutes per week	28%	15%	27%	20%	28%	21%
5x30 minutes per week	16%	8%	15%	11%	16%	12%

(Source: Active People Survey, Sports England, 2013)

Allowing those with disabilities easy access to sport and recreation is vital if they are to maintain a good level of physical fitness, general health and quality of life.

Participation in Sports and Disability by Recreation						
	Wolverhampton		West Midlands		England	
	Limiting Disability	No Disability	Limiting Disability	No Disability	Limiting Disability	No Disability
0x30 minutes per week	80%	50%	70%	45%	70%	43%

(Source: Active People Survey, Sports England, 2013)

Over 80% of disabled people in our city do not undertake any sport or recreation in any given week, which is 10% higher than across West Midlands and England.

Participation in sport and recreation varies by age, with fewer 55+ participants than 16-25 year olds.

⁶ Active People Survey (2013) Sport England

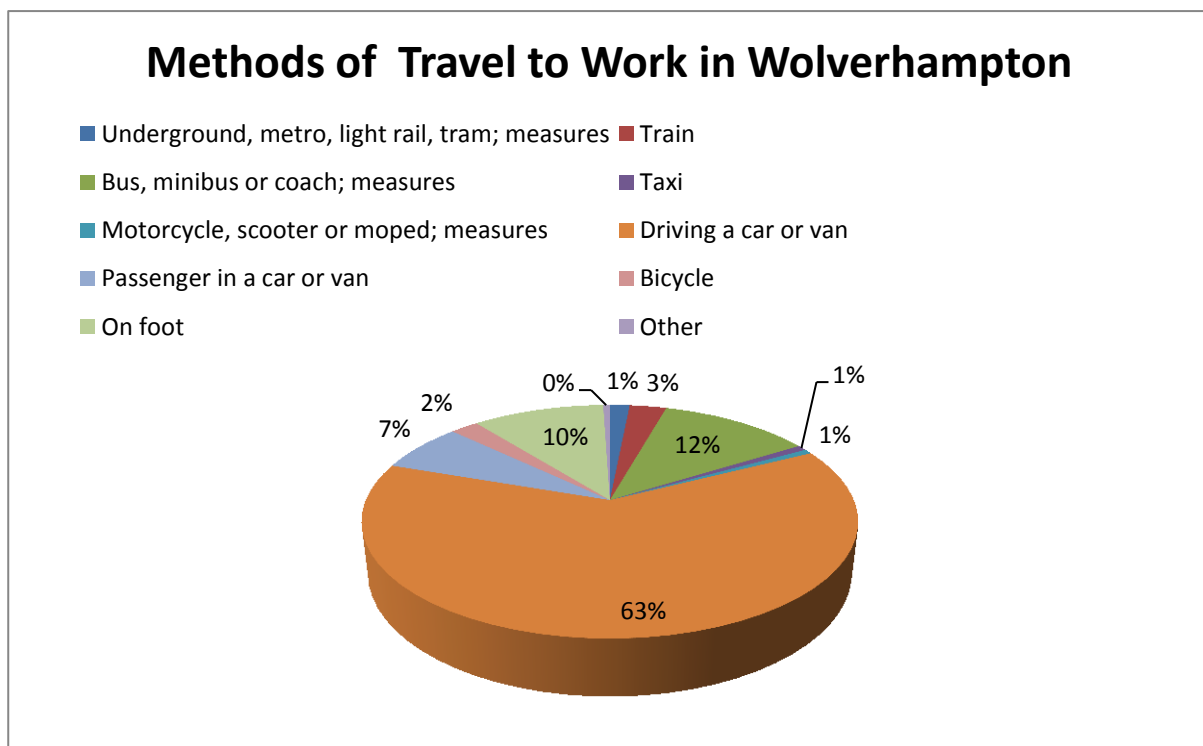
http://archive.sportengland.org/research/active_people_survey/active_people_survey_7.aspx

Participating in Sport and Recreation by Age				
	Wolverhampton			
	16-25	26-34	35-54	55+
0x30 minutes per week	32%	46%	55%	75%
1/2x30 minutes per week	40%	*	21%	13%
3x30 minutes per week	28%	*	24%	12%

(Source: Active People Survey, Sport England (2013) * denotes data suppression due to small sample size)

High levels of travel to Work by Car

63% of Wolverhampton residents travel to work by car. Those on the City's periphery are most likely to travel to work by car with those living in the City Centre least likely to travel to work by car. This is despite 45% of journeys to work being less than 5km in length⁷.



⁷ Census 2011

Wolverhampton Today: The Key Facts

- Participation in sport and recreational exercise continues to fall behind regional and national averages
- 40.6% of children travel to school by car and only 2% cycle
- Obesity continues to climb, affecting nearly 30% of adults and 25% of children (at age 11).
- 65% of all journeys to work are made by car despite 45% of all journeys being less than 5km in length

Pages 12 and 13 Our Approach -2 pages

The development of this Active Travel Strategy has been led by our evidence collection and the feedback from consultation. This intelligence has been used to identify discrete target markets and areas of Wolverhampton to tailor our interventions and inform the strategy and implementation plan for the.

Our target markets have been grouped as:

1. The Near Market –The near market captures a population of average to higher incomes who have the financial means, time. Evidence shows this group tend to have a greater inclination towards making lifestyle choices to participate in a more active lifestyle. In some cases this near market's commute to work could be undertaken by foot or cycle where these distances are relatively short or where they can combine a walk or cycle with public transport. The strategy and implementation plan will seek to encourage a cultural shift in the behaviour of this 'near market' towards the uptake of a more active lifestyle. The 'near market' area has been defined as a geographical target area in Wolverhampton where infrastructure and marketing and promotional activities would be focused.

2. Hard to Reach – For the purposes of this strategy 'hard to reach groups' have been defined as those living in areas suffering from multiple deprivation and encompassing a low-wage and economically inactive population which has very high levels of obesity and being overweight, high incidences of cardiovascular diseases and low levels of physical activity. This market has sizeable barriers to participation in an active lifestyle which generally requires higher levels of intervention to overcome. This strategy and implementation plan will seek to focus resources on providing assistance and support to help people to take up walking or cycling as a regular activity as well as providing the appropriate infrastructure and information and promotion.

The above will have a geographical focus at least in the short term to ensure that the limited resources available have a concentrated impact and where there would be opportunities for specific pilot projects that could then be rolled out elsewhere in the city.

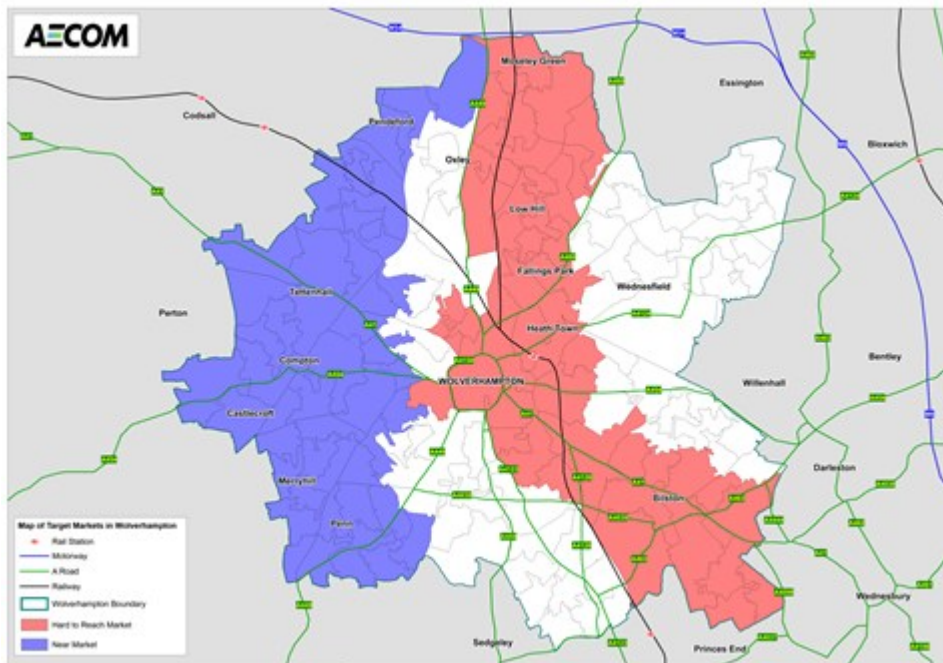
3. Children and Disabled Persons – A city-wide approach would be taken that focuses promotion and marketing as well as appropriate infrastructure to give children the skills and confidence to walk and cycle more safely in the local urban environment. These activities will seek to build on the established and successful pedestrian and cycle training in schools, encourage walking and cycling to school, and look to extend the afterschool offer for supported cycle activities. They would be largely school focused but evidence from the cycle cities initiative shows that involving parents and the wider community secures greater benefits.

People with disabilities have greater barriers to leading more active lifestyles and the strategy and implementation plan will include a citywide approach to promoting and assisting people with mobility impairment to walk and cycle as appropriate. Attention will be given to making facilities and infrastructure appropriate for wheelchair use and will need to take a balanced approach to catering for the often conflicting requirements of different sectors of the community.

4. A whole route approach, that considers all modes, all journeys, communities and key destinations to provide us with the network we require to increase walking the number of trips we make on foot.

5. **Raising Awareness** – This would involve general raising of awareness across the city’s population to demonstrate the health and social impacts of their current lifestyles and the benefits that would be gained from active travel. The messages would also target particular sectors such as women who are less physically active than men and different ethnic groups who evidence shows tend to be less active and have specific barriers to leading more active lifestyles.

The figure below shows Wolverhampton split into the two distinct geographical zones for the near market and hard to reach target areas. This spatial representation will then be used to understand the locations where certain types of initiatives should be focussed to increase engagement in active travel.



Pages 14 and 15 Consultation and Engagement – 2 pages



The strategy and implementation plan has been developed in conjunction with a programme of both stakeholder and public consultation. Our consultation has used a range of methods to ensure there were opportunities for everyone to provide input, the methods included:

Figure 1.

- Stakeholder engagement events at the beginning and draft stages of the strategy development process
- Online/smart phone survey promoted via social media, partners websites, City Council Consultation portal, and links directly emailed to a range of local organisations
- Attendance at the annual City Show with tablet computers to capture survey responses – with competition incentive
- Openly advertised consultation email and phone number
- Using a local cycle instructor, Cycle Forum and Wolves on Wheels members to help assess current infrastructure
- Follow up phone calls to local organisations
- Survey sent to members of the public who have attended local cycling activities previously

Consultation Outcomes

As part of the Active Travel Wolverhampton project 282 residents and visitors of Wolverhampton completed an online travel survey between July and September 2015. A full consultation report can be in the appendix. The main outcomes are presented below.

Respondents were asked to pick from 14 activities which they would welcome further opportunities to participate in. Cycling scored 54%, with a further 39% welcoming further opportunities to walk.

Key messages on cycling:

- Just under two-thirds⁸ of respondents have a bike in working condition. Male respondents are much more likely to have a bike than females and respondents aged over 35 are much more likely to have a bike than the young respondents under 35.
- Despite two-thirds of respondents owing a working bike, only half of those who responded use it.
- The most respondents who cycle do this for the purpose of leisure and recreation (88.4%⁹), followed by commuting (43.2%) and shopping (27.4%). More than a half¹⁰ of respondents do more than one type of cycling.
- The five major barriers to cycling in Wolverhampton are:
 - Inconsiderate drivers / Speed of cars
 - Safety concerns / Don't feel safe
 - Potholes / poor surfaces
 - No segregated paths where I need them
 - Poor weather

⁸ No of respondents =282

⁹ No of respondents =146

¹⁰ No of respondents =146

- The five most popular initiatives that would encourage people to cycle more are:
 - Better off-road routes
 - Better on-road routes
 - Cycle route maps and signage
 - Better cycle parking
 - Organised bike rides

- Female respondents were more likely to choose organised biked rides than male respondents whilst off-road and on-road routes and cycle parking were more likely to be chosen by male respondents.

Key messages on walking:

- The five major barriers to walking in Wolverhampton are:
 - Time constraints
 - I have to travel too far to walk
 - Need to travel with children / carry shopping etc. in car
 - Poor weather
 - Other (particularly related to security)

- The five most popular initiatives that would encourage people to walk more are:
 - More leisure routes
 - More crossing facilities
 - Improved surfacing
 - Improved street lighting
 - Supported walking groups

- Female respondents were most likely to choose these initiatives.

Key messages on walking and cycling facilities in Wolverhampton:

- The best known facilities with the highest proportion of respondents having a good or very good awareness of are:
 - walking routes,
 - multi-modal journey planning,
 - on-road cycle routes,
 - online route mapping,
 - off-road cycle routes.

- The least known walking and cycling facilities for which the majority of respondents have a very poor or poor awareness of are:
 - cycle activities (trainings, led rides),
 - paper and walking and cycle map,
 - cycle parking,
 - not sure where to get more information about active travel.

