

<b>CITY OF WOLVERHAMPTON COUNCIL</b>	<b>Cabinet</b> <b>16 June 2021</b>
----------------------------------------------	---------------------------------------

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

---

**Recommendations for decision:**

The Cabinet is recommended to:

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

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

**Recommendations for noting:**

The Cabinet is asked to note:

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

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

## 1.0 Purpose

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

## 2.0 Background

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

## 3.0 Progress and Priorities

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **4.0 Evaluation of alternative options**

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

#### **5.0 Reasons for decision(s)**

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

#### **6.0 Financial implications**

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

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

## **7.0 Legal implications**

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

## **8.0 Equalities implications**

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

## **9.0 All other implications**

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

## **10.0 Schedule of background papers**

- 10.1 None

## **11.0 Appendices**

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