

Sandwell
Metropolitan Borough Council

**Economy, Skills, Transport and
Environment Scrutiny Board**

**Thursday 14th September, 2017 at 5.30 pm
Committee Room 1
at the Sandwell Council House, Oldbury**

Agenda

(Open to Public and Press)

1. Apologies for absence.
2. Members to declare:-
 - (a) any interest in matters to be discussed at the meeting;
 - (b) the existence and nature of any political Party Whip on any matter to be considered at the meeting.
3. To confirm the minutes of the meeting held on 20 July, 2017 as a correct record.
4. Cycle Infrastructure.
5. Update from the Cabinet Member for Regeneration and Economic Investment.
6. Vice-Chairs Working Group updates.

J Britton
Chief Executive

Sandwell Council House
Freeth Street
Oldbury
West Midlands

Distribution:

Councillor Hickey (Chair);
Councillor Ashman, Tagger (Vice-Chairs);
Councillors Ahmed, Allcock, Crompton, Dhallu, Frear, I Jones,
B Price, Rouf.

**Agenda prepared by Deb Breedon
Democratic Services Unit - Tel: 0121 569 3896
E-mail: deborah_breedon@sandwell.gov.uk**

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Apologies

To receive any apologies from members

Declarations of Interest

Members to declare:-

- (a) any interest in matters to be discussed at the meeting;
- (b) the existence and nature of any political Party Whip on any matter to be considered at the meeting.

**Minutes of the Economy, Skills, Transport and Environment
Scrutiny Board**

**20th July, 2017 at 5.30 pm
at the Sandwell Council House, Oldbury**

- Present:** Councillor Hickey (Chair);
Councillors Allcock and Ashman.
- Apologies:** Councillors Ahmed, Crompton, Price, Rouf and
Tagger.
- In Attendance:** Ajman Ali, Interim Director - Neighbourhoods;
Chris Ward, Director – Education, Skills and
Employment;
Robin Weare, Highway Services Manager;
Peter Yeomans, Property Services Manager.

1/17 **Minutes**

Resolved that the minutes of the meeting held on 20th March,
2017 be confirmed as a correct record.

2/17 **Directors Presentation of Key Issues and Priorities 2017/18**

The Director – Education, Skills and Employment, the Highway Services Manager, the Property Services Manager and the Interim Director – Neighbourhoods provided a presentation to the Board relating to the following areas of their Directorates:

- Employment and Skills;

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- Economy (Business Growth Team);
- Transport;
- Neighbourhoods.

The presentation outlined the current issues for the services, the priorities and risks, the focus over the next six months and in longer term.

The Director – Education, Skills and Employment outlined the four ambitions of the Sandwell Vision 2030 that linked directly to employability and skills. He highlighted the need to maximise the apprenticeship levy internally and externally and to increase the take up of apprenticeships from 4% of young people leaving school in Sandwell.

The Board was advised that the roll out of Universal Credit would have an impact on the harder to help into work and they would be informed of the value of moving into work.

The Director – Education, Skills and Employment highlighted the uncertainty over Brexit in relation to the status of EU national staff which could cause labour shortages for employers and would mean European Social Funding (ESF) stopping in 2020. The reduction of workforce and the reduction of approximately £38 million across the Black Country Region will have a significant impact on employment and skills training in the region.

The Board was advised that the focus over the next 6 months for the Council was as follows:

- Apprenticeship Levy- internal: ensuring the Councils apprenticeship programmes is accessible and creating a range of abilities of Sandwell residents;
- Apprenticeship Levy – external: supporting employers in the area to manage their levy and understand the standards and funding landscape;
- Increasing take up of apprenticeships – school to work agenda: working with schools to raise awareness of the alternative career pathways and supporting employers to offer a range of opportunities including higher level apprenticeships.

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It was suggested that a school having success in moving young people from school into apprenticeships should be invited to share best practice at a future meeting.

The Board was advised of the longer-term focus which included the following:

- Uncertainty over Brexit;
- Work with the West Midlands Combined Authority on devolution of funding and applications to support residents and upskill and find employment;
- Set ambitious 20% target for numbers of young people starting apprenticeships.

The Board recognised the increased opportunities arising from investment and development in Birmingham and Solihull and the need to capitalise on the opportunities; the need to work with school advice and guidance to raise awareness and encourage take up of apprenticeships.

The Board heard from a member that the syllabus and contents for apprenticeship courses were expanding and changing, which meant that apprentices were only on site for two days a week; also, that the end users were finding the outcomes unclear. The Director – Education, Skills and Employment acknowledged that the syllabus and content of the courses were continually developing and that company's engaging with the apprenticeship schemes were finding that the syllabus had completely changed, however he clarified that the key skills such as maths and English were still being offered.

The Chair thanked the Director for his presentation.

The Manager – Highways Services provided slides relating to the key transport priorities identified in the Black Country Core Strategy, as follows:

- Improved accessibility and connectivity of an integrated public transport network;
- Improved road network and links to the national M5/M6 motorway network;
- Improved access to the freight railway network;
- Improved walking and cycling provision;

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- Parking traffic and enforcement policy.

The Highways Services Manager advised that the whole of the Black Country was developing strategies and projects that move toward the transport and highways improvements that would facilitate access to HS2, freight services at Bescot Sidings, improve road and motorway junctions, and cycling and walking provision to reduce congestion issues. Funding approval for the Birchley Island work was being sought from the Local Enterprise Partnership (LEP).

Road safety was always a focus for the service and this year focus would be the reduction of accidents involving pedestrians and cyclists at accident hotspots and increasing travel by bike from 2% to between 5-10 %.

The focus for Sandwell over the longer term would be as follows:

- deliver the Birchley Island and M5 junction1 schemes;
- make better use of Bescot Rail Yard;
- deliver transport proposals to support the continued regeneration of West Bromwich Town Centre and the priority areas;
- support the continued development of the Black Country Rapid Transit Network.

The Board welcomed plans to development West Bromwich Town Centre and the consultation on the area action plan to develop a metro expansion and improve bus services in and out of Birmingham.

The Board was advised that there was a statutory duty to prepare a section 19 flood report to consider flood risk and mitigation in Sandwell as a part of climate change factors. Board was informed that when assessing planning applications, a 25-30% factor was added to take rainfall patterns into account.

The Chair thanked the Highways Manager for his presentation.

The Property Services Manager provided information relating to the economy in relation to the Business Growth Team, the presentation highlighted the priorities as follows:

- Supporting the local business economy;
- account management of Sandwell's Top 50;
- increasing and retaining business rates payable;
- raising Sandwell's investment profile;
- increase Gross Value Added (GVA) per capita.

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The presentation further highlighted the risks as follows:

- Shortage of development land and modern premises;
- Low levels of skills and suitable qualified labour;
- Low innovation, exporting and entrepreneurship;
- Uncertainty of Brexit;
- Enterprise Zones and Limited Opportunity of Council Owned Employment Sites.