- The most popular start places for the utility cycling and walking routes are West Park, Wolverhampton City Centre, Penn and Tettenhall. The most popular end place is Wolverhampton City Centre.
- The most popular start places for the leisure cycling and walking routes are Wolverhampton City Centre, Penn, Bilston and Finchfield. The most popular end places are Tettenhall, Wolverhampton City Centre, Wombourne and Birmingham.

Pages 16 to 21 A Strategy for Walking – 6 pages

What does Success Look Like?

In light of the evidence base and consultation, what should the strategy and implementation plan seek to achieve as its key outcomes in Wolverhampton?

Infrastructure and Behaviour successes:

- The city council and its partners willing and able to promote innovation in design for new developments
- High quality public realm created and used as an integral part of the promotion of walking as a mode of travel
- New developments designed and built with the pedestrian in mind
- Key destinations and routes are all well sign-posted for the pedestrian
- 15% of all journeys undertaken on foot by 2023 from a base of 10%
- Thriving local centres with businesses well supported by the local population
- Well used local parks, open spaces and greenways
- The majority of journeys to and from school undertaken on foot
- An extensive, attractive and safe feeling network of walking routes throughout the city
- Walking is seen as an attractive option for all ages and abilities

Health and Transport Outcomes:

- Falling childhood and adult obesity rates to at least the national norm
- Increased physical activity of adults to increase to 3 times 30 minutes per week (seen as the minimum level for a healthy lifestyle)
- Local traffic congestion reduced, especially around schools and during the morning and evening peak periods

Walking in Wolverhampton Today

Over 100,000 people in our city travel to work each day with 17% of journeys being 2km or less however, only 10% of these journeys are made on foot.

We benefit from an extensive network of public Rights of Way in Wolverhampton, but, due to the closure of some alleyways due to safety and security concerns they can often suffer from a lack of continuity and connectivity to our district centres and amenities.

Our canals provide a network of off-street towpaths navigable on bike and foot providing access to key locations in the City. The section of towpaths to the North of the City has been recently upgraded and there are some well paved sections.

However, there are a number of cobbled narrow and steep slopes owing to the number of locks, the routes are largely unlit and therefore their use by pedestrians and cyclists is largely confined to daylight hours.

The northern branch also features links to leisure facilities such as Aldersley Leisure Centre, the Smestow Valley off-road cycleway and employment centres such as the large i54 site.

The Southern section of canal towpath features a tunnelled section underneath the City's rail station, which suffers from a substandard surface, is isolated and poorly lit. The Eastern branch of the City's towpath network is in need of resurfacing but provides good links to the Bentley Bridge Retail Park and New Cross Hospital.

There are large areas of green space in Wolverhampton with East and West Parks both within easy reach of the City Centre and most suburbs serviced by municipal green space.

Wolverhampton has pedestrianised several of its city centre streets, with the main shopping thoroughfare of Dudley Street completely pedestrianised along with large sections of King Street, Queen Street, Bilston Street and Princess Street between Queen Street and Berry Street. A series of one way measures have also been implemented to reduce traffic impacts in the City Centre and to improve the environment and safety for pedestrians and cyclists.

Figure 1 - West Park Wolverhampton



(Source: Wolverhampton West Magazine)

Developing the Network and Public Realm Principles

Walking is an easy, low cost activity, which requires no specialist equipment. Walking can be integrated with any trip to work, school or the shop. By doing just a little bit more can significantly improve your health.

The following are guiding principles for the development of a core walking network for Wolverhampton.

Guiding Principle	Where we want to be	Guiding Principles
Our Routes	Safe, pleasant-to-use route infrastructure	<ul style="list-style-type: none"> • Providing pedestrian footways on all desirable highway routes • Design highway routes with footways throughout their length together with well-located and designed pedestrian facilities • Provide more and well located greenways and off road pedestrian routes to increase walking options where possible.
Network Development	High-quality networks with access from neighbourhoods and transport hubs	<ul style="list-style-type: none"> • Link routes up in coherent, legible networks • Review and improve PROW and alleys / connecting routes to encourage walking to key destinations such as schools and local shopping. • Provide open and easy access by walking to bus and Metro stops and the local bus and railway stations • Improved pedestrian connections to jobs, education and local services • Ensure seamless end-to-end journeys where walking can be easily accommodated
Public Realm	To have an inviting and engaging urban environment	<ul style="list-style-type: none"> • Ensure the design, lighting, landscaping and general environment provides a feeling of safety and security • Have a more 'open' approach that allows people to walk freely along their 'desire lines' – requiring a review of on-street furniture and the use of guard rail. • A high quality design that has the pedestrian as the key user
Disabled Access	Ensuring access for all users	<ul style="list-style-type: none"> • Intelligent use of infrastructure design to balance user needs – e.g. contrast colours in footways; well-located and designed crossing facilities with adaptations for disabled users as appropriate. • Ensure close involvement with disabled user groups to ensure appropriate facilities and assist in addressing conflicting needs.
Shared Space	Rebalancing the environment to make it calm and safe for all	<ul style="list-style-type: none"> • Introduce targeted interventions where traffic levels and space allow • To balance the needs of all users and learn from experience in the design of the spaces

Traffic speeds	Attractive neighbourhood streets and spaces	<ul style="list-style-type: none"> • Vehicle speed reduction measures in residential areas and an accelerated roll-out of 20 mph areas across the city • Community led traffic speed awareness and enforcement initiatives • Speed of traffic on the principle road network to be considered in terms of impact on community severance and connectivity as well as traffic flow and safety
Information	Everyone be able to access information to enable clear way-finding	<ul style="list-style-type: none"> • Provide high quality and frequent on and off highway signage • Keep maps of routes and facilities up to date • Provide information in both paper and online forms • Provide Mile Markers where appropriate on leisure routes to encourage more walking for health. • Make imaginative use of new technology and trends to encourage more active modes of travel e.g. counting steps and walking as a mode of transport

A **targeted approach** is proposed which focuses the limited resources for infrastructure and behavioural change messaging on the defined 'Near Market' areas and 'Hard to Reach' groups as well as a city-wide focus on children and people with disabilities.

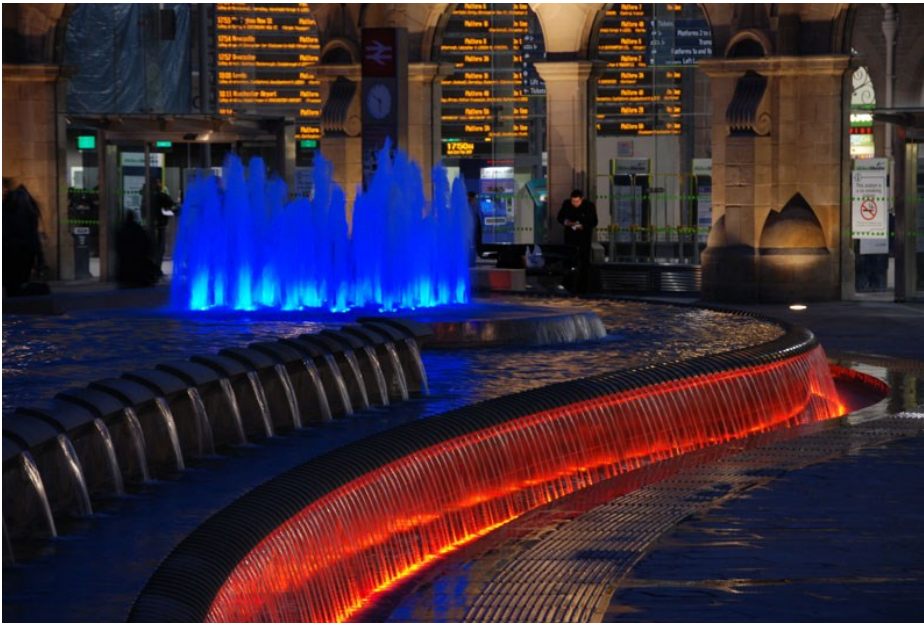
A **whole route approach**, considering all modes, all journeys, communities and key destinations will provide us with the network we require to increase walking the number of trips we make on foot.

Our evidence and consultation responses show that, despite our number of parks, green spaces and increasing number of pedestrianised streets, too often our urban settings are substandard in appearance and functionality, often favouring use of the car and discouraging walking as a feasible mode of travel. Drawing on examples, this section outlines a series of principles proven to have a significant effect on levels of walking.

Public Realm Improvements

Our local area is a key influencing factor over the way we travel. Improvements to the streetscape and enhancing their visual appeal has been shown to deliver vastly improved footfall in urban centres.

In 2008, Sheffield delivered 'The Gold Route', a series of nine spaces and connecting streets, which leads from the City Station, through the main civic and shopping areas to the University. Each were completely overhauled to harbour their own theme and style, featuring the commonalities of flowing water, crafted metal and Pennine Sandstone.



(Source: OCMIS)

Since completion, footfall along the route has increased by 174% (2001 and 2008) and has led the urban and economic renaissance of the City¹¹

More locally Birmingham has had an approach that puts public realm high on the agenda for urban renaissance and key to making the city more walkable and attractive for cyclists. Route finding, lighting and street furniture such as seating and public art are all important features to providing attractive and legible routes for people.

Public realm is an essential component of any strategy to encourage people to walk and this Active Travel Strategy should therefore be viewed as an integral component of the city's regeneration and investment approach and should be informed and be informed by the 'Connected Places' public realm policies currently being developed by the city council.

Shared Space

Shared Space is a concept initially pioneered in the Netherlands in the Mid 1970s. The physical make up of streets is completely overhauled to rebalance the occupation of carriageways. Kerblines are often removed and replaced with a softer, less obvious road layout which generally brings about a calm and safe environment in which cars, cyclists and pedestrians interact in a more considerate manner.

Shared space must provide equal treatment for all travel modes, while providing appropriate protection for disabled users particularly the visually impaired. The locations and situations appropriate for its introduction need to be very carefully chosen and there will probably be a limited number of opportunities for its introduction. It is anticipated these locations would be ones where the pedestrian flows are generally high and where traffic speeds are low or can readily be made slower. Wolverhampton's city and district centres would naturally lend themselves to this treatment and locations such as within the Bilston Urban Village development and around schools or public buildings may be appropriate and the implementation plan should investigate opportunities for this treatment.

¹¹ Living Streets

([http://www.livingstreets.org.uk/sites/default/files/file_attach/Making%20the%20case%20full%20report%20\(web\).pdf](http://www.livingstreets.org.uk/sites/default/files/file_attach/Making%20the%20case%20full%20report%20(web).pdf))

The town of Poynton in Cheshire is home to the fountains place junction, a busy intersection in the heart of the town centre.



(Source: Greater Manchester Cycling Campaign)

The small town, home to 16,000, had 16 void shops on Park Lane, its main thoroughfare, and was suffering from underinvestment and severe congestion. In 2011, works were undertaken to remodel the Fountains Place and Park Lane into a shared space set up.



Prior to the overhaul, around 4-7 serious incidents occurred per annum, in the three years since its completion, one minor personal injury has been recorded. Despite journey times significantly increasing, average speeds in the area have reduced by around 20mph. This safer, visually appealing urban setting has led to an 80% increase in footfall and local retail turnover, with Park Lane now only having one void shop¹².

¹² <https://www.ice.org.uk/disciplines-and-resources/case-studies/poynton-town-centre>

The similarly sized and West Midlands city of Coventry has recently delivered a series of City-wide public realm improvements. Using the principles of shared space at appropriate junctions and through the de-cluttering and redesign of public spaces, Coventry has been able to overhaul the look and feel of its public places, receiving positive feedback from residents whilst 20mph zones have reduced speeds through some of the City's main thoroughfares.

Pages 22 to 29 A Strategy for Cycling – 7 pages

What does success look like

- 10% of all journeys undertaken by bicycle by 2023
- Extensive, well-connected and signposted cycle routes
- A culture of cycling where bicycles are very visible
- Significant cycle parking facilities at transport interchanges, schools, colleges and other trip attractors which are very well used
- Cycling as a dominant mode of travel for children going to school. All schools offering cycle training and cycle facilities for their students and wider opportunities for their families to also get involved and enthused in cycling

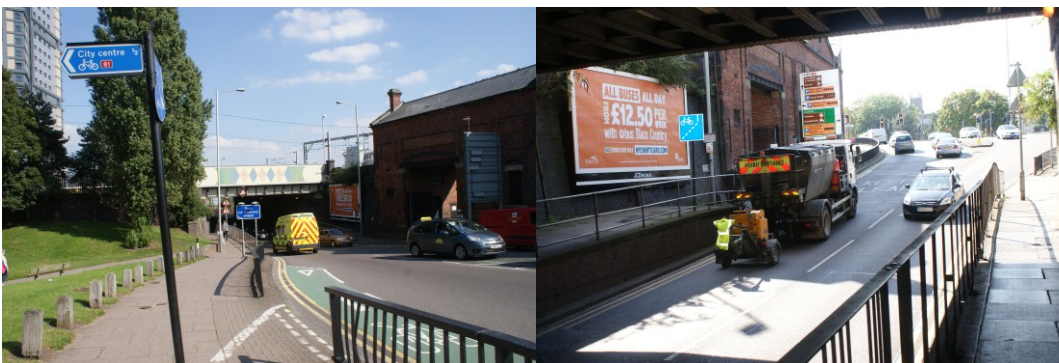
Cycling in Wolverhampton Today

27% of journeys to work in our city are less than 5km but currently only 2% of journeys are undertaken by bicycle.

Wolverhampton is on the National Cycle Network with National Route 81 passing through, connecting the district with West Bromwich, the South East and Aberystwyth via Shrewsbury to the North West.

A key outcome from our consultation was the lack of holistic and continuous cycle lanes and desire for whole routes. The majority of our arterial routes into the City Centre have some provision for cyclists, but these are of varying length, a variety of types of segregation and crucially do not provide a connected network of routes.

Wednesfield Road benefits from some of the best sections of segregated cycleway in the City.



Wednesfield Road

However, prior to joining the City Ring Road, cyclists are required to merge into two lanes of merging traffic and proceed through a heavily trafficked and narrow bridge, providing poor connectivity and unsafe connections into the City Centre.

Developing the Network Principles

We want to get more people cycling more often and to do that we need to normalise cycling as a mode of transport. However, research has identified that the main barrier to getting people cycling is concern over the physical environment, mainly related to safety¹³. If places are well connected and easy to access by bike then there is strong evidence to suggest that levels of cycling will increase.

The following are guiding principles for the development of the Wolverhampton cycle network.

	Where we want to be	Guiding Principles
Routes	Safe, pleasant-to-use cycle route infrastructure	<ul style="list-style-type: none"> • The segregation or separation for cyclists, where traffic speeds or volumes require this and where the highway space allows; • The upgrading of Advisory on-road Cycle Lanes, which suffer from the intrusion of vehicles and parking to routes supported by Traffic Regulation Orders to prevent inappropriate on-street parking to provide a greater degree of security and safety for users • More greenways and off road routes and legible and signposted links to these routes to increase leisure cycling options; • Changes in junction layouts with cycle friendly design to tackle the higher profile, difficult locations; • All future Highway infrastructure schemes to be designed with cyclists considered as equal users of the highway.
Network Development	High-quality networks with access from neighbourhoods and transport hubs	<ul style="list-style-type: none"> • Develop hub and spoke networks across the city – the highway layout and historical travel patterns here support this approach • Link routes up in coherent, legible and logical networks • Integrate cycling with the wider public transport network and provide secure parking facilities at rail, bus and tram stations • Development of the route network to prioritise Improved connectivity to jobs, education and local services
Shared Space	Rebalancing the environment to make it calm and safe for all	<ul style="list-style-type: none"> • Introduce targeted interventions where traffic levels and space allow • To balance the needs of all users and learn from experience in the design of the spaces
Disabled Users	Ensuring access for all users	<ul style="list-style-type: none"> • Intelligent use of infrastructure design to balance user needs – e.g. contrast colours in footways; well-located and designed crossing facilities with adaptations for disabled users as appropriate.

¹³ Understanding Walking and Cycling 2011

		<ul style="list-style-type: none"> • Ensure close involvement with disabled user groups to ensure appropriate facilities and assist in addressing conflicting needs.
Traffic speeds	Attractive neighbourhood streets and spaces	<ul style="list-style-type: none"> • Vehicle speed reduction measures in residential areas and an accelerated roll-out of 20 mph areas across the city • Community led traffic speed awareness and enforcement initiatives • Speed of traffic on the principle road network to be considered in terms of impact on community severance and connectivity as well as traffic flow and safety • Install accident reduction measures at conflict points
Parking	Provision of safe and secure parking	<ul style="list-style-type: none"> • To ensure there is seamless, easy, end-to-end journeys • Extensive provision of safe and secure parking along with other facilities, such as showers at key locations –workplaces, retail areas, transport hubs
Information	Everyone be able to access information to enable clear way-finding	<ul style="list-style-type: none"> • Provide information in both paper and online forms • Provide high quality and frequent on and off highway signage • Keep maps of routes and facilities up to date • Provide information in both paper and online forms • Provide Mile Markers where appropriate on leisure routes to encourage more walking for health. • Make imaginative use of new technology and trends to encourage more active modes of travel e.g. counting steps and walking as a mode of transport

These design principles can be delivered through improvements categorised as the following interventions as follows:

- Junctions
- Cycle ways
- Signage
- Maintenance

Junctions

Toucan Crossings

Cycling infrastructure audits undertaken continually highlight junction crossings, in particular, signalised crossings as not being fit for purpose. Shared crossings which are too narrow and do not provide a clear exit present issues and danger to both cyclists and pedestrians.

A449 Wolverhampton



Advanced Stop Lines

Advanced Stop Lines are two stop lines, one for cyclists which is advanced of the second, which is for motor vehicles; this provides cyclists with a vital head-start on motor traffic.



Priority at Side Roads

There are several interventions which can be implemented to increase the visibility and safety of cyclists at junctions including giving the cyclist priority at side roads which cross cycle paths.



(Source: Making Space for Cycling¹⁴)

Green light phase for cyclists

Using a simultaneous green signal for bicycles in areas of high capacity, allows for cyclists to pass through the junction at the same time – clearing cyclists from any dangers of conflict. This is particularly useful for cyclists looking to turn right at a busy junction.¹⁵



Countdown timers for traffic light controlled junctions & Eye level Cyclist Phasing

Countdown timers give approaching cyclists an understanding of how long is left on the 'green light phase for cyclists', allowing them to adjust their position. Wolverhampton have one count down timer for pedestrians and cyclists at the junction of the Ring Road and A449 Stafford Street, a junction where there has been a recent fatal accident and which users have expressed concerns for safety but which forms a key link between the city centre and the northern campus of the University and a large food retail store. Further use of these timers should be investigated elsewhere on the network where they can provide pedestrians and cyclists with additional certainty that it is safe to cross.

¹⁴ <http://www.makingspaceforcyclling.org/>

¹⁵ <http://www.aviewfromthecyclepath.com/2014/02/why-collisions-dont-occur-between.html>

Segregation

Level of segregation should be reflective of traffic volumes and speeds. For example, fast flowing, high volume roads should have segregation which involves a physical divider such as a kerb or level change. Lighter methods of segregation are to be used where traffic flow and speeds are lower. A very built up city such as Wolverhampton offers more limited opportunities for segregation and here careful design that balances the needs and safety of highway users and all modes. The reallocation of roadspace would need to be considered here.

Full Segregation

Lanes are segregated from highways by using physical divider, usually a kerb or verge along links. Careful design to prevent any detrimental impacts on pedestrians, wheelchair users and people with



sight impairments need to be carefully considered.

(TfL)

Stepped Tracks

Stepped track lanes are vertically separated cycle lanes which lie at an intermediate level in between the highway and pedestrian footway. This approach may be suitable where wider footways allow such separation between users.



(TfL)

Light segregation of cycle lanes

The use of armadillo lane dividers can be a cheaper and more flexible solution to a fully segregated cycle lane. These allow cyclists to move into and out of the cycle lane at any



point¹⁶.

Sustrans

Continuity at Bus Stops

Safe provision for cyclists and pedestrians at bus stops can be provided in the form of Floating Bus Stops. Cyclists are separated from queuing passengers and pedestrians with crossings provided where appropriate.



(A449, Wolverhampton) (Source: Transport Xtra)

Technology

Innovative use of technology will be used on key cycling routes across the City in order to encourage cycling.



(Source: London Cycling Campaign)

Cycle counters, such as the one installed in Hackney in 2011 are a cost effective method of engaging cyclists whilst simultaneously raising the profile of cycling as a viable mode of transport. In addition, cycling counters will provide usage data which will prove vital in the monitoring and evaluation of schemes.

¹⁶ <http://www.sustrans.org.uk/article/inspiring-infrastructure-light-segregation-at-royal-college-street-london>

Page 30 A Go Active Pilot Priority Route -1 page

From the outcomes of the public consultation, infrastructure audit and accident statistics we are proposing a network of 'Go Active Routes' connecting core areas of the city.

As a suggested pilot we propose a coherent route with high levels of segregation for cyclists running alongside the A449 Stafford Road from the City's Ring Road continuing north towards the city boundary at the M54. When the route reaches Vine Island, the route will turn left on Wobaston Road to connect new cycle access points to the i54 site and the canal network. This route encompasses a number of large trip generators including Molineux football ground, Wolverhampton Science Park, a number of primary and secondary schools and a large number of key employment sites for the City. Pedestrian facilities here are already very good with wide footways along the whole route on both sides of the dual carriageway but opportunities for better located crossing points, reduction in guard railing and improvements to routes to bus stops and local shopping facilities would all need to be considered as part of the pilot route upgrade.

It is important for the route to be highly visible and offer a step change in cycle provision in the city in order to increase awareness of the network. High levels of physical segregation is suggested due to the availability of space along the A449 Stafford Road to give people protection from traffic travelling at 40mph and to provide additional safety and security to cyclists. At points where there are space constraints, lighter segregation options could be used until a point is reached to re-introduce the fully segregated path. Options for parallel routes that experience lower volumes of traffic and where safe and secure cycle facilities can be provided to give cyclists some choice should be investigated as part of the pilot route.

Where possible priority should be given at side roads to the cycle route and the suggested best practice design principles used including the implementation of cycle friendly design at roundabouts and cyclist-friendly eye level phase at traffic light controlled junctions. Options would need to be explored for the design and exact location of such a route on the highway, for example, shared pedestrian / cyclist facilities and a two-way cycle lane on the highway on one side of the carriageway. These would need to be properly scoped and designed with the input of local residents, businesses and special interest groups to ensure the optimum solution is found.

This first Go Active pilot will be a statement to show the commitment to increasing cycling and walking by providing a protective, direct and prioritised route, addressing the public's safety concerns.



Marketing and Engagement – 2

We want to get more people walking and cycling more often. This is for work, school, shopping, social and recreational trips. This means normalising walking and cycling so it comes to be seen as the normal, natural thing to do for short trips by:

1. encouraging those who make no trips on foot or by cycle to give it a try
2. encouraging occasional users of active modes to become more regular
3. encouraging regular users of active modes for leisure purposes to travel to work, training and education on foot or by cycle
4. Increasing accessibility to walking and cycling opportunities for children to encourage the establishment of healthier lifestyles into adulthood and for those with physical disabilities and women who the statistics show are less active.

Generating Behavioural Change

Encouraging individuals to change their travel behaviour can be helped by creating a more attractive physical environment, however marketing and engagement activities are also required to promote the facilities and engage people with the infrastructure. Our programme of marketing and engagement activities will be focussed on the following groups across Wolverhampton:

1. The Near Market –those who are often cycling and walking for health but who could, with additional encouragement and support, make a change towards walking and cycling for their journey to work and school etc.
2. The Hard to Reach Groups –those with high levels of deprivation and poor health inequalities who require more assistance and encouragement to start walking or cycling for leisure and journeys to school and work.
3. Children – Enhance and extend the current programmes of pedestrian and cycle training in schools with a view to substantially increasing numbers, providing ancillary measures for cycle parking and involvement of the wider community of parents and teachers.
4. Providing information, marketing and support to those with physical disabilities working alongside the health sector and support groups to encourage increased levels of physical activity. Promotion of wheelchair routes, ensuring e.g. dropped crossings and facilities for visually impaired are included along all new infrastructure and included in the maintenance regime for existing facilities.
5. Encouraging women to cycle and walk more as part of their daily routine. One area of work that has seen successes elsewhere is cycle training for women from minority ethnic communities and ‘buddying’ schemes for walks and cycle rides.

A well informed marketing programme allows us to target particular stages of change and adapt the interventions accordingly:

Stage		Decision Making
1	Raising Awareness	Gaining visibility of a need to change
2	Understanding of the need to change	Realising it impacts on you
3	Experimenting	Deciding to give it a try
4	Habitual behaviour	The change becomes part of normality

Developing the Principles for Marketing and Engagement

Focus should be placed on promoting new infrastructure and initiatives as well as promoting the health and economic benefits of increased walking and cycling. This should be supported by measures to encourage initial take up, followed by initiatives to embed activities.