The Property Services Manager highlighted the shortage of large sites in Sandwell and that there were some unrealistic values placed on some plots of land which delayed development in the area. Members of the Board referred to land either side of the railway through Sandwell which required development.

The Property Services Manager referred to the list of top 50 companies in Sandwell and indicated that the growth of businesses in Sandwell was not through inward investment but through working to grow existing businesses.

The Board was advised that the longer-term focus was to raise Sandwell's investment profile and to support Sandwell's Business Rate Growth. Also, to continue to focus on issues highlighted in the presentation as follows:

- Business engagement services;
- Account Management of Sandwell Top 50 Companies;
- Support the upskilling businesses and their employees;
- Investor development;
- Supply chain development;
- Co-ordinated partner approach to business support.

The Chair thanked the Property Services Manager for his presentation.

The Interim Executive Director – Neighbourhoods provided a presentation to give an overview of the Neighbourhood Services functions and key issues which fell within the remit of the Board and the Safer Neighbourhoods and Active Communities Scrutiny Board. He highlighted the overlap between the economy and housing in Sandwell; the development of difficult sites and the money going into the economy and house building.

The Interim Director indicated that Neighbourhoods had a large part to play in developing the right conditions to grow the economy,

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including the right technology through digital access, the right leisure and community facilities and, places to stay and visit.

He highlighted the programmes and projects planned to develop and put in place the right conditions to grow the economy, access housing and leisure facilities, and to make Sandwell a good place to live and work.

The Chair thanked the Interim Executive Director for his presentation.

3/17

Parking and Traffic Enforcement Policy 2017

The Highway Services Manager provided a report to outline the process to consult on the 2017 Parking and Traffic Enforcement Policy. He advised that appropriate policies and procedures had been investigated and included in the draft policy concerning:

- the scope of the Red Routes enforcement;
- parking across dropped crossings;
- the CCTV enforcement of West Bromwich Bus Lane;
- the provision of H Bar and disabled markings.

He advised that a six-week consultation period had been approved by Cabinet in June 2017 and that public consultation with several key stakeholders was ongoing.

In response to questions relating to parking enforcement around schools and the potential to use CCTV as a mechanism the Highways Services Manager advised that mobile CCTV vehicle cameras and zig-zag lines were deterrents used to discourage parking in the vicinity of school gates. He confirmed that there was to be a second enforcement vehicle to be introduced to improve parking around schools.

The Board was appreciative of the need to move forward with agreeing the Parking and Traffic Enforcement Policy, communicating the plan to the wider public and implementing the policies and procedures.

Resolved:-

- (1) that Scrutiny Board note the changes to the Parking and Traffic Enforcement Policy 2017 outlined in the report and

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forward any comments to the Director- Regeneration and Planning as part of the consultation process.

4/17 **Work Programme 2017/18**

The Board was asked to consider its work programme for 2017/2018 and the establishment of any working groups as a vehicle to deliver the work programme.

Following a review of the Council's governance structure, at its meeting on 16th May, 2017 the Council had established four scrutiny boards and a scrutiny management board - Budget and Corporate Scrutiny Management Board - to deliver Sandwell's scrutiny function. The Council had also appointed two vice-chairs to each scrutiny board, who would take the lead on a topic from within their respective Board's terms of reference, reporting back to the Board on the findings of that work.

As well as reflecting the Council's 2030 Vision, work programmes were to reflect local needs and priorities. Suggestions had therefore been sought from the public and partners via the Council's social media platforms and newsletters and the Board noted the suggestions received in respect of its terms of reference.

The Board considered the list of potential issues and topics for scrutiny in 2017/18 which were raised through consultation, brought forward from 2016/17 Scrutiny Boards or raised by members present at the meeting. During consideration of the items the Board referred to the terms of reference of the Board, the topic filter tool, the Council's visions and ambitions and the presentation of priorities and risks for the service areas as highlighted by officers.

It was also reported that, at its meeting on 22nd June, 2017 the Budget and Corporate Scrutiny Management Board had requested the Economy Skills Transport and Environment Scrutiny Board review the Council's approach to identifying suitable sites and programmes for the Black Country City Deal and the West Midlands Combined Authority Land Reclamation Fund.

Resolved that, subject to the approval of the Budget and Corporate Scrutiny Management Board:-

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- (1) a working group be established comprising Councillors Ashman (Vice-Chair), Allcock, Ian Jones, Ahmed and Rouf to undertake scrutiny of employment skills for under 35's including help into work for 18-21 year olds and apprenticeships levy;
- (2) A working group be established comprising Councillors Crompton, Dhallu, Frear, Hickey (Chair), B Price and Taggar (Vice -Chair) to undertake scrutiny of transport including congestion (M5/ Birchley Island), air quality and efficient travel;
- (3) that the Director – Regeneration and Planning provide a briefing note to the Board to detail the Council's approach to identifying suitable sites and programmes for the Black Country City Deal and the West Midlands Combined Authority Land Reclamation Fund;
- (4) that the following items be placed on the Board's work programme for 2017/2018:-
 - a) Cabinet Member for Regeneration and Economic Investment
 - b) Black Country Core Strategy
 - c) Road Safety Strategy
 - d) Statutory Section 19 Flood report
 - e) Cycle routes
 - f) The night-time economy
 - g) What is Sandwell's identity
 - h) The visitor economy
 - i) Digital access for businesses and access to job applications
 - j) Digital strategy
 - k) Councils approach to identifying suitable sites and programmes
 - l) Canals – from an economic regeneration perspective
 - m) Review the Council's approach to identifying suitable sites and programmes for the Black Country City Deal and the West Midlands Combined Authority Land Reclamation Fund (B&C SMB request)


(Meeting ended 7:20 pm)

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Contact Officer: Deb Breedon
Democratic Services Unit
0121 569 3896

REPORT TO ECONOMY, SKILLS, TRANSPORT AND ENVIRONMENT SCRUTINY BOARD

14 September 2017

Subject:	Sandwell Cycling Infrastructure programme 2017/18 and 2018/19
Cabinet Portfolio:	Councillor David Hosell - Cabinet Member for Highways and Environment and Councillor Paul Moore - Cabinet Member for Regeneration and Economic Investment
Director:	Alison Knight, Executive Director - Neighbourhoods
Contribution towards Vision 2030:	
Exempt Information Ref:	N/A
Contact Officer(s):	Andy Miller Strategic Policy Manager andy_miller@sandwell.gov.uk

DECISION RECOMMENDATIONS

That Economy, Skills, Transport and Environment Scrutiny Board:

1. Consider the responses to the questions raised by members in relation to the report presented to Cabinet on 26th July 2017.
2. Comments on the process for approving cycle infrastructure projects and the role of the Board in this.
3. Comments on the cycle infrastructure programme for 2017/18 and 2018/19
4. Considers its involvement in formulating the future programme of cycle infrastructure schemes as part of the review of Sandwell's Cycling Strategy due to be carried out during 2018.

1 PURPOSE OF THE REPORT

- 1.1 The item was referred for scrutiny to consider at Cabinet on 26th July 2017 (minute 129/17). This report will fully respond to questions raised by Cllrs Hickey and P Hughes at that meeting and give an opportunity for the Board to comment and input to the process of formulating and implementing the Council's future cycle infrastructure programme.

2 IMPLICATION FOR THE COUNCIL'S AMBITION

- 2.1 The provision of a safe and convenient network of cycle routes will help address the health impacts of inactivity thus contributing to Vision 2030 Ambition 2 (see paragraphs 6.1 to 6.3 in the attached Cabinet report).
- 2.2 All three tiers of the cycling network; National, Metropolitan and Local, contribute to the provision of a high quality transport system linking homes to jobs and facilities (Vision 2030 Ambitions 6 and 7).

3 BACKGROUND AND MAIN CONSIDERATIONS

- 3.1 The full background to this report is contained in the Cabinet report at Appendix A. The matter was referred to the Economy, Skills, Transport and Environment Scrutiny Board in order that it may have an opportunity to consider the responses to the questions raised at Cabinet (contained at Appendix B) and comment on the infrastructure programme contained at Appendix A.
- 3.2 The Sandwell Cycling Strategy, which provides the framework for developing the local cycle infrastructure network in the Borough is due to be reviewed and refreshed in 2018. Members of the Board are asked to consider how it can assist in the development of the revised strategy.

4 THE CURRENT POSITION

- 4.1 The Government's Cycling & Walking Investment Strategy was published in April 2017 with the aim of making cycling and walking the natural choices for shorter journeys, or as part of a longer journey. The strategy seeks to double the 2013 number of journeys, or part journeys, made by cycle by 2025. Within Sandwell, the Black Country and the wider West Midlands a great deal of work has already taken place that supports, and will continue to support the national strategy. The West Midlands Cycling Charter was adopted in September 2015 to outline key principles among partners to deliver a required step change in cycling across the West Midlands.
- 4.2 The cycle route network consists of three tiers; the National Cycle Network (NCN), the Metropolitan Cycle Network as identified in Movement for Growth, and a local Sandwell Network identified in the Sandwell Cycling

Strategy. The network within Sandwell is shown on the plan attached to the Cabinet report at Appendix X. The network is included in the Black Country Core Strategy (BCCS), the Sandwell Site Allocations & Delivery Plan (SAD) and the West Bromwich Area Action Plan (WBAAP).

- 4.3 The National Cycle Network in Sandwell consists of two routes; Route 5 (Reading to Holyhead) which runs along the Birmingham Canal as far as Galton Bridge before running north into Walsall via West Bromwich and Sandwell Valley; Route 81 which continues along the canal from Route 5 at Galton Bridge to Wolverhampton.
- 4.4 The Metropolitan Network is still being developed but includes the following;
- Walsall to West Bromwich
 - Walsall to Birmingham via Great Barr
 - West Bromwich to Halesowen via Oldbury
 - Wednesbury to Dudley
 - Wolverhampton to Birmingham via West Bromwich
 - Dudley to Birmingham via Smethwick
 - Halesowen to Birmingham via Warley
- 4.5 The Local Network includes all other routes including those off road routes through Sandwell Valley and other green/open spaces as well as the public highway sections.
- 4.6 Sandwell's own Cycling Strategy, upon which much of the local network is based, was adopted over a decade ago. Whilst the overall strategy of 'islands of safe cycling' linked by signed routes, and the network that supports it, remains relevant, it is intended to refresh the strategy during 2018 to reflect the national and West Midlands strategies adopted in the intervening years.

5 CONSULTATION (CUSTOMERS AND OTHER STAKEHOLDERS)

- 5.1 The Cabinet report (at Appendix A) of 26th July 2017 concerned the process for consultation and approval. This report provides an additional level of engagement adding to the robustness of the process.

6 ALTERNATIVE OPTIONS

- 6.1 Consideration of options for each project in the programme forms part of the process set out in the attached cabinet report. For each scheme, the options considered and the reasons for recommend option will be set out in the individual approval reports as they are submitted to the Cabinet Member for Highways & Environment.

7 STRATEGIC RESOURCE IMPLICATIONS

- 7.1 Full details are contained in the Cabinet report at Appendix A. In summary, the majority of funding for 'stand alone' cycle infrastructure projects comes from three sources; Sandwell's Integrated Transport Block (ITB) allocated annually by Central Government; regional/sub-regional initiatives such as Managing Short Trips (MST); and the Government's Local Sustainable Transport Fund and similar funding streams.
- 7.2 £100k of ITB is allocated to the 'Measures to Encourage Cycling' category in 2017/18. It is anticipated that the 2018/19 figure will be the same. In addition some of the projects funded from other categories such the 'Measures to Encourage Walking' and the various safety-related categories include a cycling element.
- 7.3 Major schemes such as that proposed for Birchley Island also include facilities for cyclists. However as these are an integral part of the project and not separately funded, they are not included in this report.
- 7.4 The table contained at Appendix A identifies the source(s) from which each project in the programme is funded.

8 LEGAL AND GOVERNANCE CONSIDERATIONS

- 8.1 These are set out in the attached Cabinet report at Appendix A.

9 EQUALITY IMPACT ASSESSMENT

- 9.1 The Sandwell Cycle Strategy and the West Midlands Strategic Transport Plan-Movement for Growth were the subject of Equality Impact Assessments as part of their approval process. Individual projects will be subject of Equality Impact Assessments as part of their formulation and the results reported to the Cabinet Member for Highways & Environment.

10 DATA PROTECTION IMPACT ASSESSMENT

- 10.1 The recommendations in this report do not result in the collection or retention of personal data.

11 CRIME AND DISORDER AND RISK ASSESSMENT

- 11.1 There are no Crime and Disorder issues arising from the recommendations set out in this report. Individual projects require Cabinet Member approval

and will be subject of risk assessments as part of the approval process. Any resultant implications for crime and disorder will be included in the report.

12 SUSTAINABILITY OF PROPOSALS

12.1 All 'on-road' cycle infrastructure and those 'off road' routes that are parts of the public rights of way network form part of the Borough's highway network and the cost of their maintenance is covered by the overall highways maintenance budget. The canal-based routes remain the responsibility of the Canals & Rivers Trust.

13 HEALTH AND WELLBEING IMPLICATIONS (INCLUDING SOCIAL VALUE)

13.1 These are set out in the attached Cabinet report at Appendix A.

14 IMPACT ON ANY COUNCIL MANAGED PROPERTY OR LAND

14.1 There are no direct implications for Council managed property or land arising directly from this report. Cycle routes on the highway network form part of the highways asset and are managed as such.