	Where we want to be:	Guiding Principles
Promotion	Cycling and walking are recognised as a safe, effective, healthy and enjoyable way to travel	<ul style="list-style-type: none"> • Focussed promotional activities towards key target groups to encourage change

Training	For the whole population to hold the tools to be able to walk and cycle	<ul style="list-style-type: none"> Overcoming barriers by providing the equipment needed to ensure participation, such as walking groups or bikeability Provision of adult cycle training and 'Wheels to Work' schemes Provision of cycle maintenance courses
Support	Gender, age and cost will not be a barrier to walking or cycling	<ul style="list-style-type: none"> Overcoming barriers by providing appropriate support and messages
Activities	Providing more opportunities to give walking and cycling a try	<ul style="list-style-type: none"> Provision of local events, led cycle rides and walks Cycle hire schemes in public places

Measuring Success - 1

10 Year Strategy, Targets

Implementation Plan - 1

Implementation of Strategy

There are many studies and reports that demonstrate that investing in walking and cycling will generate benefits for the whole country not just for the participants. Promoting walking and cycling is good for our transport systems, for local economies, for social inclusion, and for public health. However the approach requires sustained investment. For cycling alone, the All-Party Parliamentary Cycling Inquiry has recommended a minimum of £10 annually per person, rising to £20,

Attracting funding to Wolverhampton, especially at a time of austerity, is a significant challenge. What the city council will do is identify a discrete active travel budget that brings together elements of local transport capital grant, public health monies, Sport England resources, cycle training grants, and contributions from planning obligations and third party funding. The active travel strategy and implementation plan provides a strong framework to support, inform and guide funding bids to government, the European Commission and other organisations. The funding required needs to be a mix of capital and revenue funding to ensure that the investment in hard infrastructure to create the extensive and high quality walking and cycling routes is accompanied by revenue funded activities that market and promote the routes and facilities; provide people with appropriate training and encouragement and reinforces behaviour change through health and transport related campaigns and activities. The programme would integrate activities and investment to ensure that active travel is included as a component of, for example, pedestrian training in schools, the messages given to patients by GPs and hospitals and travel planning activities with employers, developers and education establishments.

All new infrastructure and new or updated public realm should be subject to a design audit that ensures that the optimum solution for walking and cycling is secured as an integral component of the whole scheme, which is far more cost effective than retro-fitting a solution at a later date.

The Implementation plan will distinguish between short (0-5 years), medium (5-10 years) and long term (10 years+) actions.

How will this strategy be delivered?

The successful delivery of this Active Travel Strategy will be determined by effectively:

1. **Staying abreast of guidance and policy frameworks** – to ensure that when schemes or behavioural change programmes are developed they are compliant with latest Government guidance and requirements. The Department for Transport's *Cycling and Walking Investment Strategy* (currently in development) will be important for scheme development and delivery in the next 5 years.
2. **Delivering Active Travel Programmes as part of a wider integrated transport system** – using a 'single budget' approach where, despite the funding often being from single mode budgets or scheme specific budgets, the management of the transport programme is such that the objectives of the **active travel strategy** are progressed as a single integrated transport offer. A flexible approach needs to be pursued to adapt and respond to changing circumstances and opportunities.
3. **Seeking funding opportunities** – scheme delivery requires good knowledge of the range of funding sources available and their respective requirements to ensure a successful application is made. **Having a pipeline of schemes** prepared also means that when funding opportunities are made available a successful submission can be developed and tailored according to the requirements of the fund.
4. **Having a clear governance Structure** – clear governance will help to ensure successful delivery of both infrastructure schemes and behavioural change activities, as roles and responsibilities will be clearly defined. This will make sure that schemes are **delivered to time, budget and with the desired quality of output and outcomes**. The outcomes of the scheme can also be monitored by the governance to ensure the benefits are being realised.
5. **Monitoring and evaluation** – learning from similar schemes being delivered elsewhere is central to ensuring that this **scheme is being delivered in the most optimum way**. Monitoring and evaluating the delivery of the scheme is central to ensuring delivery is obtaining the best value for money. Post scheme implementation, the monitoring and evaluation will also understand if the benefits are being realised from the scheme.
6. **Building on existing frameworks** – utilising existing delivery arrangements will reduce the cost implications and time required to engage with delivery partners and contractors.
7. **Working with Schools and Community Groups** – school and community groups have excellent knowledge of where behavioural change programmes can be most effective. Setting up a delegated fund, allowing community groups to bid for funding to deliver activities, such as led walks can provide opportunities for a targeted delivery.

Technical Appendices

Consultation Appendix

Key Consultation Results

Table 1. Stakeholders	
Wider Stakeholder/Engagement Group	Key Stakeholder Representatives
School Sports Partnerships	Wolves on Wheels Campaign
Local Employers & Businesses	Canal & River Trust
Educational Establishments	CTC
General Public	Living Streets
Community groups	Fire Service
Voluntary Sector	West Midlands Police
Wolverhampton Wheelers Cycle Club	Access Forum
Wolves Bug	Centro
Neighbourhood partnerships	Walking for Health
BME Organisations/Charities	British Cycling
Religious Groups	Campaign for Better Transport
Black Country in Motion	Disability Services and Organisations
Housing associations	Public Health
Social Clubs	
Age UK	
Health & Fitness Providers	
Walking Groups	
City Council Employees	

This page is intentionally left blank

Vibrant and Sustainable City Scrutiny Panel

1 October 2015

Report title	Sustainability Implementation Plan monitoring report 2014/15	
Cabinet member with lead responsibility	Councillor John Reynolds City Economy & Sustainability	
Wards affected	All	
Accountable director	Keren Jones, City Economy	
Originating service	Planning	
Accountable employee(s)	Ric Bravery	Sustainability Officer
	Tel	01902 552177
	Email	Ric.bravery@wolverhampton.gov.uk
Report to be/has been considered by	Sustainability Delivery Group	5 June 2015
	Place Leadership Team	6 July 2015
	Sustainability Advisory Group	22 July 2015
	Strategic Executive Board	28 July 2015
	Cabinet	21 October 2015

Recommendation(s) for action or decision:

The Panel is recommended to:

1. Provide comments on the Council's Sustainability Implementation Plan monitoring and Climate Local Wolverhampton progress report for 2014/15
2. Provide guidance on the projects and actions in the draft Sustainability Implementation Plan programme for 2015/16
3. Agree to the report's submission, subject to amendment, to Cabinet with a recommendation that it be approved for publication, with delegated authority to the chair of the Advisory Group to approve, firstly, a final version of the monitoring and progress report and, secondly, amendments to the 2015/16 programme as projects and actions develop

Recommendations for noting:

The Panel is asked to note:

1. This item is being considered as pre-decision scrutiny and will therefore not be available to call-in once a decision is made by the Executive.

1.0 Purpose

- 1.1 The purpose of this report is to inform the Scrutiny Panel of progress in the second year of the Council's joint Sustainability Implementation Plan and Climate Local Action Plan, to seek comments on the monitoring report for 2014/15 and to seek guidance on the projects and actions contained in the draft Sustainability Implementation Plan programme for 2015/16. It is further to seek agreement to submit the report to Cabinet with a recommendation that it be approved, subject to any further amendments to be agreed by the Chair of the Sustainability Advisory Group.

2.0 Background

- 2.1 On 24 April 2013 the leaders of the Council's three political parties signed the Climate Local Wolverhampton commitment on behalf of the City Council, following approval by Cabinet. Climate Local is an initiative, led by the Local Government Association, to assist councils in reducing carbon emissions and adapting to the effects of climate change. The Council's Sustainability Strategy and Implementation Plan 2013-18 was subsequently approved by Cabinet on 24 July 2013. It also forms the Council's Climate Local Wolverhampton Action Plan.
- 2.2 The Sustainability Strategy identified the main challenges facing the Council and City with regards to sustainability and these are reflected in four priorities:
1. Provide effective support to deliver a green economy and achieve sustainable economic development
 2. Address the causes and effects of climate change and support the move to renewable and low carbon energy
 3. Promote social inclusion and equal opportunities
 4. Protect and enhancing the natural and built environment
- The aim of the Sustainability Implementation Plan is to deliver these priorities.
- 2.3 The Implementation Plan contained a range of actions with a timetable for implementation. The first Sustainability Strategy and Implementation Plan monitoring and Climate Local progress report, for 2013/14, was approved by the Sustainability Advisory Group on 8 July 2014 and the Vibrant, Safe and Sustainable Communities Scrutiny Panel on 17 July 2015. It was subsequently published on the Council's website.
- 2.4 The Sustainability Strategy and Implementation Plan superseded a number of previous documents and provides a streamlined approach to delivering sustainability. It has succeeded in co-ordinating council activities and identifying both good practice and gaps where further work is required. Its first year highlighted the breadth of its scope and the resources required to deliver such a broad range of actions and to monitor this activity. At the same time the Council's financial challenges focussed attention on its key corporate priorities and the need to make the most of opportunities for partnership working.

2.5 Following discussions between councillors and senior managers, including at the Sustainability Advisory Group on 14 January 2014, a review of the Council's sustainability function was led by the Service Director for the City Economy. This review produced an Implementation Plan focussed on a more limited range of key projects and areas of work and on identifying opportunities for partnerships with other organisations to assist in their delivery. This report provides monitoring results for the revised Implementation Plan for 2014/15 and forms the Council's Climate Local progress report for the same period. It also provides a draft Implementation Plan for 2015/16.

3.0 Progress on the revised Sustainability Implementation Plan

- 3.1 A summary of the 2014/15 monitoring report for the Implementation Plan, aligned to the priorities of the Corporate Plan 2015/16, is contained in Appendix 1 along with full monitoring details. Each action is given a reference starting with an identifying letter, aligning them to outcomes which are linked to the priorities of the Sustainability Strategy.
- 3.2 The programme for 2014/15 contains 28 actions, down from 72 in the previous programme, providing a more focused Implementation Plan. There are 11 key projects which provide the main focus for developing further the Council's work on sustainability; six being delivered and five being developed. In addition there are 17 on-going actions. Of the 10 of these within the Council some involve annual programmes while others are activities which have the potential to produce individual projects. There are also seven on-going actions in partnership with external agencies which have the potential to produce projects.
- 3.3 Of the six key projects being delivered, all are making progress despite continued slippage on the implementation of sustainable procurement practices (E2). Projects on leading for the Black Country LEP on development of low carbon projects (E1), on a Smart City Strategy (E3), on the Council's renewable and low carbon energy programme on council property (C1) and on the Travel Plan and Active Travel Strategy (A1 and A2) all show good progress during the year.
- 3.4 Of those five projects being developed, four show significant progress with funding bids being successful for 'smart grid' (E4) and Local Sustainable Transport Fund (LSTF) projects (A3), both of which have commenced in 2015-16; these are included as key projects for implementation in the draft 2015-16 programme. The Council was unsuccessful in its funding bids to support Ultra Low Emission Vehicles (E5), either alone or in partnership, but continued to explore opportunities. Public Health also successfully established a project to support self-reliant communities which is continuing into 2015-16 (S1). With regard to the fifth action (A4), two opportunities have been identified to develop an environmental project to improve the image of the City. Both are best pursued at a wider Black Country level and are continuing to be explored in 2015-16.

- 3.5 With regard to the on-going actions, of the 10 within the Council the annual programmes, such as improvements to the Council's housing stock and open spaces (C3 and A7), proceeded successful as did the establishment of the Planning for Urban Health Working Group to improve public health (S2). In other areas the Housing Service and Wolverhampton Homes continued to explore opportunities to generate renewable energy from the Council's housing (C2) and the Waste and Recycling Service continued to work hard to reduce the level of contamination of recycling (A6). The project to maximise the energy efficiency of council corporate buildings is moved into the key projects being delivered in the draft programme for 2014/15 as the Futurespace initiative for the Civic Centre is developed and the Corporate Landlord service provides a stronger focus on this area.
- 3.6 The seven on-going actions in partnership cover a broad range of areas. Some, such in as the commencement of the Interchange Block 10 development to BREEAM Excellent standard and publication of the West Midlands Community Risk register (C8) and Low Emission Towns and Cities programme (A9), show specific results. Other actions, such as exploring the potential for renewable and low carbon energy projects (E6) and fully delivering the Affordable Warmth Grant programme (C7), have proved more challenging.
- 3.7 Appendix 1 also includes a draft programme for 2015/16. This contains 10 key projects being delivered including the addition of: a 'smart grids' project (E4); maximising energy efficiency on council property (C5); delivering the LSTF project for the Stafford Road corridor (A3); and supporting self-reliant communities (S10).
- 3.8 The key projects being developed are reduced to three actions and further work is required to identify potential projects for implementation as existing projects are complete. It is in this area that guidance from the Panel is particularly welcome. For this reason, and to retain flexibility to amend the Implementation Plan through the year as project ideas develop or prove unfeasible, this programme is presented as a draft.
- 3.9 One issue raised in the discussions about the Council's sustainability function in early 2014 was the need to raise its profile within the Council. For this reason the report has been brought for consideration by the Vibrant and Sustainable City Scrutiny Panel before being taken to Cabinet for final approval.

4.0 Financial implications

- 4.1 There are no financial implications arising from this report which reports progress against agreed actions. [TK/10092015/J]

5.0 Legal implications

- 5.1 There are no legal implications arising from this report which reports progress against agreed actions. [RB/11092015/M]

6.0 Equalities implications

6.1 An equalities analysis was prepared and reported upon as part of the process of preparation and approval of the Sustainability Strategy and Implementation Plan. Further equalities analyses will be produced as required as individual projects are developed.