15 CONCLUSIONS AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

15.1 In order that a robust process is in place for the development of the Sandwell Local Cycle Network and for the implementation of individual cycle infrastructure projects, the Board is asked to;

- Consider the responses to the questions raised by members in relation to the report presented to Cabinet on 26th July 2017.
- Comment on the process for approving cycle infrastructure projects and the role of the Board in this process.
- Comment on, and if appropriate, endorse the cycle infrastructure programme for 2017/18 and 2018/19
- Consider its involvement in formulating the future programme of cycle infrastructure schemes as part of the review of Sandwell's Cycling Strategy due to be carried out during 2018.

16 BACKGROUND PAPERS

16.1 Report to Cabinet; Local Transport Settlement 2017/18 – 22:03:17

- 16.2 West Midlands Strategic Transport Plan: Movement for Growth (June 2016)
- 16.3 Highways Act 1980
- 16.4 Cycling in Sandwell: The Strategy (1999)
- 16.5 Black Country Core Strategy (2011)
- 16.6 Sandwell Site Allocations & Delivery Plan (2012)
- 16.7 West Bromwich Area Action Plan (2012)
- 16.8 Public Health England – Sandwell Health Profile (2015)
- 16.9 Sandwell Trends
- 16.10 Department for Transport - National Travel Survey: England 2015
- 16.11 European Commission: Science for Environment Policy - Cycling infrastructure: financial returns can be over 20 times the initial investment

17 **APPENDICES:**

A - Cabinet Report and Appendices; 26:06:17

B- Scrutiny questions and responses.

Alison Knight
Executive Director – Neighbourhoods

Report to Cabinet

26 July 2017

Subject:	Cycle Infrastructure Programme 2017/18 and 2018/19 (Key Decision Ref. No. SMBC16160)
Presenting Cabinet Member:	Regeneration and Economic Investment and Highways and Environment

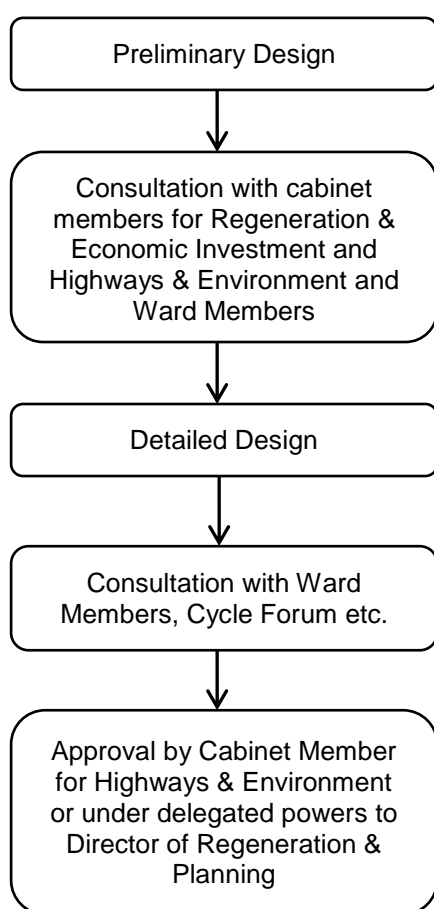
1. Summary Statement

- 1.1 The Government's Cycling and Walking Investment Strategy was published in April 2017 with the aim of making cycling and walking the natural choices for shorter journeys, or as part of a longer journey. The strategy seeks to double the 2013 number of journeys, or part journeys, made by cycle by 2025. It recognises that achieving this will require a sustained investment in cycling infrastructure by Central Government, Local Transport Authorities and third parties. The Government anticipates that Local Cycling and Walking Infrastructure Plans (LCWIPs) will be the principal vehicle for targeting this investment. This will be subject of a future report.
- 1.2 Within Sandwell, the Black Country and the wider West Midlands, a great deal of work has already taken place that supports and will continue to support the national strategy. The West Midlands Cycling Charter was adopted in September 2015 to outline key principles among partners to deliver a required step change in cycling across the West Midlands. A detailed Action Plan was outlined and is currently being delivered with the target of increasing levels of cycling to 5% of all trips by 2023. The Cycling Charter is based on the following four principles:
- a) Leadership and Profile
 - b) Cycling Network
 - c) Promoting and Encouraging Cycling
 - d) Funding.

From these core principles, three actions have been identified to support a step in change for cycling including development of a West Midlands wide cycle hire scheme, development of a West Midlands cycle brand and building the Strategic Cycle Network.

- 1.3 The Strategic Cycle Network is included in the West Midlands Strategic Transport Plan – Movement for Growth. This was adopted by the West Midlands Combined Authority (WMCA) in July 2016. Work to deliver this, as well as those related to local networks, will be implemented under the 'Cycle Revolution' banner which has been adopted as the common branding for all cycle infrastructure and promotional activity throughout the West Midlands. The WMCA has also adopted a Physical Activity Strategy. Increasing the number of journeys carried out by bicycle is a major aim of this strategy.
- 1.4 Sandwell's own Cycling Strategy was adopted over a decade ago. Whilst the overall strategy of 'islands of safe cycling' linked by signed routes, and the network that supports it, remains relevant, it is intended to refresh the strategy during 2018 to reflect the national and West Midlands strategies adopted in the intervening years.
- 1.5 The cycle route network consists of three tiers; the National Cycle Network (NCN), the Metropolitan Cycle Network as identified in Movement for Growth, and a local Sandwell Network identified in the Sandwell Cycling Strategy. The network within Sandwell is shown on the plan at Appendix A. The network is included in the Black Country Core Strategy (BCCS), the Sandwell Site Allocations & Delivery Plan (SAD) and the West Bromwich Area Action Plan (WBAAP).
- 1.6 Investment in cycle infrastructure is targeted at delivering this network. During 2016/17 towpath upgrades were carried out on the Birmingham Canal between the borough boundary and Galton Bridge and on the Tame Valley canal between Chatsworth Avenue and Hill Farm Bridge, a further section of the A4123 Cycle Route was completed in the vicinity of Ormiston Academy and the River Tame pathway between Great Bridge town centre and Dudley Port railway station was upgraded as a shared pedestrian/cyclist route. Work also began on linking the Pedestrian/Cycle footbridge on the A41 at West Bromwich with Hateley Heath and three pedestrian crossings on the A41 between West Bromwich and Great Bridge were upgraded to Toucan standard to assist cyclists. The plan at Appendix A shows the locations of these projects and illustrates how they contribute to the delivery of the overall planned network.

- 1.7 The proposed programme of projects for 2017/18 includes the completion of the works on All Saints Way, a link between Blackheath town centre and Rowley Regis railway station via Avenue Road, and link between Bromford Road and Dudley Road in Oldbury which is a continuation of the West Bromwich to Oldbury route. These projects are funded from the Integrated Transport Block allocated to the Council by the WMCA. In addition to these, the WMCA Managing Short Trips programme will fund works on the Birmingham Canal between Galton Bridge, Sandwell & Dudley Railway Station and Albion Road. Projects within this programme, and those in future years, will follow the following approval and development process;



Further detail on the 2017/18 projects, identifying funding sources, wards affected and intended consultees, is provided at Appendix B.

- 1.8 Where cycle facilities are included in wider projects these will be consulted on as part of the approval process for those schemes but will include the same consultees as for the general cycle infrastructure programme. In future years this will include the proposed major scheme at Birchley Island.

1.9 The provisional programme of projects for 2018/19 includes ITB funded projects to link George Salter Academy and Black Lake Metro Stop including new toucan crossings on Dudley Street and the A41, and cycle facilities at Queens Head roundabout in Smethwick. Further canal towpath upgrades between Sandwell & Dudley station, Dudley Port station and the borough boundary at Coseley Tunnel and a link between the Birmingham Canal cycle route and the new Midland Metropolitan Hospital will be funded from the Managing Short trips programme. Preliminary details for these schemes are also provided at Appendix B.

1.10 Cabinet is recommended to approve the 2017/18 programme of infrastructure schemes contained at Appendix B subject to consultation with those groups/individuals identified and to approval of the detailed design by the Cabinet Member for Highways and Environment.

Further details are attached for your information

2. Recommendations

- 2.1 That the progress made on delivering cycle infrastructure to support the West Midlands Strategic Transport Plan-Movement for Growth during 2016/17 be noted.
- 2.2 That the programme of cycle infrastructure works for 2017/18 be approved subject to consultation with those individuals and bodies identified in Appendix B and to the approval of detailed proposals by the Cabinet Member for Highways and Environment.

Jan Britton
Chief Executive

Contact Officer
Andy Miller
Strategic Policy Manager
0121 569 4249

3. Strategic Resource Implications

- 3.1 The majority of funding for 'stand alone' cycle infrastructure projects comes from Sandwell's allocation from the Integrated Transport Block (ITB). ITB is allocated annually by Central Government to Local Transport Authorities, such as the West Midlands Combined Authority. In the West Midlands the WMCA then re-allocates this funding to the districts on a 'per-capita' basis.
- 3.2 £100k of ITB is allocated to the 'Measures to Encourage Cycling' category in 2017/18. In 2016/17 £480k of funding for cycling was allocated from the Public Health budget. All of this funding was utilised which as a consequence resulted in the ITB cycling allocation for that year being carried forward to 2017/18 giving a total Measures to Encourage Cycling budget for the current year of £200k.
- 3.3 In addition some of the projects funded from other categories such the 'Measures to Encourage Walking' and the various safety-related categories include a cycling element.
- 3.4 As well as ITB, cycle infrastructure is also funded through regional/sub-regional initiatives such as Managing Short Trips (MST), the Government's Local Sustainable Transport Fund and similar funding streams.
- 3.5 Major schemes such as that proposed for Birchley Island also include facilities for cyclists. However as these are an integral part of the project and not separately funded, they are not included in this report.
- 3.6 The table contained at Appendix B identifies from which source(s) each project is funded.

4. Legal and Statutory Implications

- 4.1 Under section 65 (1) of the Highways Act 1980, a highway authority may, in or by the side of a highway maintainable at the public expense by them which consists of or comprises a made-up carriageway, construct a cycle track as part of the highway; and they may light any cycle track constructed by them under this section.

- 4.2 To convert all or part of a footway to a shared pedestrian and cycle route, all or the appropriate part of the footway must be removed under section 66 (4) of the Highways Act 1980, and a cycle track 'constructed' under section 65 (1) of the act. No physical construction is necessary but there needs to be clear evidence that the local highway authority has exercised these powers. This can be provided by a resolution of the appropriate committee or cabinet member.
- 4.3 Actions to manage and improve air quality are required by EU legislation via the 2008 ambient air quality directive (2008/50/EC) which sets legally binding limits for concentrations in outdoor air pollutants that impact public health. This was transposed into UK legislation by the Air Quality Standards Regulation 2010 and came into force on 11th June 2010. There is the potential for the UK Government to be fined if EU limit values are continually exceeded. There is a risk to the Council as the reserve powers in the Localism Act 2011 have the potential to pass EU fines to local authorities and public bodies (where they have failed to take action when they could) unless air quality standards are met locally.
- 4.4 Measured air pollution levels in the Metropolitan Borough of Sandwell are amongst the highest in the West Midlands, with concentrations exceeding the annual Air Quality Objective for nitrogen dioxide (NO₂) at roadside monitoring sites. The whole borough was declared an Air Quality Management Area (AQMA) in 2005. Sandwell MBC has had an Air Quality Action Plan (2005) for a number of years which has a range of measures to improve air quality in the borough including “implementing a range of measures to promote alternative and sustainable travel” and “encouraging walking, cycling and take up of public transport”. Despite progress with the council’s Air Quality Action Plan, measured NO_x concentrations in the borough are not declining as expected.

5. **Implications for the Council’s Scorecard Priorities**

- 5.1 The provision of cycle facilities contributes to the Councils “active and well people” priority by creating a network linking residential areas to main retail centres, public facilities and leisure/recreational facilities.
- 5.2 The proposal also contributes to the council Scorecard ‘Great People – Changing NHS, Improving Health’ and ‘Great Prospects – Activities for all’.

5.3 The provision of cycling facilities actively supports the 2030 Vision ambitions of;

2. Sandwell will be a place where our people are healthier for longer and the vulnerable are cared for.
6. Our residents will have excellent public transport that connects them to jobs in Birmingham, Wolverhampton, the airport and the wider West Midlands.
7. Sandwell will have significant numbers of new homes built close to key transport routes.
8. Our towns will be successful centres of the community and places where people choose to bring up their families.

6. Background Details

6.1 Nationally Sandwell is the 13th most deprived local authority out of a total of 326, with unemployment rates at 7.3%, which is higher than the national average of 5.4%. In Sandwell 34% of households do not have access to a car. Limited travel choices and high costs of public transport can limit social mobility by restrict residents from accessing employment, education and services. Sandwell residents that have limited travel choices and sparse resources can be disadvantaged in their aspirations. This has implications for council budgets in terms of benefits, housing, health, social care, and council tax revenue.

6.2 In 2012 24.5% of Year 6 children and 25.4% of adults in Sandwell were classified as obese; with levels physical activity and life expectancy being worse than the England average. The West Midlands on the Move 2017-30 Physical Activity Strategy identifies that nearly two million adults or 29% of the West Midlands population are doing less than 30 minutes of activity a week. Inactivity is holding back economic growth and the better life chances, raised aspirations and better quality of life and leads to:

- Poorer health
- Less productivity at work
- More isolated society
- Reduced educational attainment

6.3 In order to mitigate the health impacts of inactivity in the West Midlands, the Strategy aims to provide a working partnership with local authorities and Transport for West Midlands (TfWM) “to create an extensive, safe and coherent network of well-designed off and on-road links connecting

key destinations irrespective of administration boundaries to promote walking, cycling and running”.