7.0 Environmental implications

7.1 This report outlines progress against actions contained in the Sustainability Strategy and Implementation Plan which will reduce the negative effects of climate change, pollution and other negative forces on the City and assist in producing a better quality natural and built environment.

8.0 Schedule of background papers

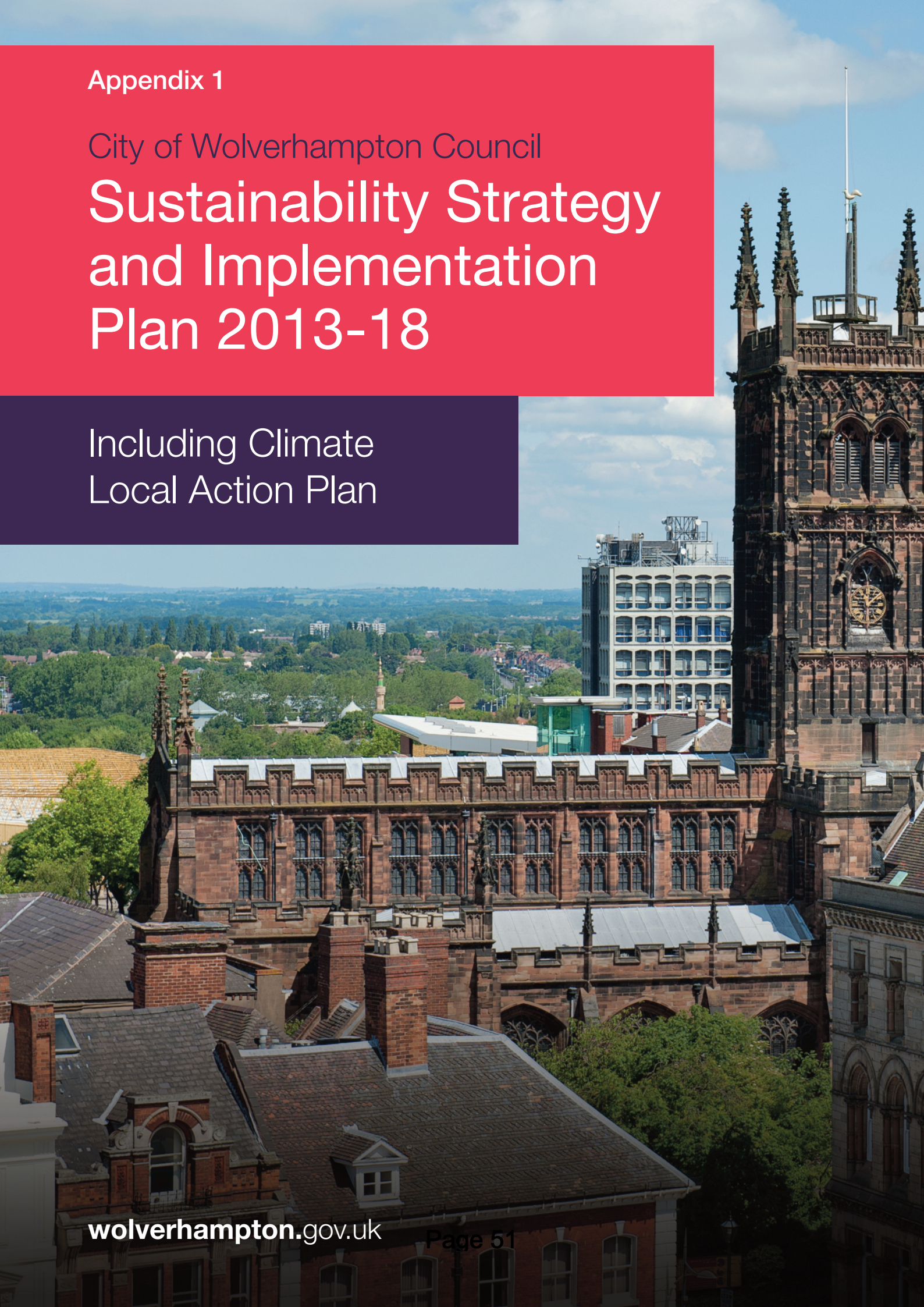
8.1 Sustainability Strategy and Implementation Plan 2013-18.

Appendix 1

City of Wolverhampton Council

Sustainability Strategy and Implementation Plan 2013-18

Including Climate
Local Action Plan



2014/15 Annual Monitoring Report: Summary

Project	Progress 2014/15	Corporate Plan Priority
1. Key Projects being Delivered		
E1: Lead on supporting the development of low carbon projects for the Black Country Local Enterprise Partnership (LEP)	LEP Low Carbon Project Officer appointed December 2014 & working with potential partners	Stronger Economy
E2: Implement sustainable procurement practices within the Council & promote them to partners through the City Board	<ol style="list-style-type: none"> 1. Councillors & employees briefed on new public procurement regulations, including social value, in March 2015. Principles for a procurement strategy due to go to Cabinet in June 2015, out for consultation & be adopted October 2015 2. Work on Charter for Wolverhampton commenced & first draft produced, due to go to City Board July 2015 for approval 	Stronger Organisation
E3: Develop a Smart City Strategy for the City	Background research undertaken & cross-council links established. Due to report progress to Cabinet (Resources) Panel in April 2015	Stronger Economy
C1: Increase renewable & low carbon energy generation on council property (excluding council housing)	Solar programme on council buildings; 15 schemes generating 154,000 kWh of electricity & benefiting council by £23,000 for the year, bringing total generating capacity up to 680 kW of power.	Stronger Organisation
A1: Adopt & implement the Council's Travel Plan to promote sustainable travel by staff	Staff Travel Plan adopted September 2014	Stronger Economy
A2: Develop an Active Travel Strategy to increase rates of walking, cycling & public transport use in the City	Active Travel Strategy preparation commenced February 2015	Stronger Economy

Project	Progress 2014/15	Corporate Plan Priority
2. Key Projects being Developed		
E4: Support partnership bid to Innovate UK to explore potential of 'smart grids' for managing energy demand in a variety of locations across the City	Funding bid for 'smart grids' project approved January 2015 for delivery 2015/16	Stronger Economy
E5: Develop funding bids to support promotion of Ultra Low Emission Vehicles (ULEVs)	<ol style="list-style-type: none"> 1. OLEV Go Ultra Low City scheme: Joint West Midlands and Warwickshire bid, February 2015 (unsuccessful) 2. OLEV Readiness Fleet fund: Bid submitted to introduce ULEVs to the council's fleet, January 2015 (unsuccessful) 3. Green Fleet Review: For council fleet, March 2015 (successful, due for completion summer 2015) 4. OLEV Taxi Scheme: For study of taxi fleet. Genex commissioned March 2013 to assist in submitting a bid, due June 2015 	Stronger Economy
A3: Develop Local Sustainable Transport Fund (LSTF) 2015/16 project for the Stafford Road corridor	Funding bid approved for delivery 2015/16	Stronger Economy
A4: Explore potential for an environmental project to improve perception of the city & support regeneration	Two main opportunities identified both at Black Country level; Black Country Garden City concept & restoration & improvement of canal & redundant rail corridors. Potential for Bilston Urban Village & Bradley Canal Arm	Stronger Economy
S1: Supporting self-reliant communities	Project commenced September 2014 establishing citywide financial health, healthy living, digital inclusion and smoking cessation programmes	Stronger Communities

Project	Progress 2014/15	Corporate Plan Priority
3. On-going Actions: within the council		
C2: Explore opportunities to increase renewable & low carbon energy generated by the Council's social housing stock	On-going exploration of opportunities. Desktop analysis commissioned of solar PV potential of housing stock	Stronger Economy
C3: Continued programme to improve the energy efficiency of the Council's social housing stock	Due to changes in the operation of Green Deal and ECO, limited progress was made in 2014/15. A programme of External Wall Insulation (EWI) is programmed for 2015/16 using ECO funding	Stronger Economy
C4: Maximise achievable energy efficiency of new social housing, including a minimum standard of Code for Sustainable Homes Level 4	40 council houses built to Code for Sustainable Homes Level 4	Stronger Economy
C5: Maximise achievable energy efficiency of Council property (excluding housing) through management & design	Works commenced on revised 'Futurespace' initiative for refurbishment of Civic Centre. Discussions commenced in March 2015 about potential to apply to European Structural & Investment Fund (ESIF) to support project	Stronger Organisation
C6: Continue to record & report on carbon production from City Council activities	Carbon Reduction Commitment (CRC) emissions of 42,114 tCO ₂ at a cost to Council of £505,367	Stronger Organisation
A5: Incorporate needs of pedestrians, cyclists & public transport users in the design & construction of new developments & highway schemes	<ol style="list-style-type: none"> 1. 69,888 cycle movements recorded on monitored routes, a 35% increase since the 2009/10 baseline 2. 1,440 m of new or improved cycle way delivered 	Stronger Communities
A6: Programme of initiatives to improve the efficiency of the Waste & Recycling Service	Reduction in contamination levels of recyclates achieved in target areas	Stronger Economy

Project	Progress 2014/15	Corporate Plan Priority
3. On-going Actions: within the council		
A7: Implement Council's Open Space Strategy & Action Plan	8 open spaces improved or created	Stronger Communities
A8: Improve management of surface water in City	Drafts of Surface Water Management Plan & Flood Risk Management Strategy produced. Discussions among the Black Country councils about partnership working	Stronger Organisation
S2: Improve delivery of public health outcomes	Planning for Urban Health Working Group established, November 2014	Stronger Communities
4. On-going Actions: in partnership		
E6: Explore potential for partnership in developing renewable & low carbon energy projects	Number of opportunities explored including: <ol style="list-style-type: none"> 1. Discussions with European Bioenergy Research Institute at Aston University on potential projects 2. Exploration of potential for district heating 3. Discussions with possible partners about potential for urban biomass 	Stronger Economy
E7: Promote sustainability through local regeneration schemes, including meeting BREEAM Excellent or equivalent, where deliverable, on specific sites	Construction of Interchange Block 10 commenced September 2014 to BREEAM Excellent standard	Stronger Economy
C7: Promote energy efficiency and affordable warmth across housing sectors	<ol style="list-style-type: none"> 1. Home Energy Conservation Act (HECA) biennial report published, March 2015 2. Affordable Warmth Grant programme awarded 40 grants (38 complete, 1 planned, 1 on hold) 	Stronger Economy

Project	Progress 2014/15	Corporate Plan Priority
4. On-going Actions: in partnership		
C8: Promote adaption to extreme weather events by contributing to West Midlands Community Risk Register	West Midlands Community Risk Register published, August 2014	Stronger Communities
A9: Seek improvement of air quality in the City through continued partnership involvement in the Low Emission Towns & Cities Programme (LETCP)	Published Good Practice Air Quality Guidance on Planning (May 2014) & on Procurement (September 2014) & produced Low Emission Zone feasibility study (February 2015)	Stronger Communities
S3: Support economic & social inclusion actions at a neighbourhood level to include work in targeted neighbourhoods	Council's Economic Inclusion Service supported 160 individuals, of which 29 have moved into employment, & 46 enterprises	Stronger Communities
S4: Promote Fairtrade through membership of & support for the Wolverhampton Fairtrade Partnership	Continued to support partnership including attending meetings & events & hosting annual Civic Reception	Stronger Communities

2015/16 Draft Project Programme

Project	Corporate Plan Priority
1. Key Projects being Delivered	
E1: Lead on supporting the development of low carbon projects for the Black Country	Stronger Economy
E2: Implement sustainable procurement practices within the Council & promote them to partners through the City Board	Stronger Organisation
E3: Develop a Smart City Strategy for the City	Stronger Economy
E4: Support partnership bid to Innovate UK to explore potential of 'smart grids' for managing energy demand in a variety of locations across the City	Stronger Economy
C1: Increase renewable & low carbon energy generation on Council property (excluding council housing)	Stronger Organisation
C5: Maximise achievable energy efficiency of Council property (excluding housing) through management & design	Stronger Organisation
A1: Adopt & implement the Council's Travel Plan to promote sustainable travel by staff	Stronger Economy
A2: Develop an Active Travel Strategy to increase rates of walking, cycling & public transport use in the City	Stronger Economy
A3: Develop Local Sustainable Transport Fund (LSTF) 2015/16 project for the Stafford Road corridor	Stronger Economy
S1: Supporting self-reliant communities	Stronger Communities
2. Key Projects being Developed	
E5: Develop funding bids to support promotion of Ultra Low Emission Vehicles (ULEVs)	Stronger Economy
A4: Explore potential for an environmental project to improve perception of the City & support regeneration	Stronger Economy
C9: Apply for support in developing a climate adaption plan for council services	Stronger Communities