- 6.4 The West Midlands Strategic Transport Plan – Movement For growth includes a proposed Strategic Cycle Route network. The plan illustrates an indicative network linking locations rather than identifying actual routes. The routes wholly or partially within Sandwell are;
- Walsall to West Bromwich
 - Walsall to Birmingham via Great Barr
 - West Bromwich to Halesowen via Oldbury
 - Wednesbury to Dudley
 - Wolverhampton to Birmingham via West Bromwich
 - Dudley to Birmingham via Smethwick
 - Halesowen to Birmingham via Warley
- 6.5 It is intended that the canal network will play a significant role in providing safe, off-road links as part of the Strategic Cycle Network and this is reflected in the significant investment by the WMCA through its Managing Short Trips programme, particularly on the Birmingham and Tame Valley canals which link large areas of Sandwell with Birmingham and Wolverhampton city centres (see Appendix A).
- 6.6 The Sandwell local cycle network was originally identified as part of the Cycling In Sandwell strategy at the end of the 1990s. It has subsequently been incorporated into the Council’s Local Plan through the Site Allocations & Delivery Plan (2012) and West Bromwich Area Action Plan (2012). Many of the local links also form part of the intended Strategic Network and as such serve a dual purpose. Wherever possible routes are either segregated or follow quieter streets with low speed limits. However there are occasions where space precludes segregation and no parallel route is available, when cycle lanes need to be provided on carriageway along principal roads or as shared pedestrian/cycle footways.
- 6.7 The Measures to Encourage Cycling budget and other cycle-specific budgets are also used to fund the provision of cycle parking at public facilities, shopping centres, public transport nodes etc. The locations of existing facilities are shown on the plan at Appendix A.
- 6.8 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the 2017 Cycling and Walking Investment Strategy, are a new, strategic

approach to identifying cycling and walking improvements required at the local level. They enable a long term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. Recognising that preparing LCWIPs may take time and resources not readily available to all local authorities, the Department for Transport (DfT) are offering the opportunity for Sandwell Council, as part of the West Midlands Combined Authority to apply for a comprehensive programme of up to 80 days of technical cycling and walking support to produce a LCWIP or incorporate it into existing strategies and policies.

Source Documents

Report to Cabinet; Local Transport Settlement 2017/18 – 22:03:17
West Midlands Strategic Transport Plan: Movement for Growth (June 2016)
Highways Act 1980
Cycling in Sandwell: The Strategy (1999)
Black Country Core Strategy (2011)
Sandwell Site Allocations & Delivery Plan (2012)
West Bromwich Area Action Plan (2012)
Public Health England – Sandwell Health Profile (2015)
Sandwell Trends
Department for Transport - National Travel Survey: England 2015
European Commission: Science for Environment Policy - Cycling
infrastructure: financial returns can be over 20 times the initial investment



Sandwell Strategic Cycle Network

Key

National Cycle Network Route

Metropolitan Cycle Network:

Proposed

Existing

Local Cycle Network:

Proposed

Existing

Canal Cycle Network:

Proposed

Existing

Cycle Parking:

Off Road Cycle Route

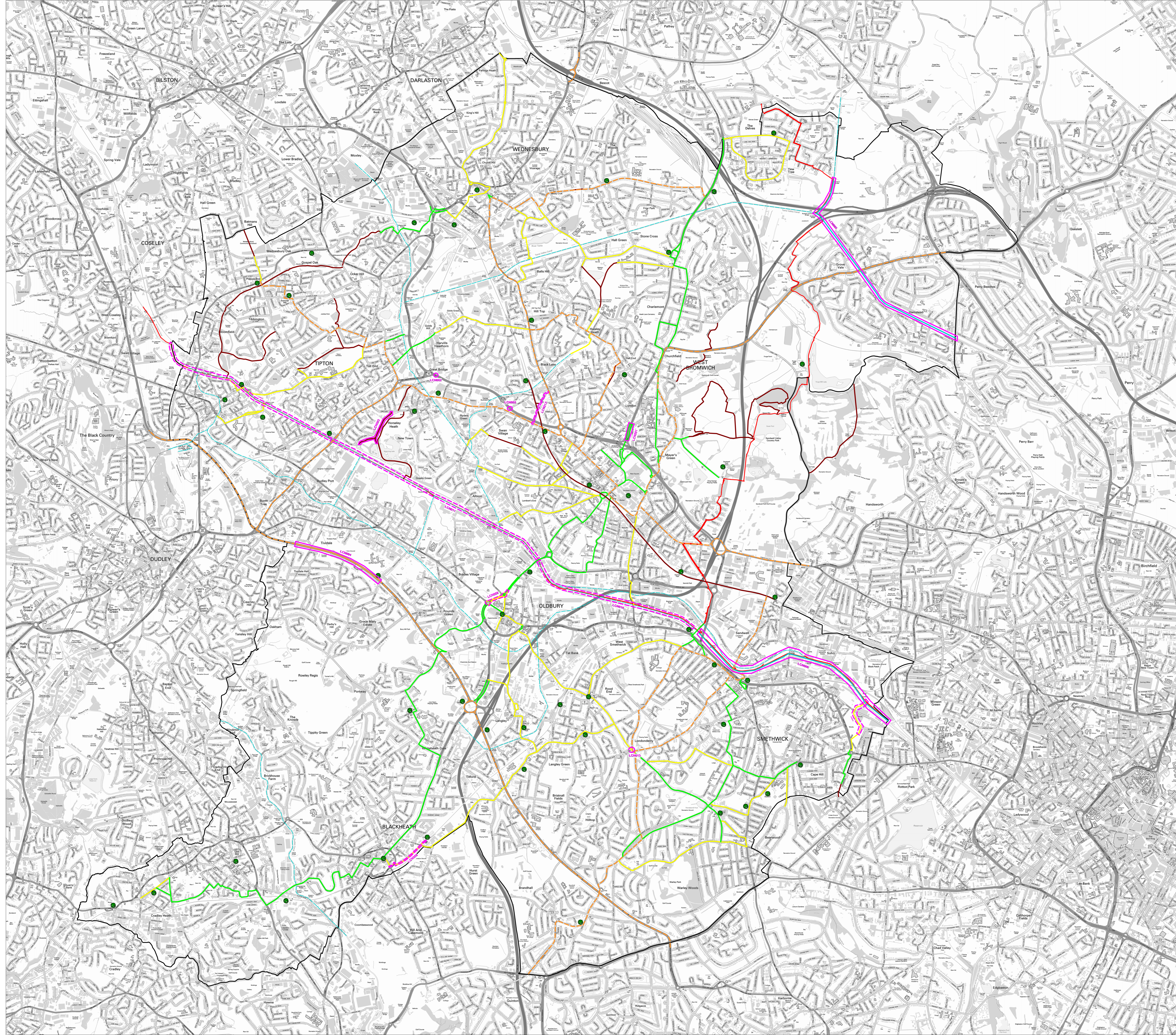
Cycling Infrastructure Projects Delivered 2016/17