Project	Corporate Plan Priority
3. On-going Actions: within the council	
C2: Explore opportunities to increase renewable & low carbon energy generated by the Council's social housing stock	Stronger Economy
C3: Continued programme to improve the energy efficiency of the Council's social housing stock	Stronger Economy
C4: Maximise achievable energy efficiency of new social housing, including a minimum standard of Code for Sustainable Homes Level 4	Stronger Economy
C6: Continue to record & report on carbon production from City council activities	Stronger Organisation
A7: Implement Council's Open Space Strategy & Action Plan	Stronger Communities
A8: Improve management of surface water in City	Stronger Organisation
S2: Improve delivery of public health outcomes	Stronger Communities
4. On-going Actions: in partnership	
E6: Explore potential for partnership in developing renewable & low carbon energy projects	Stronger Economy
E7: Promote sustainability through local regeneration schemes, including BREEAM Excellent or equivalent, where deliverable, on specific sites	Stronger Economy
C7: Promote energy efficiency and affordable warmth across housing sectors	Stronger Economy
C8: Promote adaption to extreme weather events by contributing to West Midlands Community Risk Register	Stronger Communities
A9: Seek improvement of air quality in the City through continued partnership involvement in the Low Emission Towns & Cities Programme (LETCP)	Stronger Communities
S3: Support economic and social inclusion actions at a neighbourhood level to include work in targeted neighbourhoods	Stronger Communities
S4: Promote Fairtrade through membership of and support for the Wolverhampton Fairtrade Partnership	Stronger Communities

2014/15 Annual Monitoring Report

Project key

The projects are organised with identifying letters aligning them to the following outcomes, linked to the priorities of the Sustainability Strategy:

E = Outcome 1:

Growth in the low carbon Economy of the city (reflects Priority 1 – Provide effective support to deliver a green economy and achieve sustainable economic development)

C = Outcome 2:

Increase in generation of renewable & low Carbon energy & reduction in the city's contribution to climate change (reflects Priority 2 – Address the causes and effects of climate change and support the move to renewable & low carbon energy)

S = Outcome 3:

A more Socially inclusive and resilient city where more people benefit from the city's growth (reflects Priority 3 – Promote social inclusion and equal opportunities)

A = Outcome 4:

A more Attractive city where people choose to live, work and do business (reflects Priority 4 – Protect and enhance the natural and built environment)

1. Key Projects being Delivered

Project Ref:	E1
Project:	Lead on supporting the development of low carbon projects for the Black Country LEP
Sustainability Theme:	Economy
Type of Action:	Strategic project
Corporate Plan Priority:	Stronger Economy
Objective:	To support the development of low carbon projects for submission for Growth Deal or ESIF funding
Action:	Wolverhampton City Council as the lead council in supporting the development of low carbon projects for submission for Growth Deal or ESIF funding
Status:	Good practice
Outputs:	Number of projects submitted, amount of funding received
Timeline:	2014/15 to 2020/21
Funding:	£65k Grant funding from Black Country LEP for project officer
Lead:	Heather Clark, Service Development Manager, City Economy
Partners:	University of Wolverhampton, Sustainability West Midlands, Black Country LEP & constituent partners, including four Black Country councils, Accord Housing & other Green Growth Group partners
Partner Contribution:	To contribute on development of programme & lead on specific projects
Progress:	Project officer appointed December 2014 & working with potential partners
For 2015/16:	Retain

Project Ref: | **E2**

Project: Implement sustainable procurement practices within the council & promote them to partners through the City Board

Sustainability Theme:	Economy
Type of Action:	Practices & procedures
Corporate Plan Priority:	Stronger Organisation
Objective:	Include sustainability criteria as a key element of new Procurement Policy, Code & Procedures & ensure their application in the council's procurement activities
Action:	<ol style="list-style-type: none">1. Including sustainability criteria as a key element of new Procurement Policy, Code & Procedures, reflecting the requirements of the Public Services (Social Value) Act 2012 & including Best Value, economic, social and environmental factors in assessment criteria2. Promote the adoption of sustainable procurement practices to partners through the City Board
Status:	Good practice
Outputs:	<ol style="list-style-type: none">1. Procurement Policy, Code & Procedures to include sustainability as key element2. Procurement to be included as consideration in revised Charter for Wolverhampton being progressed through Inclusion Board and Wolverhampton City Board
Timeline:	<ol style="list-style-type: none">1. December 20142. 2015/16
Funding:	Revenue; no additional funding required
Lead:	<ol style="list-style-type: none">1. Andy Moran, Head of Service, Procurement2. Sheila Collett, Head of Service, Economic Inclusion

continued on next page

Project Ref: | **E2**

Partners:

1. Low Emission Towns & Cities Partnership, Sustainability West Midlands
2. City Board

Partner Contribution:

1. Advise on development of policy, code & procedures as required
2. Lead on development

Progress:

1. Councillors & staff briefed on new public procurement regulations, including social value, in March 2015. Adoption of new corporate Procurement Policy slipped due to changes in staff & procedures. Principles for a procurement strategy now due to go to Cabinet in June 2015, out for consultation July to Sept 2015 & be adopted October 2015
2. Work on Charter for Wolverhampton commenced & first draft produced, due to go to City Board July 2015 for approval

For 2015/16: Retain

Project Ref: | **E3**

Project: Development of a Smart City Strategy for the city

Sustainability Theme:	Economy
Type of Action:	Strategy
Corporate Plan Priority:	Stronger Economy
Objective:	To promote the city as a Smart City
Action:	Adopt the EU framework for Smart City developments. Develop a Smart City Strategy based upon: co-ordinating existing activities and branding them as Smart; promoting Wolverhampton as a Smart City: developing a strong pipeline of projects; seeking funding opportunities; and promoting Smart City thinking within the council and among partners at a sub-regional and regional level
Status:	Trailblazing
Outputs:	Smart City Strategy; programme of Smart City projects; Initiatives promoting Wolverhampton as a Smart City
Timeline:	Approval of process, April 2015; development of Smart City Strategy, 2015/16
Funding:	Revenue; no additional funding required
Lead:	Andy Hoare, Head of Service, ICT
Partners:	Various including University of Wolverhampton, Centro, other Black Country councils & new combined authority, depending on area of work
Partner Contribution:	advise on development of strategy; contribute projects to work programme & lead on project development
Progress:	Background research undertaken & cross-council links established. Due to report progress to Cabinet (Resources) Panel in April 2015
For 2015/16:	Retain

Project Ref: | **C1**

Project: Increase renewable & low carbon energy generation on council property (excluding council housing)

Sustainability Theme:	Energy & Climate Change
Type of Action:	Programme
Corporate Plan Priority:	Stronger Organisation
Objective:	Increase renewable & low carbon energy generation from council's estate, generating revenue, saving money & reducing carbon emissions
Action:	Increase the generation of renewable & low carbon energy on the council's own property by investigating and, where feasible, implementing a programme of measures including solar & biomass on council buildings & land, exploring schools as the next phase
Status:	Good practice
Outputs:	Number of schemes implemented & their projected returns in Kwh of energy generated p.a. & £ cost benefit to council
Timeline:	Annual programme
Funding:	Capital programme; prudential borrowing
Lead:	Mark Bassett, Strategic Property Advisor; Keith Daw, Energy Manager
Partners:	Contractors
Partner Contribution:	Deliver projects
Progress:	15 solar PV schemes implemented, generating 154,000 KWh & providing cost benefit to council of £23,000 for year, bringing total generating capacity up to 680 KW of power. 1 biomass scheme due to be installed in April 2015 with 200 KW of generating capacity
For 2015/16:	Retain with revised lead

Project Ref: **A1**

Project: Adopt & implement the council's Travel Plan to promote sustainable travel by staff

Sustainability Theme:	Attractive City
Type of Action:	Programme of projects
Corporate Plan Priority:	Stronger Economy
Objective:	Deliver cost savings, reduced energy consumption & reduced carbon emissions
Action:	Implementation of the council's revised staff travel plan
Status:	Good practice
Outputs:	Increase in % of staff travelling to work by sustainable modes
Timeline:	Annual monitoring from Feb 2015, following approval in Sept 2014
Funding:	Revenue & DfT via Local Sustainable Transport Fund
Lead:	Linda Downing, Professional Lead, Sustainable Transport
Partners:	Centro, public transport operators, cycle suppliers
Partner Contribution:	Development of Travel Plan & delivery of programme
Progress:	<p>Travel Plan adopted Sept 2014, baseline staff travel data established through survey, annual monitoring to commence Feb 2016.</p> <p>In 2014/15 the council has: been awarded both Top Cycle and Top Walking location status by Centro; provided walk leader training; held regular events such as Dr Bike & Bikers' Breakfasts; & undertaken promotional events such as the Christmas Countdown Challenge.</p> <p>The Travel Plan also supports the council's Smart City & Active Travel Strategies</p>
For 2015/16:	Retain

Project Ref: | **A2**

Project: Develop an Active Travel Strategy to increase rates of walking, cycling & public transport use in the city

Sustainability Theme:	Attractive City
Type of Action:	Practices & procedures
Corporate Plan Priority:	Stronger Economy
Objective:	To increase walking, cycling and public transport use as a proportion of trips in the city and contribute to improved air quality & public health through physical activity
Action:	Production of Active Travel Strategy to increase rates of walking, cycling & public transport use in the city
Status:	Good practice
Outputs:	Commissioning of Active Travel Strategy
Timeline:	Commissioning 2014/15, Production 2015/16
Funding:	Revenue
Lead:	Tim Philpot, Professional Transport Lead, Transportation Service
Partners:	Centro, Joint Local Access Forum, Wolverhampton Cycle Forum & wider stakeholders
Partner Contribution:	Development of strategy & programme
Progress:	URS AECOM commissioned to produce Active Travel Strategy, work commenced February 2015, due for completion October 2015 Also supports council's Smart City Strategy & Travel Plan
For 2015/16:	Retain with revised lead

2. Key Projects being Developed

Project Ref:	E4
Project:	Support partnership bid to Innovate UK to explore potential of 'smart grids' for managing energy demand in a variety of locations across the city
Sustainability Theme:	Economy
Type of Action:	Project
Corporate Plan Priority:	Stronger Economy
Objective:	To support the creation of a more open and flexible electricity distribution network by participating in an innovative project, using Wolverhampton as a case study, to model the development of new kinds of control equipment for substations. In doing so enabling local, decentralised generation and distribution of electricity and supporting regeneration and the local economy
Action:	Participate in joint bid, led by Encraft, with a view to implementation in 2015/16
Status:	Trailblazing
Outputs:	Successful bid to be implemented in 2015/16
Timeline:	Submission November 2014, implementation April 2015 if approved
Funding:	Innovate UK (UK government) including all council costs
Lead:	Ric Bravery, Sustainability Officer
Partners:	Encraft Ltd, AE Technology Ltd, e2E Services Ltd, Aston University, Western Power Distribution
Partner Contribution:	Match funding & delivery of programme
Progress:	Bid approved January 2015, commencement due May 2015
For 2015/16:	Move to Key Projects being Delivered for 2015/16

Project Ref: | **E5**

Project: Develop funding bids to support promotion of Ultra Low Emission Vehicles (ULEVs)

Sustainability Theme:	Economy
Type of Action:	Project
Corporate Plan Priority:	Stronger Economy
Objective:	To support the development of the low carbon economy through promotion of Ultra Low Emission Vehicles (ULEVs)
Action:	Participate in bids for funding, to the Office for Low Emission Vehicles (OLEV), EU and other funding bodies, for low emission vehicles, infrastructure and other supporting measures, where appropriate in partnership with other organisations
Status:	Trailblazing
Outputs:	Number of successful bids and amount secured in funding
Timeline:	On-going as opportunities arise
Funding:	Revenue for funding bid; if successful OLEV, capital (to be identified) & other sources (to be identified)
Lead:	Ric Bravery, Sustainability Officer
Partners:	Centro, taxi and public transport operators, vehicle manufacturers and suppliers, other councils
Partner Contribution:	Bid development, match funding & project delivery
Progress:	1. WCC led for Black Country on working with West Midlands ITA, other West Midlands councils, Warwickshire CC & Centro on a joint West Midlands and Warwickshire application to be shortlisted for the OLEV Go Ultra Low City scheme. The application, submitted in February 2015, was unsuccessful although further joint work is anticipated

continued on next page

Project Ref: | **E5**

2. A bid submitted in January 2015 to the OLEV the Readiness Fleet fund, for funding to introduce ULEVs to the council's fleet, was unsuccessful
3. An application was made in March 2015 to the Energy Saving Trust (EST) for a Green Fleet Review and Plugged in Fleet Initiative (PiFI) review; subject to submission of data this is due to take place in summer 2015
4. Learning from lack of success in previous bids, in March 2013 Cenex were commissioned to assist in submitting a bid to the OLEV Taxi Scheme for a feasibility scheme into the promotion of ULEV taxis in the city. This bid is due to be submitted in June 2015

For 2015/16:

Retain

Project Ref: **A3**

Project: Develop Local Sustainable Transport Fund (LSTF) 2015/16 project for the Stafford Road corridor

Sustainability Theme: Attractive City

Type of Action: Project

Corporate Plan Priority: Stronger Economy

Objective: To tackle congestion and increase number of trips by sustainable transport along the Stafford Road corridor between the city centre and i54/ M54 as well as supporting social inclusion by improving access to i54 by sustainable transport modes

Action: To work with Centro and other partners to support a bid to the Department for Transport for LSTF funding for the Stafford Road corridor as an extension of the existing 'Smarter Network, Smarter Choices' project

Status: Good practice

Outputs: Successful bid for implementation in 2015/16

Timeline: Implementation 2015/16

Funding: LSTF (UK government) + existing capital & revenue budgets

Lead: Marianne Page, Service Lead – Transport Strategy

Partners: Centro, bus operators, private businesses

Partner Contribution: Bid & programme development & delivery

Progress: Bid approved & to be delivered 2015/16

For 2015/16: Move to key projects being delivered

Project Ref: | **A4**

Project: Explore potential for an environmental project to improve perception of the city & support regeneration

Sustainability Theme:	Attractive City
Type of Action:	Project
Corporate Plan Priority:	Stronger Economy
Objective:	To improve perception of the city by outsiders, attract residents & investment & support regeneration
Action:	To identify opportunities, work in partnership with other organisations and seek to develop project ideas
Status:	Trailblazing
Outputs:	Identified potential projects & partners to be developed further in 2015/16
Timeline:	2015/16
Funding:	To be identified; options include ERDF
Lead:	Ric Bravery, Sustainability Officer
Partners:	To be determined
Partner Contribution:	To be determined
Progress:	<p>Two main opportunities identified. Both fall within the Black Country as Urban Park concept as previously identified in Black Country Study and, most recently, as the Environmental Vision of the Black Country Environmental Infrastructure Implementation Plan, November 2014.</p> <ol style="list-style-type: none">1. Black Country Garden City concept as submitted, as Albion Garden City, by MADE for the Wolfson Economics Prize 2014 and adopted by the Black Country LEP Board. Development of this is being led by Accord Housing in discussion with MADE and, on behalf of the four Black Country councils, Sandwell Council

continued on next page

Project Ref: | **A4**

2. Restoration and improvement of redundant & existing railway and canal corridors to provide greenspace, habitats, sustainable transport routes and as a means of improving the image of Wolverhampton and the Black Country. This links into money secured by the Black Country from the Local Growth Fund for 'Managing Short Trips' and the low carbon and environmental strands of the Black Country ESIF funds, both of which have the potential to fund improved walking and cycling infrastructure

Within Wolverhampton there is potential to link the existing Bilston Urban Village project, with its extensive areas of greenspace and walking and cycling routes, and proposals to reopen the adjoining Bradley Canal Arm to draw together these two subject areas and create a higher profile environmental project for the city

For 2015/16:

Retain

Project Ref: | **S1**

Project: Supporting self-reliant communities

Sustainability Theme:	Society
Type of Action:	Programme of projects
Corporate Plan Priority:	Stronger Communities
Objective:	To encourage self-sustaining community provision within community hubs and community centres across the city
Action:	Establish citywide financial health, healthy living, digital inclusion and smoking cessation programmes
Status:	Good practice
Outputs:	Increased utilisation of & income from community buildings, skills obtained by residents, uptake of health related programmes & number of volunteers working in community buildings & reduced feelings of isolation
Timeline:	2 year programme September 2014 – August 2016
Funding:	Revenue
Lead:	Andrea Fieldhouse, Community Development Manager, Public Health
Partners:	Community associations across city, Gazebo Theatre, NHS Healthy Lifestyle Service
Partner Contribution:	Programme delivery
Progress:	Project commenced September 2014. Digital inclusion and health related programmes have commenced at community sites and a programme of training for community champions is being developed
For 2015/16:	Retain, move into Key Projects being Delivered

3. On-going Actions: within the council

Project Ref:	C2
Project:	Explore opportunities to increase renewable & low carbon energy generated by the council's social housing stock
Sustainability Theme:	Energy & Climate Change
Type of Action:	Programme of projects
Corporate Plan Priority:	Stronger Economy
Objective:	To save money for the council and tenants, reduce fuel poverty, generate revenue & reduce carbon emissions from the social housing stock
Action:	To seek to maximise opportunities for all social housing stock, including council housing managed by Tenant Management Organisations & Wolverhampton Homes, to generate additional renewable & low carbon energy by investigating &, where feasible, implementing a programme of measures including solar & biomass
Status:	Good practice
Outputs:	Programme of potential projects
Timeline:	On-going
Funding:	To be identified
Lead:	Kenny Aitchison, Service Manager Housing Strategy, Housing Service
Partners:	Wolverhampton Homes, Tenant Management Organisations (TMOs)/ construction sector/ renewable energy sector
Partner Contribution:	Development of programme & delivery of programme
Progress:	On-going exploration of opportunities. Desktop analysis commissioned of solar PV potential of entire stock, the results of which will be used to investigate implementing a programme of solar panels alongside other improvement works (see project C3).
For 2015/16:	Retain

Project Ref: **C3**

Project: Continued programme to improve the energy efficiency of the council's social housing stock

Sustainability Theme: Energy & Climate Change

Type of Action: Programme of projects

Corporate Plan Priority: Stronger Economy

Objective: To save money for the council and tenants, reduce fuel poverty, generate revenue & reduce carbon emissions from the social housing stock

Action: To seek to maximise opportunities for all social housing stock, including council housing managed by Tenant Management Organisations & Wolverhampton Homes, to improve energy efficiency by developing an approach to promoting energy efficiency & reduce fuel poverty including:

- a. The Decent Homes initiative (to 2015) & estate-based regeneration schemes
- b. Implementing schemes under the Energy Company Obligation (ECO), where funds are available, and the Green Deal, where a viable approach has been identified

Status: Good practice

Outputs: Number of properties improved

Timeline: Annual programme

Funding: Housing Revenue Account

Lead: Kenny Aitchison, Service Manager Housing Strategy, Housing Service

Partners: Wolverhampton Homes, Tenant Management Organisations (TMOs) / construction sector

continued on next page

Project Ref: | **C3**

Partner Contribution: Development of programme & delivery of programme

Progress: Due to changes in the operation of Green Deal and ECO, limited progress was made in 2014/15. A programme of External Wall Insulation (EWI) is programmed for 2015/16 using ECO funding.

For 2015/16: Retain

Project Ref: | **C4**

Project: Maximise achievable energy efficiency of new housing, including a standard of Code for Sustainable Homes Level 4

Sustainability Theme:	Energy & Climate Change
Type of Action:	Programme of projects
Corporate Plan Priority:	Stronger Economy
Objective:	To save money for residents and tenants, reduce fuel poverty & reduce carbon emissions generated by the housing stock
Action:	To seek to build all new affordable housing, including council housing, to a minimum standard of Code Level 4 of the Code for Sustainable Homes & promote building to Code Level 4 for market housing
Status:	Good practice
Outputs:	Social and market housing built to CfSH Level 4 or equivalent
Timeline:	Annual programme
Funding:	Capital & private sector
Lead:	Kenny Aitchison, Service Manager Housing Strategy, Housing Service
Partners:	Wolverhampton Homes, housing associations, construction sector
Partner Contribution:	Delivery of programme
Progress:	2014/15, 40 council houses built to Code Level 4 at Thompson Avenue which also generating revenue for the council from solar panels
For 2015/16:	Retain. Another c.40-45 council homes to be built 2015/16 to CfSH Level 4

Project Ref: **C5**

Project: Maximise achievable energy efficiency of council property (excluding housing) through management & design

Sustainability Theme: Energy & Climate Change

Type of Action: Programme of projects

Corporate Plan Priority: Stronger Organisation

Objective: To reduce council's energy consumption, thereby reducing costs and carbon emissions

Action: Maximise energy efficiency of council property (excluding housing) through management & design, including construction or refurbishment projects, via:

1. Strategic Asset Review
2. New Corporate Asset Management Plan
3. Service Area Asset Management Plans
4. Development of individual Energy Management Plans for facilities management (automated building control) & service managers

Status: Good practice

Outputs: Number of schemes implemented & their returns in KWh of energy saved

Timeline: On-going

Funding: Capital

Lead: Mark Bassett, Head of Corporate Landlord; Keith Daw, Energy Manager

Partners: Contractors

Partner Contribution: Delivery of programme

Project Ref: | **C5**

Progress:

Works commenced on revised 'Futurespace' initiative for refurbishment of Civic Centre. Discussions commenced in March 2015 about potential to apply to European Structural & Investment Fund (ESIF) to support project.

At a broader level the Corporate Landlord service is seeking to incorporate energy issues in mainstream asset management activities.

For 2015/16:

Move to key projects being delivered with revised lead

Project Ref: | C6**Project:** Continue to record & report on carbon production from city council activities

Sustainability Theme:	Energy & Climate Change
Type of Action:	Annual monitoring
Corporate Plan Priority:	Stronger Organisation
Objective:	To meet the council's legal requirements & inform work to reduce the council's carbon emissions, energy consumption & energy costs
Action:	Continue to record & report on carbon production from city council activities in line with the Carbon Reduction Commitment Energy Efficiency Scheme (CRC) and any other legal requirements
Status:	Good practice
Outputs:	Annual CRC returns in compliance with Climate Change Act, 2008 & any other as required
Timeline:	Annual returns
Funding:	Revenue
Lead:	Mark Bassett, Head of Corporate Landlord; Keith Daw, Energy Manager
Partners:	None
Partner Contribution:	Not applicable
Progress:	Annual return completed for 2013/14; CRC emissions were 42,114 tCO ₂ at a cost to council of £505,367. Forecast purchase made for 2014/15 of circa 27,700 tCO ₂ at a cost of circa £432,00; this figure would have been £454,000 if bought in the 'buy to comply' sale.
For 2015/16:	Retain with revised lead

Project Ref: **A5**

Project: Incorporate needs of pedestrians, cyclists and public transport users in the design & construction of new developments & highway schemes

Sustainability Theme:	Attractive City
Type of Action:	Practices & procedures
Corporate Plan Priority:	Stronger Communities
Objective:	To increase walking, cycling and public transport use as a proportion of trips in the city and contribute to improved air quality & physical activity
Action:	Incorporate needs of pedestrians, cyclists and public transport users in the design & construction of new developments & highway schemes including the need for cross-city links
Status:	Good practice
Outputs:	1. Increase recorded use of cycle routes 2. Increase delivery of cycle network by 12 km per annum
Timeline:	Annual programme
Funding:	Capital programme & private developers
Lead:	Gwyn James, Transportation Manager
Partners:	Centro, NEWM, Arriva, Diamond, other bus operators, Sustrans, Canal & River Trust, Living Streets, framework contractors
Partner Contribution:	Design & delivery of schemes
Progress:	2014/15: 1.69,888 cycle movements recorded on monitored routes, a 35% increase since the 2009/10 baseline 2. 1,440 m of new or improved cycle way delivered
For 2015/16:	Retain

Project Ref: **A6**

Project: Programme of initiatives to improve the efficiency of the Waste & Recycling Service

Sustainability Theme:	Attractive City
Type of Action:	Programme
Corporate Plan Priority:	Stronger Economy
Objective:	Reduce costs of domestic waste service and increase proportion of waste recycled
Action:	<p>On-going programme of initiatives to improve the efficiency of the Waste & Recycling Service, supported by the Waste Partnership Communications Plan, to:</p> <ul style="list-style-type: none">Increase recycling rates in areas with low take upExplore potential to extend the recycling service to 'hard to reach' propertiesIncrease efficiency of collection routesAddress communication barriers with Black & Minority Ethnic (BME) communities
Status:	Good practice
Outputs:	Reduction in contamination levels of recycled materials ('recyclates')
Timeline:	On-going
Funding:	Revenue & government grant
Lead:	Chris Huddart, Head of Service, Delivery
Partners:	Amey
Partner Contribution:	Delivery of programme
Progress:	Reduction in contamination levels of recyclates achieved in target areas though not to required levels; further work required
For 2015/16:	Retain

Project Ref: | **A7**

Project: Implement council's Open Space Strategy & Action Plan

Sustainability Theme:	Attractive City
Type of Action:	Programme
Corporate Plan Priority:	Stronger Communities
Objective:	Increase quality & availability of open space across the city
Action:	Implement Open Space, Sport & Recreation Strategy & Action Plan, March 2014
Status:	Good practice
Outputs:	Number of open spaces improved or created
Timeline:	Annual monitoring from 2014/15
Funding:	Section 106 + small amounts of capital & other external sources
Lead:	Richard Welch, Head of Service, Community Recreation
Partners:	Private developers & funding providers
Partner Contribution:	Funding & delivery of programme
Progress:	In 2014/15 8 open spaces improved or created: East Park, Dukes Park, Taylor Road O.S., All Saints Play Rationalisation, Barnhurst Lane, Rakegate Wood, Claregate P.F. & Penk Rise
For 2015/16:	Retain with revised lead