Proposed Cycling Infrastructure Projects 2017/18 & 2018/19



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Cycling Infrastructure Projects Programme 2016/17 - 2018/19 - Appendix B

Financial Year	Project Ref No	Project	Status	Funding Source	Estimated Cost	Ward(s)	Consultees
2016/17	LCN001	All Saints Way cycle link connecting Hateley Heath to West Bromwich Town Centre	Complete	Public Health/IT Block	Complete	Hately Heath, West Bromwich Central	
	LCN002	A41 Toucan Crossings assisting cyclists and pedestrians over 40mph dual carriageway at Western Way, Great Bridge & Black Country New Road, West Bromwich	Complete	Public Health/IT Block	Complete	Great Bridge, Greets Green & Lyng	
	LCN003	River Tame pathway improvements linking Great Bridge Town Centre to Dudley Port Railway Station via Sheepwash Nature Reserve	Complete	Public Health/IT Block	Complete	Great Bridge, Tipton Green	
	LCN004	A4123 New Birmingham Road segregated cycle route to Ormiston Academy	Complete	Public Health/IT Block	Complete	Oldbury, Tividale	
	LCN005	Tame Valley Canal Towpath Improvements Chatsworth Avenue to Hill Farm Bridge	Complete	MST/Public Health	Complete	Great Barr with Yew Tree, Newton	
	LCN006	Birmingham Canal Towpath Improvements Birmingham borough boundary to Smethwick Galton Bridge	Complete	MST	Complete	Soho & Victoria, St. Pauls	
2017/18	LCN008	Blackheath Town Centre to Rowley Regis Railway Station cycle route via Avenue Road	Detailed Design	IT Block	£97,000	Blackheath	Ward Members, Cycle Forum, TfWM (Rail Team), Access Officer
	LCN009	Bromford Road to Dudley Road cycle link via Oldbury Ringway	Preliminary Design	IT Block	£60,000	Oldbury	Ward Members, Cycle Forum, Access Officer
	LCN010	Towpath Improvements from Smethwick Galton Bridge to Sandwell & Dudley Railway Station	Awaiting Preliminary Design	MST	£570,850	Greets Green & Lyng, St. Pauls	Ward Members, Cycle Forum, Local Access Forum, TfWM (Rail Team), Access Officer
	LCN011	Towpath Improvements from Sandwell & Dudley Railway Station to Dudley Port Railway Station	Awaiting Preliminary Design	MST	£636,500	Greets Green & Lyng, Oldbury, Tipton Green	Ward Members, Cycle Forum, Local Access Forum, TfWM (Rail Team), Access Officer
2018/19	LCN012	Cycle Link between George Salters Academy and Parkway pedestrian & cycle route at Black Lake via Bilhay Lane to include a toucan crossing on Dudley Street and A41 Black Country New Road	Preliminary Design	IT Block	£38,000	Greets Green & Lyng, West Bromwich Central, Wednesbury South	Ward Members, Cycle Forum, Access Officer
	LCN013	Provide cycle infrastructure at Queens Head roundabout to improve links between Warley Road and Thimblemill Road.	Preliminary Design	IT Block	£110,000	Bristnall, Smethwick	Ward Members, Cycle Forum, Local Access Forum, Access Officer
	LCN014	Towpath Improvements from Dudley Port Railway Station to Dudley borough boundary	Awaiting Preliminary Design	MST	£636,500	Tipton Green	Ward Members, Cycle Forum, Local Access Forum, Access Officer
	LCN015	Cape Arm Branch canal link from Birmingham Canal to Midland Metropolitan Hospital and Grove Lane	Awaiting Preliminary Design	MST & S106	£150,000	Soho & Victoria	Ward Members, Cycle Forum, Local Access Forum, Access Officer

bh	£ 97,000.00
orw	£ 60,000.00
bil	£ 38,000.00
qun	£ 110,000.00
	£ 305,000.00

Agenda Item 5 – Cycle Infrastructure Programme 2017/18 and 2018/19 (Key Decision Ref. No. SMBC16160)


Scrutiny Chair	Question	Cabinet Member	Director	Response
Cllr Hickey	Point 1.5 - Proportionally, how much of the cycle route network in Sandwell belongs to the local Sandwell Network comparative to the National Cycle Network and the Metropolitan Cycle Network?	Regeneration and Economic Investment Highways and Environment	Jan Britton Chief Executive	Sandwell Local Cycle Network: 38km Metropolitan Cycle Network: 57.73km National Cycle Network: 20km Off road routes through parks & open space: 18.2km Canal Towpath: 33km
Cllr P Hughes	I have a number of comments/observations to make about these proposals as follows: <ul style="list-style-type: none"> • There are more 'proposed' networks than 'existing' in the North of the Borough than there is in the South. • There is distinct lack of proposed projects over the next couple of years benefiting the Wednesbury area. With a relatively under-developed network already, the Projects Programme does not appear to be equitable. 			<p>The report only covers projects that are funded from sources specifically earmarked cycling infrastructure.</p> <p>The development of cycling infrastructure has generally followed a network-wide approach. Much cycle infrastructure has been implemented as part of wider projects such as the New square development in West Bromwich. Therefore to a degree, the development of the network has by necessity followed wider regeneration priorities. IT Block funding is allocated by the WMCA (formerly the ITA) is required to be spent in support of the Local Transport Plan/Strategic Transport Plan objectives.</p> <p>Recent investment within the wider Wednesbury area includes:</p>

			<ul style="list-style-type: none"> • 3.5km of towpath from Sandwell and Birmingham borough boundary along Tame Valley Canal & Rushall Canal to Hill Farm Bridge Yew Tree was resurfaced in 2016/17. Further improvements are in the pipeline to continue the route to Friar Park (1.75km). • Recently implemented traffic calming measures in Corporation Street, Wednesbury aim to improve road safety for both pedestrians and cyclists. <p>Further works , which sit outside the dedicated cycle funding programme include:</p> <ul style="list-style-type: none"> • Associated works as part of the Wednesbury to Brierley Hill Metro extension aim to create stops with clear visual walking and cycling connections to nearby businesses, the wider street network and future employment and leisure uses; in particular near Hill Top, Great Bridge, Horseley Rd and Dudley Port as recommended in the ‘Proposed Tramstop Assessment’ by consultants SYSTRA, December 2016. • Proposal to aid regeneration in Wednesbury Town Centre, which will include a cycle link from Wednesbury Parkway to Wednesbury Town Centre via Great Western Street. There are also proposals to improve crossing facilities for both pedestrians and
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				cyclists over High Bullen north of the town centre and Dudley Street to improve links to the leisure centre.
Cllr P Hughes (cont.)	<ul style="list-style-type: none"> • There seems a distinct lack of development of the 'proposed' Canal Cycle Network in the wider Wednesbury area – this is quite an omission bearing in mind the links that could be made to Yew Tree & onwards to the Sandwell Valley area, using the Moxley/ Wednesbury Canal & Tame Valley Canal connections. • Should there not at least be an ambition to join the Borough's Leisure Centres and Green spaces by cycle routes, in order to encourage access to health-related facilities? • Could Scrutiny add value by carrying out a more thorough investigation into these proposals to ensure equity, connectivity, and value for money 			<p>Further afield;</p> <ul style="list-style-type: none"> • Access to Sandwell Valley for cyclists and pedestrians is to be improved as part of a highway improvement scheme by implementing a combined toucan and equestrian crossing on Forge Lane, reducing the level of casualties and overall accident levels on this road. • Sandwell's Cycling Strategy was put together by 'Cycling in Sandwell' in 1999 which was made up of over 190 residents and some 19 local organisations who wanted to play their part with Sandwell's Environment Forum, contributing to the quality of our lives through Local Agenda 21. The strategy was subsequently adopted in the Unitary Development Plan and Black Country Core Strategy. The strategy has a proposed cycle network that connect local communities with local centres, amenities and services, which include local libraries and leisure centres all of which have cycle parking facilities. The strategy is due to be reviewed following the Black Country Core Strategy and Sandwell Site Allocations and Delivery Development Plan reviews. The input of the scrutiny panel to the process is welcomed.

REPORT TO ECONOMY, SKILLS, TRANSPORT AND ENVIRONMENT SCRUTINY BOARD

14 September 2017

Subject:	Cabinet Member for Regeneration and Economic Investment Update
Cabinet Portfolio:	Councillor Paul Moore - Cabinet Member for Regeneration and Economic Investment
Director:	Executive Director - Neighbourhoods - Alison Knight
Contribution towards Vision 2030:	
Exempt Information Ref:	
Contact Officer(s):	Councillor Paul Moore – Cabinet Member for Regeneration and Economic Investment

DECISION RECOMMENDATIONS

That Economy, Skills, Transport and Environment Scrutiny Board:

1. Consider an update from the Cabinet Member for Regeneration and Economic Investment.
2. Highlight any further issues for inclusion in the Economy Skills Transport and Environment Scrutiny Board Work Programme 2017-18.

1 PURPOSE OF THE REPORT

- 1.1 To receive an update from the Cabinet Member for Regeneration and Economic Investment.

2 IMPLICATION FOR THE COUNCIL'S AMBITION

- 2.1 We have excellent and affordable public transport that connects to all local centres and to jobs in Birmingham, Wolverhampton, the airport and the wider West Midlands.
- 2.2 Our workforce and young people are skilled and talented, geared up to respond to changing business needs and to win rewarding jobs in a growing economy.
- 2.3 Sandwell has become a location of choice for industries of the future where the local economy and high performing companies continue to grow.

3 BACKGROUND AND MAIN CONSIDERATIONS

- 3.1 In accordance with the primary duty of scrutiny to hold the executive to account, the Cabinet Member for Regeneration and Economic Investment has been invited to attend the meeting to report on current projects that he is involved in and forthcoming decisions.
- 3.2 Attached as an Appendix is the portfolio of responsibility held by the Cabinet Member.

4 THE CURRENT POSITION

- 4.1 The Cabinet Member will provide an update on his current priorities.

5 CONSULTATION (CUSTOMERS AND OTHER STAKEHOLDERS)

- 5.1 None arising from this item.

6 ALTERNATIVE OPTIONS

- 6.1 None arising from this item.

7 STRATEGIC RESOURCE IMPLICATIONS

- 7.1 None arising directly from this item.

8 LEGAL AND GOVERNANCE CONSIDERATIONS

- 8.1 None arising directly from this item.

9 EQUALITY IMPACT ASSESSMENT

- 9.1 None arising directly from this item.

10 DATA PROTECTION IMPACT ASSESSMENT

10.1 None arising directly from this item.

11 CRIME AND DISORDER AND RISK ASSESSMENT

11.1 None arising directly from this item.

12 SUSTAINABILITY OF PROPOSALS

12.1 None arising directly from this item.

13 HEALTH AND WELLBEING IMPLICATIONS (INCLUDING SOCIAL VALUE)

13.1 None arising directly from this item.

14 IMPACT ON ANY COUNCIL MANAGED PROPERTY OR LAND

14.1 None arising directly from this item.

15 CONCLUSIONS AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

15.1 To give consideration to the update from the Cabinet Member for Regeneration and Economic Investment and highlight further issues suggested for the work programme 2017-18.

16 BACKGROUND PAPERS

16.1 None

17 APPENDICES:

17.1 None

Surjit Tour

Director – Monitoring Officer

Cabinet Member for Regeneration and Economic Investment

Portfolio Responsibilities

Where not otherwise reserved to the Council, a committee of the Council or other body under the Local Authority Functions Regulations, or where authority has not been delegated to a chief officer and, in consultation with a relevant Cabinet Member, as necessary, to take the lead responsibility within the Cabinet for all matters relating to:

- To support the Leader in the strategic development of and to represent the Council's interests in the establishment of a combined authority.

Officer Lead: Director – Regeneration & Planning

- In support of the Leader, to deliver the following for and within Sandwell and in the wider combined authority area, through both local and combined authority wide projects and initiatives:

- the regeneration of the physical environment of the Borough;
- regeneration and transport planning, the transport network and public infrastructure;
- the achievement of economic regeneration, the creation of jobs and the development of wealth;
- the maximisation of employment, training and local business opportunities.

Officer Lead: Director – Regeneration & Planning

- In support of the Leader, to deliver capital investment in infrastructure, regeneration and renewal within Sandwell and in the wider combined authority area, through both local and combined authority wide projects and initiatives.

*Officer Lead: Director – Regeneration & Planning /
Chief Finance Officer*

- Strategic town planning, including development control and building regulation, the development of supplementary planning guidance and regional planning guidance.

Officer Lead: Director – Regeneration & Planning

- The declaration and making of all clearance areas, permitted development rights and the designation of conservation areas, areas of archaeological interest, nature reserves, green spaces and parks.

Officer Lead: Director – Regeneration & Planning

- The development of links with the local business community and skills/worklessness agencies and regional and national employment organisations, agencies and associations.

Officer Lead: Director – Regeneration & Planning

- To deputise for the Leader of the Council on the Local Enterprise Partnership.

Officer Lead: Director – Regeneration & Planning