Project Ref: **A8**

Project: Improved management of surface water in city

Sustainability Theme:	Attractive City
Type of Action:	Policy
Corporate Plan Priority:	Stronger Organisation
Objective:	Meet legal requirements, reduce surface water flooding, adapt to climate change, promote water conservation & promote biodiversity
Action:	Improved management of surface water in city through: <ol style="list-style-type: none">1. Developing & implementing a sustainable drainage systems (SuDs) policy in line with regulations under Schedule 3 of the Flood & Water Management Act 20102. Finalising & implementing a Surface Water Management (SWM) Plan to promote sustainable urban drainage & biodiversity3. Developing a local Flood Risk Management (FRM) Strategy
Status:	Good practice
Outputs:	Delivery of SuD policy, SWM Plan & FRM Strategy
Timeline:	<ol style="list-style-type: none">1. SuDs policy: March 20152. SWM Plan: Final draft October 20143. FRM Strategy: Final draft December 2014
Funding:	Revenue
Lead:	Keith Rogers, Service Lead, Highways Assets
Partners:	Severn Trent Water, other Black Country councils
Partner Contribution:	Contribution to development of policy/ plan/ strategy & their implementation

Project Ref: | **A8**

Progress:

Implementation of Schedule 3 of Flood & Water Management Act 2010 has been further delayed. Meanwhile drafts of both the SWM Plan & FRM Strategy were produced in 2014/15 but not approved or published. Both have been superseded by discussions about partnership working between the Black Country councils, including the creation of a Black Country Flood Risk Manager post & proposed joint FRM Strategy which will include a SuDs policy

For 2015/16:

Retain

Project Ref: | **S2**

Project: Improve delivery of public health outcomes

Sustainability Theme:	Society
Type of Action:	Practice & procedures
Corporate Plan Priority:	Stronger Communities
Objective:	To improve delivery of public health outcomes through greater co-ordination of the council's services
Action:	Establish a Planning for Urban Health Working Group within council
Status:	Good practice
Outputs:	Establish Planning for Urban Health Working Group & scope its potential areas of work
Timeline:	March 2014
Funding:	Revenue
Lead:	Richard Welch, Head of Healthier Place Service, Public Health
Partners:	Public Health England
Partner Contribution:	Advise on formation & scope of group
Progress:	Planning for Urban Health Working Group established Nov 2014, principles of working group established March 2015
For 2015/16:	Retain

4. On-going Actions: in partnership

Project Ref:	E6
Project:	Explore potential for partnership in developing renewable & low carbon energy projects
Sustainability Theme:	Economy
Type of Action:	Strategic project
Corporate Plan Priority:	Stronger Economy
Objective:	To support job creation and retention
Action:	Explore opportunities, including through the Black Country LEP's Green Growth Group, to develop renewable & low carbon energy projects, including district heating
Status:	Trailblazing
Outputs:	Unspecified; dependent on project
Timeline:	On-going
Funding:	To be identified, depending on project
Lead:	Ric Bravery, Sustainability Officer
Partners:	Black Country LEP & constituent partners, including four Black Country councils
Partner Contribution:	Identification, development & delivery of projects
Progress:	<p>Opportunities explored in 2014/15 include:</p> <p>Visit to European Bioenergy Research institute (EBRI) at Aston University & on-going discussions</p> <p>Explored potential for bid to Heat Network Delivery Unit (HNDU) for funding for district heating study</p> <p>Discussion with a number of parties about potential of urban biomass, including at Black Country Environment Forum & Green Growth Group</p>
For 2015/16:	Retain

Project Ref: | **E7**

Project: Promote sustainability through local regeneration schemes, including BREEAM Excellent or equivalent, where deliverable, on specific sites

Sustainability Theme:	Economy
Type of Action:	Programme of projects
Corporate Plan Priority:	Stronger Economy
Objective:	Ensure regeneration schemes in which the council is a partner address economic, social & environmental sustainability including climate change, energy efficiency & renewable & low carbon energy
Action:	Ensure that regeneration schemes in which the council is a partner meet specified standards of local training & employment, energy & water efficiency in construction & operation, renewable & low carbon energy generation & standards & promoting biodiversity, including meeting specified standards such as BREEAM
Status:	Good practice
Outputs:	Sqm of floorspace built to a sustainable environmental standard such as BREEAM
Timeline:	On-going
Funding:	Dependent on scheme
Lead:	Marie Bintley, Head of Service, Physical Regeneration
Partners:	HCA, Neptune Developments, Network Rail, Centro, Virgin Trains, Canal & River Trust Balfour Beatty & other development partners
Partner Contribution:	Development & delivery of projects
Progress:	Construction of Interchange Block 10 commenced Sept 2014 & on time; being built to BREEAM Excellent standard. Local Growth Fund contribution of £4.5 million secured for Interchange Project.
For 2015/16:	Retain

Project Ref: | **C7**

Project: Promote energy efficiency and affordable warmth across housing sectors

Sustainability Theme: Energy & Climate Change

Type of Action: Programme of projects

Corporate Plan Priority: Stronger Economy

Objective: Develop and monitor energy efficiency and affordable warmth in Wolverhampton, thereby assisting in reducing fuel poverty & carbon emissions

Action: Develop and monitor energy efficiency and affordable warmth in Wolverhampton including following specific actions:

1. Report progress against Home Energy Conservation Act (HECA) targets in biennial report
2. Produce a Domestic Energy Efficiency Implementation Plan as part of Housing Strategy
3. Secure funding for Green Deal and ECO programmes wherever possible
4. Deliver Affordable Warmth Grants to vulnerable homeowner

Status: Good practice

Outputs:

1. Home Energy Conservation Act (HECA) biennial report
2. Domestic Energy Efficiency Implementation Plan
3. Green Deal/ ECO programme
4. No. of households given Affordable Warmth Grant

Timeline:

1. Biennial HECA report (due 2014/15)
2. 2015/16
- 3 & 4. Annual programme

Funding: Revenue, capital (Affordable Warmth Grant) & external funding as available

continued on next page

Project Ref: | **C7**

Lead:	Mandy Findlay/ Lynda Eyton, Housing Improvement Officers, Housing Service
Partners:	Wolverhampton Homes, Tenant Management Organisations (TMOs) / Housing Associations/ Age UK, Citizen's Advice
Partner Contribution:	1 & 2. Input to development of report/ plan 3 & 4. Delivery of programmes
Progress:	1. HECA reported published March 2015 2. Work commenced, completion planned 2015/16 3. Unable to deliver programme due to changes in government policy & operation of Green Deal/ ECO 4. Affordable Warmth Grant programme awarded 40 grants (38 complete, 1 planned, 1 on hold), less than anticipated due to limited resources to deliver, tighter criteria & lack of permanent contractor to deliver
For 2015/16:	Retain

Project Ref: | **C8**

Project: Promote adaption to extreme weather events by contributing to West Midlands Community Risk Register

Sustainability Theme:	Energy & Climate Change
Type of Action:	Project
Corporate Plan Priority:	Stronger Communities
Objective:	Better equip the city to deal with extreme weather events & other identified risks related to climate change & the environment
Action:	Contribute to the Community Risk Register for the West Midlands conurbation, incorporating consideration of extreme weather events & other identified risks related to climate change & the environment, & to Wolverhampton Resilience Board Work Programme
Status:	Good practice
Outputs:	West Midlands Community Risk Register & Wolverhampton Resilience Board Work Programme
Timeline:	March 2015 for production of Community Risk Register; Resilience Board Work Programme reviewed quarterly
Funding:	Revenue
Lead:	Neil Rogerson, Resilience Manager
Partners:	Other West Midlands metropolitan councils, emergency services, health agencies, Environment Agency & other responsible bodies under the Civil Contingencies Act (2004)
Partner Contribution:	Development of register & delivery of work programme
Progress:	West Midlands Community Risk Register published August 2014. This identified flooding, severe weather & environmental pollution as top risks for the West Midlands. This in turn informed the Wolverhampton Resilience Board Work Programme which creates plans to deal with the consequences of these risks.
For 2015/16:	Retain

Project Ref: | **A9**

Project: Seek improvement of air quality in the city through continued partnership involvement in the Low Emission Towns & Cities Programme (LETCP)

Sustainability Theme:	Attractive City
Type of Action:	Practices & procedures
Corporate Plan Priority:	Stronger Communities
Objective:	Improve air quality in the city & reduce ill health & premature deaths
Action:	<p>Seek improvement of air quality in the city through continued partnership involvement in the Low Emission Towns & Cities Programme (LETCP) aimed at reducing emissions from vehicles through following workstreams:</p> <ol style="list-style-type: none">1. Overarching Low Emission Strategy2. Good Practice Guide on Procurement of low emission vehicles3. Good Practice Planning Guidance document, promoting low emission vehicles through the planning process4. Low Emission Zone (LEZ) feasibility studies
Status:	Trailblazing
Outputs:	Improvement in air quality
Timeline:	Anticipated completion 2017/18
Funding:	Revenue
Lead:	Anna Spinks, Service Lead, Environmental Services
Partners:	Low Emission Towns & Cities Partnership of seven West Midlands councils, which has engaged with Centro, West Midlands ITA & various other transport organisations (e.g. Freight Haulage Association)
Partner Contribution:	Delivery of workstreams

Project Ref: | **A9**

Progress:

Published Good Practice Air Quality Guidance on Planning (May 2014) & Procurement (September 2014), discussions took place on joint Supplementary Planning Document (SPD) putting Planning Guidance into practice for Black Country councils. Consideration of the findings of the second Low Emission Zones Feasibility Study, produced February 2014, looking at feasibility of Low Emission Zones in six different areas around West Midlands. Further Feasibility Study produced on economic & health impacts of air pollution reductions brought about by introduction of LEZs produced February 2015. Development of overarching Low Emission Strategy document continued & due for finalising in 2015/16

For 2015/16:

Retain

Project Ref: | **S3**

Project: Support economic and social inclusion actions at a neighbourhood level to include work in targeted neighbourhoods

Sustainability Theme: Society

Type of Action: Programme of projects

Corporate Plan Priority: Stronger Communities

Objective: Increased number of local SMEs & social enterprises, people in employment & people engaged in learning activity

Action: Support economic and social inclusion actions at a neighbourhood level to include work in targeted neighbourhoods through:

1. Providing support to local communities to develop micro-enterprise, social enterprise and small scale businesses
2. Working with communities to identify and address the specific barriers to employment within specific localities e.g. language barriers; health issues; accessibility of job opportunities; skills issues
3. Identifying and working with other council services to address the wider barriers to enterprise and economic regeneration at the local level e.g. blight and a poor quality local environment; availability of buildings and sites for community enterprise; access to timely and bespoke advice and support

Status: Good practice

Outputs: Number of people taken into employment in target areas: Number of enterprises supported

Timeline: Annual programme from October 2014

Funding: Revenue

Lead: Sheila Collett, Head of Service, Economic Inclusion

Project Ref: | **S3**

Partners:	Wolverhampton College, AES, University of Wolverhampton, training providers, local companies, community organisations
Partner Contribution:	Development & delivery of programmes
Progress:	<p>In the first 6 months of 2014/15 the council's Economic Inclusion Service supported 160 individuals, of which 29 have moved into employment. 46 potential enterprises have also been supported.</p> <p>Burrows Home Comfort is developing an initiative, in partnership with Wolverhampton Homes, University of Wolverhampton & training providers to develop an Employment, Skills & Training programme to develop local recruitment and training to develop skills as part of its External Wall Insulation programme for Wolverhampton Homes.</p>
For 2015/16:	Retain

Project Ref: | **S4**

Project: Promote Fairtrade through membership of and support for the Wolverhampton Fairtrade Partnership

Sustainability Theme:	Society
Type of Action:	Programme of projects
Corporate Plan Priority:	Stronger Communities
Objective:	To increase sales of Fairtrade products in the city
Action:	To continue to be a member of the Wolverhampton Fairtrade Partnership, support and participate in events and seek to increase sales of Fairtrade products in council outlets
Status:	Trailblazing
Outputs:	Number of WFP activities supported
Timeline:	On-going
Funding:	Revenue
Lead:	Ric Bravery, Sustainability Officer
Partners:	Wolverhampton Fairtrade Partnership
Partner Contribution:	Lead on development & delivery of programme of events
Progress:	The council continued to support the Fairtrade Partnership at a number of events in the 10th anniversary year of the Partnership and beyond including printing a booklet to mark the anniversary, speaking at the AGM in January 2015 & hosting the annual Civic Reception in the Mayor's Parlour in February. The council also assists with publicity and attends the Partnership meetings as well as the newly formed Task Group to organise the Partnership's programme of events.
For 2015/16:	Retain



wolverhampton.gov.uk 01902 551155

 [WolverhamptonToday](#)  [@WolvesCouncil](#)  [WolverhamptonToday](#)

City of Wolverhampton Council, Civic Centre, St. Peter's Square,
Wolverhampton WV1 1SH

Page 98

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank