Sandwell
Metropolitan Borough Council

Agenda
Cabinet

Wednesday, 21 June 2023 at 3.30 pm
At Council Chamber, Sandwell Council House, Freeth Street, Oldbury, B69 3DB

1	**Apologies for Absence**	
2	**Declarations of Interest** Members to declare any interests in matters to be discussed at the meeting.	
3	**Additional Items of Business** To determine whether there are any additional items of business to be considered as a matter of urgency.	
4	**2022/23 Financial Outturn** To approve the Revenue Contributions to Capital Outlay (RCCO) and reserve transfers of £32.388m.	**Finance & Resources** 7 - 34
5	**Adoption of Housing Strategy 2023-2028** To approve the Housing Strategy for Sandwell 2023-28.	**Housing & Built Environment** 35 – 74
6	**Application For and Adoption Of Moving**	**Environment &**

ONE COUNCIL
ONE TEAM

	Traffic Contraventions Enforcement Powers	**Highways**	
	To approve the application to the Department for Transport for powers to enable the enforcement of Moving Traffic Contraventions (MTCs) in accordance with Part 6 of the Traffic Management Act 2004 across the whole of Sandwell Council adopted road network.	75 – 86	
7	**Asset transfer of Charlemont Community Centre, Beaconview Road, West Bromwich**	**Housing & Built Environment**	
	To authorise the asset transfer of Charlemont Community Centre to Sandwell African Caribbean Mental Health Foundation (SACMHF) based on a full repairing lease for 99 years with a rental of £1 per annum for a multi-purpose community facility and office space.	87 – 96	
8	**Asset transfer of Hurst Road Community Centre, Oldbury B67 6ND**	**Housing & Built Environment**	
	To authorise the asset transfer of Hurst Road Community Centre to Sandwell Asian Family Service (SAFS) based on a full repairing lease for 99 years with a rental of £1 per annum for a multi-purpose community facility and office space.	97 – 106	
9	**Equalities, Diversity and Inclusion (EDI) Commission**	**Leader of the Council**	
	To approve the establishment of the revised Equality, Diversity and Inclusion Commission (EDI Commission).	107 – 118	
10	**Feasability of establishing a Council Owned Housing Company**	**Regeneration & WMCA**	
	To consider the recommendation to not proceed with the establishment of a Council owned Housing Company.	119 – 146	
11	**Rolfe Street Masterplan – Approval**	**Regeneration & WMCA**	
	To consider the results of the public consultation		

	undertaken in relation to the Draft Rolfe Street Masterplan and approve the Rolfe Street Masterplan as amended.	147 – 442
12	**Parking Charges Policy with Hybrid Working Benefits** To update the decisions of the Cabinet taken on 20 July 2022 in relation to the review of parking charges policy to include additional decisions following representations at public consultation to accommodate the most significant concerns (see Minute No. 148/22).	**Environment & Highways** 443 - 460
13	**Social Housing Decarbonisation Fund - Wave 1 Delivery** To authorise the Director of Housing to extend the External Improvement Works contract (reference SCC465) with Vinci Construction Ltd to 30th September 2023 to enable the delivery of the works awarded under the Grant for Social Housing Decarbonisation Fund (SHDF) Wave 1.	**Housing & Built Environment** 461 - 468
14	**Wednesbury Conservation Area Appraisal and Management Plan; Approval to carry out public consultation** To authorise the Director of Regeneration and Growth to undertake public consultation on Wednesbury's Conservation Area Appraisal and Management Plan.	**Regeneration & WMCA** 469 - 534

Shokat Lal
Chief Executive
Sandwell Council House
Freeth Street
Oldbury
West Midlands

Distribution
Councillor Carmichael (Chair)
Councillors Hackett, Hartwell, Hughes, Khatun, Millard, Padda, Piper and Rollins

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Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	**2022/23 Financial Outturn**
Cabinet Member:	Cllr Bob Piper
Director:	Simone Hines, Director of Finance
Key Decision:	Yes
Contact Officer:	Rebecca Maher, Assistant Director - Finance Rebecca_Maher@sandwell.gov.uk

1 Recommendations

1.1 That Cabinet receive the financial outturn reports of each directorate service area (Appendices 1A to 1J), the Housing Revenue Account (Appendix K) and the ISB (Appendix L), and refer them to the Budget and Corporate Scrutiny Management Board for consideration and comment.

1.2 That Cabinet approve the Revenue Contributions to Capital Outlay (RCCO) and reserve transfers of £32.388m set out in Appendix 1 and Appendix 3.

2 Reasons for Recommendations

2.1 Section 151 of the 1972 Local Government Act requires the Chief Financial Officer to ensure the proper administration of the council's financial affairs. Budgetary control, which includes the regular monitoring and reporting of budgets is an essential element in discharging this statutory responsibility. The recommended treatment of the year end variances supports the financial sustainability of the council.

3. **How does this deliver objectives of the Corporate Plan?**

The Council's financial status helps to underpin the Council's Corporate Plan and the associated aspirations.

4 Context and Key Issues

4.1 General Fund Outturn

4.2 The overall outturn position for the General Fund is an underspend of £1.917m. The Council has been impacted by the high levels of inflation across the UK during 2022/23 and this has led to higher than budgeted salary and contractual costs. The Council budgeted for a 2% pay award whereas the actual local government pay award agreed averaged 7%. Salary costs overall were £5.6m above budget. Some of the Council's key contracts are linked to CPI or RPI and although the Council has had some protection from utility increases due to pre-purchasing through the ESPO contract, there has still been additional utility costs during the year. Inflation has also impacted on placement costs in Adult Social Care.

Area	Appendix	Total Budget £'000	Outturn £'000	Variance from Budget £'000	RCCO	(Use of) Reserve £'000	Corporate Funding of COVID Pressures £'000	Outturn Variance £'000
Corporate Management	1A	(196)	(519)	(323)				**(323)**
Borough Economy	1B	63,987	67,007	3,020		(900)		**2,120**
Adult Social Care	1C	80,876	73,437	(7,439)		6,998		**(441)**
Regeneration & Growth	1D	9,292	12,570	3,278		(1,732)		**1,546**
Housing	1E	2,350	1,031	(1,319)		1,090		**(229)**
Children's Services	1F	88,656	92,231	3,575		(790)		**2,785**
Business Strategy & Change	1G	12,423	12,433	10		(268)		**(258)**
Finance	1H	9,729	10,077	348		(1,674)		**(1,326)**
Law & Governance	1I	3,679	3,459	(220)	0	(356)		**(576)**
Net Service Expenditure (ex PH)		**270,796**	**271,726**	**930**	**0**	**2,368**	**0**	**3,298**
Public Health	1J	64	1,613	1,549		(1,549)		**0**
Total Net Service Expenditure		**270,860**	**273,339**	**2,479**	**0**	**819**	**0**	**3,298**
Capital Charge Adjustment		(26,461)	(26,461)	0				**0**
External Interest Payments		16,374	12,681	(3,693)				**(3,693)**
Interest/Dividend Receipts		(3,753)	(4,661)	(908)				**(908)**
West Midlands Transport Levy		13,117	13,117	0				**0**
West Midlands Magistrates Court		41	41	0				**0**
Environment Agency (Flood Defence)		88	88	0				**0**
Net Service Expenditure before use of balances		**270,266**	**268,144**	**(2,122)**	**0**	**819**	**0**	**(1,303)**
Contingency		1,544	0	(1,544)		1,544		**0**
RCCO				0	2,947			**2,947**
Change in Earmarked Reserves		(13,612)		13,612		(16,559)		**(2,947)**
Change in Balances		459	459	0				**0**
Central Items		(21,613)	(1,751)	19,862		(19,622)		**239**
Use of Balances/RCCO/Central Items		(33,222)	(1,292)	**31,930**	2,947	(34,637)	0	**239**
Collection Fund Deficit		16,973	16,973	0				**0**
Council Tax		(117,968)	(117,968)	0				**0**
Business Rates		(136,049)	(136,902)	(853)				**(853)**
Total Net General Fund Expenditure (inc Central Items and use of balances)		**0**	**28,955**	**28,955**	**2,947**	**(33,818)**	**0**	**(1,917)**

4.3 The overall net directorate outturn variance, excluding the HRA, is an overspend of £3.298m following reserve transfers. The variance for each service area is summarised in the following table and analysed in more detail within Appendix 1. The higher than budgeted pay award contributes to the variances in all Directorates and has been mitigated with savings during the year where possible.

4.4 Individual outturn reports for each directorate, the Housing Revenue Account and the Individual Schools Budget can be found in Appendices 1A to 1K.

Corporate Management (1A)

4.5 The outturn for Corporate Management is an underspend of £0.323m. The main reason for this is due to a write off of unallocated income.

Borough Economy (1B)

4.6 The variance against budget for Borough Economy is an overspend of £2.120m. The main reasons for this overspend are the pay award and inflationary pressures on Highways and the Waste contract as well as under recovery of income from Green Spaces.

4.7 The Waste contract is linked to RPI and the Local Government pay award, both of which were higher than anticipated in the original budget. The Council keeps a Waste reserve to smooth fluctuations in contract costs and this has been used to partly offset the overspend. This reserve has been replenished as part of the 2023/24 budget process.

4.8 The Highways Service has been significantly impacted by inflation, both in terms of utility costs and materials.

4.9 Green Spaces has faced commercial challenges in 2022/23, with income budgets not realised as anticipated and one-off expenditure incurred, as the service transitions to a sustainable business model under which visitor services are scheduled to become cost neutral over the medium term.

Adult Social Care (1C)

4.10 The variance against budget for Adults Social is an underspend of £0.441m. There are some budget pressures which includes market sustainability fee uplifts (not funded from government grant), increased placement costs and market supplement for social workers, within this total variance that have been offset by use of reserves, other savings together with the use of the Better Care Fund and Social Care Grant.

4.11 Reserve transfers of £6.998m are requested for a number of items relating mainly to the Better Care Fund (arising from late receipt of grants from government and partners) and Social Care Grant underspends. The grants receipt will be fully spent in 2023/24 as activities has commenced to ensure that the council delivers o these priorities.

Regen & Growth (1D)

4.12 The variance against budget for Regeneration is an overspend of £1.546m. The main reasons for this are: -

- Unexpected dilapidation costs relating to a lease exit
- Cost of interim staff cover for a Service Manager post
- Reduction in rental income from council markets
- Reduction in internal recharge income for cleaning and postal services due to a change in the recharges process – a corresponding saving was realised in other directorates

In relation to the pay award cost pressure (7% on average), corporate growth funding of 2% was provided and the remaining 5% was funded by vacancy management and other savings within the Regeneration directorate.

Housing General Fund (1E)

4.13 The variance against budget for Housing is an underspend of £0.229m. The main reasons for this are: -

- Vacancies across the Income Management Service;
- Central adjustments for recharges

Childrens Services (1F)

4.14 The variance against budget for Children's Services is an overspend of £2.785m. The main reason for this is an overspend of £3.836m against SEND transport which has been offset by various one-off savings across the directorate. These include (but not limited to) vacancies across some services including Educational Psychologist (EP) and in the School Improvement Service.

4.15 Sandwell Children's Trust (SCT) provisionally overspent by £1.578m during the year. This is primarily due to pressure in out of borough placement (for children) and agency staff cost on social workers. This pressure was mitigated through the use of additional Social Care grant and reserves.

4.16 The pressure in the SEND Transport service is due to a significant increase in EHCP over the years, particularly for complex and out of borough placements which have the highest cost. This means that request for travel assistance has therefore increased significantly. Most importantly however, is the increased nature and complexity of need of these pupils which has led to:

- them being placed in out of Borough (OOB) schools
- reduction in use of multi-occupancy vehicles
- More children are now travelling alone with passenger assistant

4.17 In addition, there are savings arising from the flexible utilisation of Holiday Activities Fund (HAF) grant, training, supply and services and Community Transport Grant. Finally, the directorate received additional Social Care grant that was more than the original budget.

Business Strategy & Change (1G)

4.18 The variance against budget for Business Strategy & Change is an underspend of £0.258m. The main reason for this is delays in ICT projects which has resulted in contract savings.

Finance (1H)

4.19 The variance against budget for Finance is an underspend of £1.326m. The main reason for this is due to an accounting adjustment relating to Council Tax and NNDR court income in previous years.

Law & Governance (L&G) (1I)

4.20 The variance against budget for L&G is an underspend of £0.576m. This mainly relates to vacancy savings.

Public Health (1J)

4.21 Public Health is a ringfenced grant and therefore any underspend has to be transferred into a specific Public Health Reserve. The variance following reserves transfers is therefore nil.

4.22 Public Health has promoted education aimed at reducing Communicable Diseases (e.g. genitourinary medicine (GUM)), Long Term Conditions, Healthy lifestyles (e.g. free swimming, weight management and food nutrition services), Early Years Parenting, Road Safety, School Nursing, online safety, substance misuse better mental health promotion and support for Sandwell Council Voluntary Organisations. The variance against budget for Public Health prior to reserve transfer is an overspend of £1.549m. This is a planned use of the Public Health reserve.

Housing Revenue Account (HRA) (1K)

4.23 The overall variance against budget for the HRA is nil, as any surplus or deficit at year end is offset by a corresponding transfer to/from the HRA reserve. Prior to transfers to reserves, the HRA outturn for 2022/23 shows a surplus of £7.3m against a budgeted surplus of £0.3m, giving a £7.0m variance against budget. Although repairs and maintenance expenditure was significantly over budget by £2.5m, this was more than offset by an underspend of £9.5m on capital financing costs, interest payable and investment income.

Dedicated Schools Grant (DSG) ISB (1L)

4.24 The Dedicated Schools Grant (DSG) outturn is expected to be a surplus of £1.43m. When added to the surplus balance from last year of £4.07m, the overall DSG reserve is expected to be £5.5m. The main area of underspend is High Needs Block (HNB).

4.25 There is pressure in Out of Borough, place funding, and pupil's top-up payments. These were mitigated by underspend in SEN Development and reduction in recoupment for import/export pupils.

Central Items/RCCO/Use of Balances

4.26 The council has a number of centrally held budgets. The nature of these is such that they are not within a specific directorate's control. The council also makes use of balances towards one-off expenditure and as Revenue Contributions to Capital Outlay. The net outturn variance against these budgets is an overspend of £0.239m and more detail is provided in Appendix 2.

Use of Reserves

4.27 At the end of 2021/22 £146.346m was held in General Fund earmarked reserves and during the year balances have reduced by £33.818m. However, £30.499m of this relates to the use of Section 31 grants which funded reduced Business Rates income due to COVID. The net movement of reserves excluding this is a reduction of £3.319m. The year-end earmarked reserve balance is therefore £112.528m. Further detail is provided in Appendix 4.

4.28 The use of earmarked reserves is largely to fund specific projects or use of ring-fenced grants. However, there has also been some use of risk-based reserves to offset inflationary costs in year. This includes the Waste and Children's reserves.

General Fund Balance

4.29 At the end of 2022/23 the General Fund balance is expected to be £17m which equates to 5.38% of net General Fund expenditure and is within the prudent limits set by the Section 151 Officer.

5 Alternative Options

5.1 Cabinet could vary the proposed treatment of the year end variances from budget.

6 Implications

Resources:	Resource implications are contained within the main body of the report.
Legal and Governance:	No direct implications arising from the recommendations.
Risk:	This information is contained within the main body of this report.
Equality:	No direct implications arising from the recommendations.
Health and Wellbeing:	No direct implications arising from the recommendations.
Social Value	No direct implications arising from the recommendations.
Climate Change:	No direct implications arising from the recommendations.
Corporate Parenting:	No direct implications arising from the recommendations.

7. Appendices

App 1 Outturn Summary
App 2 Central Items
App 3 Reserves

8. Background Papers

None

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2022/23 Revenue Outturn Summary

Area	Appendix	Total Budget £'000	Outturn £'000	Variance from Budget £'000	RCCO	(Use of) Reserve £'000	Corporate Funding of COVID Pressures £'000	Outturn Variance £'000
Corporate Management	1A	(196)	(519)	(323)				**(323)**
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Regeneration & Growth	1D	9,292	12,570	3,278		(1,732)		**1,546**
Housing	1E	2,350	1,031	(1,319)		1,090		**(229)**
Children's Services	1F	88,656	92,231	3,575		(790)		**2,785**
Business Strategy & Change	1G	12,423	12,433	10		(268)		**(258)**
Finance	1H	9,729	10,077	348		(1,674)		**(1,326)**
Law & Governance	1I	3,679	3,459	(220)	0	(356)		**(576)**
Net Service Expenditure (ex PH)		**270,796**	**271,726**	**930**	**0**	**2,368**	**0**	**3,298**
Public Health	1J	64	1,613	1,549		(1,549)		**0**
Total Net Service Expenditure		**270,860**	**273,339**	**2,479**	**0**	**819**	**0**	**3,298**
Capital Charge Adjustment		(26,461)	(26,461)	0				**0**
External Interest Payments		16,374	12,681	(3,693)				**(3,693)**
Interest/Dividend Receipts		(3,753)	(4,661)	(908)				**(908)**
West Midlands Transport Levy		13,117	13,117	0				**0**
West Midlands Magistrates Court		41	41	0				**0**
Environment Agency (Flood Defence)		88	88	0				**0**
Net Service Expenditure before use of balances		**270,266**	**268,144**	**(2,122)**	**0**	**819**	**0**	**(1,303)**
Contingency		1,544	0	(1,544)		1,544		**0**
RCCO				0	2,947			**2,947**
Change in Earmarked Reserves		(13,612)		13,612		(16,559)		**(2,947)**
Change in Balances		459	459	0				**0**
Central Items		(21,613)	(1,751)	19,862		(19,622)		**239**
Use of Balances/RCCO/Central Items		(33,222)	(1,292)	**31,930**	2,947	(34,637)	0	**239**
Collection Fund Deficit		16,973	16,973	0				**0**
Council Tax		(117,968)	(117,968)	0				**0**
Business Rates		(136,049)	(136,902)	(853)				**(853)**
Total Net General Fund Expenditure (inc Central Items and use of balances)		**0**	**28,955**	**28,955**	**2,947**	**(33,818)**	**0**	**(1,917)**
Housing Revenue Account (HRA)	1K	(300)	(7,297)	(6,997)	450	6,547		**0**
Individual Schools Budgets (ISB)	1L	0	(1,430)	(1,430)		0		**(1,430)**
Total Net Expenditure		**(300)**	**20,228**	**20,528**	**3,397**	**(27,271)**	**0**	**(3,347)**

Directorate: Corporate Management

APPENDIX 1A

Service Area	Total Budget £'000	Outturn £'000	Variance £'000	(Use of) Reserves/ RCCO £'000	Corporate Funding of COVID-19 Pressures £'000	Outturn Variance £'000
Chief Executive	**384**	522	**138**	0	0	**138**
Corporate Management	**(580)**	(1,041)	**(461)**	0	0	**(461)**
TOTAL	**(196)**	**(519)**	**(323)**	**0**	**0**	**(323)**

Borough Economy Directorate

APPENDIX 1B

Service Area	Total Budget £'000	Outturn £'000	Variance £'000	(Use of) Reserves/ RCCO £'000	Corporate Funding of COVID-19 Pressures £'000	Outturn Variance £'000
Contracts, Projects, Strategy & Policy	**35,588**	36,633	**1,045**	(280)	0	**765**
Highways Services	**16,599**	17,035	**436**	(128)	0	**308**
Green Spaces, Greens	**3,061**	4,830	**1,769**	(298)	0	**1,471**
Public Protection and Community	**3,484**	3,396	**(88)**	(131)	0	**(219)**
Libraries, Archives and Heritage	**4,909**	4,806	**(103)**	(63)	0	**(166)**
Directorate Management	**346**	307	**(39)**	0	0	**(39)**
TOTAL	**63,987**	**67,007**	**3,020**	**(900)**	**0**	**2,120**

Directorate Adult Social Care

APPENDIX 1C

Service Area	Total Budget £'000	Outturn £'000	Variance £'000	(Use of) Reserves/ RCCO £'000	Corporate Funding of COVID-19 Pressures £'000	Outturn Variance £'000
Management Team	**1,799**	1,449	**(350)**	90	0	**(260)**
Social Work & Therapy	**4,732**	4,592	**(140)**	181	0	**41**
External Placements	**64,008**	62,662	**(1,346)**	2,439	0	**1,093**
Integrated Hub	**788**	796	**8**	(60)	0	**(52)**
Direct Services	**6,390**	5,793	**(597)**	(39)	0	**(636)**
Commissioning	**3,159**	2,532	**(627)**	0	0	**(627)**
Better Care Fund	**0**	(4,387)	**(4,387)**	4,387	0	**0**
			0	0	0	**0**
TOTAL	**80,876**	**73,437**	**(7,439)**	**6,998**	**0**	**(441)**

Regeneration Directorate

APPENDIX 1D

Service Area	Total Budget	Outturn	Variance	(Use of) Reserves/ RCCO	Corporate Funding of COVID-19 Pressures	Outturn Variance
	£'000	£'000	£'000	£'000	£'000	£'000
Development and Planning	**662**	533	**(129)**	(59)	0	**(188)**
Growth and Spatial Planning	**2,224**	2,461	**237**	(531)	0	**(294)**
Strategic Assets and Land	**5,720**	8,810	**3,090**	(1,142)	0	**1,948**
Management	**686**	766	**80**	0	0	**80**
			0	0	0	**0**
TOTAL	**9,292**	**12,570**	**3,278**	**(1,732)**	**0**	**1,546**

Directorate Housing

APPENDIX 1E

Service Area	Total Budget £'000	Outturn £'000	Variance £'000	(Use of) Reserves/ RCCO £'000	Corporate Funding of COVID-19 Pressures £'000	Outturn Variance £'000
Community Partnerships and Support Services	**1,100**	1,294	**194**	(200)	0	**(6)**
Housing Solutions	**1,252**	(9)	**(1,261)**	1,217	0	**(44)**
Income Management and Money Advice	**202**	(6)	**(208)**	73	0	**(135)**
Tenancy & Estate Management	**(767)**	(601)	**166**	0	0	**166**
Management	**563**	353	**(210)**	0	0	**(210)**
TOTAL	**2,350**	**1,031**	**(1,319)**	**1,090**	**0**	**(229)**

Chidren's Services

APPENDIX 1F

Service Area	Total Budget	Outturn	Variance	(Use of) Reserves/ RCCO	Corporate Funding of COVID-19 Pressures	Outturn Variance
	£'000	£'000	£'000	£'000	£'000	£'000
Director of Children's Services	**8,212**	9,012	**800**	0	0	**800**
Education Services	**655**	181	**(474)**	217	0	**(257)**
Inclusive Learning	**799**	554	**(245)**	0	0	**(245)**
Children & Education Support	**9,025**	12,388	**3,363**	0	0	**3,363**
Commissioning, Partnerships &	**8,970**	7,523	**(1,447)**	571	0	**(876)**
Childrens Trust	**60,995**	62,573	**1,578**	(1,578)	0	**0**
				0	0	**0**
TOTAL	**88,656**	**92,231**	**3,575**	**(790)**	**0**	**2,785**

0

Business Strategy and Change

APPENDIX 1G

Service Area	Total Budget £'000	Outturn £'000	Variance £'000	(Use of) Reserves/ RCCO £'000	Corporate Funding of COVID-19 Pressures £'000	Outturn Variance £'000
Directorate	**(22)**	195	**217**	0	0	**217**
ICT	**5,117**	5,399	**282**	162	0	**445**
Human Resources	**3,851**	3,365	**(486)**	(46)	0	**(532)**
Business and Corporate Services	**3,478**	3,474	**(3)**	(384)	0	**(387)**
TOTAL	**12,423**	**12,433**	**10**	**(268)**	**0**	**(258)**

Finance

APPENDIX 1H

Service Area	Total Budget	Outturn	Variance	(Use of) Reserves/ RCCO	Corporate Funding of COVID-19 Pressures	Outturn Variance
	£'000	£'000	£'000	£'000	£'000	£'000
Directorate	**194**	(298)	**(492)**	0	0	**(492)**
Oracle	**561**	1,153	**592**	(592)	0	**0**
Financial Management	**3,563**	5,177	**1,614**	(1,078)	0	**536**
Revenues and Benefits	**2,443**	1,160	**(1,283)**	(3)	0	**(1,286)**
Business Management	**2,968**	2,885	**(83)**	0	0	**(83)**
TOTAL	**9,729**	**10,077**	**348**	**(1,674)**	**0**	**(1,325)**

Law and Governance

APPENDIX 1I

Service Area	Total Budget £'000	Outturn £'000	Variance £'000	(Use of) Reserves/ RCCO £'000	Corporate Funding of COVID-19 Pressures £'000	Outturn Variance £'000
Directorate	**498**	672	**173**	0	0	**173**
Democracy	**1,523**	1,541	**18**	32	0	**50**
Registration Services	**(1,607)**	(1,480)	**127**	(370)	0	**(243)**
Legal and Assurance	**2,276**	2,095	**(181)**	(18)	0	**(199)**
Equality, Diversity and Inclusion	**435**	241	**(194)**	0	0	**(194)**
Leaders Office	**554**	391	**(163)**	0	0	**(163)**
TOTAL	**3,679**	**3,459**	**(220)**	**(356)**	**0**	**(576)**

Directorate Public Health

APPENDIX 1J

Service Area	Total Budget £'000	Outturn £'000	Variance £'000	(Use of) Reserves/ RCCO £'000	Corporate Funding of COVID-19 Pressures £'000	Outturn Variance £'000
Communicable Disease	**3,313**	2,860	**(454)**	0	0	**(454)**
Long Term Conditions	**3,048**	2,229	**(819)**	0	0	**(819)**
Childrens	**10,429**	9,974	**(454)**	(27)	0	**(482)**
Substance Misuse & Smoking	**3,747**	3,792	**44**	(87)	0	**(43)**
Wider Determinants	**5,864**	6,103	**239**	(178)	0	**61**
Public Health Management	**2,345**	2,471	**126**	(121)	0	**5**
Public Health Grant	**(25,816)**	(25,816)	**0**	0	0	**0**
Public Health Savings / Reserve	**(2,866)**	0	**2,866**	(1,135)	0	**1,731**
TOTAL	**64**	**1,613**	**1,549**	**(1,549)**	**0**	**0**

Directorate HRA

APPENDIX 1K

Service Area	Total Budget	Outturn	Variance	These will be hidden: RCCO (Spend in Year)	These will be hidden: RCCO Contribution to Reserves (Future Years Use)	These will be hidden: (Use of) / Contribution to Reserves	(Use of) Reserves/ RCCO	Corporate Funding of COVID-19 Pressures	Outturn Variance
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Asset Management & Maintenance	**39,674**	40,496	**822**				0	0	**822**
Business Excellence	**3,305**	3,932	**627**				0	0	**627**
Services in BE	**3,573**	3,423	**(150)**				0	0	**(150)**
Corporate HRA	**48,901**	41,703	**(7,198)**			6,500	6,500	0	**(698)**
Housing Management	**14,394**	13,178	**(1,216)**			47	47	0	**(1,169)**
PFI	**(594)**	(1,779)	**(1,185)**		450		450	0	**(735)**
Rents & Other Charges	**(117,153)**	(115,891)	**1,262**				0	0	**1,262**
SLA's	**7,600**	7,641	**41**				0	0	**41**
TOTAL	**(300)**	**(7,297)**	**(6,997)**	**0**	**450**	**6,547**	**6,997**	**0**	**0**

Directorate ISB

APPENDIX 1L

Service Area	Total Budget £'000	Outturn £'000	Variance £'000	(Use of) Reserves/ RCCO £'000	Corporate Funding of COVID-19 Pressures £'000	Outturn Variance £'000
Schools Block	**308,463**	309,038	**575**		0	**575**
High Needs Block	**60,890**	59,109	**(1,781)**		0	**(1,781)**
Early Years Block	**24,114**	23,890	**(224)**		0	**(224)**
Central School Services Block	**2,283**	2,283	**0**		0	**0**
DSG Income	**(395,750)**	**(395,750)**				
TOTAL	**0**	**(1,430)**	**(1,430)**	**0**	**0**	**(1,430)**

Central Items

Appendix 2

Central Item	Annual Target Budget £'000	Outturn £'000	Variance £'000	(Use of) Reserves/ RCCO £'000	Corporate Funding of COVID-19 Pressures £'000	Outturn Variance £'000
Local Authority Subcriptions	104	127	**23**	0		**23**
Wolverhampton: WMCC and WMRE	45	26	**(19)**	0		**(19)**
Combined Authority	1,660	1,658	**(2)**	0		**(2)**
External Audit Fee	144	388	**244**	(79)		**165**
New Homes Bonus Grant	(786)	(786)	**(0)**	0		**(0)**
No Recourse to Public Funds	531	1,090	**559**	0		**559**
Business Rates Compensation Grant	(28,253)	(14,995)	**13,258**	(11,887)		**1,371**
Microsoft Enterprise Agreement	1,000	1,081	**81**	0		**81**
Insurance	(395)	(1,256)	**(861)**	1,256		**395**
Bank Charges	335	405	**70**	0		**70**
Airport Rent Income	(100)	(107)	**(7)**	0		**(7)**
Apprenticeship Levy	480	492	**12**	0		**12**
Past Service Pension Costs	5,178	5,065	**(113)**	0		**(113)**
Local Welfare Provision	0	(1)	**(1)**	0		**(1)**
Housing Benefits	501	870	**369**	0		**369**
Council Tax Rebate - Energy	0	(124)	**(124)**	124		**0**
Household Support Fund	0	(169)	**(169)**	0		**(169)**
Pensions General	4,560	4,124	**(436)**	0		**(436)**
Coroners	352	533	**181**	0		**181**
Members Allowances	1,474	1,407	**(67)**	0		**(67)**
Public Law Fees	366	316	**(50)**	0		**(50)**
Special Events	25	8	**(18)**	0		**(18)**
Templink	(429)	(307)	**122**	0		**122**
COVID-19 Facilities	0	(27)	**(27)**	0		**(27)**

COVID-19 Emergency Funding	0	6,041	**6,041**	(6,041)		**0**
COVID-19 Containing Outbreak	0	939	**939**	(939)		**0**
COVID-19 Local Restriction Support	0	(42)	**(42)**	42		**0**
COVID-19 Local Restriction Support	0	0	**0**	(0)		**(0)**
COVID-19 Test and Trace	0	39	**39**	(39)		**0**
COVID-19 Omicron Hospitality Grant	0	(0)	**(0)**	0		**(0)**
COVID-19 Local Council Tax Support	0	2,467	**2,467**	(2,467)		**(0)**
COVID-19 Restart Grant	0	(4)	**(4)**	4		**0**
COVID-19 Business Support Grants	0	(404)	**(404)**	404		**0**
COVID Funding - Collection Fund	(1,900)	(1,900)	**0**	0		**0**
COVID Funding - Airport Dividends	(1,488)	(1,488)	**0**	0		**0**
Building Schools for the Future	400	400	**0**	0		**0**
Lower Tier Services Grant	(596)	(600)	**(4)**	0		**(4)**
New Services Grant 2022/23	(7,015)	(7,015)	**(0)**	0		**(0)**
Quarterly Vacancy Savings	2,196	0	**(2,196)**	0		**(2,196)**
TOTAL	**(21,613)**	**(1,751)**	**19,862**	**(19,622)**	**0**	**239**

Reserves

Appendix 3

Earmarked Reserve	Balance as at 31 March 2022 £'000	Projected use / (addition to) in year £'000	Other Reserve Movements £000	Projected Balance as at 31 March 2023 £'000
Corporate Management				
Kickstart Revaluation (NEW 2022/23)	(1,553)	0		**(1,553)**
	(1,553)	**0**	**0**	**(1,553)**
Borough Economy				
Portway Lifestyle Centre	(730)	(72)		**(802)**
Physical Activity Board	0			**0**
Borough Economy General Reserve	(1,652)	780		**(872)**
Dartmouth Park HLF	(265)	8		**(257)**
Aquatics Centre UOW	(100)			**(100)**
SERCO Waste Commitments	(3,816)	188		**(3,628)**
BE Grant Carryforward Reserve	(11)	(166)	(14)	**(191)**
	(6,574)	**738**	**(14)**	**(5,850)**
Adults				
Adult Social Care General Reserve	(3,745)	(163)		**(3,908)**
Better Care Fund	(10,660)	(4,396)		**(15,056)**
	(14,405)	**(4,559)**	**0**	**(18,964)**
Regen & Growth				
R&G General Reserve	(2,302)	621		**(1,681)**
Sinking Fund Central 6th Building	(1,096)	(296)		**(1,392)**
Forge Mill Farm Demolition	(230)	3		**(227)**
School Repair Reserve	(120)	0		**(120)**
R&G Grant Carryforward Reserve	(209)	62		**(147)**
R&G Capital Project Support	(6,777)	71	1,000	**(5,706)**
	(10,734)	**461**	**1,000**	**(9,273)**
Housing				

H&A General Reserve	(442)	(1,171)		**(1,613)**
H&A Grant Carryforward	(688)	81	156	**(451)**
	(1,130)	**(1,090)**	**156**	**(2,064)**
Childrens Services				
Children's Services General Reserve	(1,589)	(788)		**(2,377)**
SCT Reserve	(2,636)	1,578		**(1,058)**
CS Grant Reserve	0			**0**
	(4,225)	**790**	**0**	**(3,435)**
Business Strategy & Change				
BSC General Reserve	(715)	(154)		**(869)**
ICT Refresh	(1,747)	1,747		**0**
	(2,462)	**1,593**	**0**	**(869)**
Finance				
Finance General Reserve	(171)	(332)		**(503)**
Sandwell Children's Trust	(45)	32		**(13)**
	(216)	**(300)**	**0**	**(516)**
Law & Governance				
L&G General Reserve	(1,236)	466		**(770)**
POCA	(833)	(8)		**(841)**
	(2,069)	**458**	**0**	**(1,611)**
Public Health				
Learning for Public Health	(502)	121		**(381)**
Public Health Grant Reserve	(9,481)	1,135		**(8,346)**
Public Health Earmarked Reserves	(403)	293		**(110)**
	(10,386)	**1,549**	**0**	**(8,837)**
Total Directorate Reserves	**(53,754)**	**(360)**	**1,142**	**(52,972)**
Finance - Central Items				
Insurance Reserve	(7,232)	(1,256)		**(8,488)**
COVID Emergency Funding	(16,931)	6,041		**(10,890)**
S31 Relief Grant	(30,896)	30,499		**(397)**
Finance Grant Reserve	(11,875)	2,813		**(9,062)**

	(66,934)	**38,097**	**0**	**(28,837)**
Corporate Items				
General Capital Reserve	(4,000)	1,000	(700)	**(3,700)**
New Asset System	(500)	169		**(331)**
Exit Packages	(2,052)	600		**(1,452)**
Pay Award	(1,000)			**(1,000)**
Oracle Fusion	(3,231)	(408)	(300)	**(3,939)**
Business Rates Volatility Reserve	(7,000)	(1,500)		**(8,500)**
Invest to Save Reserve	(3,000)	658		**(2,342)**
Corporate Improvement Plan	(1,436)	381		**(1,055)**
Commonwealth Games	(1,393)	1,264		**(129)**
Cemetery RCCO Reserve	(1,446)			**(1,446)**
Social Care Grant (NEW 2022/23)	0	(2,439)		**(2,439)**
Financial Planning Reserve (NEW 2022/23)	0	(3,644)	(142)	**(3,786)**
Climate Change (NEW 2022/23)	(600)			**(600)**
	(25,658)	**(3,919)**	**(1,142)**	**(30,719)**
Total Non-Directorate Reserves	**(92,592)**	**34,178**	**(1,142)**	**(59,556)**
Total GF Reserves	**(146,346)**	**33,818**	**0**	**(112,528)**
ISB				
Dedicated Schools Grant (DSG)	(4,070)	(1,430)		**(5,500)**
BSF FM Sinking Fund	(3,365)			**(3,365)**
BSF PFI Sinking Fund	(4,680)			**(4,680)**
Post LAC Pupil Premium Grant	(114)			**(114)**
	(12,229)	**(1,430)**	**0**	**(13,659)**
TOTAL	**(158,575)**	**32,388**	**0**	**(126,187)**

Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	Adoption of Housing Strategy 2023-28
Cabinet Member:	Cabinet Member for Housing and Built Environment Cllr Laura Rollins
Director:	Director of Housing Gillian Douglas
Key Decision:	Yes
Contact Officer:	Housing Policy and Strategy Lead Officer, Louis Bebb louis_bebb@sandwell.gov.uk

1 Recommendations

1.1 That approval be given to the Housing Strategy for Sandwell 2023-28 as set out in Appendix 1.

2 Reasons for Recommendations

2.1 The document sets out the Council's housing vision and ambitions for the 5-year period to the end of 2028, showing how we intend to address the key housing challenges affecting our communities.

2.2 It sets out the Council's priorities and objectives for meeting housing need and working with tenants and residents to build sustainable and cohesive communities across the borough.

2.3 In addition, the document will outline how Sandwell Council plans to meet the current and future forecasts of housing need in the Borough, including specific household groups such as those with care and support needs and people from diverse equalities groups.

2.4 The strategy will help meet the issues identified in the Housing Needs Assessment, produced in 2022.

2.5 By achieving the strategic housing objectives set out in this strategy we will support the delivery of the commitments in the Corporate Plan 2021-25, specifically on the theme of 'Quality Homes in Thriving Neighbourhoods'.

2.6 The Housing Strategy is supported by and links to the council's Homelessness and Rough Sleeping Strategy, but also other emerging strategies and plans where housing has a part to play in meeting the needs and aspirations of our communities.

3 How does this deliver objectives of the Corporate Plan?

	**The Best Start in Life for Children and Young People** Good quality and suitable housing are essential to delivering this objective. The Housing Strategy will also help to steer this objective by providing greater choice on accommodation and location for care leavers in relation to housing support and allocations.
	**People Live Well and Age Well** The Housing Strategy meets this objective by considering the types of housing needed to support people at each life stage. The document addresses the housing needs for both young people and older people within dwellings. Quality homes will have a positive impact on the lives of children and adults and help residents maintain their independence as they get older.
	**Strong Resilient Communities** Housing and the quality of the neighbourhood contribute to delivery of this objective. Sandwell has diverse communities made up of differing socio-economic status, race, ethnicity and disabilities. The document recognises Sandwell's responsibility to invest in housing within the Borough to promote wellbeing and help people live healthy lives - this will continue to create mixed and sustainable communities.
	**Quality Homes in Thriving Neighbourhoods** The Strategy links directly to this priority in the Corporate Plan and expands on how we will deliver and



	shape future housing development and ensuring that the right homes are built. It also highlights the importance of raising standards of design, quality and sustainability across the Borough.

4 Context and Key Issues

4.1 The Housing Strategy is an important document in setting out the council's priorities and objectives for meeting the housing needs of our communities.

4.2 Although not a statutory document like the Homelessness and Rough Sleeper Strategy, it is nevertheless a key strategy in articulating what actions we will take to address and meet diverse housing needs in Sandwell.

4.3 This 2023-28 Strategy will replace the 2012 Housing Strategy Statement which set out 4 priorities that remain highly relevant today, namely:

- Making better use of existing housing
- Improving the quality of housing available
- Encouraging the building of new homes
- Protecting and promoting health, safety and wellbeing

4.4 The refreshed priorities are:

1. Providing more affordable homes
2. Making the best use of the homes we have
3. Quality housing for all
4. Supporting people's health through housing
5. Addressing climate change and fuel poverty.

4.5 The Strategy was presented to the Safer Neighbourhoods and Active Communities Scrutiny (SNAC) Board on 24th November 2022.

<u>Consultation</u>

4.6 Public consultation on the draft Housing Strategy ran for a 6-week period from 8th February until 22nd March 2023. Two versions of the Strategy were uploaded to the online consultation page – the full version of the strategy and a summarised version for people interested in the key highlights.

4.7 We have shared the draft Strategy with various stakeholders including:

- SMBC members
- Registered providers operating in and with an interest in Sandwell
- West Midlands local authorities
- Black Country Health and Housing Partnership
- Sandwell's Tenant and Resident Scrutiny Group
- Housing and advice organisations in the voluntary and community sector
- Homes England and the Regulator of Social Housing
- Multi-agency Homelessness Forum
- Department for Levelling Up, Housing and Communities (DLUHC)

4.8 In total, we received **36** responses to the Housing Strategy public consultation (both online and through focus group events).

4.9 In the consultation survey, there was a mix of qualitative and quantitative data. A variety of public consultations have helped inform this strategy including:

- Public consultation on strategy – 32 responses
- Consultation events with Sandwell's Tenant and Leaseholder Scrutiny Group – 4 responses

4.10 In addition to the public consultation response, there were also formal responses received. Including from partner groups and organisations, registered providers and neighbouring local authorities.

- Black Country Health and Housing Forum
- West Midlands Housing Officers Group (WMHOG)
- Black Country Housing
- Bromford Group
- Midland Heart
- Walsall Council
- Dudley Metropolitan Borough Council
- Wolverhampton City Council
- Nuneaton and Bedworth Borough Council
- Warwick District Council
- Coventry City Council
- Homes England

4.11 Consultation Findings

- Support across all themes and priorities was relatively high, with a large proportion of the respondents either tending to agree or strongly agreeing. The average agreement was 85%, which demonstrates the strong level of support for the Housing Strategy overall.
- Respondents seem confident that these are the right ways to achieve the overall priorities.
- Across the 5 priorities for housing, the most well received amongst respondents was 'providing affordable homes', which had 100% agreeance overall.
- Other priorities also still received high levels of support, with 'supporting people's health through housing' producing 94% agreement, 'quality housing for all' receiving 91.5% and 'making the best use of the homes we have' gaining 85% agreement.
- The only area where agreement was below average (85%) was on whether respondents support the council's priorities on addressing climate change and fuel poverty, which 66% supported.
- A number of key words and phrases emerged repeatedly, with references to housing affordability, preservation of open spaces, local people, supportive infrastructure and increased social housing.

Detailed contributions and amendments:

The consultation also highlighted a number of additional suggestions which have been considered and adopted in the final Housing Strategy draft.

Response Received	Action Taken
Any housing development needs to be supported by the suitable infrastructure.	Further information required in Priorities 1 and 3 as to how Sandwell Council will help to deliver infrastructure and services to support growth.
Sandwell Council needs to compensate for the loss of Council houses that were sold off but not replaced.	We will include information that 'Councils are set to retain 100% of right to buy receipts for two years'. Further, we will add an action ensuring that the money which the council retains from right to buy sales will then be used to fund the one-for-one replacement of the

	social housing stock sold off via the scheme.
More choice in accommodation when prioritising keyworkers.	Within page 12 of the document, under our commitment to 'Improve access to affordable housing for essential keyworkers', we will include a commitment to explore how housing allocations can prioritise keyworkers as part of our Housing Allocations Policy review later in 2023.
Preserving green spaces and not using these for housing developments is essential.	Within priorities 1, 4 and 5 of the Housing Strategy, there needs to be an explicit link between housing and greenspaces. The document also needs to link in with overarching priorities such as Sandwell's Climate Change Strategy. In addition, outlining commitments such as supporting the Greenspace Strategy Delivery Board.
We need more housing that will help young couples get onto the housing ladder. There is a shortage of affordable homes for first time buyers.	Within Priority 1 of the document, greater promotion needs to be made on how young couples and families amongst others can benefit from schemes such as First Homes which will provide additional affordable housing on S106 developments.
There is a lack of connection between LHA rates and PRS rents. I am not sure the strategy provides any solution as to how rents can be brought to affordable levels.	More direct actions needed in priorities 1 and 3 in relation to how we will address the lack of affordability in the private rented sector.
Sandwell should be looking at how to raise money to build more housing stock.	Whilst funding is mentioned in relation to retrofit, funding within new builds isn't mentioned. Priorities 1 and 3 of the strategy need to provide more detail in our aims and objectives around how we aim to acquire external funding for new build housing, for instance, elaborating on how we have said we will work with Homes England within future housing development.

Damp and mould within properties needs to be addressed.	Implementing direct actions, particularly within priorities 3 and 4 about how we intend to deal with damp and mould issues. Currently, the strategy does not contain enough detail on how we will deal with damp and mould.
More focused education and energy efficiency awareness with incentives to move to net zero could be considered.	Action to be added to Priority 4 outlining how we will explore incentives for both homeowners and households renting to move to carbon neutral facilities within their homes.
Building on brownfield sites regardless of costs. Not building on Green Spaces.	Within priorities 1, 4 and 5 of the Housing Strategy, more details need to be provided on greenspaces. Particularly greater details on the opportunities for inward investment will include the West Midlands Brownfield Site Fund to deliver the challenges of bringing brownfield sites into development.
There is strong reference to needs of ethnic minority groups and the disadvantage faced and volume of social housing applicants form this community. The BEM community is not a homogenous group, and there are specific issues for our refugee cohort, especially larger families which could be addressed more clearly in the strategy.	Within Priority 1 of the Housing Strategy, broadening out the housing issues beyond just ethnic minority groups to a more detailed analysis of how we can help asylum seekers and refugees too. We will include greater details on the Borough of Sanctuary Strategy and its subsequent actions.
The document needs to provide more specific details on how housing will work with Sandwell Children's Trust and Children's Services to ensure there is appropriate and accessible accommodation options this could also again link back to our Council wide corporate parenting responsibility.	Under priority 1, an action needs to be included that specifically details how housing will work with Sandwell Children's Trust and children's services to ensure there is appropriate and accessible accommodation options this could also again link back to our Council wide corporate parenting responsibility.

5 Alternative Options

5.1 The Local Government Act 2003 requires all local housing authorities publish a Housing Strategy setting out a vision for housing in its area, including objectives, targets and policies on how the authority intends to manage and deliver its strategic housing role.

6 Implications

Resources:	Delivery of the Strategy will be through existing resources including the Housing Revenue Account but is also based on being able to attract funding from external sources such as Homes England and West Midlands Combined Authority as well as Government funding towards retrofit of homes.
Legal and Governance:	The Local Government Act 2003 requires all local housing authorities publish a Housing Strategy setting out a vision for housing in its area, including objectives, targets and policies on how the authority intends to manage and deliver its strategic housing role. The Strategy provides an overarching framework against which the authority considers and formulates other policies on more specific housing issues. The Housing Strategy Action Plan will provide oversight ensuring implementation of the Housing Strategy 2023-2028, including monitoring of the delivery of actions against the key objectives. Unless there are major legislative changes or significant service changes this strategy will be reviewed every five years.
Risk:	• Financial resources available to deliver the strategy, including inflation. • Data quality in order to provide a comprehensive understanding of the local housing market and a robust evidence base on which to make informed decisions about future housing provision.

	• Availability of land to build new homes and availability of appropriate infrastructure e.g. schools, GPs, transport and public spaces. • Future changes to national policy and requirements (particularly on planning) that could impact on the Council's ability to deliver new housing that meets locally identified needs. For instance, Right to Buy proceeds, climate change and materials used for new homes and retrofits, etc.
Equality:	The Housing Strategy is key to reducing housing related and wider inequalities and addressing the diverse housing needs of our communities. <u>Age:</u> A strategic approach is necessary to meet the housing needs of Sandwell's growing younger population, whilst also considering Sandwell's older population too. The document considers the following: • There will be an impact on younger people and their accommodation choices through the removal of age restrictions on the allocation of many council-owned flats to enable more flexible use of stock and greater access for younger people trying to access affordable housing. • There will be greater choice on accommodation and location for care leavers in relation to housing support and allocations. • Older people will have improved supply of suitable and accessible homes where they in particular feel safe and supported. <u>Disability:</u> The numbers of disabled people or those in poor health in Sandwell is significantly higher than the national average. Outlining our priorities for safe and well adapted housing is essential to help people remain independent if they experience health problems: • Tackling the shortage of accommodation for people requiring disabled units.

	• Greater utilisation of Disabled Facilities Grants – this will provide more housing options and enable disabled residents to remain in their own home for longer. • We have outlined that in affordable housing developments there needs to be the provision of additional support services to make independent living successful for both old and young. <u>Race:</u> The strategy will have an impact on ethnic minority groups in several ways. These households have distinct characteristics in terms of their housing needs which may leave them disadvantaged in some way. How the strategy will address this housing inequality is outlined below: • Gypsy, Roma and Travellers (GRT) will benefit from maintained and improved sites and extended locations for additional pitches. • Our commitment to 'make the best use of the homes we have' will benefit ethnic minority groups particularly. These households typically live in poorer housing conditions than white households and are especially likely to experience problems of overcrowding.
Health and Wellbeing:	The proportion of those in poor health in Sandwell is significantly higher than the national average. With the significant health issues in the borough, we know the Strategy can play a key role in ensuring homes help people to maintain independence and quality of life. For instance, we will continue to improve our home adaptations service to enable people to remain at home if mobility becomes an issue and also work to provide new homes that are designed to be adaptable for changing health and mobility needs. In the private rented sector, we will aim to be as proactive as possible with landlords to ensure they meet the Housing Health and Safety Rating System.

Social Value:	A large part of social value in this Housing Strategy is about creating communities in which people want to live and spend their time. Local areas that cover every need, providing access to all the necessary services and resources, and promoting greater wellbeing and satisfaction will provide social value. Through procuring council housing and in the delivery of new build, social value considerations are built into the tendering process to maximise use of local labour, offer apprenticeships to local people and reduce climate change impacts. Additionally, engaging with Sandwell's tenants and residents e.g. through public consultation generates social value through interacting and empowering the community to help shape the Council's housing aims and aspirations for the next 5 years.
Climate Change:	Housing plays a key role in addressing climate change due to its strong environmental impact. The document links to the council's Climate Change Strategy and priority 5 is based on the need to reduce carbon emissions from housing and ensure our homes are well insulated. It outlines our commitment to identifying funding to help improve the energy efficiency of our own stock, build new homes to carbon neutral standards, help private landlords and home owners improve the insulation and energy efficiency of their homes and help tenants with the transition to a net zero carbon future.
Corporate Parenting:	The Housing Strategy will help to steer corporate parenting work by providing greater choice on accommodation and location for care leavers in relation to housing support and allocations. In addition, providing good quality and suitable housing will result in positive health and wellbeing outcomes for children and younger people.

7. Appendices

Appendix 1 – Housing Strategy 2023-2028
Appendix 2 – Housing Strategy 2023-2028 Action Plan

8. Background Papers

The strategic outputs outlined in the document have been formulated around a considerable amount of research and associated data most notably that sourced from the Housing Needs Assessment (published in 2022).
https://www.sandwell.gov.uk/downloads/file/33803/housing_needs_assessment_2022

Additional sources include:

- Sandwell's Homelessness and Rough Sleeping Strategy 2022-2025 https://www.sandwell.gov.uk/download/downloads/id/28975/homelessness_and_rough_sleeping_strategy.pdf
- Sandwell Regeneration Strategy 2022-2027 https://www.bigplansforsandwell.com/media/9575/sandwell-regeneration-strategy-2022-2027.pdf
- Black Country Strategic Housing Market Assessment 2021 https://blackcountryplan.dudley.gov.uk/media/18015/black-country-hma-22321.pdf
- Frail Older People Joint Strategic Needs Assessment 2012 https://www.sandwelltrends.info/wp-content/uploads/sites/5/2018/06/JSNA_Frail-Older-People-Apr-2012_Full.pdf
- The Black Country Gypsy and Traveller Accommodation Needs Assessment https://go.walsall.gov.uk/sites/default/files/2022-09/Black%20Country%20Gypsy%20and%20Traveller%20Accommodation%20Assessment%20%28GTAA%29%20%28July%202008%29%20Fordham%20Research%20Group.pdf
- The National Policy Planning Framework (NPPF) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf
- 2021 Census for England and Wales https://www.ons.gov.uk/visualisations/censusareachanges/E08000028/

Sandwell
Metropolitan Borough Council

Housing Strategy 2023 – 2028

Foreword by Councillor Laura Rollins

Welcome to Sandwell Council's Housing Strategy 2023 to 2028. This strategy provides a clear vision of how we, along with the public and other stakeholders, can achieve our shared aspiration to provide housing that meets the needs and requirements of Sandwell. It reflects how good housing is vital to the health and wellbeing of residents, the role it plays in building and maintaining thriving communities and how it is entwined with the growth and economic prosperity of the borough.

Not everyone in Sandwell can access affordable, secure, sustainable and good quality housing and yet this is central to residents being able to live prosperous, healthy and happy lives. Pressures of a growing and ageing population will create additional demand. This strategy sets out possible solutions and approaches to overcoming these challenges.

We need to design and build houses that people want to live in and that bring benefits to new and existing communities. We must meet the requirements of people with specific needs, from providing a wider choice of housing options for young people struggling to get onto the property ladder, to futureproofing homes to support our ageing population, enabling them to remain in their own homes for as long as possible. But the council cannot solve this problem alone. We will work in partnership with housing associations, developers and others to tackle the shortage of affordable housing in new and innovative ways.

Despite the economic and social challenges ahead, I am confident that this strategy will succeed in its aim of providing a blueprint for progress over the next few years in delivering the homes we need, as well as identifying additional opportunities for further progress in this important area.

Councillor Laura Rollins - Cabinet Member for Housing and Built Environment

Councillor Laura Rollins
Cabinet Member for Housing
and Built Environment

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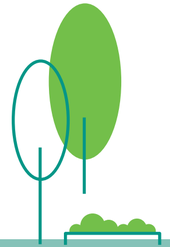
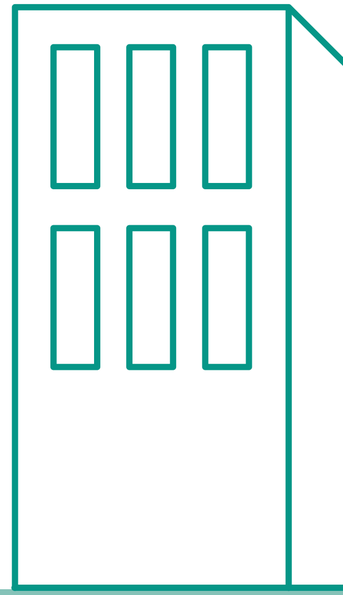




Executive Summary

This strategy starts with the specific housing needs of the Borough of Sandwell.

The borough has the highest population in the Black Country region and the population is growing more rapidly than in other areas[1]. It also has real challenges to address around the income, health needs and housing conditions of its residents. Sandwell is ranked as the 8th most deprived local authority in England, out of a total of 317.

The numbers of disabled people or those in poor health are also significantly higher than national averages. The borough has lower than average levels of owner occupation, a large but dwindling stock of local authority housing and a growing but unaffordable private rented sector.

There is a significant problem with empty properties that could provide homes but can be a blight on neighbourhoods.

Nationally the political, economic and legislative environment has recently gone through huge changes.

The pandemic followed by the cost of living crisis has had a significant impact on the economy and the provision of health and social services.

The council, like most local authorities around the country, is under significant financial pressure whilst seeing an increase in the demand for services.

Dealing with the consequences of climate change has become an urgent priority. New legislation, most recently the Social Housing Regulation Bill, will require landlords to work in a more transparent manner. This will give tenants greater access to information and swifter redress when things go wrong, including greater powers for the Social Housing regulator.

Working closely with our tenants will continue to be key to ensuring are homes are safe and well-maintained.

An affordable, safe, warm and well-maintained home that meets the needs of the resident is key to addressing these challenges.

We will build on our achievements over the last five years and have identified five key priorities for action.

1. Providing more affordable home
2. Making best use of the homes we have
3. Quality housing for all
4. Supporting people's health through housing
5. Addressing climate change and fuel poverty

[1] 2021 ONS census data. The population in Sandwell has increased by 11% since 2011, above the national average of 6.3% and the highest in the West Midlands region. 20% of residents are disabled (national avg 17.8%) with 8% in poor health (national avg 5.4%).

Executive Summary - Five key priorities for action

1. Providing more affordable homes.

We need more affordable homes to address housing demand and the specific needs of our most vulnerable residents. Addressing this means continuing and expanding our own council house building programme and working closely with Registered Providers and other partners to deliver additional affordable homes. We need to maximise every opportunity to provide the right housing in the right places to meet local needs, including on the council's own Estate, and work with local communities to find solutions to the growing housing pressures. We also recognise that access to housing is important to retain our keyworkers who are vital to delivering services in our community.

2. Making best use of the homes we have.

We know we have the potential to make better use of the council housing stock, with many people under-occupying homes and too many people living in overcrowded accommodation. We will increase our focus on helping people who want to 'right-size' into smaller homes, freeing up larger homes for those who need them. We also have a significant opportunity to bring more empty homes in the private sector back into use. The council has recently developed an Empty Homes Strategy where the focus will be on taking more active measures to deal with this issue, including using enforcement powers where other means have not been effective. We will also make sure that we are as efficient as possible between tenancy changes in our stock, ensuring that 'void' periods to relet properties are as short as possible.

3. Quality housing for all.

We need to make sure that, regardless of tenure, our residents have access to a home that is safe, well maintained and adapted to meet any health or disability needs.

We will continue to use our powers to make sure the private rented sector provides safe and well-maintained homes for tenants, including licensing homes in multiple occupation (HMOs) and helping improve energy efficiency.

We will also continue to manage improvements and repairs to our own stock through an updated Asset Management Strategy and through working with our tenants to improve our reactive repairs service.

4. Supporting people's health though housing.

With the significant health issues in the borough, we know we can play a key role in ensuring homes help people to maintain independence and quality of life. We will continue to improve our home adaptations service to enable people to remain at home if mobility becomes an issue, and also work to provide new homes that are designed to be adaptable for changing health and mobility needs.

In the private rented sector, we will aim to be as proactive as possible with landlords to ensure they meet the Housing Health and Safety Rating System.

5. Addressing climate change and fuel poverty.

In 2020 the council declared a climate emergency and published its Climate Change Strategy. Housing plays a key role in this strategy due to its strong environmental impact. Poorly insulated houses with inefficient energy systems also contribute to fuel poverty. We need to ensure that we do what we can to reduce carbon emissions from housing and ensure our homes are well insulated. We will continue to identify funding to help improve the energy efficiency of our own stock, build new homes to carbon neutral standards, help private landlords and homeowners improve the insulation and energy efficiency of their homes and help tenants with the transition to a net-zero carbon future.

In order to deliver this strategy we will be providing regular reports to Councillors and our tenants so that we can monitor our progress. We believe the ambition contained in this document lays out a plan that will make progress against our key challenges in the years ahead and highlights the steps we will take to meet the priorities we are committed to deliver on.

Introduction

Having a warm, safe and secure home in a thriving and attractive environment is vital for the health, wellbeing and life chances of people who live in Sandwell.

This strategy sets out how we intend to address the key housing challenges affecting our communities over the next five years. It sets out the council's priorities and objectives for meeting housing need and working with tenants and residents to build sustainable and cohesive communities across the borough.

By achieving the strategic housing objectives set out in this strategy, we will support the delivery of the commitments in the Corporate Plan 2021-25, specifically on the theme of 'Quality Homes in Thriving Neighbourhoods'. The objectives of this theme include:

- The delivery of new homes, especially affordable homes for local people.
- Provision for key workers to support local community especially workers in health and care.
- Keeping people independent in their own home through design and adaptation of homes.
- Meeting the needs of children and young people with complex needs, including those who have been in care, and the needs of adults with a learning disability or mental health problem.
- Developing a second council house build programme.
- Incorporating more renewable energy measures into the design of new build council homes, including modern methods of construction and heating.
- Exploring all options to increase housing provision including community-led housing.
- Raising the standard of private sector homes and bring more empty homes back into use.
- Bringing in a new tenancy and estate management offer with proactive interventions and working in partnership with communities to address their priorities.
- Improving tenancy engagement including with those in high rise flats.
- Ensuring that tenants live in safe and thriving communities.
- Ensuring the safety compliance of all council homes and working to improve the energy efficiency of council homes including upgrading heating systems.
- Becoming a Borough of Sanctuary for asylum seekers and refugees, supporting this through housing provision.

The strategy will help meet the needs identified in the Housing Needs Assessment, produced in 2022, which sets out the data and evidence of housing needs in Sandwell. This data and intelligence has also been coupled with the voice of our residents and we have consulted widely before finalising the strategy for adoption. By involving local communities in the process, we can develop sustainable and effective solutions that meet the needs of everyone in the community.

The strategy begins by outlining some of the national changes to housing, welfare and planning policy that have taken place in recent years at a national, regional and local level.

The Housing Strategy is supported by, and links to, the council's Homelessness and Rough Sleeping Strategy, Climate Change Strategy, Housing Revenue Account 30 year Business Plan, Empty Homes Strategy, Asset Management Strategy and Regeneration Strategy but also other emerging strategies and plans where housing has a part to play in meeting the needs and aspirations of our communities.

The strategy identifies five priorities. These priorities include objectives and action points that will help us move forward to address the housing challenges we have.

1. Providing more affordable homes

2. Making best use of the homes we have

3.Quality housing for all

4. Supporting people's health through housing

5. Addressing climate change and fuel poverty

Finally, we set out the governance and monitoring arrangements which will ensure we deliver on these strategic priorities.

Sandwell's Key Achievements

There have been a number of achievements as a result of the previous housing strategy.

Included in the progress made is the delivery of new affordable homes, improving existing homes, mitigating climate change and contributing to health and wellbeing outcomes. Our key housing achievements over the course of our 2012 to 2022 Housing Strategy Statement include:

- Between April 2012 and March 2022, the council house new build programme has delivered 465 newly constructed homes to offset loss of stock through Right to Buy and deliver the types of homes our communities need.
- Between April 2012 and March 2022, 1,716 new affordable homes have been delivered in Sandwell through supporting housing developers and registered providers. Including the completion of major projects such as Woods Lane in Cradley Heath and Harvills Hawthorn in West Bromwich, adding 152 affordable homes to the borough.
- A home improvement and housebuilding programme in the heart of Smethwick has raised the quality of existing houses, developed neighbourhood amenities and built 228 new homes (including 93 affordable homes).
- The development of new extra care schemes such as Willow Gardens in Rowley Regis, providing 90 extra council owned and managed extra care housing apartments available for affordable rent.
- Disabled Facilities Grant (DFG) work carried out in housing stock across the borough. Adaptations across tenures included 3,064 council owned, 1,811 owner-occupied, 197 registered provider and 98 private rented properties.
- Awarded 552 grants for heating or boiler repairs and 101 grants to tackle urgent disrepair.
- Reviewed and produced Sandwell's Homelessness and Rough Sleeping Strategy for the period 2022 to 2025. This will be actively monitored throughout the period.
- Continuing to strengthen our strategic partnership work across the Black Country through contributing to regional documents such as the Black Country Housing Market Assessment and Black Country Tenancy Strategy.
- Allocating Section 106 funding to the repurposing of empty apartment blocks in West Bromwich to provide 54 flats for young people under St Basil's Live and Work Scheme in partnership with Sandwell and West Bromwich Hospitals Trust.
- Work undertaken to amend the age restrictions on the allocation of many council owned flats to enable more flexible use of stock and greater access for younger people.

Changing Context –
Legislation and Strategy and the Economic Environment

Legislation and policies at a national, regional and local level all have an impact on the content and delivery of the Housing Strategy

There have been considerable changes to the national policy framework for housing and planning since the last housing strategy document was produced in 2012.

The key legislation and policies that relate to this document are listed opposite:

As well as legislative and policy changes, there have been far reaching factors from the recent economic environment that have impacted the housing market and the lives of residents.

- The effects of the pandemic are still being felt through the impact on public services.
- The cost of living crisis is having an even greater impact on the affordability of housing, including energy costs.
- The council is under significant financial pressure and will need to make tough choices over the coming years. Like all local authorities, Sandwell is seeing increase in demand for services for the most vulnerable residents. And at the same time costs are going up due to the high rate of inflation that is affecting everyone. The political and economic turmoil in the UK in recent months has added to the considerable uncertainty nationally around local government funding, which affects Sandwell too.
- High inflation impacts the services we provide, including rising costs of building material and labour for our new housing developments.
- Sandwell Council has joined other councils in England that have declared a Climate Emergency, and using analysis conducted by the Tyndall Centre at Manchester University, has adopted a goal to become carbon neutral as an organisation by 2030, and as a borough by 2041. To protect against the impacts of climate change we need to prioritise the health of those who are most vulnerable to them, now and in the future.
- Tenants rightly have increased expectations about the service they receive and the communities they live in. Sandwell is committed to ensuring no community gets left behind and housing is an important way to address inequalities.
- These challenges are significant and as a result this strategy needs to be ambitious and focussed to address them.

NATIONAL
Welfare Reform Act 2012
The Care Act 2014
Housing and Planning Act 2016
Welfare Reform Act 2016
The Housing White Paper 2017: "Fixing our broken housing market"
The Homelessness Reduction Act 2017
The Social Housing Green Paper 2018
The Licensing of Houses in Multiple Occupation (Prescribed Description) (England) Order 2018
The Social Housing White Paper 2020
The National Planning Policy Framework 2021
People at the Heart of Care: Adult Social Care Reform White Paper 2021
Levelling Up White Paper 2022
Social Housing Regulation Bill 2022
REGIONAL
The Black Country Housing Market Assessment 2021
Black Country Tenancy Strategy 2021
LOCAL
Sandwell Strategic Housing Land Availability Assessment (SHLAA) 2020
Housing Allocations Policy 2021
Sandwell 2030 Vision: Corporate Plan 2021 - 2025
Homelessness and Rough Sleeper Strategy 2022 - 2025
Sandwell Regeneration Strategy 2022 – 2027
Empty Homes Strategy 2022
Sandwell MBC Local Development Scheme 2022
Housing Revenue Account 30 Year Business Plan 2023-2053

Equality, Diversity and Inclusion

Sandwell is committed to ensuring that services are provided that embrace diversity and promote equality of opportunity and access.

We know that poor housing conditions disproportionally affect some communities, for example ethnic minority groups are disproportionally represented on the housing register and more likely to be living in poorer housing conditions.

All policies and procedures will seek to eliminate inequality and unlawful discrimination, recognise and promote cohesion, good community relations and equal opportunities. The strategy will consider the needs and rights of all protected characteristics and take steps to address any discrimination they may face.

Priority 1 of this strategy specifically looks at the needs of disadvantaged groups in the provision of housing and we will seek to continue to improve our data and monitoring of how well our services are addressing these issues and react to changing trends.

Priority 1
Providing more affordable homes

Background

Sandwell's housing market has changed significantly over the last decade and continues to evolve. In recent years the private rental market has expanded greatly, whilst the local authority sector continues to decline in number. However, despite a drop from 27.5% in 2011 to 26.6% in 2021, Sandwell had a higher proportion of social rented properties in comparison to rest of the Black Country local authorities and England and Wales. The

proportion of households living in private rented accommodation in Sandwell (18.6%) was below the national average (20.3%).

Property values remain low compared to the wider West Midlands region but remain outside the reach of many households living locally. 54.2% of residents live in owner-occupied housing compared with 62.5% nationally[2].

Numbers on the housing register remain high with around 12,000 households registered as being in housing need as of May 2023. The current average wait for a house is 1 year and 9 months.

In 2021, Sandwell's affordable housing requirement was set at 343 dwellings per annum. This is significantly higher than in previous years where the need was calculated at 244 dwellings per annum.

Council house building will remain a key part of affordable housing delivery giving the council control over what is built, house size, tenure and design standards. Looking at identified potential for development sites, our aim is to build between 100 and 150 homes per year within the period.

However, whilst council house building is an important part of the delivery plan we need to work with partners to maximise other delivery opportunities. Sandwell has a range of Registered Providers (RPs) which the council will support to deliver sites which meet local needs. The Council's Regeneration Pipeline has a target of 400 new affordable homes (outside of s.106 provision) being provided by Registered Providers between 2022 and 2027.

The Regeneration Pipeline also includes the former gas works site in Swan Lane, West Bromwich. This site will deliver 147 new affordable homes after the council and the Registered Provider worked together to successfully secure £3m of grant funding to address the scheme's viability gap. Further affordable units will be provided as part of private development sites which are required to provide affordable housing under planning policy (unless it can be proven that a scheme is not viable).

The council is also leading on delivering major regeneration proposals which will, alongside private and public investment, see significant new housing developments coming forward. The Friar Park scheme, for example, could deliver up to 630 new homes of which 158 would be affordable (based on 25% affordable in line with current planning policy).

Sandwell has a growing interest from communities wanting to develop very local community-led housing. We recognise that supporting community-led housing can provide housing on sites otherwise unlikely to come forward as well as helping to build strong and resilient communities. Putting housing into a Community Land Trust or other community organisation can protect homes from the Right to Buy and other right to purchase legislation.

Over the next two years, councils are set to retain 100% of Right to Buy receipts. The money which the council retained from Right to Buy sales would then be used to fund the one-for-one replacement of the social housing stock sold off via the scheme.

We aim to investigate the council's own estate for sites that may be too small to be attractive to main developers but if de-risked and packaged could be transferred to small developers including community-led developers. There are a very small number of applicants on the Right to Build register but working with community and small developers could create opportunities for self-build, self-finish or custom-built homes.

[2] 2021 ONS census data

Whilst the government's focus on home ownership will help some residents in Sandwell get onto the property ladder through products such as shared ownership, there is also a substantial need for social and affordable rented properties for those that cannot afford to own their own home.

Under planning policy, 25% of homes provided on eligible sites need to be affordable, the tenure will be based on the latest Housing Needs and Demands Study and any other relevant information that the Council may collect.

There is now a national move to provide First Homes as a percentage of affordable housing provision through S106 agreements. Currently, planning applications will be considered where the applicant proposes First Homes, once the Sandwell Local Plan is adopted all eligible applications will need to provide First Homes as part of their proposal.

We offer more social housing than the national average (26.6% of the 341,832 houses in Sandwell are social housing, compared to the national average of 16.8%), but needs for low-cost affordable rental homes remain high and we will continue to focus on this tenure within our council house building programme.

The Black Country Housing Market Assessment, along with housing register figures, demonstrate a high need for a mix of size of homes. Close co-operation with Homes England, West Midlands Combined Authority, registered providers and developers will help to ensure we are making informed, evidence-based decisions to address housing needs in the borough, particularly relating to tenure, housing size and type, while also addressing the challenges of viability and site availability.

There is also a need to address the increased pressure on local land and infrastructure from new housing development. Sandwell is currently reviewing its Local Plan to provide continued growth and regeneration of the borough's economy in a sustainable way.

Working closely with our Adult Social Care Team and in line with our Housing Needs Assessment, we understand the housing market also needs the flexibility to meet the accommodation needs of vulnerable groups:

- Due to the rise in the numbers of older people and those with impaired mobility, the need for adapted and accessible housing is for 5,516 homes by 2039 of which 3,201 should be affordable and 509 within specialist housing. This would equate to around 368 homes per year of which 200 should be affordable.
- Within the borough, the number of older people over the age of 65 is set to rise by 20% by 2033. In the Black Country region, older people with a life limiting illness will rise by 36.8% between 2020 and 2039 To meet demand rates, the model identifies a requirement for 1,720 additional specialist units for older people by 2039.
- Around 50 units per annum need to be provided for adults with learning disabilities and autism – either provided from council stock or through arrangements with trusted social landlords and housing associations.
- There are also successful schemes for young parents. Although care leavers and other young people have a supported pathway into social housing there is still an outstanding need that may be met through supporting people into private rented sector accommodation.
- Ethnic minority groups represent 35.0% of social housing applicants on Sandwell's housing register. Ethnic minority groups often have distinct characteristics in terms of their housing needs which may leave them disadvantaged. They typically live in poorer housing conditions than white households and are especially likely to experience problems of overcrowding. We need to understand where we require larger homes to meet these needs.
- The Black Country and has a long history of gypsy and travellers. There is a need for between 9 and 14 pitches for gypsy and travellers[3]. The need for travelling show people is 24 plots - the review of the Sandwell Local Plan will look to identify any suitable sites.
- Retaining essential key workers in the borough to

Priority 1
Providing more affordable homes

provide the services we need is also important and we want to ensure that keyworkers have reasonable access to affordable homes where they have a demonstrated need. A site has received planning for 122 affordable keyworker homes being delivered by Catalyst Mutual Enterprise CIC.

PPTS 2015 definition - all reasons for travelling and not just for work purposes. The

Ethnic need relates to all who are from the G&T communities irrespective of their

travel patterns (i.e. do not need to travel to be included in this need category).

By the end of the strategy period we aim to have:

1. increased the delivery of new build council homes to 100- 150 per annum by

- Focussing on larger strategic sites with high volume and more viable affordable housing
- Using the Housing Revenue Account to purchase land for development

2. increased the amount and diversity of affordable housing by

- Working closely to support RPs on local needs and identifying sites for development
- Considering how to disposal of small sites in line with the WMCA Public Land Charter
- Identifying inward investment opportunities for affordable and specialist housing on regeneration sites
- Exploring collaborations with developers to prepare sites using council acquisitions where appropriate
- Working with local communities and specialist organisations to support opportunities for community-led schemes

3. delivered a balanced mix of affordable housing sizes, types and tenures by

- Engaging proactively early in the planning process to ensure new, affordable homes respond to evidenced need and gaps in the existing stock
- Working with partners to deliver a greater number of one and two-bedroom properties to reflect demand from the waiting list

4. delivered housing that meets the needs of specific, vulnerable groups and helps to address inequalities in housing provision by

- Engaging with partners to maintain an up-to-date picture of need and exploring opportunities to address this with Adult Social Care
- Exploring options of site allocations for specialist older person's housing
- Undertaking further analysis of the key areas where we need larger family homes
- Considering the purchase of larger market homes for urgent housing register needs
- Ensuring as many affordable homes as possible achieve at least Building Regulations standards for adaptable and accessible dwellings
- Working on Sandwell's new Local Plan to reflect housing needs and developing policies for accessible and specialist housing
- Undertaking further research into the use of private rented sector accommodation for young people and people with support alongside appropriate financial and practical support
- Working with planning policy to identify suitable sites for gypsy, travellers and travelling show people

5. Improved access to affordable housing for essential keyworkers by

- Working with essential service providers to identify their workers' needs
- Considering changes to the allocation system to give keyworkers some priority for affordable housing

PPTS 2015 definition - all reasons for travelling and not just for work purposes. The Ethnic need relates to all who are from the G&T communities irrespective of their travel patterns (i.e. do not need to travel to be included in this need category).

[3] The number depends on the definition adopted. The travel for all relates to the

Priority 2

Making the best use of the homes we have

Whilst increasing the supply of new affordable housing is vital, we recognise we also have the potential to better use our existing stock to meet needs.

A third (9,836) of council homes are under-occupied. 2,467 are severely under-occupied (by two bedrooms or more) of which 79.0% (1,948) have a head of household aged 60 plus.

This means helping more people to move to more suitable homes where this could be a benefit. This is sometimes termed 'right-sizing'. Our data shows that there are many people in our council housing who have spare bedrooms, many of whom are subject to the under-occupation charge. If we can improve the supply of suitable and accessible smaller homes in neighbourhoods where older people in particular feel safe and supported, we could help some people move to more suitable housing.

Many older people will want to stay 'hyper local' and so the right kind of housing in the right places will be critical. Having space for visitors and access to outside space will be required by many. It will also be important to provide financial incentives and practical support such as help with moving costs and where needed bespoke support with packing, switching utility suppliers and, if moving to a new area, making connections with the new community.

Conversely, there are many families in our stock who are overcrowded and are waiting for larger family homes.

Using the Bedroom Standard, around 12.0% (3,473) of the stock is classed as overcrowded, with 718 homes being classified as severely overcrowded.

If we can help with right-sizing we can release more of these homes for families in housing need, many of whom have been waiting for extended periods on our housing register.

The council has identified empty properties as one of its key priority areas in relation to bringing housing in to use and making best use of housing in the borough.

With around 3,359 empty properties as at March 2022 there is considerable potential to build on the existing good work in advising and persuading landlords to find proactive solutions where these are needed.

Empty properties are a waste of scarce resources and can detract from neighbourhoods where properties deteriorate. By working with the owners of these homes and exercising our statutory powers where necessary we can address the most problematic empty properties and help free up additional homes. A new Empty Homes Strategy 2023 – 2028 has been developed to tackle this issue.

Addressing the undersupply of suitable accommodation in Sandwell will also require support from the private rented sector because social housing alone cannot meet demand. As is the national picture, the majority of private rented housing is supplied at an unaffordable cost for many within the borough.

We are also seeing some private landlords exiting the market because of increasing costs and legislative requirements and we need to support private landlords to sustain tenancies, particularly for households where we rely on this tenure, for example, asylum-seekers and refugees.

To this end we will investigate the potential to establish a private sector leasing scheme.

We also need to look at how we can minimise the time we take to turn around our own voids in the council stock, while balancing up the need to achieve the Decent Homes Standard and ensure new tenancies get off to a positive start. We will work with officers and tenants to improve this process.

It is important to acknowledge the unique challenges faced by ethnic minority families, who may have a cultural preference for living with extended family members. As a result, they are more likely to experience issues such as overcrowding and poorer housing conditions. We will strive to gain a better understanding of these challenges and identify the specific need for larger homes in these circumstances.

By the end of the strategy period we aim to have:

1. delivered new interventions and incentives to help council tenants who are under-occupying move and make best use of social housing for those in greatest need by

- Using data to identify households affected by the under-occupation charge and offer customised support to consider other options
- Working to identify older people who may wish to move rather than adapt what still may be an unsuitable home
- Working with partner agencies and older people to develop support to help those who wish to downsize
- Reviewing our policies to optimise social housing prioritisation and making appropriate use of introductory tenancies
- Obtaining data on and exploring options for ethnic minority groups in overcrowded properties
- Continuing to seek opportunities new high-quality housing for older people
- Working with Adult Social Care and Health to inform older people about housing options such as extra care housing

2. brought 200 empty homes back into reuse by 2028 by

- implementing the Sandwell Empty Homes Policy including recruiting an Empty Homes Officer
- developing a policy for offering grants where investment is needed to bring a property in to use at an affordable rent by a household in need

3. maintained and improved supply and access to private rented homes, particularly for vulnerable people and those on low income by

- reviewing private sector leasing and the feasibility for setting up a leasing scheme
- improving our advice and support about what is involved in being a landlord including managing HMOs
- encouraging more landlords through tenancy support initiate to offer homes to asylum-seekers and refugees

4. reviewed our voids process to identify efficiencies and deliver better outcomes for tenants with diverse needs by

- reviewing with staff and tenants the end to end process to identify best practice and reduce turnaround times
- reducing high cost voids through planned programmes and intervention before a tenancy ends
- clarifying and revising the letting standard to offer flexibility and a positive start to the tenancy

Priority 3
Quality housing for all

Background

The proportion of the borough's housing stock that is private rented continues to grow as a percentage of tenure at 18.6%, up from 12.9% in 2011.

This growth, accompanied by the decline of social rented stock due to the Right to Buy policy, has resulted in the private rented sector (PRS) becoming one of the leading tenures for addressing housing need across the country.

We are committed to working with landlords and tenants to ensure private rented housing is accessible, secure, affordable and good quality.

We will investigate the potential for a social leasing agency which could help the council improve standards as well as giving greater access to vulnerable tenants.

Recent consultation by the Government indicates that Decent Homes Standards will be introduced for the private rented sector in a further drive to improve quality in the sector. This is likely to give the council additional powers to act in cases where housing falls below standard.

In 2018, the Building Research Establishment (BRE) recorded 4,300 HMOs located in Sandwell, with particular concentrations in Great Green, Smethwick, Soho & Victoria and St Paul's Wards.

We will continue to identify properties for licensing, deliver the HMO additional licensing scheme for smaller HMOs in West Bromwich and review if this can be rolled out to other areas of the borough.

We recognise that a proportion of the private sector housing stock in Sandwell is of poor quality in terms of energy efficiency. This includes pre-1930s terraced homes with solid walls which have suffered from lack of investment as rented accommodation.

We also know that a significant number of households experience fuel poverty and poor health and that cold is the major contributory factor because of the poor condition of these properties.

But we cannot be complacent about the quality of our own stock and the need to comply with the current and future Decent Homes Standard. Social housing campaigners and journalists have exposed examples of poor quality and dangerous social housing across the country. There has been a rise in disrepair claims with tenants accessing legal support to challenge the quality of their homes and seeking compensation where the social landlord is found to be liable. Many of these claims relate to mould and damp.

A good place to live means that the house is within a safe and thriving local community and providing good standards within council owned homes means engaging with residents and improving the services we offer and making sure that the communities in which homes are located are safe and thriving places to live.

There are opportunities to support this ambition within the council's ambitious Regeneration Strategy 2022-2027. This includes sites such as West Bromwich town centre – the comprehensive regeneration of the town centre, which remodels the retail core for new housing, modern and dynamic retail, and new workspaces and public realm.

This will unlock land for over 1,000 homes but at the same time provide the facilities for growth and opportunities to improve the quality of life for residents. We also need to look at how estates in general can be improved in partnership with our communities.

There are examples too of community-led regeneration such as the Chance Heritage Trust where opportunities for training, skills, business support can be offered alongside cultural and heritage assets.

We are aware of the risks associated with some exempt accommodation where unscrupulous providers claim high rent levels through housing benefit, without giving the level of support to vulnerable residents that should be available.

By the end of the strategy period we aim to have:

1. raised standards in the private rented sector through advice, support and enforcement powers by

- Growing and embedding the Private Rented Sector Secure and Sustain model
- Exploring the feasibility of a Social Lettings Agency model
- Gather intelligence through tenants, the public and HMO licensing schemes to target interventions at poor quality housing
- Ensuring compliance with the Minimum Energy Efficiency Standard (MEES) Regulations
- Reviewing the evidence for additional licensing in other parts of the borough

2. improved the quality of council homes and surrounding neighbourhoods including reaching EPC 'C' on all homes by 2030 by

- gaining a comprehensive picture of the quality of the stock to inform repairs and programmes of work to upgrade and refurbish it
- updating the Asset Management Strategy to detail how we will improve the stock over the next ten years

3. improved our management and maintenance services by working with tenants by

- acting on disrepair claims by inspecting properties and taking timely remedial action
- involving tenants, leaseholders and representative bodies in plans to improve the stock
- identifying actions related to housing quality in the tenant satisfaction survey
- continuing to monitor and review our approach to damp and mould cases
- engaging tenants in estate management, identifying community partnerships to improve services and opportunities

4. contributed to the Regeneration Strategy to ensure that new housing opportunities link into wider wellbeing and economic benefits for residents by

- working to identify how inward investment can be of maximum benefit to existing residents

5. identified exempt accommodation and implemented actions to raise standards by

- monitoring the quality of commissioned exempt (supported) accommodation and working with providers to address issues
- using housing benefit data to monitor other exempt accommodation and seek resident feedback on experiences and the quality of housing and support given
- monitoring exempt accommodation and implementing actions to raise standards where necessary

Priority 4

Supporting people's health through housing

Background

In 2019, Sandwell was ranked as the 8th most deprived local authority in England, out of a total of 317. Two thirds of geographical areas in the borough are in the 20% most deprived in the whole country.

The health of people in Sandwell ranks lower in several areas in comparison to the rest of the country: including life expectancy, disability-free life expectancy and long-term physical and mental health conditions. The 2021 census shows 20% of residents are disabled under the Equality Act definition (compared to 17.8% nationally) and 9% of residents stated that disability seriously impacts their quality of life.

The population of adults with disabilities is projected to grow significantly over the next two decades. .Sandwell will see increasing numbers of physically disabled adults, adults with learning difficulties, autistic people and people with long term mental ill health who require specialist accommodation to support them to live as independently as possible [4], this includes general, extra care and supported housing schemes.

Having safe and well adapted housing is essential to help people remain independent if they experience health problems. With this in mind, Sandwell will continue to support independent living, helping disabled and vulnerable people to remain in their own homes where possible. Facilitating adaptations through the council's programme, including the Disabled Facilities Grant, will allow residents to remain in their own home for longer, relieving pressure on local health and social care services. Improving and adapting existing properties also allows for better use of stock to reduce pressures for new development.

Where new stock is required, there is a pressing need to focus on prevention, futureproofing properties and securing sustainable homes for residents. Wherever possible, we will seek the requirements for enhanced accessibility standards in Building Regulations for new homes. This will provide residents with a home that they can modify relatively easily in the future should their personal circumstances change.

We also have major responsibilities around the health and safety of our residents, both in our own stock and in other rented housing. We are mindful that the cost of living crisis increases the risk of many residents being cold in their homes and of homes being damp as a result. The impact of climate change means temperatures can be higher and we therefore need to ensure homes can be kept cool in summer through ventilation and other measures. This issue is expected to be covered in the revised Decent Homes Standard once finalised.

In the wake of the pandemic more people are experiencing social isolation and mental ill health and it is important our services and initiatives identify people in need and offer support services to keep people well at home.

4 Sandwell Housing Needs Assessment 2022 (HNA)

By the end of the strategy period we aim to have:

1. **delivered a programme of appropriate adaptations to current homes to maintain and improve residents' health and wellbeing of residents by**

- supporting the new Policy on Adaptations for Disabled Tenants in Council Housing to ensure there is a fair, consistent, and transparent operation in accordance with all relevant legislation and statutory guidance. This will benefit disabled residents via technology in the home, improve the warmth of their living space and support reducing social isolation

2. **incorporated better futureproofing and design standards for new build properties to meet the needs of adults with physical disabilities and other disabilities by**

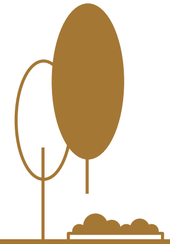
- considering accessibility standards in the development of policies in Sandwell's new Local Plan
- identifying with residents and Disabled People's organisations what works and how homes can be improved through adaptations, major works and/or new build

3. **reviewed the standard of council stock against the new Decent Homes Standard by**

- incorporating the new Decent Homes Standards as part of stock conditions and asset management plans

4. **increased enforcement of the Health and Housing Safety Rating System in the private rented sector by**

- working with private sector landlords and representative groups to raise awareness and support compliance
- taking enforcement action in cases where the landlord is not responding to early intervention



Priority 5

Addressing climate change and fuel poverty

In 2020 the council declared a climate emergency and published its Climate Change Strategy. Housing plays a key role in this Strategy due to its strong environmental impact, in particular through carbon emissions. Poorly insulated houses with inefficient energy systems also contribute to fuel poverty.

- In the case of domestic energy costs, the annual spend on energy is significantly higher than elsewhere because of the poor overall quality of domestic buildings.
- Fuel poverty is a significant issue in many areas (this is largely driven by the quality of existing housing and the income of residents). However, Sandwell is amongst the highest 10% of UK local authorities for incidence of fuel poverty.

Sandwell's industrial heritage has left it with a densely populated built environment; a complicated mixture of domestic properties, commercial activities and the public estate.

This strategy interlinks with a number of other plans towards an outcome where everyone has a home that is safe, secure, affordable, accessible and suitable and is able to make a positive contribution against climate change.

As Sandwell's largest landlord the council has a significant role to play. For some years Sandwell has been carrying out energy efficiency improvements to the council's own stock, including double glazing, loft insulation and cavity wall insulation. In addition, Sandwell has recently undertaken a Warm Homes funded project for the replacement of outmoded electric storage heaters with more efficient wet gas central heating systems.

We estimate that up to 50% of the council stock is below EPC C. However, EPC is only part of the shift towards net zero carbon and we estimate that £600m of capital investment is needed to fully retrofit the stock. We have accessed funding through the Social Housing

Decarbonisation Fund, but much more external funding will be needed if we are to fully transform the stock.

Our new build programme has delivered on average 70 council homes per annum over the last few years with the majority being built to EPC B standard and all being above C rating.

An ambitious approach is needed to achieve enhanced energy standards for new homes and encourage widespread use of technologies needed to decarbonise Sandwell's housing stock. As part of this, new council housing needs to incorporate more renewable energy measures and use modern methods of construction, within financial constraints.

Our tenants directly experience the impacts of climate change through greater fluctuations in air temperature, poor air quality and extreme weather. The neighbourhood as well as the housing itself needs to be looked at in order to mitigate climate change and improve life expectancy and quality of life.

By taking on these measures we have the opportunity to build in opportunities for training and employment in a growing Green Economy for the benefit of local people.

By the end of the strategy period we aim to have:

1. improved the energy efficiency of existing council housing stock and reduced Housing Services carbon footprint by

- continuing the retrofit programme using HRA investment and external funds
- fast-tracking improvements to homes with a disabled, older or vulnerable person
- planning the replacement of diesel vehicles through the installation of electric vehicle charging points

2. higher levels of energy efficiency for new builds and to have decarbonised housing across the borough by

- making use of alternative technologies and fabric first approaches
- following guidance from the WMCA Housing and Health design principles and WMCA Design Charter within future housing developments
- ensuring planning policies, building regulations, procurement and partnership working with registered providers and developers deliver a broad range of housing, supporting the council's climate goals, and meeting local needs
- delivering the refurbishment of Darley House including new heat source pumps

3. accessed external funding upgrade the existing stock and to help homeowners improve energy efficiency by

- delivering retrofit of up to 1,600 more council homes under SHDF Wave 2.1

4. helped landlords improve the energy efficiency of their homes by

- helping homeowners to access retrofit funding and works via regional projects
- encouraging homeowners and landlords to use grants and schemes to carry out energy-efficient improvements

5. implemented initiatives to support tenants and residents in the shift to net zero carbon by

- implementing measures such as promoting active travel and integrating EV charging points
- improving access to recycling facilities particularly in high rise flats
- working with tenants' and residents' groups and the voluntary and community sector to identify impacts of climate change and plan mitigations
- preserving green space wherever possible on our estates
- measuring tenant satisfaction with their neighbourhoods and setting actions for improvement

Implementing this strategy

This strategy covers a period of five years. It is hard to predict what is going to happen in this time and, undoubtedly, there will be changes to legislation, regulation and wider societal and economic shifts that will impact on our communities and what we can and need to do as a council. What we do not anticipate will change are the priorities we have set out in this strategy to tackle the housing needs in the borough of Sandwell.

To make sure that we can deliver our priorities, an action plan will be developed to accompany this strategy, and which will be published alongside the finalised strategy and will be reviewed regularly. We will use key data and other information to tell us what is happening, and review and update our actions accordingly.

Reports will be made to the appropriate tenant and Councillor committees so that there is accountability for the delivery of the action plan.

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Housing Strategy 2023 – 2028 Action Plan

Housing Strategy 2023 – 2028 Action Plan

Key:
- Short term = within the next 12 months
- Medium term = within 1 to 2 years
- Long term = 3 to 5 years

Priority 1 – Providing more affordable homes

1.1: Increase the delivery of new build council homes to 100-150 per annum.

Action	Short, medium or long term	Lead
Focus on larger strategic sites where volume is higher and unit cost makes the development of affordable housing more viable.	Long	• Spatial Planning and Growth • Housing Management
Use the Housing Revenue Account to purchase land for development and build this in to the HRA 30 Year Business Plan.	Long	• Spatial Planning and Growth • Housing Management

1.2: Work with RPs, private investors and community-led housing groups to increase the amount and diversity of affordable housing in the borough

Action	Short, medium or long term	Lead
Work closely to support the RPs operational in the Sandwell Borough on local needs and identifying site opportunities for development	Long	• Spatial Planning and Growth • Housing Management • Registered providers
Consider how disposal of small sites could be applied in line with the WMCA Public Land Charter.	Medium	• Spatial Planning and Growth • Housing Management • WMCA
Identify opportunities for inward investment into affordable and specialist housing on regeneration sites such as the West Bromwich town centre and other strategic sites.	Medium	• Spatial Planning and Growth
Explore collaborations between the council and developers to prepare sites for development, using council acquisitions to drive development where appropriate.	Long	• Spatial Planning and Growth • Property developers
Work with local communities and specialist organisations such as the West Midlands Urban Community Homes hub to support opportunities for community-led schemes.	Medium	• Spatial Planning and Growth • West Midlands Urban Community Homes

1.3: Deliver a balanced mix of affordable housing size, type and tenure based on demand, particularly a greater number of accessible one and two-bedroom properties in order to address demand from the housing waiting list but also larger family homes where needed.

Action	Short, medium or long term	Lead
Engage proactively with Homes England, registered providers and developers early in the planning process to ensure that new affordable homes respond to evidenced need and gaps in the existing stock with regard to size and tenure options.	Long	• Spatial Planning and Growth • Housing Management • Registered providers • Property developers • Homes England
Work with partners to deliver a greater number of one and two-bedroom properties in the borough to reflect demand from the housing waiting list.	Long	• Spatial Planning and Growth • Housing Management • Registered providers • Property developers

1.4: Improve the housing offer for other specific household groups, including those from diverse equalities groups and people who need accessible properties.

Action	Short, medium or long term	Lead
Engage with partners in Health and Social Care to maintain an up-to-date picture of need and explore opportunities to address this through the development of homes led by Adult Social Care.	Medium	• Spatial Planning and Growth • Housing Management • Prevention Reablement and Direct Services • Commissioning and Integration
Explore options for making site allocations for housing suitable for older persons within the borough.	Medium	• Spatial Planning and Growth • Housing Management • Registered providers • Property developers
Undertake further analysis of the key areas where we need larger family homes and ensure we include provision in site opportunities. Consider the purchase of larger market homes for urgent housing register needs if alternative provision cannot be found.	Medium	• Spatial Planning and Growth • Housing Management • Prevention Reablement and Direct Services • Commissioning and Integration
Ensure that as many affordable homes as possible achieve at least Building Regulations standards for adaptable and accessible dwellings.	Long	• Asset Management • Housing Management • Development Planning and Building Consultancy
Work on Sandwell's new Local Plan to reflect housing needs and develop policies that support the delivery of accessible and specialist housing	Short	• Spatial Planning and Growth • Housing Management
Undertake further research into the use of private rented sector accommodation for young people and other people with support needs coupled with appropriate financial and practical support	Short	• Housing Policy • Housing Allocations • Private Sector Housing & Home Improvements • Children's Services
Work with the planning policy team to identify suitable sites for gypsy and travellers and travelling show people.	Short	• Spatial Planning and Growth • Housing Management
We will monitor and manage our performance of improving the housing offer for any protected characteristics through compliance with anti-discrimination publications such as the Equality Framework for Local Government (EFLG) 2021.	Medium	• Housing Management

1.5: Improve access to affordable housing for essential keyworkers.

Action	Short, medium or long term	Lead
Work with health and social care departments and other employers providing essential services, to identify the housing needs of their workers and consider changes to the housing allocation system to give keyworkers some priority for affordable housing.	Short	• Public Health • Housing Management

How we will monitor progress through Key Performance Indicators (KPIs)

- The number of affordable homes delivered
- The number of new homes delivered
- Housing delivery (number and type) trajectory and targets met
- Dwelling completions compared to housing trajectory
- Applicants on Self-build Register
- Delivery of housing for people with specialist needs
- Sites for gypsy and travellers and travelling show people delivered
- The number of homes built to at least Building Regulations standards for adaptable and accessible dwellings

Priority 2 – Making the best use of the homes we have

2.1: Plan and deliver new interventions and incentives to help council tenants who are under-occupying move within the stock and make best use of social housing for those in greatest need.

Action	Short, medium or long term	Lead
Use housing benefit and discretionary housing payment data to identify households affected by the under-occupation charge (bedroom tax) and offer customised support to consider other housing options.	Short	• Revenues and Benefits • Housing Management
Work with the adaptations team to identify older people who may wish to move rather than install adaptations into what still may be an unsuitable home.	Long	• Asset Management • Housing Management • Home Improvement Agency
Work with partner agencies and older people to develop support packages and incentives to help tenants who wish to downsize to do so.	Short	• Housing Management
Review the Allocations Policy and Tenancy Policy to optimise prioritisation for social housing and make appropriate use of introductory tenancies.	Short	• Housing Management
To obtain data and explore options for ethnic minority groups in relation to overcrowding in properties across the borough.	Short	• Housing Management
Continue to seek opportunities for the development of new high-quality housing for older people.	Long	• Prevention Reablement and Direct Services • Housing Management • Commissioning and Integration
Work with Adult Social Care and Health to market housing options such as extra care housing at older people who could benefit from this provision.	Long	• Prevention Reablement and Direct Services • Housing Management • Commissioning and Integration

2.2: Take a more proactive approach to bringing empty homes in to use through implementation of a clear strategy for education, support, incentivisation and enforcement.

Action	Short, medium or long term	Lead
Implement the Sandwell Empty Homes Policy including recruiting an Empty Homes Officer who can engage with empty homeowners to implement the most appropriate action.	Short	• Private Sector Housing & Home Improvements
Promote opportunities for offering grants and loans where investment is needed to bring a property in to use which will then be let at affordable rent to a household in need.	Medium	• Housing Policy • Private Sector Housing & Home Improvements • Housing Solutions

2.3: Work with private landlords to maintain supply and access to private rented homes, particularly for residents on low income and from vulnerable groups.

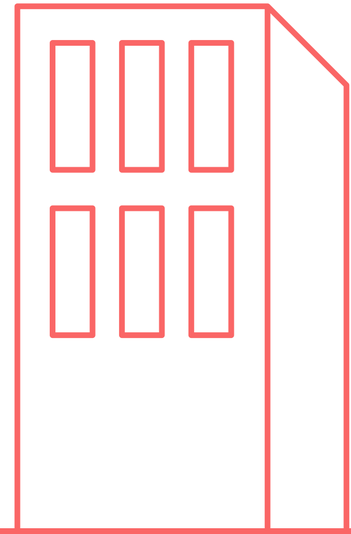
Action	Short, medium or long term	Lead
Continue to improve our advice and support to landlords around what is involved in being a landlord, including managing Houses in Multiple Occupation (HMOs).	Medium	• Private Sector Housing & Home Improvements • Housing Solutions
Review private sector leasing and the feasibility for setting up a leasing scheme.	Short	• Private Sector Housing & Home Improvements • Housing Solutions
Encourage more landlords to engage with the council to offer homes to asylum-seekers and refugees who are resettling in Sandwell, through tenancy support initiatives.	Medium	• Private Sector Housing & Home Improvements • Housing Solutions

2.4: Undertake a review of our voids process in order to improve the efficiency and deliver better outcomes for tenants with diverse needs.

Action	Short, medium or long term	Lead
Review the end to end process to reduce void turnaround times, involving frontline staff and tenants to identify what works best.	Short	• Tenancy Management
Review high cost voids and how these can be reduced through planned programmes and intervention before a tenancy ends.	Short	• Tenancy Management
Clarify and revise the letting standard (including gardens) to offer flexibility and a positive start to the tenancy.	Short	• Tenancy Management

How we will monitor progress through Key Performance Indicators (KPIs)

- The number of affordable homes delivered
- The number of new homes delivered
- Housing delivery (number and type) trajectory and targets met
- Dwelling completions compared to housing trajectory
- Applicants on Self-build Register
- Delivery of housing for people with specialist needs
- Sites for gypsy and travellers and travelling show people delivered
- The number of homes built to at least Building Regulations standards for adaptable and accessible dwellings



3.1: Raise standards in the private rented sector through education and awareness and enforcement action where necessary.

Action	Short, medium or long term	Lead
Embed and grow the Private Rented Sector Secure and Sustain model.	Medium	• Private Sector Housing & Home Improvements • Housing Solutions
Gather intelligence through tenant contacts, intelligence from the public and HMO licensing schemes to target interventions at poor quality housing.	Medium	• Private Sector Housing & Home Improvements • Housing Solutions
Ensure compliance with the Minimum Energy Efficiency Standard (MEES) Regulations.	Long	• Private Sector Housing & Home Improvements
Review the evidence base for additional licensing in other parts of the borough, building on our experience in West Bromwich.	Medium	• Private Sector Housing & Home Improvements
Explore the feasibility of a Social Leasing Agency model.	Short	• Private Sector Housing & Home Improvements • Housing Solutions

3.2: Improve the quality of council homes and the surrounding neighbourhoods.

Action	Short, medium or long term	Lead
Gain a comprehensive picture of the quality of the stock in order to inform repairs and programmes of work to upgrade and refurbish the stock.	Medium	• Asset Management
Update the Asset Management Strategy in line with the HRA business plan to detail how we plan to improve the stock over the next 10 years.	Short	• Asset Management
Act on disrepair claims by inspecting properties and taking timely remedial action.	Short	• Asset Management
Involve tenants and leaseholders and their representative bodies in plans to improve the stock and identify actions related to housing quality in the tenant satisfaction survey.	Medium	• Asset Management • Community Partnerships
Engage tenants in estate management, identifying community partnerships to improve services and opportunities in the local area.	Medium	• Community Partnerships • Tenancy and Estate Management

3.3: Contribute to the Regeneration Strategy to ensure that opportunities for new housing link into the wider economic and wellbeing benefits.

Action	Short, medium or long term	Lead
Work with the regeneration strategy team to identify how inward investment can be of maximum benefit to existing residents through the improvement of facilities and services and opportunities for employment, training and cultural opportunities.	Medium	• Spatial Planning and Growth • Tenancy and Estate Management • Community Partnerships • Learning and Development
Monitor exempt accommodation in the borough and implement actions to raise standards where necessary.	Medium	• Commissioning and Integration • Housing Solutions
Monitor the quality of commissioned exempt (supported) accommodation and work with providers to address any issues.	Medium	• Housing solutions • Commissioning and Integration
Use housing benefit data to monitor other exempt accommodation in the borough and seek resident feedback on their experiences and the quality of the housing and support offered.	Short	• Revenues and Benefits • Community Partnerships

How we will monitor progress through Key Performance Indicators (KPIs)

- Homelessness prevention and relief
- The number of council home repairs completed
- The number of council homes refurbished
- The number of private rented sector homes complying with Minimum Energy Efficiency Standard (MEES) Regulations
- The number of disrepair claims acted upon

4.1: Deliver appropriate adaptations to current homes, to maintain and improve the health and wellbeing of residents.

Action	Short, medium or long term	Lead
Support the new Policy on Adaptations for Disabled Tenants in Council Housing to ensure there is a fair, consistent, and transparent operation in accordance with all relevant legislation and statutory guidance. As a result, this will benefit disabled residents via technology in the home, improve the warmth of their living space and support reducing social isolation.	Long	• Home Improvement Agency

4.2: Incorporate better futureproofing and design standards to meet the needs of adults with physical disabilities and other disabilities.

Action	Short, medium or long term	Lead
Consider accessibility standards and the feasibility for supplementary planning guidance on this in the development of Sandwell's new Local Plan.	Medium	• Spatial Planning and Growth
Work with Disabled People's organisations and residents to identify what works and how council and other homes can be improved through adaptations but also how needs can be met through major works and new build.	Medium	• Spatial Planning and Growth • Prevention Reablement and Direct Services • Commissioning and Integration • Home Improvement Agency • Community Partnerships

4.3: Review the councils stock against the new Decent Homes Standard when published.

Action	Short, medium or long term	Lead
Incorporate the new Decent Homes Standard once they are reviewed as part of stock conditions and asset management plans.	Medium	• Asset Management

4.4: Take a proactive approach to enforcement of the Health and Housing Safety Rating System in the private rented sector.

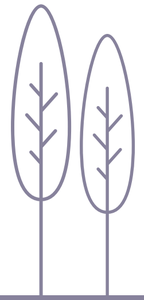
Action	Short, medium or long term	Lead
Work with private sector landlords and representative groups such as the National Residential Landlords Association to raise awareness and support compliance.	Medium	• Private Sector Housing & Home Improvements • Housing Solutions
Continue to take enforcement action in cases where the landlord is not responding to early intervention.	Medium	• Private Sector Housing & Home Improvements • Housing Solutions

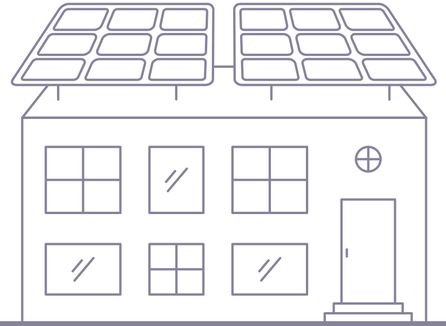
How we will monitor progress through Key Performance Indicators (KPIs)

- The number of homes adapted through the use of Disabled Facilities Grants and Private Sector Housing Assistance Policy
- The number of successful enforcement cases addressing private landlords and housing conditions
- The number of homes built to at least Building Regulations standards for adaptable and accessible dwellings
- The number of council homes compliant with the new Decent Homes Standard once published

5.1: Improve the energy efficiency of existing council housing stock and reduce the carbon footprint of Housing services

Action	Short, medium or long term	Lead
Support the delivery of the new Asset Management Strategy in order to further outline our approach to the retrofit programme using HRA investment and by drawing down external funds to support this.	Long	• Asset Management
Fast track homes for improvement where there is a disabled, older person or vulnerable person in the home.	Long	• Asset Management • Home Improvement Agency
Plan the replacement of diesel vehicles in Housing Services through installation of electric vehicle (EV) charging points and a phasing in of EVs.	Medium	• Asset Management • Housing Management • Fleet Services





5.2: Reduce carbon emissions within future housing developments and refurbishment programmes, ensuring higher levels of energy efficiency and making use of alternative technologies to decarbonise housing across the borough.

Action	Short, medium or long term	Lead
Follow guidance from the WMCA Housing and Health design principles and WMCA Design Charter within future housing developments.	Medium	• Spatial Planning and Growth
Ensure planning policies, building regulations, procurement and partnership working with registered providers and developers deliver a broad range of housing, supporting the council's climate goals, and meeting local needs.	Long	• Spatial Planning and Growth • Housing Management • Asset Management
Deliver refurbishment of Darley House which includes heat source pumps, replacing existing heating systems.	Medium	• Spatial Planning and Growth Housing Management • Asset Management

5.3: Access external funding to upgrade the existing stock and help homeowners improve the energy efficiency of their homes.

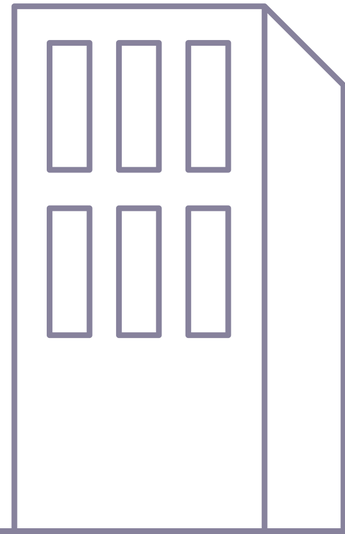
Action	Short, medium or long term	Lead
Deliver retrofit of up to 1,600 more council homes under SHDF Wave 2.1.	Short	• Asset Management
Access regional projects to prioritise and help homeowners to access retrofit funding and works.	Medium	• Spatial Planning and Growth Housing Management

5.1: Improve the energy efficiency of existing council housing stock and reduce the carbon footprint of Housing services

Action	Short, medium or long term	Lead
Implement measures such as promoting active travel in new and existing housing developments and integrating EV charging points.	Medium	• Spatial Planning and Growth • Asset Management
Improve access to recycling facilities for tenants, particularly those in high rise flats where only 40% of blocks have such facilities.	Short	• Borough Economy • Tenancy and Estate Management
Work with tenants' and residents' groups and the voluntary and community sector to identify impacts of climate change and plan mitigations.	Medium	• Community Partnerships • Spatial Planning and Growth
Preserve green space wherever possible on our estates.	Medium	• Spatial Planning and Growth • Housing Management
Measure tenant satisfaction with their neighbourhoods and set actions for improvement.	Short	• Community Partnerships

How we will monitor progress through Key Performance Indicators (KPIs)

- The number of diesel vehicles in Housing Services replaced with EVs
- The number of electric vehicle (EV) charging points installed for Housing Services
- The number of heat source pumps installed
- The number of owner-occupied households accessing funding to retrofit their homes
- Tenant satisfaction measures and identifying areas of improvement
- EPC ratings across all tenures
- The number of renewable energy measures in new-build Council homes



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Report to Cabinet

21 June 2023

Subject:	Application For and Adoption Of Moving Traffic Contraventions Enforcement Powers
Cabinet Member:	Cabinet Member for Environment and Highways Councillor Danny Millard
Director:	Director of Borough Economy Alice Davey
Key Decision:	Yes [Affects all wards]
Contact Officer:	Assistant Director Highway Services, Robin Weare robin_weare@sandwell.gov.uk

1 Recommendations

1.1 That the Director of Borough Economy be authorised to make an application to the Department for Transport for powers to enable the enforcement of Moving Traffic Contraventions (MTCs) (listed in Appendix A) in accordance with Part 6 of the Traffic Management Act 2004 across the whole of Sandwell Council adopted road network.

1.2 That the Director of Borough Economy be authorised to set Penalty Charge Notices (PCNs) to be issued with Moving Traffic Enforcement (MTE) at the higher level of (£70) for moving traffic contraventions (reduced to £35 if paid within 14 days) in line with existing civil enforcement activities undertaken in the borough.

1.3 That the Scheme of Delegations to Officers (Executive side function) be amended to enable the Director of Borough Economy, in consultation with the relevant Cabinet Member for Environment and Highways, to make decisions on moving traffic offences as follows:

ONE COUNCIL
ONE TEAM

- the development and management of operational policy regarding enforcement, site selection and operation.
- approval of future enforcement sites and their operation
- to undertake the required consultation process with any unresolved objections to be heard by the Cabinet Member for Environment and Highways

1.4 That subject to 1.1 – 1.3 above, the Director of Law and Governance be authorised to amend the Scheme of Delegations to Officers (executive side function) in relation to Director of Borough Economy.

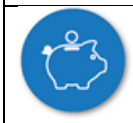
2 Reasons for Recommendations

2.1 With the exception of Bus Lane enforcement, currently only West Midlands Police have the legal authority to fine drivers for contravening moving traffic offences. Recognising that poor compliance with Traffic Regulation Orders for certain moving offenses (Appendix A) has a detrimental effect on road safety and network efficiency, Sandwell Council wish to apply to the Department for Transport for Moving Traffic Contravention enforcement powers under Part 6 of the Traffic Management Act 2004.

2.2 Acquiring these powers will allow Sandwell to be more proactive in improving road safety, air quality, congestion, and network management. In addition, having these powers will provide an effective tool to respond to resident, school, and councillors' concerns in a more positive and proactive manner, as currently all issues related to non-compliance are referred to the local police who have limited resource available for moving traffic enforcement.

2.2 If Sandwell do not to apply for Moving Traffic Contravention enforcement powers in Tranche 3, it is unlikely that there will be another opportunity to do so. The enforcement of these offences would remain the responsibility of West Midlands Police and result in inconsistencies in enforcement powers with neighbouring WMCA local authorities. Birmingham, Walsall and Coventry have already applied for these powers in Tranche 2 and Dudley, Solihull and Wolverhampton intend to apply in Tranche 3 (which has an application deadline of 25th October 2023).

3 How does this deliver objectives of the Corporate Plan?

	Improving compliance through civil enforcement will increase safety near schools and in residential areas, encourage active travel, and contribute to improving residents' quality of life and air quality. It will also enable local police to focus on priority issues and reducing crime and allocate resources where they can best benefit the community.
	Being granted enforcement powers for moving traffic contraventions would enable enforcement action to be undertaken against drivers who contravene pedestrian zones, one-way streets and yellow box junctions. This will contribute to reduced congestion and inappropriate rat running, improved air quality, improved safety, and encouragement of active travel.
	Successful communities need access to jobs, services and facilities to enable them to remain healthy and vibrant. The highway network and sustainable transport measures are an important enabler of this, particularly the efficient operation of our transport networks.
	Both new and existing residential developments rely on good quality access and links to shops, services and leisure facilities in order for them to be successful. The ability to be able to enforce moving traffic contraventions will help facilitate this.
	Being granted enforcement powers for moving traffic contraventions would enable enforcement action to be undertaken against drivers who contravene restrictions such as waiting in yellow boxes and making banned turns. Improving compliance through enforcement will contribute to reduced congestion and improve journey times and journey time reliability (including for public transport) on key strategic routes.
	Our highways are the arteries of our communities. They connect our residents to employment, education, local services and indeed the wider world. They enable economic growth, social mobility and are vital in ensuring good health outcomes.



4 Context and Key Issues

4.1 As the Local Traffic Authority, Sandwell Metropolitan Borough Council (SMBC) has a statutory duty to ensure (as far as is reasonably practicable with regard to policy objectives and obligations) the expeditious movement of traffic on the Authority's road network and to introduce initiatives to help reduce identified road casualties. Road users and the wider community also place a high value on keeping traffic moving safely around the Borough. The adoption of Moving Traffic Contravention (MTC) enforcement powers will enable SMBC to proactively resolve issues at key problem locations on the network and will contribute to an improved road safety and network efficiency through improved driver compliance.

4.2. In the summer of 2020, the Government pledged to introduce secondary legislation to enable local authorities to enforce specified moving traffic offences as defined in Part 6 of the Traffic Management Act 2004. In August 2021 the Cabinet Member for Environment agreed in principle for SMBC to express an interest in applying for the Moving Traffic Contravention enforcement powers. The DfT were subsequently informed of SMBC's expression of interest to apply on the deadline of 31st August 2021. (Appendix B).

4.3 All other constituent authorities of the West Midlands Combined Authority (WMCA) have also agreed in principle to apply for and adopt these enforcement powers. Birmingham, Walsall, and Coventry have already applied for the powers in Tranche 2 whilst Dudley, Solihull and Wolverhampton intend to apply in Tranche 3.

4.4. It is proposed that SMBC apply for a Designation Order for the enforcement of moving traffic contraventions on or before the DfT Tranche 3 deadline of 25th October 2023.

4.5 The implementation costs for the new MTC enforcement service are subject to the development of an associated local SMBC business case based on a West Midlands regionwide template developed by TfWM consultants, prior to an application being made in October 2023. The fundamental principle being that the MTC enforcement service must be cost neutral to the Authority and local taxpayer. The ongoing operational costs would need to be met from penalty charge income once the improved compliance levels have stabilised following the implementation of enforcement. This can take up to 12 months.

4.6 Initially during the first 12 months of operation the Authority intends to undertake extensive trials at 5 pre-identified locations where traffic flow data suggests that there are high incidences of contraventions being recorded, which are causing road safety or traffic management issues. Once powers have been granted, additional sites can be added after 12 months without the need to apply to the DfT again following a public consultation.

4.7 Initial capital costs will depend on the final scale and scope of the service, which is to be agreed as part of the future business case. It is planned that initial capital set up costs will be funded through the Integrated Transport Block budget allocations. Sandwell's planned operational strategy is to undertake enforcement using portable cameras which can be rotated around suitable identified sites

4.8 Annual revenue costs for the system will also depend on the number of cameras being utilised, along with back-office system requirements and staffing implications. A complete cost versus income financial assessment will be developed over the coming months and will be agreed before the implementation of any enforcement regime is put in place.

4.9 The DfT has determined two bands for the level of penalty charge payable for MTC, as is the case with parking contraventions. It is recommended that PCNs are set at the higher penalty charge level of £70, with a reduction to £35 if paid within 14 days. This ensures consistency with PCNs for higher-level parking contraventions. If approved this value will then be used in the business case.

4.10 Should the recommendation to apply for the MTC enforcement powers be approved, the required consultation process is defined in the operational guidance provided by the Department for Transport. This must include consultation with the Chief Officer of Police for the West Midlands and a minimum period of 6-weeks of public consultation which is planned to commence in July 2023.

5 Alternative Options

5.1 Business as usual (Do Nothing) is not recommended as enforcement of moving traffic contraventions would remain the sole responsibility of West Midlands Police. Due to limited police resource, ongoing effective enforcement of moving traffic contraventions is unlikely, and this has the potential to impact the safety and efficiency of the highway network at the worst identified locations.

6 Implications

Resources:	Initial capital expenditure for the purchase of enforcement cameras will be identified though the Integrated Transport Block capital allocations budget. Moving forward the operation will be cost neutral balancing contravention income with revenue resource requirements. Any surplus will be used to implement complimentary road safety and traffic management improvements to the network.
Legal and Governance:	Obtaining MTC powers requires a legal process to be followed, therefore, at this stage in the application process no legal implications for the Council are expected.
Risk:	A risk register will support the development of this project, but at this early stage, no net RED risks have been identified. Moving forward in the process key risks are likely to include: • Securing stakeholder support for moving traffic enforcement proposals, • Physical implications (including safety and visibility issues) of installing camera enforcement equipment in identified locations, Operational costs, particularly during first 6 months of enforcement at each location where warning notices must be issued for first time offenders.
Equality:	From initial inspection it is not believed that this decision discriminates against the protected characteristics. The requirements of the Equality Act 2010 are included in Policy to draw attention to the detail of, and the need to comply with, the Act.

Health and Wellbeing:	The principal benefits associated with enforcing moving traffic contraventions are the mitigation of unsafe, illegal, and inconsiderate driving, reducing traffic congestion, maintaining good access and improving equality and these will have a positive effect on Sandwell as a good place for local communities and visitors.
Social Value	There are no implications for social value directly arising from this report.
Climate Change:	By potentially reducing traffic congestion, this will have a positive effect and help reduce the effects of emissions on the air quality and climate of Sandwell.
Corporate Parenting	A public consultation would be undertaken to establish the views of all stakeholders and representations from all stakeholders will be set out in a future decision-making report to the Cabinet Member for Environment and Highways.

7. Appendices

Appendix A – List of all moving traffic contraventions enforceable under Part 6 of the Traffic Management Act 2004

Appendix B - August 2021 Expression of Interest Correspondence

8. Background Papers

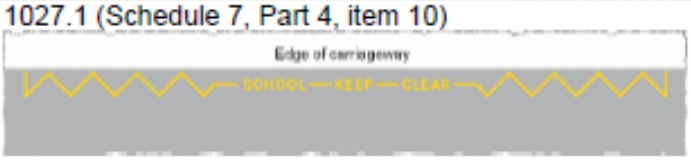
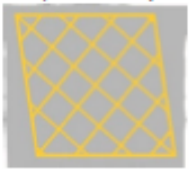
None

Appendix A

List of all Moving Traffic Contraventions Enforceable under Part 6 of the Traffic Management Act 2004

Description	TSRGD diagram number & location	Sign
Vehicular traffic must proceed in the direction indicated by the arrow	606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42)	
Vehicular traffic must turn ahead in the direction indicated by the arrow	609 (Schedule 3, Part 2, item 2)	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow	610 (Schedule 3, Part 2, item 3)	
No right turn for vehicular traffic	612 (Schedule 3, Part 2, item7 and Schedule 14, Part 2, item 43)	
No left turn for vehicular traffic	613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43)	
No U-turns for vehicular traffic	614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43)	
Priority must be given to vehicles from the opposite direction	615 (Schedule 3, Part 2, item 9)	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44)	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians	617 (Schedule 3, Part 2, item 11)	

Description	TSRGD diagram number & location	Sign
Entry to and waiting in a pedestrian zone restricted	618.3B (Schedule 8, Part 2, item 1)	
Entry to and waiting in a pedestrian and cycle zone restricted	618.3C (Schedule 8, Part 2, item 2)	
Motor vehicles prohibited	619 (Schedule 3, Part 2, item 12)	
Motor vehicles except solo motorcycles prohibited	619.1 (Schedule 3, Part 2, item 18)	
Solo motorcycles prohibited	619.2 (Schedule 3, Part 2, item 20)	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	622.1A (Schedule 3, Part 2, item 13)	
One-way traffic	652 (Schedule 9, Part 4, item 5)	
Buses prohibited	952 (Schedule 3, Part 2, item 17)	

Description	TSRGD diagram number & location	Sign
Route for use by buses, pedal cycles and taxis only	953 (Schedule 3, Part 2, item 33)	
Route for use by tramcars only	953.1 (Schedule 3, Part 2, item 36)	
Route for use by pedal cycles only	955 (Schedule 3, Part 2, item 28)	
Route for use by pedal cycles and by pedestrians only	956 (Schedule 3, Part 2, item 29)	
Route comprising two ways, for use by pedal cycles only and by pedestrians only	957 (Schedule 3, Part 2, item 32)	
With-flow cycle lane	959.1 (Schedule 9, Part 4, item 9)	
Contra-flow cycle lane	960.1 (Schedule 9, Part 4, item 6)	
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10	1027.1 (Schedule 7, Part 4, item 10)	
Box junction markings	1043 (Schedule 9, Part 6, item 25)	

Appendix B

August 2021 Expression of Interest Correspondence

Enforcement of Moving Traffic Offences

Reply | Reply All | Forward | ...

RW **Robin Weare**

To Danny Millard

Cc Nicholas Austin

Fri 27/08/2021 09:25

Application for a Moving Traffic Designation Order Advice Note.pdf
76 KB

Good morning Cllr Millard,

I am writing to seek your agreement to lodge an expression of interest in new enforcement powers that will be available next year. I am sorry for the short notice but a deadline of 31st August applies so I would request an answer today if possible. I have provided a briefing note as follows and can speak to you on a teams call if you need further advice.

Moving Traffic Offences – New Enforcement Powers Available in 2022

The Government has issued the attached advice note to Local Authorities in England concerning new powers to enforce moving traffic contraventions under Part 6 of the Traffic Management Act 2004. A set of Regulations giving effect to the Part 6 powers, which will be subject to Parliamentary approval, is planned to come into force before the end of 2021.

The new powers will be available to Local Authorities such as Sandwell MBC who already have Civil Enforcement Powers in place for parking contraventions. The new powers concern the enforcement of moving traffic offences such as yellow box junctions, turning bans, one way streets etc. This would add to the bus lane enforcement powers that Sandwell have already acquired and successfully operate at three locations.

Similar to bus lane enforcement a (future) recommendation to Cabinet would be made on the basis that the operating costs, enforcement costs and maintenance costs can be fully recovered from residual PCN income after drivers change their habits. Capital costs for the installation of enforcement cameras would also need to be identified. The set up costs might be available through WMCA grants. Surveys identified three such locations for bus lane enforcement where a business case could be made to proceed. There may also be some similar locations that would warrant investment in moving traffic enforcement.

Local Authorities are not able to acquire the new powers until the new regulations come into force at the end of the year. In practice the need for public consultation and Cabinet approval in advance could push a Sandwell application to a later date. At this stage, the Department for Transport has asked for expressions of interest from local authorities that may wish to take up the new powers. The reason is to help the DfT plan and deliver new powers to Councils without delay once an application is received.

The deadline for expressions of interest is 31st August (next Tuesday). Expressing an interest is not a commitment for Sandwell to proceed with an application. However, an expression of interest might help reserve our space in the queue if Cabinet subsequently approve an application.

Robin Weare.

Services Manager, Highways

Sandwell
Metropolitan Borough Council

Moving Traffic Offences

RW

Robin Weare

To parking.queries@dft.gov.uk

Cc Danny Millard; Nicholas Austin

31/08/2021

You forwarded this message on 03/09/2021 09:13.

Sandwell Metropolitan Borough Council wish to express an intention to apply for enforcement powers under Part 6 of the Traffic Management Act 2004

Robin Weare.

Services Manager, Highways

Sandwell
Metropolitan Borough Council

Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	Asset transfer of Charlemont Community Centre, Beaconview Road, West Bromwich
Cabinet Member:	Cabinet Member for Housing and Built Environment Cllr Laura Rollins
Director:	Director of Housing Gillian Douglas
Key Decision:	Yes
Contact Officer:	Nick Garratt Grants Officer – Grants Officer (Housing) nick_garratt@sandwell.gov.uk Stefan Hemmings Strategic Lead – Assets and Land (Commercial) stefan_hemmings@sandwell.gov.uk

1 Recommendations

1.1 That approval be given to authorise the Director of Housing to undertake the asset transfer of Charlemont Community Centre, Beaconview Road, West Bromwich, B71 3PJ to Sandwell African Caribbean Mental Health Foundation (SACMHF) based on a full repairing lease for 99 years with a rental of £1 per annum for a multi-purpose community facility and office space.

1.2 That, in relation to 1.1, approval be given to authorise the Director Law and Governance and Monitoring Officer to enter into or execute under seal if necessary, a formal lease for Charlemont Community Centre.

2 Reasons for Recommendations

2.1 Since June 2022, the Housing Directorate has been actively exploring long-term options to secure the future of three of its community centres.

2.2 As part of this process Asset Transfer of sites has been considered as an option that has the potential to deliver both stability and future investment in facilities. Since the Local Authorities current Asset Transfer Policy has been in place (2011), a successful asset transfer of Brasshouse Community Centre has already taken place and 2 further asset transfers were agreed by Cabinet in 2022/23.

2.3 Following an extensive consultation and negotiation period with local voluntary organisations and all relevant stakeholders, the authority has identified Sandwell African Caribbean Mental Health Foundation (SACMHF) as a preferred partner for Charlemont Community Centre.

2.4 Sandwell African Caribbean Mental Health Foundation (SACMHF) is a charity, founded in 1994 based in West Bromwich, which provides a range of culturally sensitive mental health services for Sandwell residents recovering from functional mental illness, their carers, families, and the wider community.
The asset transfer would enable SACMF to expand current provision and create new services in Charlemont an area of Sandwell with little community infrastructure.

2.5 SACMHF is currently leased to the Kuumba Centre, West Bromwich, from NHS Property services. However, SACMF require larger premises to enable the organisation to grow and expand services. The organisation has developed a comprehensive finance and fundraising strategy which supports the need for a larger premise with development potential. Current restrictions at the KUUMBA Centre mean this expansion cannot be realised.

2.6 SACMHF receive the following grants from the council:

£135,460 Adult Social Care

SACMHF will use the rent saving to deliver services at Charlemont and will also continue to seek external grants to improve the facilities and develop new initiatives to meet local need and diversify their income.

2.7 The Council's Asset Management Strategy sets the strategic framework within which the property asset portfolio will be managed. It is intended to guide future decisions concerning the acquisition, use and disposal of property assets. It is intended to respond to the corporate planning process, providing property solutions that support each of the Council's service areas in the delivery of their service plans.

2.8 The proposed asset transfer accords with the principles set out in the strategy where Strategic Assets & Land will proactively lead discussions with community groups about the possibility of undertaking Community Asset Transfers. Transfers will be undertaken in accordance with the Council's policy on Community Asset Transfers. They will only happen if officers are satisfied that a clear sustainable plan is in place to maintain the asset and that further calls on the Council for support are unlikely.

2.9 The application will be considered by the council's Investing in the Voluntary and Community Sector Strategic Group. The group will consider a detailed report about SACMHF and agreed to support SACMHF's application for asset transfer of the premises.

3 How does this deliver objectives of the Corporate Plan?

	The Best Start in Life for Children and Young People SACMHF offer service for young people who have mental illness or wellbeing issues between the ages of 11-25 in and around the Sandwell region. This service works in partnership with both schools and local employers.
	People Live Well and Age Well Much of SACMHF core services cater for vulnerable people. Mental health is at the core of the organisation philosophy, this will continue to be the core of the service offer at Charlemont.



	Strong Resilient Communities SACMHF will create a safe space at Charlemont Community Centre, giving all residents a place where they can access activities, will be supported and not judged. We will work with local Police to develop initiatives to educate and prevent crime and anti-social behaviour.
	Quality Homes and Thriving Neighbourhoods This part of West Bromwich has very little local voluntary sector infrastructure. SACMHF will help create a real sense of 'local community' in the area. Using Charlemont as an affective Community Asset looking to support the development of small grassroots organisations and groups to develop a real sense of community action and community life.

4 Context and Key Issues

4.1 Background:
The council currently manage 22 community centres in partnership with a range of community organisations. As part of a review of neighbourhood services three centres were identified as community buildings which could benefit from new management arrangements. The opportunity for asset transfer was advertised on the understanding that there would be no council funding available to run the centre. In the case of Charlemont Community Centre, three expressions of interest were received and SACMHF were assessed as the applicant that best met the criteria. SACMF were subsequently invited to submit a business case.

4.2 SACMHF has a track record of responding to residents needs with innovative solutions.

Examples include:

. Care for You Sandwell Carer's Support
A service designed to encourage Carers to seek support to manage their own wellbeing, increase their level of awareness of community services as a source of support and to create an environment where they can



widen their social networks to create a degree of interdependence between carers.

Outreach Client & Family Support
One to one home visits or meetings held within a community setting to work on objectives set within a recovery planning framework. Social, practical, and emotional support needs are assessed in this service and documented in a recovery plan.

Ujima (User Forum)
A user-led service which is underpinned by volunteering, mentoring and peer support.

Bereaved Carer Support
Bereaved Carers supported by receiving bespoke one to one support from a Social Navigator to assess their needs, offer support and refer to other services as required.

Tech Connect
User led Peer Support to reduce digital exclusion by using peer mentoring to develop the IT skills of their peers and tablets on loan to support their IT development.

iMatter Youth Service
This service is available for young people who have mental illness or wellbeing issues between the ages of 11-25 in and around the Sandwell region. This service works with schools and colleges and includes a partnership has been set up with Job Centre plus where young people looking for work are supported to manage their mental health issues.

Man ii Man
A men's group which enables men to come together and open up to discuss their shared issues and to employ early help seeking behaviours and to understand their mental health diagnosis through peer support.

Co-production meetings commitment. Encourage user engagement and participation in organisational reviews and existing services

4.1 Refurbishment work Required:

The Council commissioned Baily Garner to carry out a comprehensive conditions survey. The building was found to be in sound condition, but fixtures and fittings would require upgrading. Based on a thirty-year plan it was considered that the heating system along with improved lighting and glazing is required.
A cost assessment of £225,000 was identified for potential works. In addition to this repair will be required to the shared access road to the site, this has an estimated cost of £35,000.
.

4.2 SACMHF future plans for the building:

SACMHF intend to move all organisational operations from their current site in West Bromwich to Charlemont Community Centre.

They are currently working with an experienced architect to develop a comprehension long term vision for the site. This will incorporate a full re-modelling of the site with potential for expansion.

Continue to work with the current nursery provision and established management committee on site to develop new services and increase income streams.

Upgrade interior space including areas highlighted by SMBC's Conditions Report 2022.

Develop outdoor space of the site – this will not only include improvements to the garden space but also working with Bustlehome Youth Football Club to develop activity on the adjacent fields.

Using networks, social media and community engagement encourage residents/young people/families to be part of the centres development by providing activities, community fun days, MP surgeries, pop up vaccination clinics; training opportunities and signpost where necessary to ensure all residents local to the Centre have access to the best support and services available.

Work with stakeholders across the council to develop doorstep services for individuals and families who may be difficult to reach and seen as vulnerable and need additional support.

5 Risk Management

5.1 The Council recognises that with any asset transfer there is an element of risk both to the Local Authority and the voluntary sector organisation taking on the asset. As such the council has followed a stringent selection and assessment process. This will be supplemented by a regular monitoring agreement that will ensure that all objectives are still being met.

5.2 Initial selection of the organisation was based on agreed criteria that included governance arrangements, organisations previous track record and viability of future plans. This process was supported by Sandwell's CVO.

5.3 Following initial selection a further assessment of SACMHF proposed business case has been undertaken, this includes assessing the organisations current financial position their ability to attract resources and the potential social value to the local community. In addition, SACMHF business plan will also be also approved by the Investing in the Voluntary Sector Group which incorporates officers from across council.

5.4 On-going monitoring of the lease is managed under the terms of an Agreed Statement which sets out criteria, including up to date accounts business plan, governance and usage details, that the management organisation must adhere to, to maintain the terms of the lease. The Agreed Statement is reviewed on an annual basis by the Council's Voluntary Sector Support Team. The Council maintains the right to terminate the lease if agreed outcomes are not met.

5.5 To mitigate risk to the management organisation the Local Authority will ensure a rolling tenant only break is included in the lease, this will

ensure SACMHF have an exit opportunity should they encounter financial difficulty in future.

5.5 The Local Authority views Asset Transfer as a potential tool to secure the long-term future of community-based assets. Transfer of assets is not viewed as a tool to dispose of property but a way to develop meaningful and long-term relationships with the local voluntary sector for the benefit of all residents. Following a lease agreement the local authority will continue to work in partnership with SAFS to mitigate future risks and ensure success of Charlemont Community Centre.

6 Alternative Options

6.1 Retain SMBC operational management – The site requires significant investment which will potentially be a financial pressure on Asset Management. Revenue budgets would also have to be identified for SMBC to operationally manage the site

This would not signal to the wider voluntary and community sector that we value their contribution as partners and want to use asset transfer as a positive tool for enabling the development of enterprising and sustainable organisations with a long-term stake in the area.

7 Implications

Resources:	Capital investment required to site £225,000. Estimated over 30 years Current market rental is £7,300pa. Current annual SMBC operational budget for the site £39,600 Average annual SMBC Property Maintenance £5,100 (3 years). **Total estimated savings to the Local Authority (Housing and Property Maintenance - £44,700** In addition to annual revenue savings SACMHF will also be responsible for all property insurances – In the

	event of significant loss or damage the council will no longer be liable Any potential future investment plans or the site can now be re-directed. The lease does not contain any element of additional grant funding for the management organisation. No further Grant Aid payments will be made by the Local Authority to maintain or support building or operational costs.
Legal and Governance:	Section 123 of the Local Government Act 1972 permits a principal Council to dispose of land in any way it wishes, except that it shall not (without the Secretary of State's consent) dispose of land for a consideration less that the best that can reasonably obtained. The Secretary of State has issued a General Disposal Consent in 2003 (Circular 06/03) which states that specific consent is not required for the disposal of any interest in land which the authority considers will help it to secure the promotion or improvement of the economic, social or environmental well-being of its area. Where applicable, authorities should also have regard to their community strategy. Any disposal must not have an undervalue of more than £2M Section 5 of the council's policy on Land and Premises for the Voluntary and Community Sector (2012) sets out the council's approach will usually be through a 99-year lease at a reduced rental.
Risk:	SACMHF has a proven track record in securing funding for capital and revenue projects. They understand the costs of running the building and its income generating potential. They have gained considerable in site in building and lease management through the Kuumba Centre. The organisation conforms with Charity Commission financial guidelines and currently hold a reserve of £100,000. See Section 5 Risk Management for detail. See Section 5 Risk Management for detail.
Equality:	A focus of the work of SACMHF is support for people with mental health issues.

Health and Wellbeing:	Many of the services provided by SACMHF improve the health and wellbeing of vulnerable residents – from domiciliary care and therapy sessions to young people's activity and nursery provision.
Social Value:	As a community anchor organisation, SACMHF employ's many local people. They provide staff and volunteers with opportunities to develop their skills and knowledge and build their confidence. Attracting funding from external sources helps to support Sandwell's local economy.
Climate Change:	A recently commissioned energy report has made several recommendations to improve performance. SACMHF intend to use this information to improve the building. Improved usage and access to green space surrounding the building.
Corporate Parenting	Helping looked after children and care leavers to gain access and make best use of local services. Opportunity to listen to young people to give a voice to their opinions. Development of new local services that meet the needs of young people.

8. Appendices

None

9. Background Papers

None

Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	Asset transfer of Hurst Road Community Centre, Oldbury
Cabinet Member:	Cabinet Member for Housing and Built Environment Councillor Rollins
Director:	Director of Housing Gillian Douglas
Key Decision:	Yes
Contact Officer:	Nick Garratt Grants Officer – Grants Officer (Housing) nick_garratt@sandwell.gov.uk Stefan Hemmings Strategic Lead – Assets and Land (Commercial) stefan_hemmings@sandwell.gov.uk

1 Recommendations

1.1 That approval be given to authorise the Director of Housing to undertake the asset transfer of Hurst Road Community Centre, Oldbury, B67 6ND to Sandwell Asian Family Service (SAFS) based on a full repairing lease for 99 years with a rental of £1 per annum for a multi-purpose community facility and office space.

1.2 That, in relation to 1.1, approval be given to authorise the Director Law and Governance and Monitoring Officer to enter into or execute under seal if necessary, a formal lease for Hurst Road Community Centre.

2 Reasons for Recommendations

2.1 Since June 2022, the Housing Directorate has been actively exploring long-term options to secure the future of three of its community centres.

2.2 As part of this process Asset Transfer of sites has been considered as an option that has the potential to deliver both stability and future investment in facilities. Since the Local Authorities current Asset Transfer Policy has been in place (2011) a successful asset transfer of Brasshouse Community Centre has already taken place and two further asset transfers were agreed by Cabinet in 2022/23.

2.3 Following an extensive consultation and negotiation period with local voluntary organisations and all relevant stakeholders the Authority has identified Sandwell Asian Family Services (SAFS) as a preferred partner for Hurst Road Community Centre.

2.4 Sandwell Asian Family Services (SAFS) is a well-established anchor organisation with a presence in Sandwell since 1989. They are locally-led and deeply rooted in the community. They have strong partnerships with the council and with other voluntary and community groups and take a community development approach to all aspects of their work (responding to service users views, enabling people to do more for themselves). They have already demonstrated their ability to attract capital funding and manage complex multipurpose buildings through their current base at Windmill Community Centre (Smethwick).

The asset transfer would enable SAFS to expand current provision and create new services in an area of Sandwell where currently there is little community infrastructure.

2.5 In 2016, SAFS leased the Windmill Community Centre which is now home to a range of services alongside numerous community groups. The centre is accessible to all with a disability and is a safe place for children, young people and adults to meet their friends and take part in activities such as arts and crafts sessions, sports activities and courses.

2.6 SAFS receive the following grants from the council:

£3,099 Holiday Activity Fund – 2023.
£10,000 Better Care Fund – 2023

These grants are unrelated to the management of Windmill Community Centre or the proposed move to Hurst Road. SAFS will use the rent

saving to deliver services at Hurst Road and will also continue to seek external grants to improve the facilities and develop new initiatives to meet local need and diversify their income.

2.7 The Council's Asset Management Strategy sets the strategic framework within which the property asset portfolio will be managed. It is intended to guide future decisions concerning the acquisition, use and disposal of property assets. It is intended to respond to the corporate planning process, providing property solutions that support each of the Council's service areas in the delivery of their service plans.

2.8 The proposed asset transfer accords with the principles set out in the strategy where Strategic Assets & Land will proactively lead discussions with community groups about the possibility of undertaking Community Asset Transfers. Transfers will be undertaken in accordance with the Council's policy on Community Asset Transfers. They will only happen if officers are satisfied that a clear sustainable plan is in place to maintain the asset and that further calls on the Council for support are unlikely.

2.9 The application has been considered by the council's Investing in the Voluntary and Community Sector Strategic Group. The group considered a detailed report about SAFS and agreed to support SAFS's application for asset transfer of the premises.

3 How does this deliver objectives of the Corporate Plan?

	The Best Start in Life for Children and Young People SAFS provide a range of support for children and young people: Services and activities for young people including lifestyle sessions and a variety of community-based activity
	People Live Well and Age Well Much of SAFS core services cater for vulnerable people. This will continue to be the core of the service offer at Hurst Road.

	Strong Resilient Communities SAFS will create a safe space at Hurst Road Community Centre, giving all residents a place where they can access activities, will be supported and not judged. They will work with local Police to develop initiatives to educate and prevent crime and anti-social behaviour.
	Quality Homes and Thriving Neighbourhoods In this part of Oldbury there is currently very little local voluntary sector infrastructure. SAFS will help create a real sense of 'local community' in the area. Using Hurst Road Community Centre as a hub of community action and community life and developing a number of smaller grassroots groups

4 Context and Key Issues

4.1 Background:
The council currently manage 22 community centres in partnership with a range of community organisations. As part of a review of neighbourhood services three centres were identified as community buildings which could benefit from new management arrangements. The opportunity for asset transfer was advertised on the understanding that there would be no council funding available to run the centre. In the case of Hurst Road Community Centre, three expressions of interest were received and SAFS were assessed as the applicant that best met the criteria. SAFS was subsequently invited to submit a business case.

4.2 SAFS has a track record of responding to residents needs with innovative solutions.

Examples include:

- Providing care in Sandwell and surrounding areas for 34 years supporting adults and children with disabilities from a wide range of ethnic minority backgrounds. Providing a wide range of care such as PA support, domiciliary Care, holiday and weekend clubs and support in the community.



- Maintaining a good rating from CQC for the care and services they provide to over 50 families in Sandwell.

- Registering with Ofsted they will be working with children under the age of 8 years.

- Working towards the Well Being Charter Mark and promote the Windmill Community Centre as a Safe Space.

- Supporting Tenants at Windmill Centre such as Windmill Boxing Club, St Michaels Nursery and SAPA, and are continuing to provide facilities for additional user groups.

- Creating a sensory garden used by their Service Users and visitors to the Windmill Community Centre. A Gardening Club is held weekly and is free for anyone to attend. The vegetables and herbs grown are used in the kitchen skills sessions for SAFS Service Users.

- Running holiday clubs along with supporting other local child care providers and sports groups to develop holiday activities.

- Working alongside the local Public Health team to raise awareness on various issues such as promoting the Covid vaccine, hosting Covid-19 vaccination pop up clinics and Health Eating initiatives.

4.1 Refurbishment work Required:

The Council commissioned Baily Garner to carry out a comprehensive Conditions Survey. The survey was tasked with identifying major areas of repair and any pressing defects needing urgent action. The building was found to be in sound condition, but fixtures and fittings would require upgrading. Based on a thirty-year plan it was considered that the glazing system would require upgrading along with the heating to the building. In addition, a cost assessment of £245,000 was identified for potential works.

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4.2 SAFS future plans for the building:

SAFS plan to continue to run Hurst Road Community Centre as a community facility, supporting the current groups and attracting new community groups and provide new and/or extending services to the Centre. They will increase footfall and usage by residents and SAFS current families and Windmill user groups.

They will improve accessibility for people with disabilities, accessing community venues and main stream venues for disabled children, young people and adults is a constant barrier and a block and it affects the individual's emotional health and mental health and their overall wellness/wellbeing, where there is also a physical barrier.

Will continue to run clubs / sessions for adults and children with disabilities, enabling current activities at the Windmill Centre to expand to a second venue.

Upgrade interior space including areas highlighted by SMBC's Conditions Report 2022.

To develop an outdoor space on the site, including community garden and play facilities, with potential for some additional of road parking space.

Using networks, social media and community engagement will encourage residents/young people/families to be part of the centres development by providing activities, community fun days, MP surgeries, pop up vaccination clinics; training opportunities and will signpost where necessary to ensure all residents local to the Centre have access to the best support and services available.

Will work with stakeholders across the council to develop doorstep services for individuals and families who may be difficult to reach and seen as vulnerable and need additional support.

To support wellbeing within the local community by providing an accessible and safe space/place. Promote intergenerational relationships/working to create a learning and support environment.

5 Risk Management

5.1 The Council recognises that with any asset transfer there is an element of risk both to the Local Authority and the voluntary sector organisation taking on the asset. As such the council has followed a stringent selection and assessment process. This will be supplemented by a regular monitoring agreement that will ensure that all objectives are still being met.

5.2 Initial selection of the organisation was based on agreed criteria that included governance arrangements, organisations previous track record and viability of future plans. This process was supported by Sandwell's CVO.

5.3 Following initial selection a further assessment of SAFS proposed business case has been undertaken, this includes assessing the organisations current financial position their ability to attract resources and the potential social value to the local community. In addition, SAFS business plan is also approved by the Investing in the Voluntary Sector Group which incorporates officers from across council.

5.4 On-going monitoring of the lease is managed under the terms of an Agreed Statement which sets out criteria, including up to date accounts business plan, governance and usage details, that the management organisation must adhere to, to maintain the terms of the lease. The Agreed Statement is reviewed on an annual basis by the Council's Voluntary Sector Support Team. The Council maintains the right to terminate the lease if agreed outcomes are not met.

5.5 To mitigate risk to the management organisation the Local Authority will ensure
a rolling tenant only break is included in the lease, this will ensure SAFS have an exit opportunity should they encounter financial difficulty in future.

5.5 The Local Authority views Asset Transfer as a potential tool to secure the long-term future of community-based assets. Transfer of assets is not viewed as a tool to dispose of property but a way to develop meaningful and long-term relationships with the local voluntary sector for the benefit of all residents. Following a lease agreement the local authority will continue to work in partnership with SAFS to mitigate future risks and ensure success of Hurst Road.

6 Alternative Options

6.1 To retain SMBC operational management the site requires significant investment which will potentially be a financial pressure on Asset Management. Revenue budgets would also have to be identified for SMBC to operationally manage the site

This would not signal to the wider voluntary and community sector that we value their contribution as partners and want to use asset transfer as a positive tool for enabling the development of enterprising and sustainable organisations with a long-term stake in the area.

7 Implications

Resources:	Capital investment required to site £245,000 estimated over 30 years.

	Until March 2022 the council gave a grant of £25,300 pa to a local voluntary organisation towards the running costs of the building.). Average annual council Property Maintenance £4,755 (last 3 years). Nominal annual saving from Business Rates. The current market rental is £5,600pa. **Total estimated savings to the Local Authority (Housing and Property Maintenance - £30,055** In addition to annual revenue savings SAFS will also be responsible for all property insurances – In the event of significant loss or damage the council will no longer be liable Any potential future investment plans or the site can now be re-directed. The lease does not contain any element of additional grant funding for the management organisation. No further Grant Aid payments will be made by the Local Authority to maintain or support building or operational costs.
Legal and Governance:	Section 123 of the Local Government Act 1972 permits a principal Council to dispose of land in any way it wishes, except that it shall not (without the Secretary of State's consent) dispose of land for a consideration less that the best that can reasonably obtained. The Secretary of State has issued a General Disposal Consent in 2003 (Circular 06/03) which states that specific consent is not required for the disposal of any interest in land which the authority considers will help it to secure the promotion or improvement of the economic, social or environmental well-being of its area. Where applicable, authorities should also have regard to their community strategy. Any disposal must not have an undervalue of more than £2M Section 5 of the council's policy on Land and Premises for the Voluntary and Community Sector

	(2012) sets out the council's approach will usually be through a 99-year lease at a reduced rental.
Risk:	SAFS have a proven track record in securing funding for capital and revenue projects. They understand the costs of running the building and its income generating potential. When they leased Windmill Community Centre in 2016 they were able to make building improvements. They will plan a phased approach to completion of the refurbishment of Hurst Road Community Centre.
Equality:	A focus of the work of SAFS is support for people with disabilities, and to provide an inclusive service.
Health and Wellbeing:	Many of the services provided by SAFS improve the health and wellbeing of vulnerable residents, from domiciliary care and therapy sessions to young people's activity and nursery provision.
Social Value:	As a community anchor organisation, SAFS employ's many local people. They provide staff and volunteers with opportunities to develop their skills and knowledge and build their confidence. Attracting funding from external sources will help to support Sandwell's local economy.
Climate Change:	A recently commissioned energy report (see attached) has made several recommendations to improve the energy footprint of the site and energy performance. SAFS intend to use this information to improve the building. Improved usage and access to green space surrounding the building.
Corporate Parenting	Helping looked after children and care leavers to gain access and make best use of local services. Opportunity to listen to young people to give a voice to their opinions. Development of new local services that meet the needs of young people.

8. Appendices

None

9. Background Papers

None

Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	Equalities, Diversity and Inclusion (EDI) Commission
Cabinet Member:	Leader of the Council Cllr Kerrie Carmichael
Director:	Surjit Tour - Director of Law and Governance and Monitoring Officer
Key Decision:	No
Contact Officer:	Koser Shaheen - Equality, Diversity and Inclusion (EDI) Manager Koser_Shaheen@sandwell.gov.uk

1 Recommendations

1.1 That approval be given to the establishment of the Equality, Diversity and Inclusion Commission (EDI Commission).

1.2 That approval be given to the Terms of Reference for the Equality, Diversity and Inclusion Commission (EDI Commission) as set out in Appendix 1.

2 Reasons for Recommendations

2.1 The current Equalities Commission (EC) Terms of Reference expired on 31 March 2023.

2.2 Refreshing the EC is a key strategic deliverable in the Sandwell Improvement Plan.

3 How does this deliver objectives of the Corporate Plan?

3.1 The Corporate Plan is at the heart of everything that the council does. Refreshing the EC will help the Council to meet its legal obligations under the Equality Act 2010 and Public Sector Equality Duty (PSED). This in turn will contribute to the successful delivery of each of the priorities that make up the Corporate Plan.

	One Council One Team – Systems and Governance The EDI Commission will drive the equalities agenda at the heart of our organisation.

4 Context and Key Issues

4.1 Sandwell Council is committed to celebrating and promoting the rich and diverse backgrounds and cultures of its residents and employees across all six towns in the Borough. This commitment is driven by the recognition that promoting diversity and inclusion is essential for creating a fair and equitable society where everyone can thrive and contribute to their fullest potential.

4.2 Under section 149 of the Equality Act 2010, Public Sector Equality Duty (PSED), a public authority must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The PSED requires public authorities to take proactive steps to promote equality and prevent discrimination, rather than simply avoiding discriminatory behaviour.

4.3 The council's ambition is to not only meet its obligations but also exceed them by continuing the work of the EC, which was launched in 2020. This will be achieved through the refreshed EDI Commission. The EDI Commission will help, support and drive the EDI agenda and promote EDI principle within the council and the wider community. Through its work, the EDI Commission aims to go beyond mere compliance and create a culture that values diversity and inclusion and promotes equitable treatment for all which is consistent with the council's new values and behaviours framework.

4.4 The establishment of a refreshed EDI Commission comes at a critical time for Sandwell Council with a renewed focus on culture change which includes promoting and embedding equality, diversity, and inclusion throughout our operations and activities.

4.5 Refreshing the EC will demonstrate Sandwell Council's ongoing commitment to promoting equality, diversity, and inclusion, and to challenging discrimination and intolerance in all its forms. By revitalising the commission, the council can renew its focus on ensuring that everyone feels respected and valued, regardless of age, disability, gender identity, marital and /or civil partnership status, pregnancy or maternity, race, religion or belief, sex and sexual orientation.

4.6 Sandwell Council is committed to continuously improving its approach to EDI and promoting an inclusive culture that values diversity and equal opportunities for all. As part of this commitment, the council has adopted a new 2023 Equality Objective: "*We will progress and drive our equality performance through the Equality Framework for Local Government and utilise Council resources to support our equalities agenda. We will embed our 'One Council One Team' approach and commitment to equality by the production and publication of the Council's first Equality, Diversity and Inclusion Strategy, developed through engaging and collaborating with our diverse residents, communities, and workforce*."

4.7 This objective reflects the council's commitment to creating a more inclusive and equitable community where everyone has the opportunity to thrive. Refreshing the EC is a vital step towards achieving these goals. This will ensure that the council remains at the forefront of EDI best practices continuing to promote an inclusive culture that respects and values all members of the community.

4.8 The new EDI Commission will provide valuable oversight and insight into the council's EDI work, enabling the council to focus on its One Team, One Council ethos and work collaboratively to promote its ambitious EDI agenda.

4.9 The Leader has retained EDI within her own portfolio, and the EDI Commission will serve as an effective board to enable the Leader to consider the EDI agenda and examine through the support of the board the most effective way of delivering the council's ambitious EDI agenda.

4.10 The Terms of Reference (Appendix 1) sets out the purpose, scope and remit of the EDI Commission. Its primary purpose is to help promote and embed equality, diversity and inclusion throughout the operations and activities of Sandwell Council, and to ensure compliance with the Equality Act 2010.

Membership of the EDI Commission Board

4.11 The EDI Commission's Board membership will consist of Elected Members, a representative from Leadership Team, representatives from each Staff Network, a representative from HR, a representative from Learning and Development, and also relevant stakeholders that the Chair considers appropriate. These individuals will possess a wealth of knowledge and expertise in EDI matters, enabling them to help and support delivery of the EDI Agenda. The board will be supported by the Director of Law and Governance, and members of the EDI Team.

4.12 The EDI Commission Board provides an opportunity and platform to hear from a diverse range of voices and perspectives, ensuring that EDI issues are evaluated from multiple angles.

Consultation

4.13 Consultation has been undertaken with each Staff Network and Trade Unions who have been afforded the opportunity to comment on the proposed Terms of Reference for the EDI Commission.

4.14 The feedback received has been considered in the drafting of the Terms of Reference for the EDI Commission.

5 Alternative Options

5.1 The alternative option would be to do nothing and not to have the Equalities Commission.

5.2 The council is not legally obliged to have an Equalities Commission.

6 Implications

Resources:	There are no specific financial implications arising from the contents of this report. The support for the EDI Commission board will be met from existing resources and approved budgets.
Legal and Governance:	Section 149 of the Equality Act 2010 enacts a single general public-sector equality duty (PSED) which applies to public authorities exercising public functions. The duty on public authorities to have "due regard" to the PSED in *section 149(1)* of the Equality Act 2010 is more than simply a requirement to have general regard. Real thought must be given to the PSED and its requirements. Simply meeting our Public-Sector Equality Duty alone is insufficient to address the issues our communities are facing today. Therefore, it is imperative that the council go beyond our immediate statutory obligations in order to identify and dismantle the structures that discriminate against or limit opportunities for too many of our residents because of protected characteristic.
Risk:	Any information shared with the Commission will need to be consistent and compliant with council policies, procedures, relevant legislation such as the Data Protection Act 2018, General Data Protection Regulation, Freedom of Information Act 2000 and other associated legislation.
Equality:	The equality implications are detailed within the main body of the report.
Health and Wellbeing:	The more the council is able to embed its EDI agenda, the more positive impact there will be on the health and wellbeing of the council's workforce and the residents living across Sandwell. The establishment of the EDI Commission will enable the council to achieve this outcome.
Social Value:	There are no social value implications arising from this report.
Climate Change:	There are no climate change implications arising from this report.

Corporate Parenting:	The EDI Commission will promote a positive working environment free of bullying, harassment, victimisation and discrimination. It will promote dignity and respect for all.

7. Appendices

Appendix 1 – Terms of Reference

Sandwell Equality, Diversity & Inclusion Commission (EDI Commission)

TERMS OF REFERENCE

The EDI Commission has been established to help promote and embed equality, diversity, and inclusion throughout the operations and activities of Sandwell Council. The Commission serves to help ensure that the council complies with its duties under the Equality Act 2010 and that all residents of Sandwell are treated equitably.

VISION

An open, fair and inclusive Borough that embraces and celebrates Sandwell's rich and diverse communities, cultures, and traditions; and where everyone is treated fairly and given opportunities to make the most of their talents and realise their aspirations.

MISSION STATEMENT

To promote equality and challenge discrimination and intolerances in all its forms. To break down barriers prohibiting an inclusive society by confidently tackling unfairness caused by inequality and encouraging community cohesion through increased understanding and awareness.

VALUES

An EDI Commission that is:
open and honest;
acts with integrity;
inclusive;
listens; and
is brave, bold and confident.

STRATEGIC OBJECTIVES

The EDI Commission has 8 strategic objectives:

1. To help promote, embed and protect the rights of Sandwell residents to fairness, dignity and respect along with encouraging community cohesion across the Borough.

2. To challenge ignorance and intolerances in relation to all the protected characteristics by being a leading voice that promotes and celebrates the multi-cultural heritage of the Borough and the diverse nature of the local population.

3. To understand, involve and enable our diverse communities to play an active role in civic society and put the citizens' voice at the heart of decision-making.

4. To review and recommend changes (as necessary) to Council policies, procedures, and practices to ensure the authority complies with its legal obligations, fosters best practice and its workforce reflects the diversity of the people and communities it serves.

5. To champion and further embed equality in education (including career development) and employment for all residents of Sandwell regardless of race, disability, gender reassignment, religion or belief, sex, sexual orientation, age, marriage and civil partnership, pregnancy, and maternity.

6. To work with partners, the business community, voluntary/faith sectors, and other stakeholders to challenge harmful prejudices, stereotypes and biases that undermine equal opportunity.

7. To engage and work regionally with councils and other stakeholders, and national bodies and Government, to help ensure inequality concerns and issues in Sandwell are heard, understood, and addressed (including the encouragement and fostering of excellent relations with policy and decision-makers).

8. To monitor, analyse and evaluate relevant data and benchmark information to inform and drive new initiatives to meet the EDI Commission's strategic objectives.

GOVERNANCE OF THE COMMISSION

The EDI Commission shall remain in place until July 2024.

The Executive and Directors Leadership Team shall receive regular progress reports and briefings from the EDI Team to keep them updated with EDI Commission's work, progress and developments (on a quarterly basis unless otherwise required more frequently).

The EDI Commission shall provide a progress/update report to Full Council on a bi-annual basis concerning its work, impact and outcomes.

The EDI Team shall attend meetings with the Executive, Directors and Full Council to present the EDI Commission's updates and/or briefings (as required).

The EDI Commission may request and receive documentation/data held within the Council, request documentation/data from external bodies and invite persons internal and/or external to the Council to assist with its work, subject to any legislative

restrictions, obligations or other limitations arising (e.g. Data Protection Act 2018, GDPR, Freedom of Information Act 2000, contractual obligations).

EQUALITY, DIVERSITY AND INCLUSION COMMISSION BOARD

The EDI Commission Board is responsible for all functions of the EDI Commission. Its high-level responsibilities include:

- Leadership and direction – Support the strategic and operational direction to achieve the Commission's Vision, Mission Statement and Objectives.
- Determine the focus and priorities of the EDI Commission having regard to the EDI Commission's Objectives.
- Supporting the delivery of the Council's EDI Agenda.
- Listen to individuals, departments, and organisations, whether internal and/or external, to understand the Council's EDI progress and compliance, and future improvements.
- Work with the Council's Trade Unions to promote the EDI agenda and address issues and concerns.
- Support the development of the EDI Commission's engagement and communications strategies and plans.
- Determine outcomes/outputs to be achieved by the EDI Commission
- Monitor progress of council's EDI agenda.
- Approve new initiatives and ideas to further the objectives of the EDI Commission.
- To make recommendations to key decision makers in relation to the EDI agenda.

OPERATIONAL FUNCTIONS AND POWERS OF THE EDI COMMISSION BOARD

The EDI Commission Board shall help to: -

- Raise awareness in relation to all of the protected characteristics.
- Improve education and champion equality for all.
- Monitor the council's progress in relation to the EDI agenda.
- Monitor progress in relation to the EDI strategic roadmap and action plan.
- Provide steers in relation to key initiatives.
- Provide a platform for consideration of EDI initiatives and for stakeholders to engage in the council's EDI agenda.
- Gather insight and undertake research.
- Review the Council's compliance with the Public-Sector Equality Duty and its Equalities Policy and make recommendations to the Council's Executive.
- Assess the Council's compliance with the Equality Act 2010 and any other relevant legislation, applicable Statutory Instruments, and other such regulations.

- Consider and recommend proposals on how the Council can better utilise its role, position, functions, and powers to address inequality in the Borough.
- Assess the effectiveness and ability of people with protected characteristics to access Council services.
- Promote and review civic participation and the involvement of diverse communities in the decision-making processes of the Council.
- Develop new ideas, initiatives, approaches to celebrate the varied diversity and heritage of Council employees.
- Support the fostering of good relations between Sandwell Council and our various partners, including but not limited to: the community at large, community groups, BAME groups, other equality stakeholder groups, Councillors/decision-makers, and other sectors such as the business and voluntary sectors.

EDI COMMISSION BOARD MEMBERSHIP

The EDI Commission will be chaired by the Leader of the Council (or her appointed Deputy, as applicable).

The EDI Commission Board membership shall be determined by the Leader of the Council (or Deputy Leader in the Leader's absence/unavailability).

The EDI Commission Board (unless varied by the leader) shall consist of:

- Five Sandwell Elected Members from a diverse range of backgrounds (who shall not be members of the Executive and includes one member of the Opposition Group (all of which will be voting members)
- Representative from Leadership Team
- Representative from each of the Staff Networks
- Representative from HR
- Representative from Learning and Development

Board members will remain on the Board whilst the EDI Commission remains in place (or unless the Board member resigns or is removed by the Leader of the Council). Where a member of the EDI Commission resigns, the Leader shall appoint their replacement.

The Leader may appoint an Elected Member of the Board as her Deputy to Chair the Board.

The EDI Commission shall have the authority to invite any individual or organisation from inside or outside the Council to attend meetings of the EDI Commission Board as it deems necessary to best inform and progress its work.

FREQUENCY OF BOARD MEETINGS AND QUORUM

The EDI Commission Board shall meet every two months unless otherwise agreed by the Chairperson.

The Chairperson shall be entitled to call a meeting of the EDI Commission Board as deemed necessary by giving 5 clear days' notice to EDI Commission Board members of the meeting (unless the matter requiring consideration by the EDI Commission is deemed urgent by the Chairperson in which case the meeting shall be convened as soon as practicably possible.

The Board shall be quorate providing three or more voting members are in attendance at the meeting.

Meetings of the EDI Commission Board can be held remotely using suitable ICT that enables each EDI Commission Board member who is able to attend the EDI Commission Board meeting to at least (i) hear the proceedings and other EDI Commission Board members, and (ii) engage in the proceedings and be heard by the other EDI Commission Board members.

DECISION-MAKING

The EDI Commission is not a decision-making body, however it will support the Leader and the Executive to implement the council's EDI agenda.

SUPPORT ARRANGEMENTS

The EDI Commission shall be supported by the Director of Law and Governance, the EDI Team, and other officers as required.

The EDI Commission shall receive administrative support from within the Council's EDI Team, Law & Governance Directorate and HR Team.

Such other Council teams/services shall support the work of the EDI Commission as is considered appropriate and necessary by the Council's senior management team.

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Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	Feasibility of establishing a Council Owned Housing company
Cabinet Member:	Cabinet Member – Regeneration and WMCA (Cllr Hughes)
Director:	Director of Regeneration and Growth Tony McGovern
Key Decision:	No
Contact Officer:	Housing Partnerships Business Manager Alan Martin Alan_Martin@sandwell.gov.uk

1 Recommendations

1.1 That approval be given to not proceed with the establishment of a Council owned Housing Company at this stage.

1.2 That approval be given to authorise the Director of Regeneration and Growth to discontinue any further works in relation to the development of a validated Business Plan for the creation of a new housing delivery vehicle as approved by Cabinet - Options to Develop a Council Wholly Owned Housing Delivery Vehicle - 23 February 2020 (minute no 53/20 refers) and to mutually terminate the consultant commission with Savills in accordance with the public procurement rules, the Council's procurement and contract procedure rules and financial regulations.

1.3 That a further report be submitted to the Cabinet in the event the option of establishing a Housing Company is considered necessary, if circumstances materially change.

2 Reasons for Recommendations

1.1 To safeguard the council's investment into any proposed vehicle or subsidiary, the council will need to ensure that the Business Plan is viable, achievable and affordable and that the cashflow does not create a potentially unreasonable risk to the council's treasury.

1.2 The initial Savills business model using cost/value assumptions to test out commercial viability (profitability) indicated that the viability of the business model was marginal in June 2022. Further changes in market conditions as examples in 4.1.7 have exacerbated the situation and further affected viability in an adverse way.

1.3 Due to the inability to deliver a validated business model with acceptable levels of risk it is considered prudent to discontinue with the Savills commission at this point, as to continue with the remaining areas of work as defined in 4.1.3 items 2f-2i would result in abortive works and costs.

3 How does this deliver objectives of the Corporate Plan?

3.1 Whilst increasing the number of new homes in the Borough is a Corporate Plan priority, this report is a strategic report to establish the feasibility of a Council Owned Housing company as a housing delivery vehicle. The objectives of the corporate plan will be considered and met through alternative housing delivery options that are more cost effective.

4 Context and Key Issues

4.1 Background

4.1.1 Following a cabinet member briefing in August 2019, initial works were undertaken to look at the options available to the council, to deliver the housing ambitions sought by Cabinet. Savills were commissioned to provide an initial report into the issues and considerations for the council in creating a housing delivery vehicle, and to work with officers with a view to developing an Initial Business Case (Stage 1) for the Council's cabinet to consider before moving into the Detailed Business Case (Stage 2). Savills completed this work and reported that based on the initial assessment and modelling the creation of a Housing Development Company was a viable option at that point.

4.1.2 The next stage to move into Stage 2 Detailed Business Case to provide more detailed business plan for the next 3-5 years by challenging some of the assumptions within Phase 1 identifying potential risks and mitigating actions and providing recommendations on the constitution and governance of the company - this was approved by Cabinet 23 February 2020 (minute no 53/20 refers)

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4.1.3 Stage 2 Detailed Business Case started March 2020. The main areas of this work were to include;

2a) Identify sites/potential acquisitions

2b) Research rental/ sales values, build costs, acquisition costs, management and maintenance costs

- Explore financial resourcing including debt, equity and grant subsidy
- Build business model using cost/value assumptions, test out commercial viability (profitability)
- Sensitivity testing to consider risk of variability in key assumptions (e.g. inflation)
- Evaluate and recommend suitable corporate legal form
- Evaluate and recommend a suitable governance structure.
- Draft a robust and detail Business Case and 3-5 year Business Plan.
- Report to Cabinet – Secure Political approval to proceed to Stage 3 implementation.

4.1.4 The project plan included gateways for the Savills to report progress to senior officers prior to moving to the next stage. Stages 2a-2e above were completed for a number of options. The initial focus was the delivery of homes on SMBC owned land (or where there was an interest) in order to diversify and intervene with the housing market through a Development Company (DevCo) and the potential to hold some of the properties long-

term and rent on the open market through a Local Housing Company (LHC). This option proved difficult to validate as the Council does not own an adequate pipeline of sites to provide the numbers of new build properties to give a program of 3-5 years which would be required to justify the set up/running costs of a company.

4.1.5 The secondary focus was centered on a business case for a Local Housing Company via one or a mixture of:

a) Acquisition of homes from the open market or future private development for long-term holding and rented at Market levels
b) Acquisition of vacant office blocks and redevelop as private accommodation for renting at either market or affordable levels
c) Acquisition of large homes for the provision of specialist/supported housing and letting at appropriate rent levels (in addition to provision within the HRA)
d) SMBC acquire properties and refurbish for long-term lease for renting at either market rent or affordable levels
e) The opportunities that may be presented from regeneration sites such as Rolfe Street and Grove Lane

4.1.6 All of the options modelled were either borderline viable, provided only marginal gain or gave a negative overall impact to SMBC in early years. When a sensitivity analysis was applied to the modelled assumptions very small changes to items such as Public Works Loan Board (PWLB) borrowing rates, interest rates, management costs, open market values, development costs and rent levels further affected viability in an adverse way.

4.1.7 Since the modelling was completed Public Works Loan Board (PWLB) borrowing rates, interest rates, management costs and development costs have all increased considerably. Open market values have plateaued and are expected to fall as interest rates continue to rise and rent levels are not increasing in line with inflation because of the cost of living crisis which would now make the viability negative in most options.

4.1.8 In the period since February 2020 when the creation of a Housing Development Company was considered a commercially viable option there have been several factors that have had a considerable impact on the construction and housing sectors. The impact of Covid, Brexit, Global recession, the invasion of Ukraine, UK recession, Cost of Living Crisis and the energy crisis have placed unprecedented pressure on these sectors. Many housing developers and housing associations are now re-visiting their business plans and scaling back development activity due to the levels inflation and the volatility of uncertain market conditions. From a council perspective it is not considered prudent to enter this market as these market conditions are not conclusive to delivering a validated business plan with acceptable levels of risk.

5 Alternative Options

5.1 There is no alternative option, if the Council continues with the commission it is likely to result in abortive works and cost.

6 Implications

Resources:	The project cost of delivering Stage 2 was approved by Cabinet 23 February 2020 (minute no 53/20 refers) This figure included the appointment of a lead consultant and all the professional consultant disciplines that would be required. The budget to fund the appointment of consultants and the preparation of the Detailed Business Case was allocated from the Land Development Fund. The required budget will now be less than already approved due to the reduced work stages within the commission.
Legal and Governance:	There are no specific immediate legal or statutory implications arising from the proposal outlined in this report. Advice will be taken from the Council's Procurement Strategy Officer and Legal Services to ensure that the Public Contracts Regulations and the council's procurement and contract rules are complied with.

Risk:	The Corporate Risk Management Strategy (CRMS) will continue to be complied with throughout, in identifying and assessing the significant risks associated with this strategic proposal. This includes (but is not limited to) political, legislation, financial, environmental and reputation risks. A project risk register has not been compiled at this stage as no initial risks have been identified. This position will be reviewed and updated on a regular basis, but should any risks be identified, arrangements will be put in place to manage and mitigate these effectively.
Equality:	An Equality Impact Assessment screening exercise has been carried out and a full Equality Impact Assessment is not required.
Health and Wellbeing:	There are no implications of the recommendations on health and wellbeing of our communities contained within this report.
Social Value:	There are no implications Social Value contained within the report. Social Value will be considered as part any future alternative housing delivery options to ensure that as consequence of the construction, there will be demonstrable and measurable social value commitment. Creating employment and skills opportunities, engaging with the local supply chain and bringing a positive impact on the social, economic and environmental wellbeing for the local areas will be considered as a desired project outcome on all schemes.
Climate Change:	There are no implications for climate change outcomes and any potential impact on the environment contained within the report. The impact on emissions, resource use, or the natural environment of any future housing development will be considered as part any alternative housing delivery options.
Corporate Parenting:	There are no Corporate Parenting implications arising from the proposal outlined in this report.

7. Background Papers

8.1 Report to the Cabinet Member for Strategic Resources and Jobs and Economy, 29th October 2014 Changing the Housing Landscape in Sandwell (Key Decision Ref. No. C043) Minute no 75/14 refers

8.2 Report to The Cabinet, 6th April 2016 Changing the Housing Landscape in Sandwell Summary programme for Council House New Build (Key Decision Ref. No. REI021) Minute no 61/16 refers

8.3 Report to The Cabinet, 23rd February 2020 Options to Develop a Council Wholly Owned Housing Delivery Vehicle (minute no 53/20 refers)

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Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	Rolfe Street Masterplan – Approval
Cabinet Member:	Cabinet Member for Regeneration and WMCA, Councillor Peter Hughes
Director:	Director of Regeneration & Growth, Tony McGovern
Key Decision:	Yes
Contact Officer:	Planning Regeneration Team Leader, Hayley Insley Hayley_insley@sandwell.gov.uk Planning Officer Kate Harris Kate_Harris@sandwell.gov.uk

1 Recommendations

1.1 That the results of the public consultation undertaken on the Draft Rolfe Street Masterplan during February to March 2023 as set out in the Consultation Report be considered.

1.2 That, in relation to 1.1, approval is given to the Rolfe Street Masterplan as amended.

ONE COUNCIL ONE TEAM

2 Reasons for Recommendations

2.1 Authority to undertake community consultation on the Draft Rolfe Street Masterplan was granted by Cabinet on 18th January 2023. The Masterplan has been prepared following engagement with officers, Members, members of the public and stakeholders.

2.1 The period of consultation was undertaken between 6th February 2023 and 20th March 2023. From the consultation process 41 responses were received on the online questionnaire with additional letters received from other stakeholders, and the Masterplan has been amended wherever possible to reflect local views. This report requests that the final masterplan is approved with the proposed amendments in full, to assist with guiding decisions with development proposals within this area. The Masterplan, Consultation Report, Transport Assessment and Heritage Characterisation Study are appended.

3 How does this deliver objectives of the Corporate Plan?

	The Best Start in Life for Children and Young People The proposals will provide quality homes and safe open spaces with improved routes to local schools.
	People Live Well and Age Well New housing proposed within the area will seek to address the needs of all members of the community and include improved public realm and green spaces, improved transport links and access to facilities and increase employment opportunities.
	Strong Resilient Communities New housing proposed within the area will seek to address the needs of all members of the community and include improved public realm and green spaces, improved transport links and access to facilities and increase employment opportunities.
	Quality Homes in Thriving Neighbourhoods The Masterplan will seek to attract a range of house types and tenures that are sustainable, attractive and will meet the needs and demands of the future residents.
	A Strong and Inclusive Economy We can utilise our council assets, in the form of our land, to drive forward regeneration in the area and show our commitment and capability through the successful delivery of our Towns Fund funding to enable similar funding opportunities to be gained in the future should they be made available. This site has strong locational links to the Midlands Metropolitan University Hospital and the site will benefit from the regeneration opportunities that will radiate from this building. Opportunities for local job creation will be encouraged at site preparation and at construction stage. Improvements to transport connections will improve residents' ability to access key transport hubs and hence



	their access to employment and education prospects and will contribute to attracting and retaining businesses in Sandwell.
	A Connected and Accessible Sandwell The Masterplan will identify a transport strategy that aims to consider current and future transport needs and promoting alternative safe and convenient modes of transport other than the private motor car, including new cycling and walking routes as well as identifying the potential location of a 'mobility hub' to encourage convenient access to these alternative modes of transport.

4 Context and Key Issues

4.1 Sandwell Council has been working with the other Black Country authorities under the Black Country Collaboration Agreement since 2014. In November 2020, Cabinet resolved to enter into the Supplemental Deed of Variation to the Collaboration Agreement which allowed Sandwell to bid for an allocation of £250k per annum business rates surpluses generated across the Black Country Enterprise Zones. Even though Sandwell does not have an Enterprise Zone itself, the Governance Principles of that agreement allow the authority to have a share for five years from 2020-21 to support the development of projects in the Black Country Pipeline.

4.2 On 1 July 2021 the Black Country LEP Funding Sub Group considered and agreed to the spend proposal put forward by the Interim Director of Regeneration and Growth for the financial year 20/21. One of the projects named within the funding proposal was to commission a Masterplan for the wider Rolfe Street area in Smethwick from the Railway Station to Bridge Street North/New Street junction.

4.3 This area, close to Smethwick High Street and Rolfe Street Station, has been allocated for residential led mixed use since 2008. However, due to the fragmented ownership across the area, comprehensive redevelopment to deliver a housing led transformation has not materialised. Due to the nature of some of the uses that operate there, and the condition of some of the buildings, piecemeal development is not considered appropriate.

4.4 In February 2022 Cabinet approved the Smethwick to Birmingham Corridor Framework document which incorporates the land at Rolfe Street. The Framework contains guiding principles for this site and the others within the corridor area to assist in delivering the vision of creating a place where people wish to live, work and visit, which is well connected and providing sustainable transport choices.

4.5 In order to assist bringing forward the transformational change envisaged for this area, an application to Towns Fund to facilitate demolition of buildings and remediation of the land was submitted and approved by Department for Levelling Up, Housing and Communities. The project centres on the Smethwick Enterprise Centre, central to the Rolfe Street area, which will act as a catalyst for further regeneration opportunities to come forward in due course.

4.6 To facilitate the wider regeneration of Rolfe Street, it was considered that a more detailed masterplan was required. This would take the principles of the Corridor Framework and develop a coherent and comprehensive masterplan that would provide clarity to developers on the aspirations for the area to deliver a well design community environment.

4.7 A tendering exercise was undertaken earlier this year for a multi-disciplinary consultancy that could prepare the Masterplan, also undertaking a heritage assessment since part of the area is within the Conservation Area and providing a transport strategy that would address the quantum of new development expected to be delivered over time.

4.8 Following the tendering process, the council commissioned Glenn Howells Architects as the lead consultancy, with assistance from Stantec for the Transport Strategy, Donald Insall to undertake the Heritage Assessment and RPS as the Planning Consultancy.

4.9 The consultants have been working on the Masterplan since September, gathering evidence, undertaking the heritage assessment and producing options for the design and layout of the area. This has been an iterative process with weekly meetings between officers and consultants to discuss issues and ideas. Due to Covid, some of the data to undertake the Transport Assessment was not fully available as travel patterns had not stabilised. The masterplan also sets out an aspiration for transformational development of the area which seeks to reduce the parking provision normally associated with residential schemes. However, reasoned justification will be required when more detailed

proposals come forward to provide evidence that parking provision, highway issues and infrastructure can be delivered without detriment to the wider area.

4.10 The Masterplan takes on the principles of the Corridor Framework and develops it further to show the layout, design and quantum of development that could be accommodated within this area.

Public Consultation

4.11 Public consultation was undertaken between 6 February and 20 March 2023. To ensure a wide coverage of the consultation it was advertised through the council's social media linking to a dedicated webpage. There was an online questionnaire as well as hard copies which were left, with copies of the Masterplan itself, in Smethwick Library and Sandwell Council House. Relevant stakeholders were emailed with details of how to engage with the consultation and a face-to-face event was held at Smethwick Library on 1 March 2023. Members were kept informed of the forthcoming consultation at previous Town Members meetings.

4.12 Response to the public consultation was generally positive. Concerns were raised as to the impact of those in permanent moorings, that areas outside of the masterplan need improvement, improvements to the safety of Rolfe Street including additional pedestrian crossings were needed, retention of historic buildings, provision of carparking and ensure that sufficient school places were provided.

4.13 Following the public consultation the Masterplan has been refined, based on the feedback, prior to being presented to Cabinet meeting for approval.

4.14 Changes have been minor in nature and include:

Showing the location of schools/retail/medical centres on the location plan to show good access to these services

Attention shown to safety and security, especially to the canal showing overlooking and lighting

Provision, if financially feasible, of a community use/complementary uses to buildings adjacent the canal basin

Biodiversity and ecological permeability shown to canal and open spaces

Wording to encourage the use of car clubs.

Final Masterplan

4.15 The masterplan seeks to provide a distinctive well-designed community and sets out an aspiration of how this could be achieved.

4.16 The masterplan shows an indicative layout of about 600 residential units, comprised of 45% apartments and 55% housing, this represents an average density of 60dph. This density corresponds to its highly sustainable urban location next to Rolfe Street railway station and the High Street.

4.17 The Masterplan sets out a vision for Rolfe Street:

A place that is Smethwick-an exemplar for the past and future of the Black Country

A historic place-heritage at the heart of a new community

An aspirational place- high quality family homes for all

A connected place- a zero carbon mobility hub, heart of a cycling network, links to MMU hospital

A green place- new public spaces for a new community, the canal as a green lung, biodiversity net gain

4.18 The masterplan places the assets of the canal and heritage of the area central to its concept by; advocating the retention of key buildings within the Conservation Area (viability and condition allowing), providing buildings that reference the industrial architecture and evolution of the area within their orientation and appearance and which provide overlooking and enhance the setting of the canal.

4.19 Along with an apartment building and plaza, a Mobility Hub is suggested to be located on the site of the former Rolfe Street Baths, which provides a central location to find information and provides options for sustainable methods of travel.

4.20 Open spaces are shown throughout the scheme to provide opportunity for community access and events and enhancements to biodiversity. Opportunity to access the canal is aided by reopening the pedestrian access over the Engine Arm Aqueduct to provide better access for both new and existing communities to the canal and beyond. Provision of pontoons on the canal near the basin would allow easier access onto the canal for recreation and with potential to provide a community use/café close to the canal to enliven this space.

4.21 Central to the success of the scheme, methods are suggested to improve the environment of Rolfe Street, by limiting vehicular use, designing the street to ensure vehicles use/park in a safer manner and encouraging vehicles to use New Street and Bridge Street.

4.22 The Masterplan has been fully funded by the BCLEP Enterprise Zone Fund.

4.23 The Masterplan is not being adopted as a Supplementary Planning Document so will not form part of the statutory Local Plan. However, as part of the preparation of the new Sandwell Local Plan which will replace the current Local Plan on adoption, the Rolfe Street Masterplan may be included as a supporting appendix, thus giving it due weight when considering future planning applications.

5 Alternative Options

5.1 Despite the area being allocated for residential use since 2008, no comprehensive redevelopment has taken place. Proposals have been discussed over the years, but they have not come to fruition. Piecemeal development has been refused as it would be inappropriate to promote development in an area predominantly occupied by industry.

5.2 Funding from the BCLEP has enabled us to prepare a more detailed masterplan which will assist in providing the housebuilders more clarity

and certainty with regards the type of development the Council considers would be most appropriate. The Towns Fund project is now funded for the Smethwick Enterprise Centre which will act as the catalyst for future developer interest. Having a Masterplan in place will assist in the decision-making process for future proposals.

5.3 Not progressing with a Masterplan for the area would not create a platform from which to promote development opportunities in this area or provide a strong base to bid for further funding. The continued regeneration envisioned for this area will not be achieved and it would prevent the potential development of up to 660 much needed homes, within one of the most deprived areas of Sandwell.

6 Implications

Resources:	The Masterplan preparation is being developed by consultants funded by the LEP and supported by SMBC officers. The proposals contained within this document will assist in bringing forward some landholdings within public sector ownership.
Legal and Governance:	There are no direct legal implications in relation to this report. The Masterplan will be an informal non-statutory document.
Risk:	There are no direct implications with regard to risk in relation to this report.
Equality:	An EIA has not been carried out. The Masterplan does not create policy, it sets out the expected direction of travel of emerging policy, and can be a material planning consideration when determining applications
Health and Wellbeing:	The Masterplan will offer a range of health and wellbeing benefits through improving and developing new sustainable homes and public spaces, providing associated infrastructure to support new communities being created and assets and places for people to go

	and improvements to infrastructure including cycling and walking routes.
Social Value	The opportunities identified within the Masterplan will acknowledge how inclusive economic growth may be achieved.
Climate Change	The area is within a highly accessible location to allow future residents to make best use of sustainable modes of transport. The Masterplan will need to be read in line with both current local and national planning policy which includes policies on Climate Change such as encouraging tree planting within the street and a requirement to provide electric vehicle charging points.
Corporate Parenting	There are no direct implications arising from this masterplan that will affect the council in its role as a Corporate Parent. However, the Masterplan promotes good quality housing within sustainable communities in line with the council's ambitions to provide the best start in life for Children and Young People. This in turn may support those currently in or leaving the care of the council.

7. Appendices

Rolfe Street Masterplan
Rolfe Street Transport Assessment
Rolfe Street Heritage Characterisation Study
Consultation Report

8. Background Papers

Smethwick to Birmingham Corridor Area Framework

https://www.sandwell.gov.uk/downloads/file/32149/smethwick_to_birmingham_corridor_framework_document

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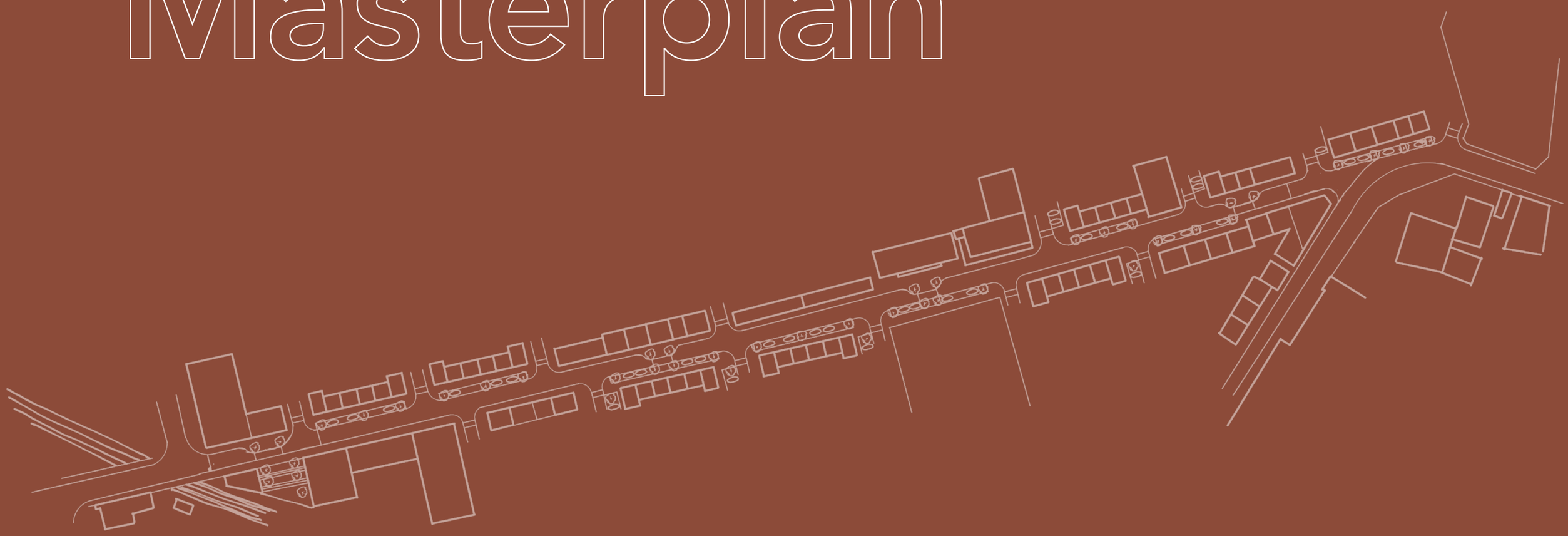
Sandwell
Metropolitan Borough Council

Rolfe Street Masterplan



Howells

Stantec RPS Donald Insall Associates
Chartered Architects and Historic Building Consultants

Project Team

Client	Sandwell Metropolitan Borough Council
Masterplanner	Howells
Planning Consultant	RPS
Transport Consultant	Stantec
Conservation Consultant	Donald Insall Associates

This document is to be read in conjunction with reports from the project team, including the Rolfe Street Heritage Assessment by Donald Insall, December 2022.

Document Reference
2426-A-RP-230110-Rolfe Street Masterplan-DS-06

Revision History

Revision	Date	By	Checked	Note
01	20.12.22	DS	LG	Draft Issue
02	10.01.23	PM	DS	Issue for SMBC Internal Consultation
03	24.01.23	DS	LG	2nd Issue for SMBC Internal Consultation
04	30.01.23	DS	LG	Issue for Public Consultation
05	26.04.23	DS	LG	Incorporation of consultation feedback
06	09.05.23	DS	LG	Minor amends to SMBC comments

Contents

1.0 Introduction

This masterplan has been produced by Sandwell Metropolitan Borough Council to set out a vision for the future of the Rolfe Street area of Smethwick, part of the Smethwick to Birmingham Corridor.

Building on the work of the Smethwick to Birmingham Corridor Framework (2022), the masterplan seeks to provide a clear direction for the reinvention of the Rolfe Street area, giving strong guidance for future development.

The masterplan envisages a distinctive, well designed community being created in this well connected and attractive location. This will build on the nationally important history of the site, the success of recent development at Port Loop and Galton Locks, and the successful Towns Fund bid for enabling works at the Enterprise Centre.

A framework is provided for the key urban design principles that should be followed at Rolfe Street, having been consulted on with local stakeholders. A series of distinct Character Areas are identified to help further guide development.

A design code is provided establishing the detailed principles development should follow. This illustrates how current planning policy, locally adopted policy, and national and local good practice guidance can be combined with a respect for the history of the area to create a unique sense of place at Rolfe Street.

2.0 Context & History

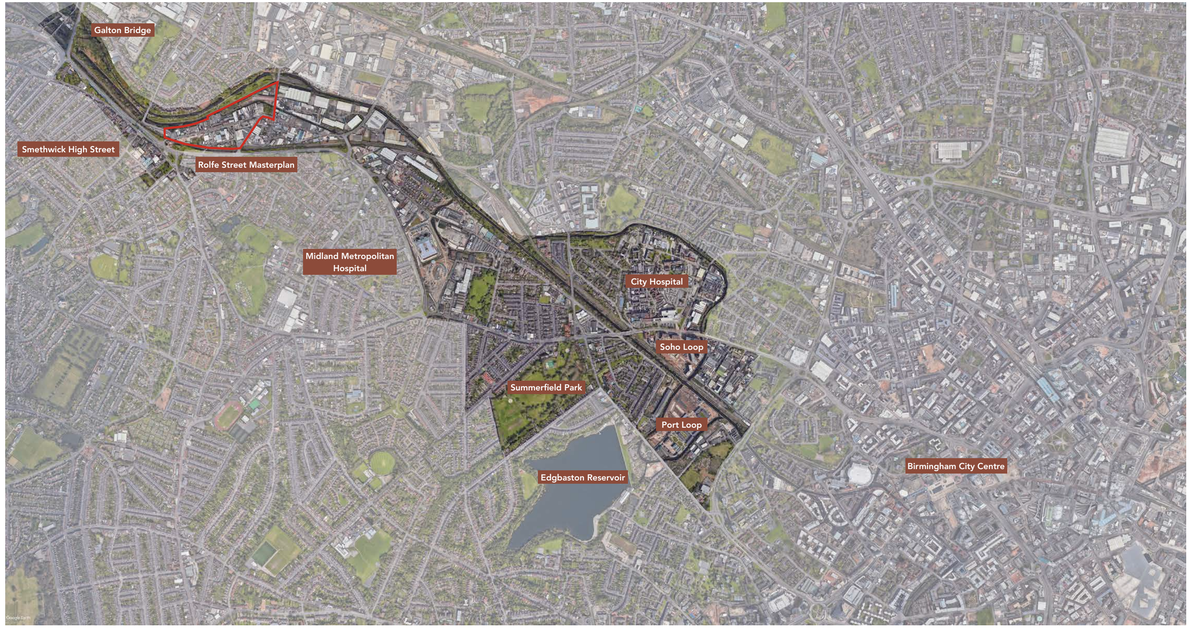
2.1 Location and Context

Rolfe Street is located at the western end of the Smethwick to Birmingham corridor. The corridor is Birmingham and Sandwell's canal district, the historic link between Birmingham and the Black Country and a cradle of the industrial revolution. Today the corridor is one of the most significant areas of brownfield urban renewal in Europe, with potential to deliver 4,000 new homes. Transformational change is already underway with new neighbourhoods at Port Loop and Soho Loop, and the Midland Metropolitan University Hospital nearing completion.

Rolfe Street is highlighted as one of the primary strategic sites in the **Smethwick to Birmingham Corridor Framework** (February 2022), a collaboration between Sandwell and Birmingham Councils, the West Midlands Combined Authority, and others. The document is non-statutory in Sandwell but will be a material consideration in the determination of planning applications. The Rolfe Street Masterplan builds upon and sits alongside the Framework.

Rolfe Street is located adjacent to the vibrant Smethwick High Street, and has a well connected railway station on site with a 6 minute journey to Birmingham, which has seen recent investment including lift provision. It is 15 minutes walk from the new Midland Metropolitan Hospital, and one mile from the new Aquatics Centre delivered as part of the 2022 Commonwealth Games. The site itself is located largely within the Smethwick Galton Valley Conservation Area, and benefits from extensive heritage character, and adjacent green spaces.

Location within the West Midlands



Smethwick to Birmingham Corridor

2.2 Planning Policy

Rolfe Street was first allocated for residential led mixed use development in the **Smethwick Area Action Plan** (2008).

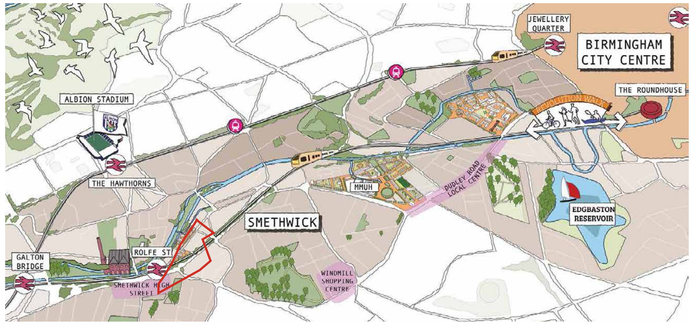
The Black Country Core Strategy (2011) sets out the spatial vision, objectives and strategy for future development in the Black Country up to 2026. It identifies regeneration corridors of which Oldbury-West Bromwich-Smethwick is one.

Sandwell Site Allocations and Delivery DPD (2012) adds further detail to the Core Strategy's regeneration corridors. The plan states that the focus for new housing within the next few years will be within the Smethwick area of the Oldbury-West Bromwich-Smethwick corridor. The DPD estimated a residential capacity of 400 units for the 8.6ha Rolfe Street site, retaining the allocation for residential development.

There has been little change in the area since that time. Applications have come forward for small scale residential development, but they have not led to delivery, despite the successful delivery of well received schemes on immediately adjacent sites such as Galton Locks and Crocketts Lane, which alongside extensive family housing, included conversion of a number of historic buildings into high quality apartments.

Due to the industrial nature of the area, piecemeal development for residential development is now not considered suitable, with a more comprehensive approach seen as the most efficient solution to delivering a high quality residential community. Fragmented ownerships make this difficult to deliver, hence the need for a strong Masterplan to guide delivery to form a cohesive development.

In the production of the Masterplan, consideration has been given to the **National Design Guide** (2019), **National Model Design Code** (2021), the **SMBC Residential Design Guide SPD** (2014), and the **West Midlands Design Charter** (2020)



Smethwick to Birmingham Corridor Framework (extract)

Smethwick to Birmingham Corridor Framework

Rolfe Street Masterplan Site in 2022

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2.3 Public Transport and Active Travel

Rolfe Street is exceptionally well connected. From Smethwick Rolfe Street Railway Station, half hourly trains take 6 minutes to get to Birmingham New Street, and 20 minutes to Wolverhampton. The New Main Line canal offers an off road cycling link to Birmingham City Centre, there are high frequency bus connections to Dudley and Birmingham from Smethwick High Street. The Midland Metro's Handsworth Booth Street stop, The Hawthorns metro and railway station, and Smethwick Galton Bridge railway station are all around 15mins walk away.

Rolfe Street Station has already been improved including the provision of lift access. The station has been identified by Sandwell Council as a potential location for a Mobility Hub, following the model proposed by Transport for the West Midlands, integrating rail and bus with cycle storage, cycle hire and e-mobility, to provide a 'last mile' solution to the wider area.

Local cycling network improvements are planned, delivered through the Towns Fund, which will provide better connectivity, as illustrated adjacent. Other funding has been awarded for road/ cycle improvements within the wider corridor area (especially along Dudley Road linking to Sandwell).

Currently the phase 2 extension of the A457 cycleway is underway as part of the wider plans to extend the route to Birmingham. The Phase 2 cycleway extension runs along the A457 Tollhouse Way and Soho Way along the southern site boundary providing opportunities for active mobility routes within the Rolfe Street area to connect with this infrastructure investment.

2.4 Sustainability and Resources

In summer 2019 the West Midlands Combined Authority set a target of the region becoming net zero carbon by 2041. Sandwell Council's Climate Change Strategy 2020–2041 sets out Sandwell's plan for achieving the 2041 target. Together, the public transport and active travel opportunities at Rolfe Street help with the path to Net Zero.

Residential emissions are also cited as a key target for improvement. Solutions such as consideration of orientation and and shading, shared heat pumps and Passivhaus principles should be brought forward at Rolfe Street, to meet the Government's net zero homes strategy.

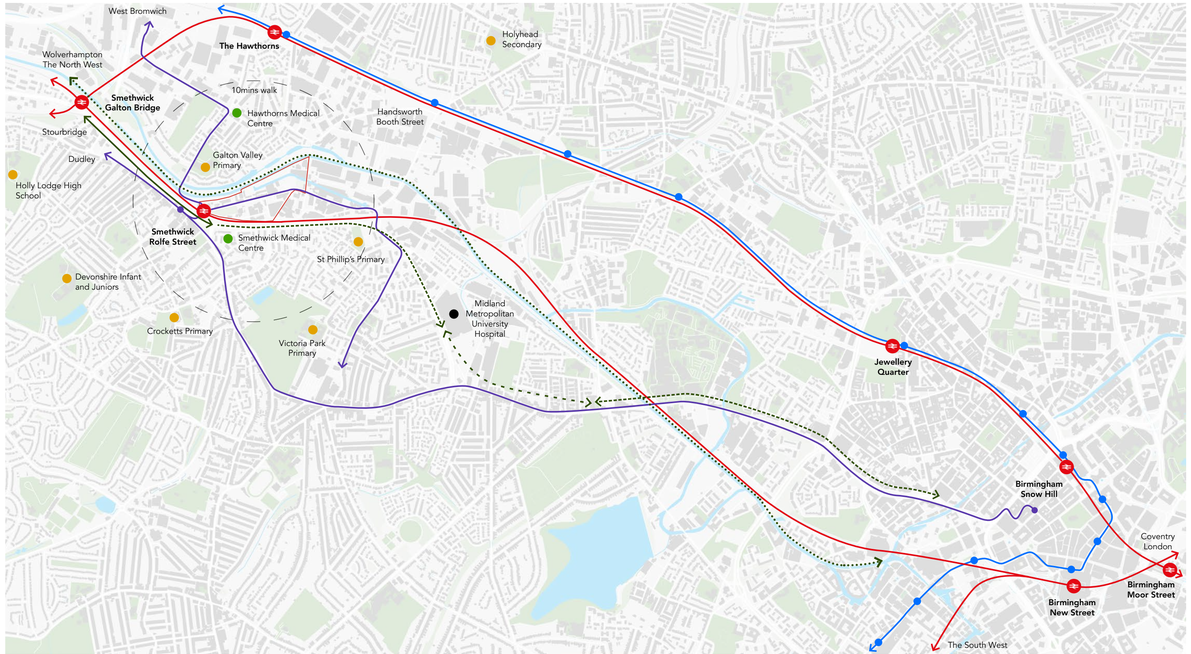
As at Port Loop in Birmingham, there is an opportunity to enhance sustainability and achieve faster delivery at Rolfe Street by using Modern Methods of Construction (MMC). In addition, the re use of existing buildings will reduce embodied carbon.

Delivering net biodiversity gain, local employment opportunities, improved accessibility and affordable homes of a range of tenures will be an important part of the sustainability story at Rolfe Street.

Integrated cycle storage – Triangle, Swindon

Public Transport, Active Travel and Public Services

- Railway
- Midland Metro
- Bus Route
- National cycle route (off road)
- Existing segregated cycle route
- Planned cycle provision – route defined / not defined
- School
- Hospital
- GP Surgery



Public transport, active travel and public services

2.5 Site History

The history of the Rolfe Street area of Smethwick is tied closely to the construction of the Birmingham Old Main Line canal in 1768–69, of which Rolfe Street is the summit. Formerly fields and scattered farms, industry grew alongside the canal.

The Old Main Line's summit quickly became congested and suffered from a lack of water. The Smethwick Engine and associated Engine Arm was constructed over an earlier feeder in the 1790s to alleviate this, but it was insufficient, leading to the construction of the low level, arrow straight New Main Line by Thomas Telford in 1829–30. The Engine Aqueduct was constructed to carry the Engine Arm over the New Main Line.

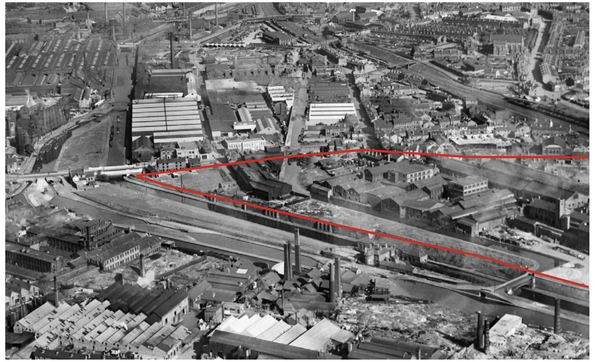
Together with the later railway, these canals, centred on the Aqueduct, form one of the UK's most important records of the rapid technological development in transport infrastructure in the 18th and 19th centuries, spurred by the industrial revolution in the Black Country.

The cutting of the New Main Line galvanised development of the masterplan area which rapidly industrialised, including the construction of the Crown Forge on the Enterprise Centre site. Residential development followed to the south, serving workers in industry, which became known as the New Village. This included commercial buildings on Rolfe Street and Smethwick High Street, and Holy Trinity Church. Rolfe Street became the centre of Smethwick, including a theatre and the public baths, moved to the Black Country Living Museum in the 1980s.

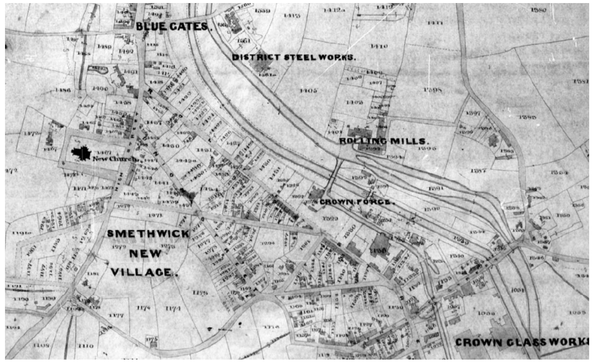
Construction of the railway led to the decline of Rolfe Street as a high street in favour of Smethwick High Street, and the decline of heavy industry alongside the canal. Industrial sites were sold to the public sector, including the former Crown Forge which became a yard for the Smethwick Corporation in the 1890s, the Fire Station in 1910, and Rolfe House, built for housing firemen, in 1933.

By the late 1930s the housing to the south of the site began to be replaced by industry, with the Drop Forge being constructed between Hill Street, Rolfe Street and New Street. This was followed in the 1960s by the demolition of the remaining homes to the west of Hill Street, the re alignment of Cross Street into Buttress Way, and construction of light industrial premises. Since then, there has been little development within the masterplan area.

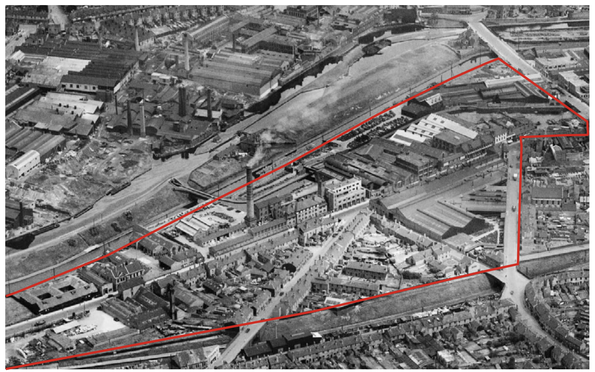
The site history is explored in more detail in the **Rolfe Street Heritage Assessment by Donald Insall** (December 2022)



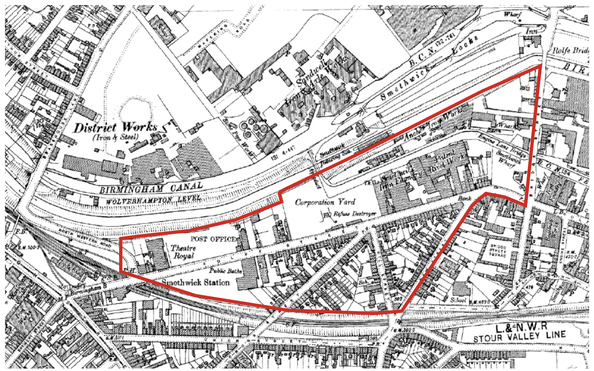
Aerial photograph of masterplan area, 1934



1839 Tithe Map – presence of Crown Forge



Aerial photograph of masterplan area, 1946



1904 Ordnance Survey Map – Industrialisation, Construction of Corporation Yard, Residential Development

2.6 Heritage Significance

Rolfe Street includes a large number of buildings and structures of significance, these sit primarily within the Smethwick Summit, Galton Valley Conservation Area. Together, they are essential components in the story of the area's role in the industrial revolution.

The most important of these is the Grade II* listed Engine Arm Aqueduct, which is an important asset in the history of the development of civil engineering and transportation at the beginning of the 19th century. The retaining wall to the former Corporation Yard, Grade II listed, is an early example of reinforced concrete construction at the beginning of the 20th century.

Assets previously recommended for local listing include elements of the former Corporation Yard, including the warehouse Block 300, and the warehouse frontages to south side of the Engine Arm. These are important due their reflection of the canal's industrial history.

There is a new local list being developed by Sandwell and the masterplan has taken into account the emerging list in the approach taken. Reference has also been made to the **Smethwick Summit, Galton Valley Conservation Area Appraisal** (2003)

Engine Arm Aqueduct from the New Main Line (Grade II* listed, SM)

Block 300, Corporation Yard (Enterprise Centre)

Retaining wall to the Corporation Yard along the New Main Line (Grade II listed)

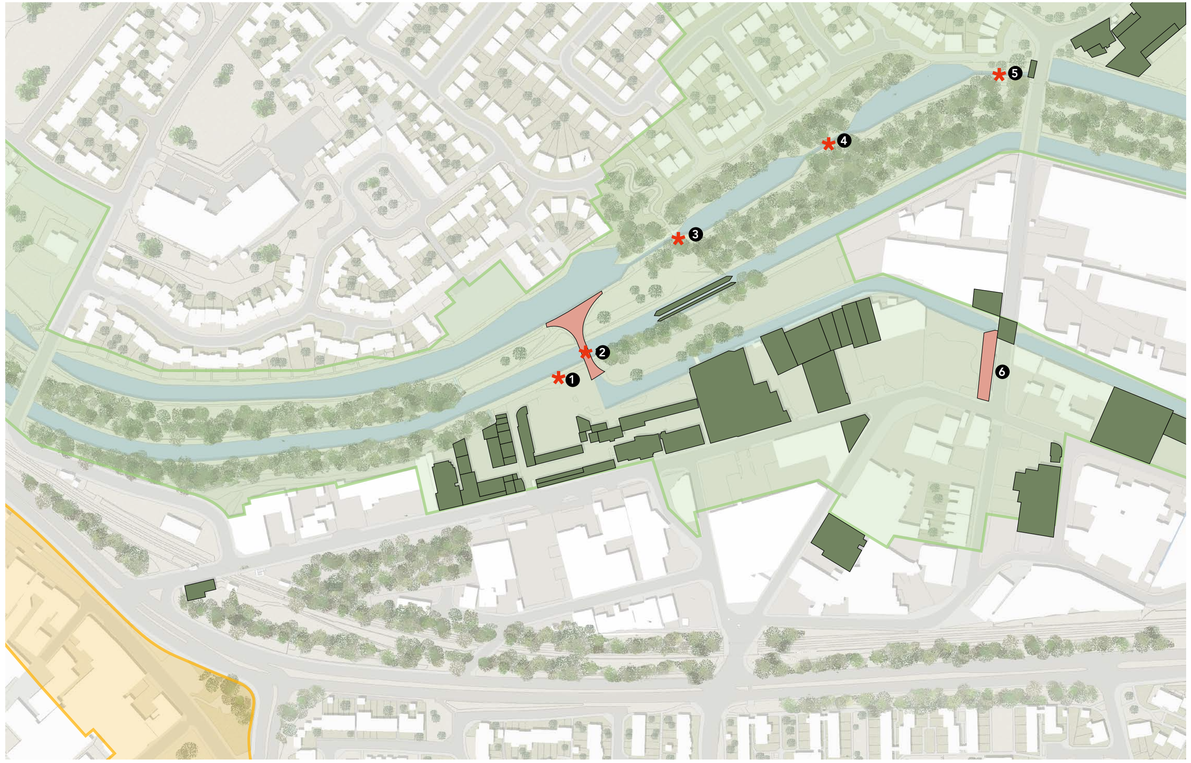
Warehouse frontages to the Engine Arm

Heritage Designations

- Smethwick Summit, Galton Valley Conservation Area
- Smethwick High Street Conservation Area
- Scheduled Monument
- Listed building or structure
- Previously recommended for local listing from the Audit of Heritage Assets within 'Smethwick Summit Galton Valley, Smethwick, Conservation Area Appraisal' (Upson, Kirkham, Cox and Potter 2002)

Heritage Assets

1. Retaining Wall to Corporation Yard
2. Engine Arm Aqueduct
3. Top Lock
4. Middle Lock
5. Bottom Lock
6. Smethwick Engine



Heritage Designations

2.7 Heritage Characterisation

A series of heritage character areas have been identified. These have informed this masterplan's character areas. They include:

- **Historic High Street**: a cluster of civic and public service buildings reflecting the former status of Rolfe Street as a high street
- **Eroded High Street**: where buildings contributing to the high street character have been lost
- **Industrial Backlands**: the area around Buttress Way with detracting character
- **Canalside Industrial**: area with strong connections to the canal
- **Canals**: the historic canal infrastructure, now a green corridor

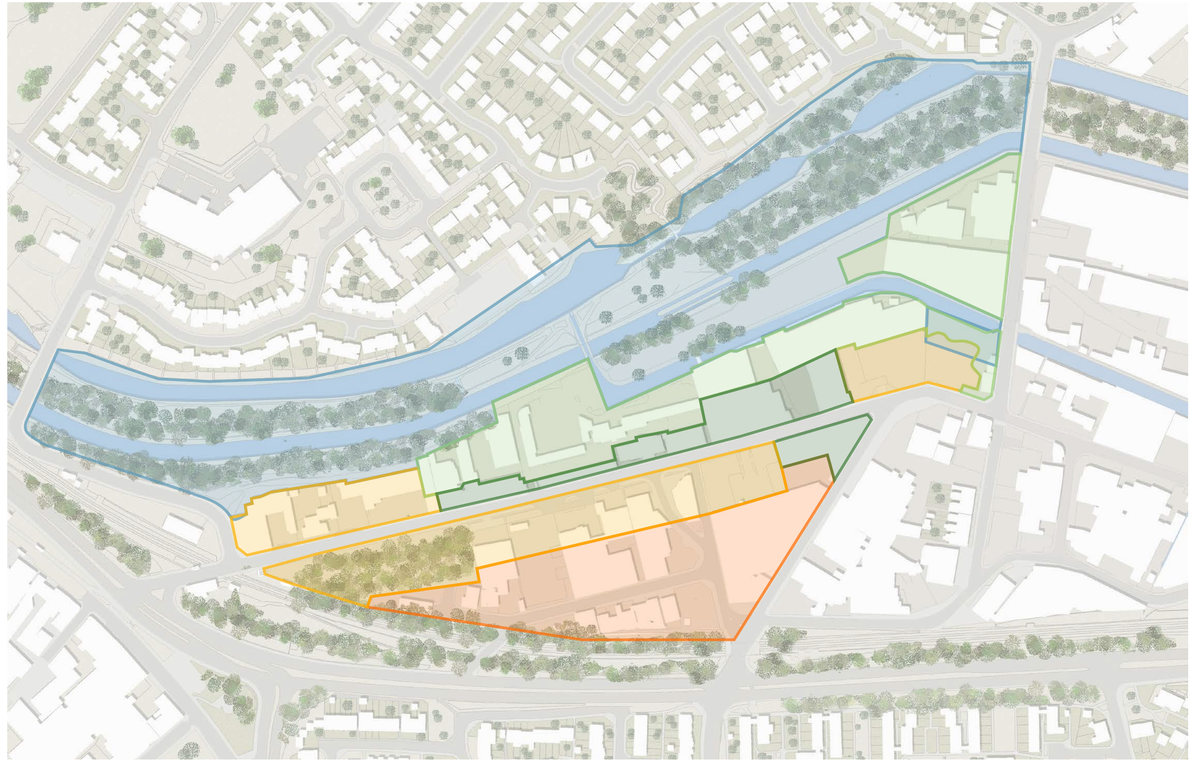
These character areas are explored in more detail in the Rolfe Street Heritage Assessment by Donald Insall, December 2022. This document, and the character areas adjacent, have informed the approach to retention, building form and materiality illustrated in the masterplan.

Former Fire Station on Rolfe Street

67 and 68 Rolfe Street

16 Rolfe Street

Commercial building frontages to Bridge Street



Heritage Character

2.8 Constraints & Opportunities

Primary constraints at Rolfe Street are the busy and narrow Rolfe Street and New Street bisecting the site, the railway line, and changes in level of about 1–2 storeys in a number of locations. The existing industrial nature of the site presents an environment unsuitable for a high quality residential community, suffering from extensive HGV movements and noise pollution. There is much informal and fly parking including across the full width of pavements making streets feel hostile and inaccessible.

Alongside the railway line, the busy Tollhouse Way to the south of the site acts as a barrier to pedestrian movement to the existing community and to Smethwick High Street, with a lack of formal crossing points. The site would benefit from a cycle friendly crossing between the Rolfe Street and New Street junctions with the A457, ideally located at Cross Street.

Pedestrian links to the canals and into the communities to the north are poor, as there is no access across the aqueduct from the site except via a convoluted route alongside the Engine Peninsula. However, there is opportunity to open up a link through the Enterprise Centre onto the west towpath of the Aqueduct through a former gateway, and also to link with the communities and park to the south across Tollhouse Way with improved crossings.

The canal and heritage assets make a positive contribution, lending a strong sense of place and a green corridor for recreation. The proximity of Smethwick High Street, brand new segregated cycle routes, and the on site railway station are significant opportunities.

Constraints

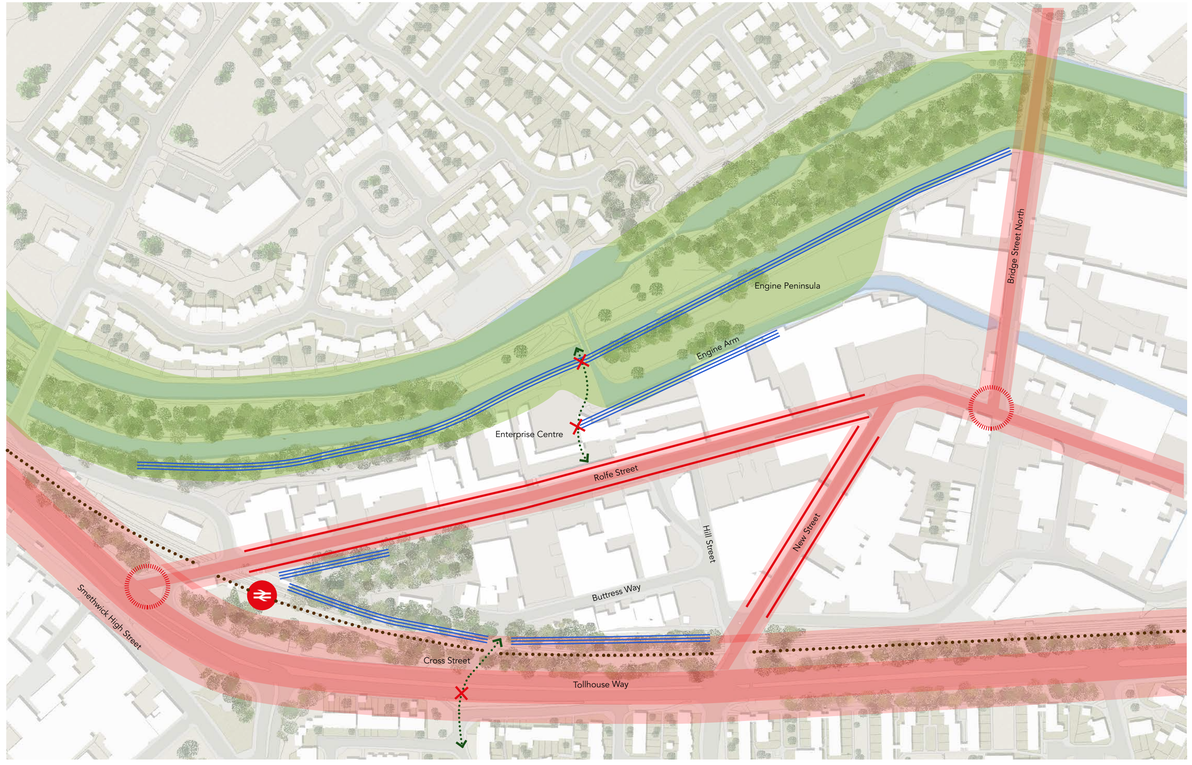
- Heavy traffic, noise and barrier to pedestrian movement
- Existing crossing without pedestrian sequence
- Narrow street with informal parking
- No pedestrian access
- Significant level change
- Railway line

Opportunities

- Canal as green corridor
- Heritage assets
- Station with excellent access to Birmingham New Street (6min) and other destinations

Traffic and informal parking along Rolfe Street

The New Main Line from the Engine Arm Aqueduct



Constraints and Opportunities

3.0 Vision & Place

3.1 Identity

The Smethwick to Birmingham Corridor Framework sets out the principles the Council wish to build upon at Rolfe Street:

- Healthy Centres
- A New Hospital as an anchor institution
- Green Corridor
- An active travel exemplar
- Green New Neighbourhoods
- Healthy Sense of Place

Our vision is for Rolfe Street to be an aspirational place where people want to live, a place that has a unique character which fosters a strong sense of community. This will be achieved through maximising the nationally significant history of the site, a history that connects Rolfe Street to the critical role the Black Country played in the industrial revolution. It will be underpinned by high quality architecture, streets and open spaces for all, and strong links to the existing communities in Smethwick.

Our Vision for Rolfe Street

A place that's Smethwick: an exemplar for the past and future of the Black Country

A historic place: heritage at the heart of a new community

An aspirational place: high quality family homes for all

A connected place: a zero carbon mobility hub, heart of a cycling network, link to MMU Hospital

A green place: new public spaces for a new community, the canal as a green lung, biodiversity net gain

Vision – a new community, anchored by heritage

3.2 A Heritage Armature

Historic buildings are arranged primarily along the north side of Rolfe Street, forming an armature that gives a very strong sense of place, and a link back to the historic high street. Retaining and refurbishing these buildings, alongside new development that maintains the historic building line, will enhance that sense of place and create the primary identity for Rolfe Street. Roof forms, materiality and scale of new development should reflect that of the retained buildings, with a strong and consistent use of red stock brick and blue brick, and highly varied roof forms and heights.

3.3 Exemplar Developments

Particular recent exemplar developments include Port Loop in Birmingham, and Kelham in Sheffield. Both have regenerated former canalside industrial sites into new, distinctive communities, incorporating family housing, with a strong community focus including arts and making and both are located some distance from their respective city centres.

At Kelham in particular numerous historic buildings have been refurbished, and there is a variety of materiality and typologies, adding to the overall sense of place.

Heritage armature along Rolfe Street

A key site in the history of the industrial revolution

Community at Port Loop, Smethwick's history of making

High quality, canalside family homes: Port Loop, Birmingham

Heritage at the heart of a new community – Kelham, Sheffield

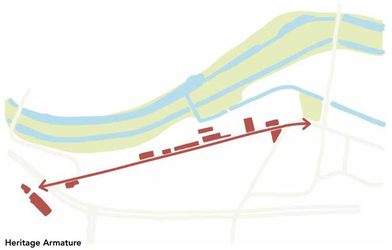
4.0 Urban Design Framework

4.1 Key Moves

Building on the retained heritage armature, Rolfe Street should remain the primary axis, providing principal movement through the site and linking to the station, Smethwick High Street and the Midland Metropolitan University Hospital. Either side of Rolfe Street new connections should be made to the canals, and across Tollhouse Way, retaining existing street alignments.

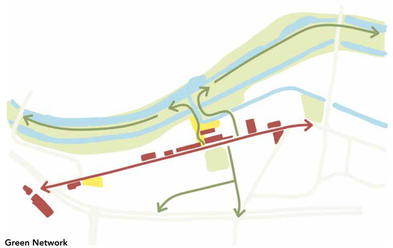
New public open spaces should be provided at key nodes, including at the Engine, Engine Peninsula, and at the heart of the site alongside the Fire Station and Rolfe House. Residential development should follow a clear grid, building on the existing primary streets, and providing links through to New Street and Rolfe Street.

This broad approach and the use of a strong residential grid will echo the historic layout of the residential and industrial uses at Rolfe Street and help provide a link to the past.



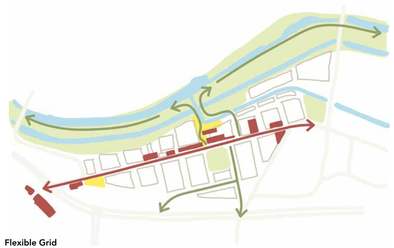
Heritage Armature

Rolfe Street, the primary axis, provides a strong sense of place



Green Network

A network of squares, parks and green streets, connecting to the canal and Tollhouse Way.



Flexible Grid

A regular grid of residential streets, reflecting historic alignments

Illustrative masterplan

4.2 Open Space, Public Realm and Nature

Open space and public realm will be essential to creating a high quality community at Rolfe Street. A new square would provide a welcome at Rolfe Street Station, with enhancements made to the connection to Smethwick High Street. The key asset of the Engine Aqueduct should be at the heart of another principal public space, with a quieter character, anchoring the former Corporation Yard.

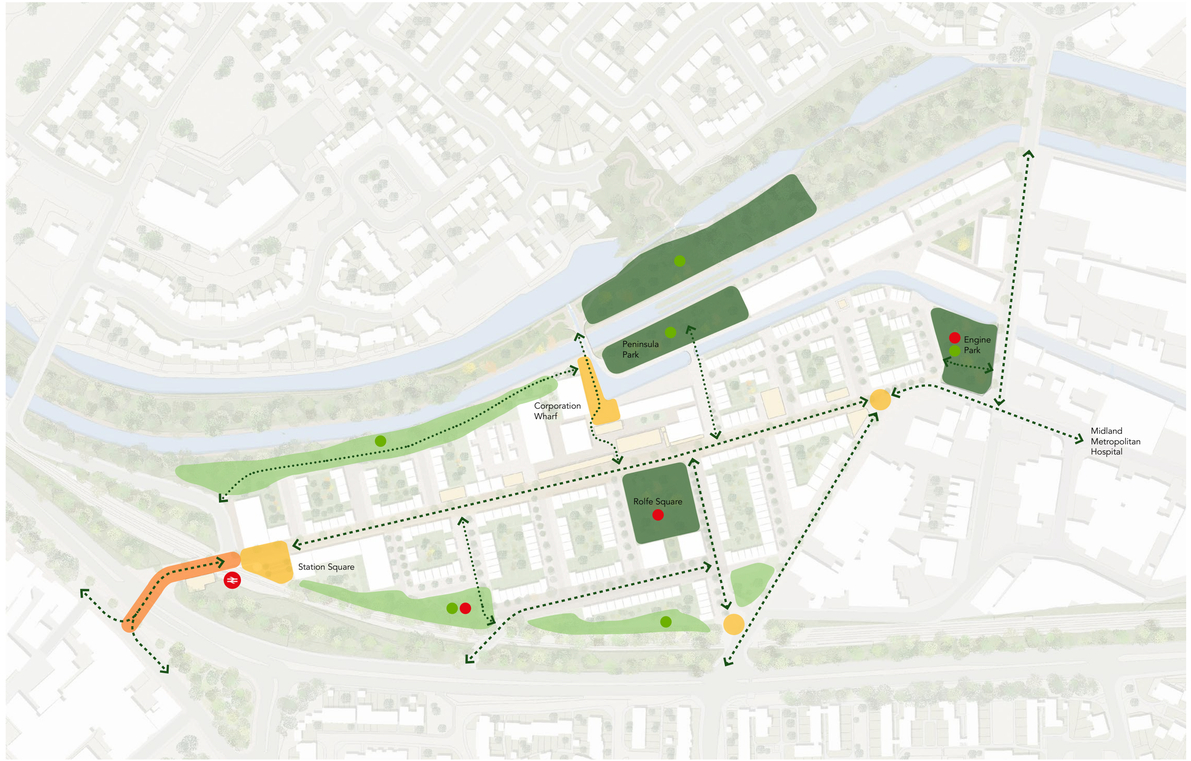
New green spaces should take advantage of the existing landscape at the Smethwick Engine and the nose of the Engine Peninsula, both of which would be less suitable for development due to form and heritage value. In addition, it will be important to provide a new public open space at the heart of the site, Rolfe Square, creating a sense of identity and a formal space for play. The existing inaccessible green space alongside the site of the Smethwick Engine should become Engine Park, enclosed by the historic walls of the Engine site.

Improving accessibility to the canal would also allow greater use of the canal for recreation, with opportunity to gain access to the water for water-based activities such as kayaking and paddle boarding on the quiet Engine Arm, in cooperation with the Canal and Rivers Trust.

Open spaces should also contribute to managing water run off as part of a sustainable urban drainage system. This should be linked to enhanced biodiversity and a broad range of habitat creation.

The site's different green spaces can have different roles in delivering biodiversity net gain and ecological permeability. Planting of native trees will be encouraged as will providing mitigation to any loss of habitat within currently vacant land and historic buildings. Measures such as bird boxes, bat boxes and bricks, bee bricks and hedgehog highways are simple improvements that will be supported in new development. Spaces for food growing and shared communal gardens, as at Port Loop, are encouraged.

Public space and community, Port Loop



Open space, public realm, nature and play

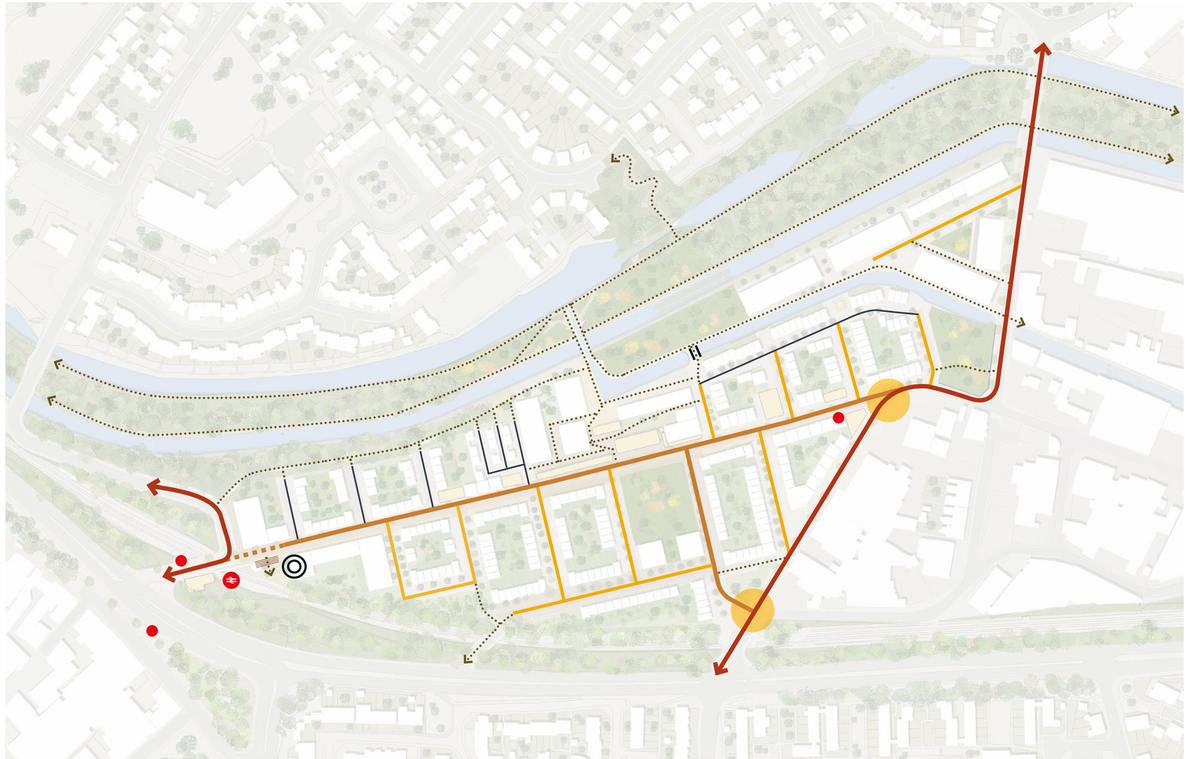
4.3 Street Hierarchy & Movement

A strong street hierarchy will provide legibility and assist in overcoming the challenge of the high vehicular movement across the site, creating quieter residential streets. Key to this is the transformation of Rolfe Street into a lower traffic environment with traffic encouraged to use New Street instead. This could be via street treatment and changes to junctions, or more defined restrictions to create gateway features at either end of Rolfe Street. These would maintain safe and unobstructed access for buses, pedestrians and cyclists, but clearly signal the change in character of Rolfe Street to potential through traffic.

Hill Street and Buttress Way should be transformed into Landscape Streets defining a residential grid to the south of the site. Minor residential streets should lead north and south off Rolfe Street. In combination, this will provide short, legible, deliverable and low traffic residential streets suitable for family housing. This would further enable the uptake of active mobility through walking and cycling with easy linkages to the rail station and the Phase 2 cycleway on the A457 Soho Way via Cross Street.

Streets can act as play spaces and encourage social interaction by careful street design, with pedestrians taking priority over cars. Streets and paths should be well overlooked by homes, providing natural surveillance, including for example along canal frontages.

High quality street environment – Abode, Great Knighton, Cambridge



Street hierarchy and movement

4.4 Height, Density & Typology

Viability and local demand indicate a requirement for a mixture of family homes and apartments at Rolfe Street. A starting point for density should be policy HOU2 of the Black Country Core Strategy, which indicates up to 60 dwellings per hectare in accessible locations. This is in line with the delivery of Port Loop in Birmingham, with family homes in a townhouse format being successfully delivered at 65 dwellings per hectare.

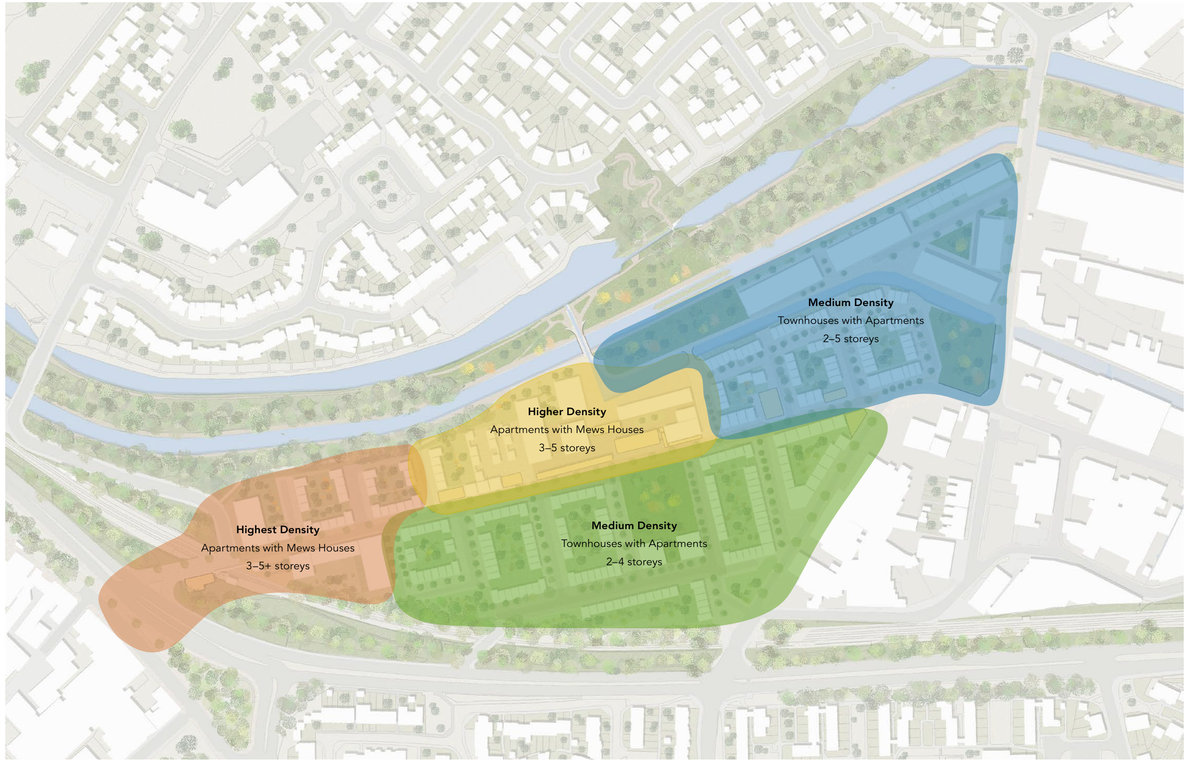
Apartments will typically be at a higher density, and this is especially appropriate adjacent to Rolfe Street Station which has excellent connections to areas of employment. Similarly, development next to the canal, especially at the Enterprise Centre (Corporation Yard) can be at a higher density to align to the form and scale of the retained historic buildings, for example Block 300.

Overall, given the excellent public transport connections at Rolfe Street, a density in excess 60 dwellings per hectare may be appropriate, subject to the careful design of new homes. Maximum heights should respect the existing buildings on site, e.g. the four to five storey Fire Station. More height may be appropriate adjacent to Rolfe Street Station and at other locations across the site, subject to design and viability.

In terms of typology mix, the indicative masterplan layout illustrated in this document reflects the viability work undertaken so far by Sandwell MBC when drafting the Smethwick to Birmingham Corridor Framework, which showed a strong preference for family housing. However a range of typology mixes including greater numbers of apartments would also be possible, as illustrated by the sketches adjacent.

A proving layout has been produced to sit alongside the masterplan, demonstrating that around 600 homes can be delivered on the site at a split of around 45% apartments and 55% houses.

Two approaches to typology that were tested – higher density, apartment led approach (top) or urban house led (bottom)



Indicative height, density and typology strategy

5.0 Character and Design

5.1 Character Areas and Design Coding

To guide development and create a sense of place, four character areas have been defined. Each of these is described in detail, with strategies proposed for development that will, in combination, create a high quality residential community, with strong links to Rolfe Street's history.

For each character area, detailed principles are established for development should follow. In addition, specific guidance is given on Rolfe Street, New Street, residential streets and parking generally, and side wide form, materiality and detailing.

This masterplan document forms a Design Code for Rolfe Street aligned to the **National Model Design Code** (2022). The Design Code illustrates how current planning policy, locally adopted policy, and national and local good practice guidance, including Sandwell Council's **Residential Design Guide** (2014), can be combined with a respect for the history of the area to create a unique sense of place at Rolfe Street.

The illustrative material is drawn to inspire, utilising the opportunities and constraints of the site to their full advantage. In some places the material does not fully adhere to the guidance set out within the Sandwell MBC Residential Design Guide SPD. Where this occurs, the principles shown within this document have taken inspiration from best practice projects, to demonstrate how the appropriate densities on the site could be achieved.

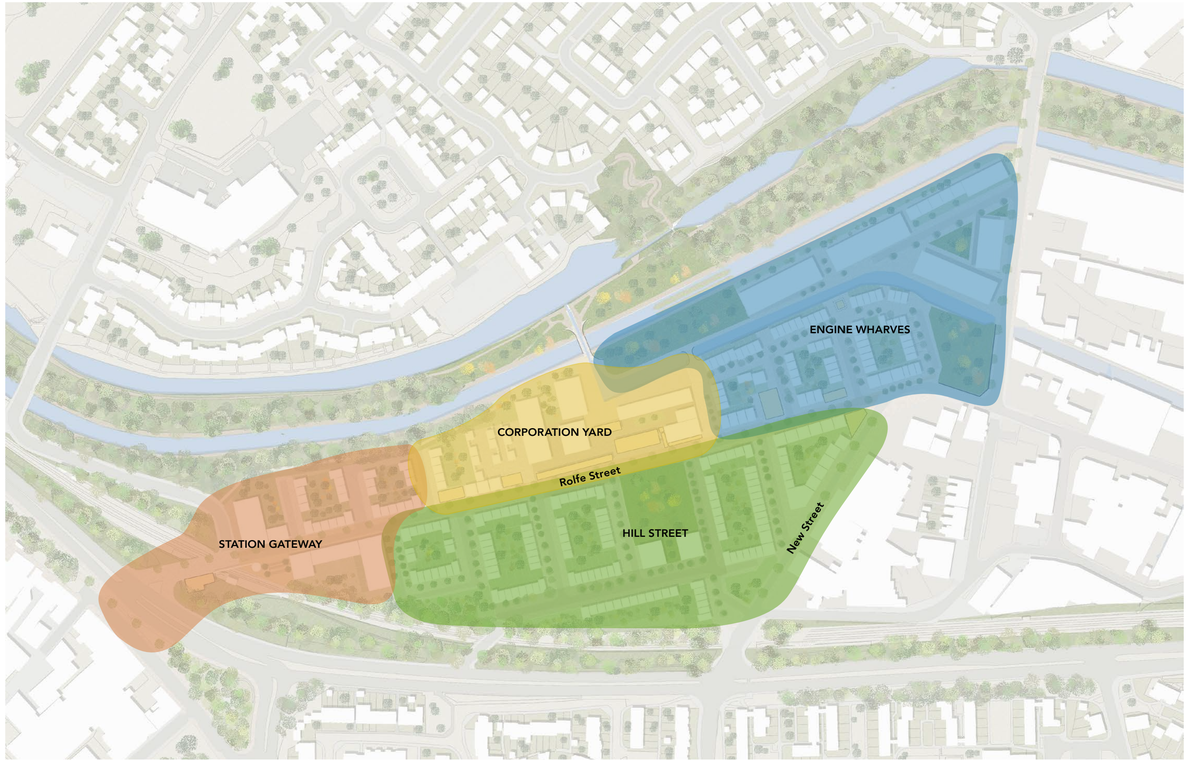
The aim of the Residential Design Guide Supplementary Planning Document (SPD) is to provide clear design guidance for achieving residential development quality within the Borough so that attractive, high-quality, sustainable living environments are created. Proposals should aim to achieve these principles however where proposals do not fully comply with the guidance it should be clearly evidenced how the policy has been mitigated and what the positive implications of doing so are. Development proposals that meet the spirit of the guidance will be received positively.

Corporation Yard

Hill Street

Station Gateway

Engine Wharves



Character Areas

5.2 Station Gateway

Rolfe Street Station will be the primary gateway to the new community at Rolfe Street, providing connectivity across the West Midlands by rail and bus. The former Baths Site is key, owned by Sandwell Metropolitan Borough Council and providing a direct link to the station. The site is suitable for a higher density development of apartments in this highly accessible location, acting as a gateway for the new community at Rolfe Street. This is especially appropriate given the level change on site along the length of Rolfe Street.

On the Baths site, a Mobility Hub could be provided, following the model proposed by Transport for the West Midlands, integrating rail and bus with cycle storage, cycle hire and e-mobility, to provide a 'last mile' solution. This is a key part of the West Midlands' Combined Authority's WM 2041 Plan, setting a pathway to Net Zero for the West Midlands. The mobility hub is a key element of the low car aspirations for the site as this will provide private bike storage for residents who cycle from home and take onward journeys by train. It could also provide cycle hire, car club and e-mobility hire options for people visiting or working in the area who are arriving by train or by bus.

A welcoming area of public realm, Station Square, should be provided to tie together the Baths Site, Mobility Hub and Rolfe Street, linking across to Smethwick High Street through crossing and pavement enhancements.

This also functions as a gateway feature at the western end of Rolfe Street, clearly signalling the change in character of Rolfe Street as primarily a local access and bus route.

To the north and east, a transition to family homes is possible. Homes along the canal should be dual aspect, taking advantage of high level views and providing activation onto a pathway facing the canal.

Illustrative Masterplan – Station Gateway

Station Square and the former Baths Site

Rolfe Street station building

Concept for the TfWM Hub, West Midlands Combined Authority

Mews Streets form a higher density transition to family housing

Challenging pedestrian environment at Rolfe Street Station

5.3 Corporation Yard – Vision

At the heart of the Rolfe Street masterplan, the Enterprise Centre should be transformed into a new community, Corporation Yard. Enabling works are soon to start on this site, as part of Sandwell's Towns Fund programme.

Celebrating the importance of the site in the history of the industrial revolution, there is opportunity for higher density mix of apartments, duplexes and mews houses. Built form should respect the height, scale and materiality of the retained buildings from the former Corporation Yard including Block 300, which is four storeys, as documented in the Rolfe Street Heritage Assessment by Donald Insall. Streets and spaces should be tight and urban, reflecting the former industrial use of the site and the existing residential buildings on Rolfe Street.

The existing bricked up gateway onto the western side of the Aqueduct should be restored, providing direct access to the Old and New Main Lines, tying Rolfe Street into the green corridor of the Canal, and linking to existing communities to the North. The listed reinforced concrete wall to the Yard should be preserved and celebrated as part of the Yard's landscape strategy.

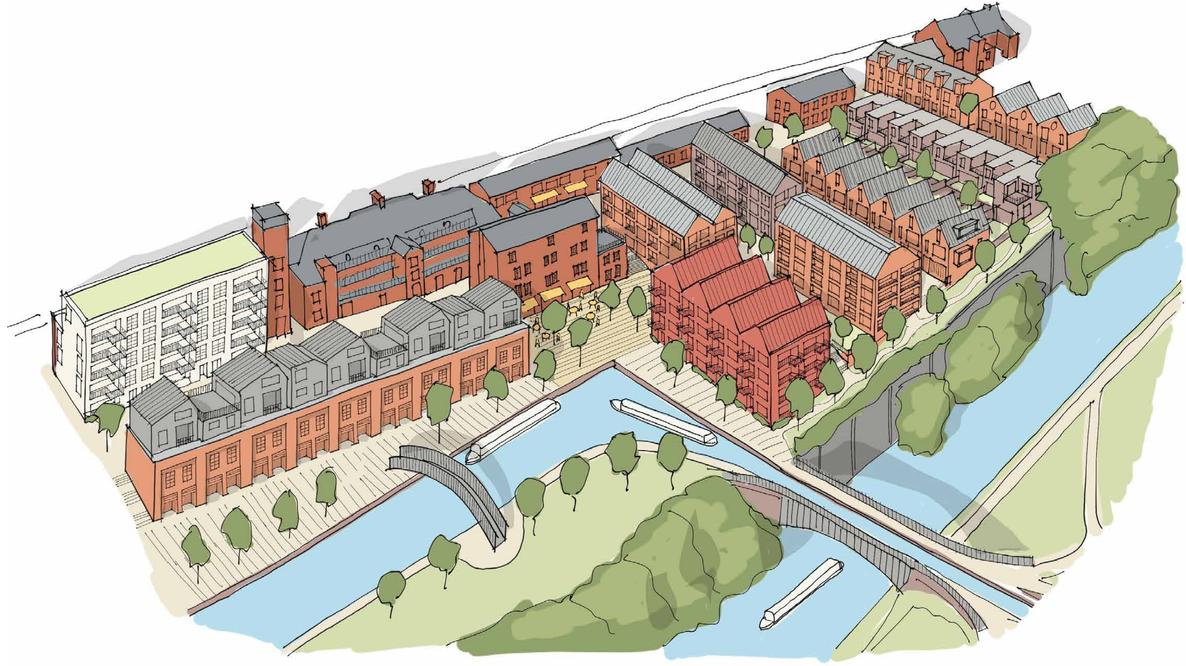
The opportunities created by the changes in level across the site should be maximised including potential for undercroft parking and high level views across the canal, whilst providing an accessible route to canal level and communities beyond, potentially by utilising the existing ramped approach.

The relationship with the canal provides opportunities for water based activities such as paddle boarding on the quiet engine arm, which could be encouraged through the provision of pontoons, and there is potential for a new bridge to better connect the engine peninsula.

The Canal and Rivers Trust should be consulted on any proposals relating to the canalside at pre-application stage.

Illustrative Masterplan – Corporation Yard

A potential redeveloped Corporation Yard from the Old Main Line



Corporation Yard – Vision

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5.4 Corporation Yard – Heritage Retention

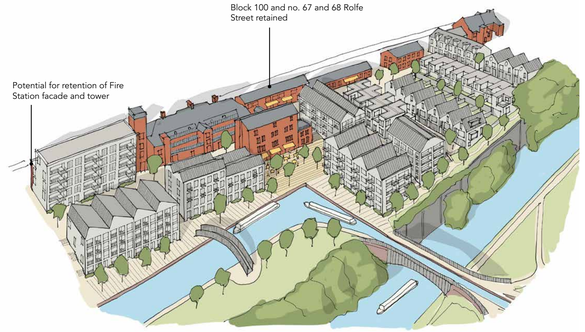
Key to the success of Corporation Yard is the extent of retention. Maximising the number of retained buildings will provide a stronger sense of place. However, it is important that any retained buildings find a viable and sustainable use, potential uses include residential conversion, workspace, business start-up/incubation and maker space. Further surveys and analysis are required to identify viable uses.

Taking into account the heritage significance of each building, and the spatial potential and cost of conversion, two bookend scenarios are suggested for retention, with a sliding scale possible between. In the first, the most high to medium significance buildings are retained, this is preferred. A second option sees only Rolfe House and Block 300 retained, with potential for the demolition of Block 300 if re-use is not viable. All buildings are in a conservation area, so planning consent for demolition is required.

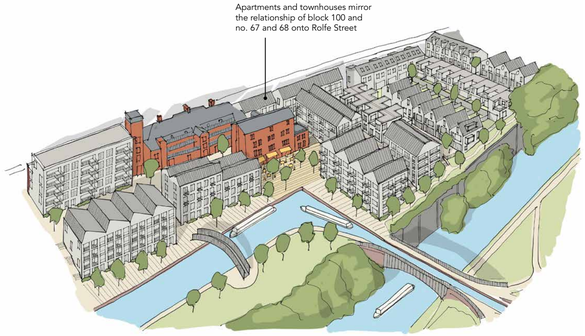
Conversion of Block 300 to non residential use should be considered. Conversion of Block 100 to community, maker space or start-up use should also be considered, as despite being of lower significance, it adds considerable sense of place to the site and Rolfe Street generally, as illustrated.

The benefits of retention of the Rolfe Street Elevation: historic streetscape and strong sense of place

Potential for integration of maker spaces into block 100



Retention Option 1 – Blocks 100, 300, 67–68 Rolfe Street and Rolfe House



Retention Option 2 – Block 300 and Rolfe House only

Corporation Yard – Heritage Significance (Insalls, November 2022)

Existing elevation of no 67 and 68 and Block 100 to Rolfe Street

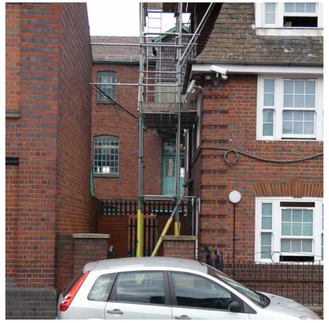
5.5 Corporation Yard – Block 300

Block 300 is of prime importance to the sense of place at Rolfe street, tying the potential future residential community back into the canal based history of the site. The building also provides an end stop to the canal as it leaves the Engine Arm Aqueduct. Block 300 should therefore be the highest priority for retention in any development at Corporation Yard.

Residential conversion is spatially possible, including into up to 8 apartments. Viability and detailed design of the conversion should be assessed as part of any detailed application for the site. Conversion to community, workspace and maker space would also be possible, if viable, and this would be especially appropriate at ground floor level, alongside uses related to the canal and linking to the work of the Canal and Rivers Trust, such as watersports use or a cafe, or local museum use.

Block 300 – residential conversion options

Potential for Block 300 to be converted to residential, within a new Fire Station Courtyard



Glimpsed view of Block 300 from Rolfe Street

Block 300 at the centre of Corporation Yard, showing alternative approach to architecture

Desire line opened up from Rolfe St toward Block 300

5.6 Corporation Yard – Layout

Proving for logical movement from Rolfe Street through to the Aqueduct towpath will be key to the design of a successful development layout at Corporation Yard, alongside heritage retention where appropriate. The changes in level present a challenge and an opportunity.

A potential approach is to use the change in level to provide undercroft parking, which will allow a much higher density to be achieved above, reflective of the density and building forms of the former yard. This parking should be screened from the canal, preferably with duplex apartments facing onto the canal and into a podium on the upper level.

Duplex apartments would allow direct access onto the canal and activate ground floor frontages. Where housing is proposed, consideration should be given to the introduction of special typologies reflecting the tighter grain of the former yard, such as mews houses.

Gating Corporation Yard will be discouraged in order to deliver enhanced local connectivity over the Engine Arm Aqueduct.

Corporation Yard – Potential Lower Ground Floor Plan

Corporation Yard – Waterside View

Corporation Yard – Potential Upper Ground Floor Plan

5.7 Hill Street

The area around Hill Street was formerly residential, with tight streets providing housing for local industrial employers. At the heart of the masterplan, Hill Street should become a high quality residential community, around central public open space. A townhouse led approach, as at Port Loop, would provide the density needed to make a community on the site viable and not feel isolated.

High quality architecture and streetscape is essential to successful residential delivery. As demonstrated at Port Loop, Kelham in Sheffield and Salford Central, a design led approach can deliver an aspirational place that the community are proud of, a place where people really want to live.

Materiality and form should draw upon the historic architecture, whilst feeling completely new. Streets should make use of shared space principles and incorporate trees, landscape, and high quality materials throughout, with parking carefully managed. Streets should reflect the alignments of the past, re establishing what has been lost. The new public open space at Rolfe Square should be delivered in a way that takes into account any delivery of consented development at the junction of Rolfe Street and Hill Street (DC/22/66575).

Alternative arrangement of Rolfe Square allowing for consented scheme

Hill Street and Rolfe Square – illustrative masterplan

Hill Street – high quality family streets, parking carefully managed, heritage celebrated

Materiality – Rolfe Street

High quality family homes – Salford Central, Port Loop

High quality family homes and streetscape – Dujardin Mews, Enfield

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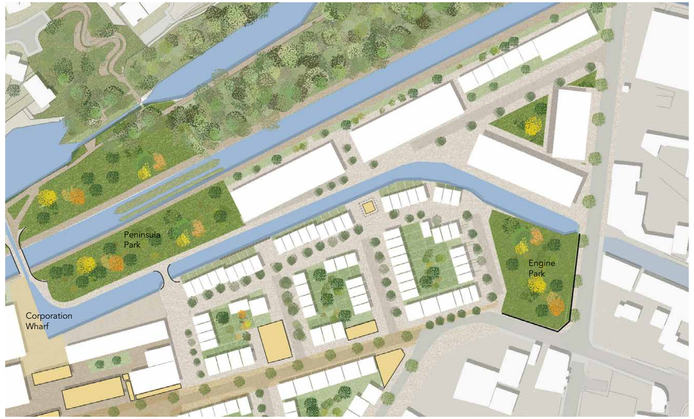
5.8 Engine Wharves

Either side of the Engine Arm, a new community will have a close relationship with the canal. The existing elevations of warehouses along the south side of the canal have been identified as having high heritage significance. There is potential to retain these elevations within any development, and to maintain the relationship with the water on the south side of the canal in any new development, by using bespoke house types. Historic canal features such as the towpath bridge on the Engine Peninsula should be retained. Rear garden walls should be low, as at Port Loop, to maintain a direct connection to the canal.

The Engine Peninsula provides a challenge to development due to a long thin site area. Apartment development is possible and would reflect the historic form. Alternatively, residential development of high quality townhouses, relating to the canal, would provide much needed family homes.



Engine Wharves – illustrative masterplan

Existing warehouse elevations onto the Engine Arm

Existing canalfront relationship onto Engine Arm, including bridge

Engine Wharves – vision

Existing water tower

Homes with a strong canal relationship – Port Loop

Localised heritage retention – Nordhavn, Copenhagen

5.9 Rolfe Street

Rolfe Street varies in width between 13m and 11m, and especially at the eastern end, is narrow. There is much informal and fly parking including across the full width of pavements making streets feel hostile and inaccessible, also inhibiting pedestrian access to bus stops. The welcome at Rolfe Street Station is underwhelming.

In order to provide an environment suitable for a new residential community, the transport character and function of Rolfe Street needs to transition to one which creates a human oriented environment where pedestrians, cyclists and buses take priority. Potential solutions are illustrated adjacent.

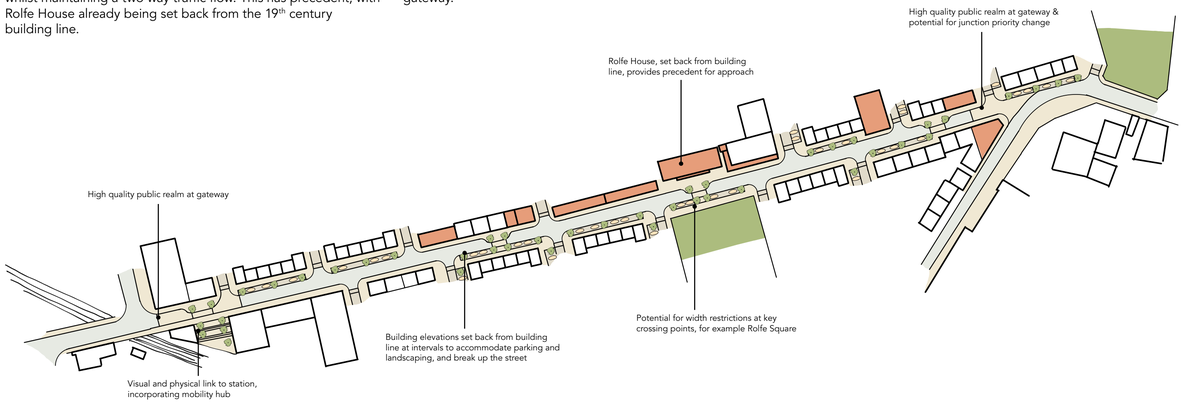
By setting some new development back from the existing building line, parking and landscaping can be provided within Rolfe Street whilst maintaining a two way traffic flow. This has precedent, with Rolfe House already being set back from the 19th century building line.

In addition, carefully landscaped width restrictions and shared surfaces would slow traffic, deter unnecessary through traffic, and encourage movement via other streets such as New Street, providing an environment of high quality for residents.

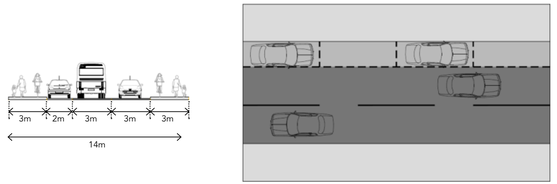
Key to achieving this would be to provide gateway features at ether end of Rolfe Street which would incorporate alternative road surface treatment and high quality public realm enhancements to clearly signal a change in street character and function.

At the eastern end of Rolfe Street this would include edge treatment to encourage pass by traffic flow onto New Street instead of Rolfe Street. At the western end of Rolfe Street the Station/Bath site and mobility hub would form the eastern gateway.

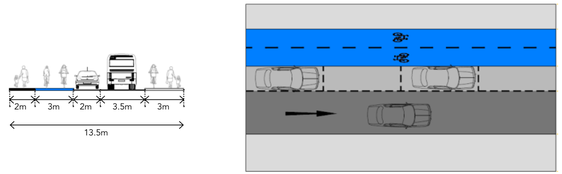
The Strategic Transport Assessment undertaken by Stantec as part of the Masterplan considers various options for the re-configuration of Rolfe Street in order to provide enhanced cycle and pedestrian facilities.



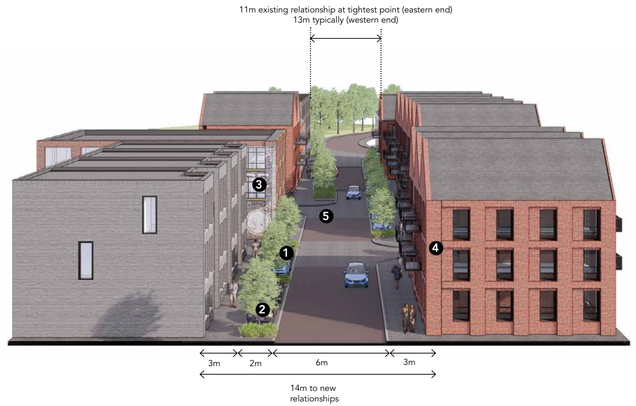
Rolfe Street – strategies in detail



Rolfe Street – street option 1



Rolfe Street – street option 2 - with cycle provision



Rolfe Street – design coding

1. Parallel parking to one side of street
2. Landscape between parking spaces
3. New alignments still have strong relationship to old
4. New buildings mostly 3–4 storeys
5. Opportunity for localised width restrictions to provide landscaped crossing points

5.10 New Street

New Street is also narrow, suffering from many of the same issues as Rolfe Street. The masterplan envisages New Street becoming the principal highway route between Bridge Street North and Tollhouse Way, strategically more important and attractive to traffic than Rolfe Street. To support this, due to the intensity of traffic, building lines to New Street should be set back, with formal parking provided, alongside landscaping.

Building form should be carefully considered, arranged at an angle to New Street where appropriate to avoid directly facing it, to reduce noise levels. The use of dual aspect apartments and houses with service space (kitchens, bathrooms) facing New Street would also be an appropriate approach.

On Bridge Street North, the existing wall to the Smethwick Engine site should be retained, and the archway reopened to provide access to Engine Park, providing a buffer to the traffic at this busy junction.

Former gateway on Bridge Street North, to be opened up into Engine Park

New Street – existing informal parking and width challenges

Triplex corner apartments with own front door: Goldsmith Street, Norwich

New Street – design coding

5.11 Residential Streets and Parking

High quality architecture and streetscape is essential to successful residential delivery, ensuring the creation of a place people want to live. At Rolfe Street, residential streets should create a strong sense of place, whilst meeting requirements for parking, servicing, safety and privacy. Streets can act as play spaces and encourage social interaction by careful street design, with pedestrians taking priority over cars.

Sandwell Council's **Residential Design Guide** (2014) sets out principles for the design of residential streets. Illustrated adjacent are two potential approaches to streets, at high and medium densities, demonstrating an approach to meeting the principles of the Guide in a way appropriate to Rolfe Street.

Careful management of parking is key to high quality residential streetscapes. With Rolfe Streets high public transport and active travel connectivity, a lower parking ratio than that set out in the guide may be appropriate at Rolfe Street, in accordance with the transport analysis undertaken as part of this Masterplan, by Stantec. The adjacent diagrams assume 1 allocated space per dwelling, plus 0.25 visitor or unallocated spaces per dwelling.

This reduced level of parking would need to be approved by the highways authority through providing clear evidence that the levels of carparking are appropriate to the area and would not cause detriment to the highway network. Reasoned justification and evidence for parking provision will need to be provided to support any development proposals coming forward in the future.

1. Allocated parallel parking to one side of street
2. Car port parking within mews to other side
3. Integrated bin and bike stores
4. Potential for back to back mews houses with overlooking carefully controlled
5. Defensible space to back of pavement

Mews Street: design coding

1. Plotfront parking to one side of street
2. Allocated parallel parking to other side
3. Visitor parking and allowance for limited second cars at end of street – approx 0.25 per dwelling
4. Integrated bin and bike stores
5. Control of 3 storey overlooking (e.g. velux windows)
6. Reduced gable to gable: no overlooking, urban environment
7. Defensible space to back of pavement

Townhouse Street: design coding

5.12 Form, Materiality and Detailing

The sense of place at Rolfe Street is reinforced by the variety of roof forms, from flat roofs, to industrial low pitches and the taller pitches and gables of the earlier canalside architecture at the former Enterprise Centre. Roof forms should be carefully considered in new development, with this variety and complexity maintained.

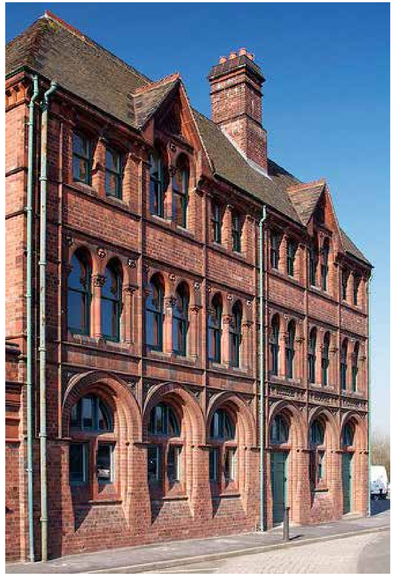
Materiality is key to defining a strong sense of place. Existing buildings at Rolfe Street echo the historic materials of the Black Country, with red stock brick and blue Staffordshire brick being prevalent across the historic buildings on site. Staffordshire brick is used in footing details throughout the Rolfe Street area, with red stock brick above. Roofs were historically slate, or clay tile, with a precedent for metal roofs and detailing to industrial buildings. This should be maintained.

In addition, granite kerbs and setts were present across the area historically, with some still in evidence. Quality materials should be used in the public realm at Rolfe Street, referencing historic materials where appropriate.

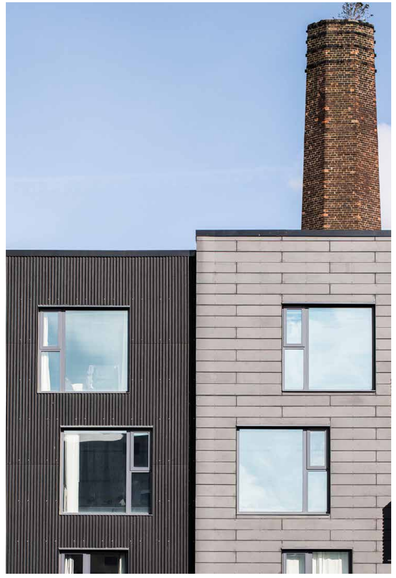
Materiality of new development should draw upon the historic architecture and industrial aesthetic, whilst feeling completely new. This does not mean the universal use of brick, rather, metal and other industrial materials may be appropriate to provide variety, as demonstrated on exemplar projects such as Port Loop and Kelham in Sheffield.

Detailing of windows, downpipes, gables and gutters, parpet caps, entrance canopies and other architectural features will be important at Rolfe Street. The existing industrial architecture has a variety of window forms and metalwork details, from metal Crittall style through to traditional timber sashes, painted in a variety of tones. As at Kelham and Port Loop, quality architectural metalwork will be encouraged with framing arranged and coloured in a way that reinforces the sense of place at Rolfe Street.

Rolfe Street – materiality and detailing



Materiality of the former Rolfe Street Baths – brick and terracotta



Industrial materiality and careful window detailing at Kelham, Sheffield

Materiality, window and metalwork detailing at Port Loop, Birmingham

Historic West Midlands materials – Birmingham Back to Backs

6.0 Phasing and Delivery

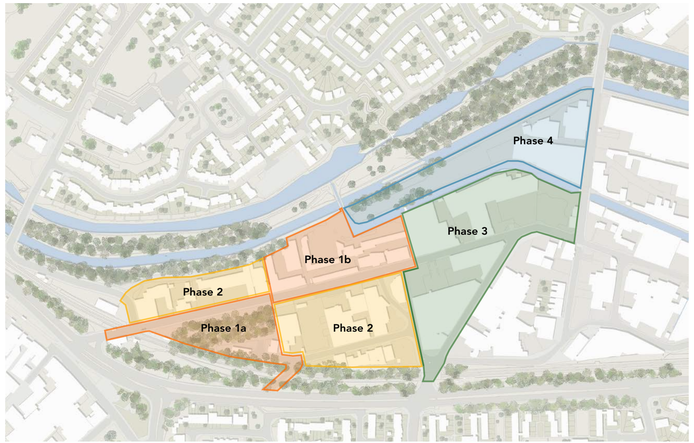
6.1 Phasing Strategy

Phasing at Rolfe Street will be influenced by land ownership and ongoing plans.

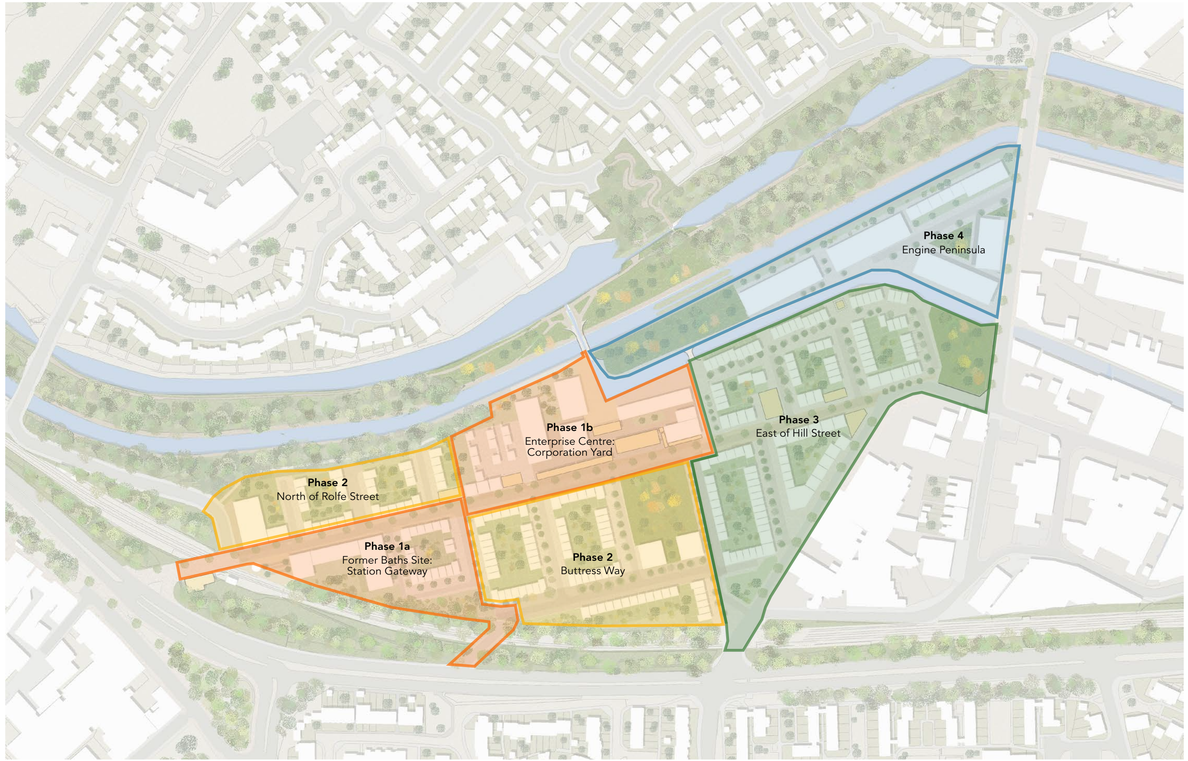
Sandwell Metropolitan Borough Council own the former Baths site and the Enterprise Centre. The Baths site has recently been cleared for development, and Towns Fund funding has been secured to ready the Enterprise Centre site for development. Together, these will form the first phase, although they may be delivered at slightly different times. To enable delivery, the Council will seek a residential development partner alongside enabling funding where appropriate and available. Improvements to the western half of Rolfe Street should be considered at Phase 1 to provide a sense of place and transformation from day one.

Following Phase 1, the transformed sense of place will help enable development on surrounding land mostly not owned by the Council to the north of Rolfe Street and along Buttress Way. Along Buttress Way, there is a mixture of plots owned by the Council and private landowners, thus a partnership between the Council, the Council's development partner, and landowners, may be possible.

It is envisaged the land to the east of Hill Street, alongside the Engine Arm and at the Engine Peninsula will come forward following development of Phase 1 and 2, depending on plans brought forward by landowners.



Potential phasing - existing condition



Potential phasing - illustrative masterplan

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Smethwick Rolfe Street Masterplan

Strategic Transport Assessment

On behalf of **Sandwell Metropolitan Borough Council**

Project Ref: 332210948 | Rev: A | Date: June 2023

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Date: **May 2023**

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
A	07/06/2023	Updates to Section 6. Parking	CA/LS	LS	DG

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1 Introduction

1.1 Background

1.1.1 Stantec UK Ltd (Stantec) were appointed by Sandwell Metropolitan Borough Council in October 2022 to develop a Strategic Transport Assessment in support of the development of a Masterplan for the redevelopment and regeneration of the Rolfe Street area of Smethwick as part of the Smethwick to Birmingham Corridor Strategy. Stantec formed part of a wider consultant team to develop the masterplan led by Howells.

1.1.2 The masterplan has been produced to set out a vision for the future of the Rolfe Street area of Smethwick, part of the Smethwick to Birmingham Corridor. Building on the work of the Smethwick to Birmingham Corridor Framework (2022), the masterplan seeks to provide a clear direction for the reinvention of the Rolfe Street area, giving strong guidance for future development.

1.1.3 The masterplan consulting team led by Howells together with Sandwell Metropolitan Borough Council (SMBC) developed the following vision for the Rolfe Street Masterplan:

Rolfe Street is to be an aspirational place where people want to live, a place that has a unique character which fosters a strong sense of community. This will be achieved through maximising the nationally significant history of the site, a history that connects Rolfe Street to the critical role the Black Country played in the industrial revolution. It will be underpinned by high quality architecture, streets and open spaces for all, and strong links to the existing communities in Smethwick.

1.2 Purpose of this Report

1.2.1 The transport strategy for the Smethwick Rolfe Street Masterplan has been developed on the basis of a land use shift from the existing light industry and poor public realm, to mixed residential led redevelopment focusing on access to public transport and active mobility within the site. The transport strategy includes lower parking provision and reallocation of road space for walking and cycling to create active mobility linkages across the site and to the Rolfe Street Train Station to promote external journeys by train or bus as well as linking to the nearby national cycle route and the new cycle lane towards Birmingham City Centre.

1.2.2 A strong street hierarchy provides legibility and assists in overcoming the challenge of the high vehicular movement across the site, creating quieter residential streets. A mobility hub is planned adjacent to the existing Rolfe Street Station to provide an attractive interface between first and last mile active, car alternative mobility options.

1.2.3 Key to this is the transformation of Rolfe Street into a lower traffic environment with traffic encouraged to use New Street instead. This could be via street treatment and changes to junctions, or more defined restrictions to create gateway features at either end of Rolfe Street which maintain safe and prioritised access for buses pedestrians and cyclist but clearly signal the change in character of Rolfe Street to potential through traffic.

1.2.4 This report assesses the transport and accessibility baseline for the masterplan area, current National and Local transport policy and guidance, quantifies future traffic in line with the masterplan vision and determines the high-level impact of this traffic on the local road network. This strategic transport assessment also considers the potential carbon savings from vehicle emissions comparing a transport scenario in support of the masterplan vision against a business-as-usual approach to transport provision. Proposed parking provision has been developed in line with the masterplan vision whilst taking into account a considered approach to parking requirements. Consideration is also given to the future role and transport function of Rolfe Street to support the land use shift and regeneration of the Rolfe Street masterplan area.

2 Baseline Assessment

2.1 Introduction

2.1.1 This section reviews the baseline data of the area surrounding the proposed site. It summarises key data, describes transport provision and existing traffic volumes.

2.2 Demographics

2.2.1 The demographics data used for the baseline assessment is from the 2021 Census. The proposed site falls within the geographical area of Sandwell 040 (previously Sandwell 026) as shown in **Figure 2.1.**

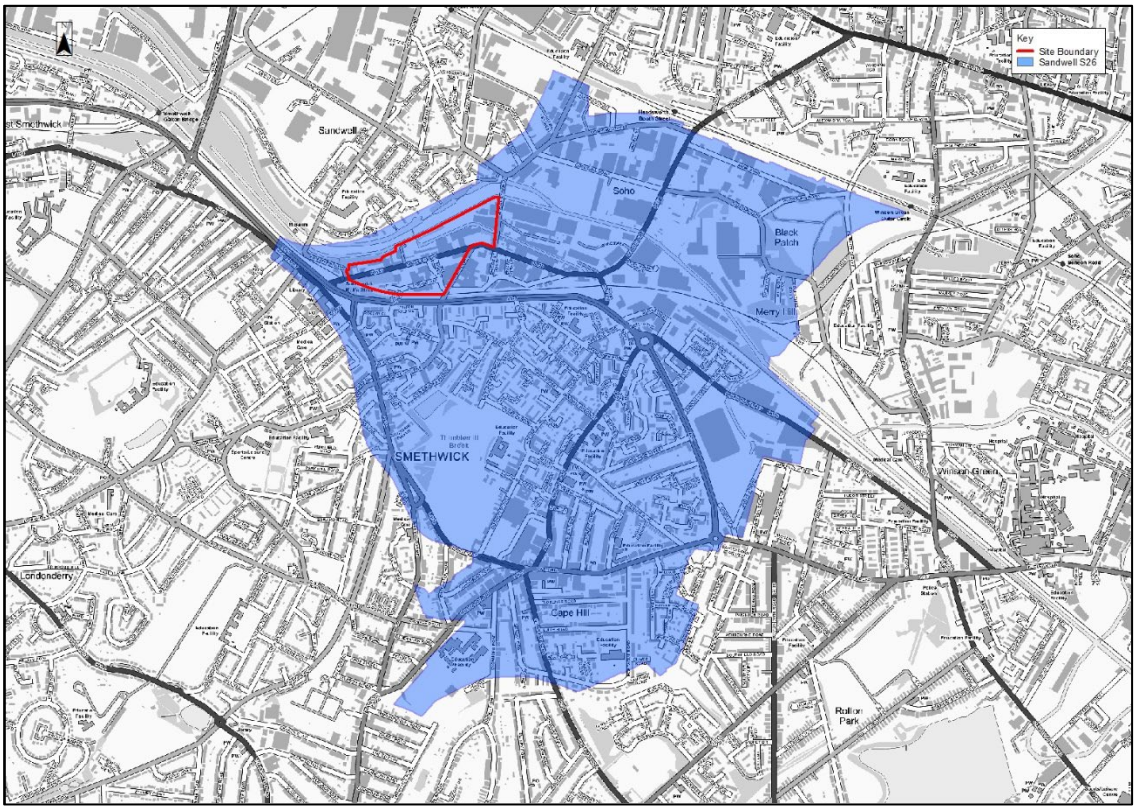


Figure 2.1 Sandwell 040 Middle Super Output Area

2.2.2 The recorded number of the population in Sandwell 040 is of 11,983, the age structure is shown in **Figure 2.2**. Working age groups hold a higher percentage of the population, suggesting that majority of the population may be travelling to and from work during peak hours.

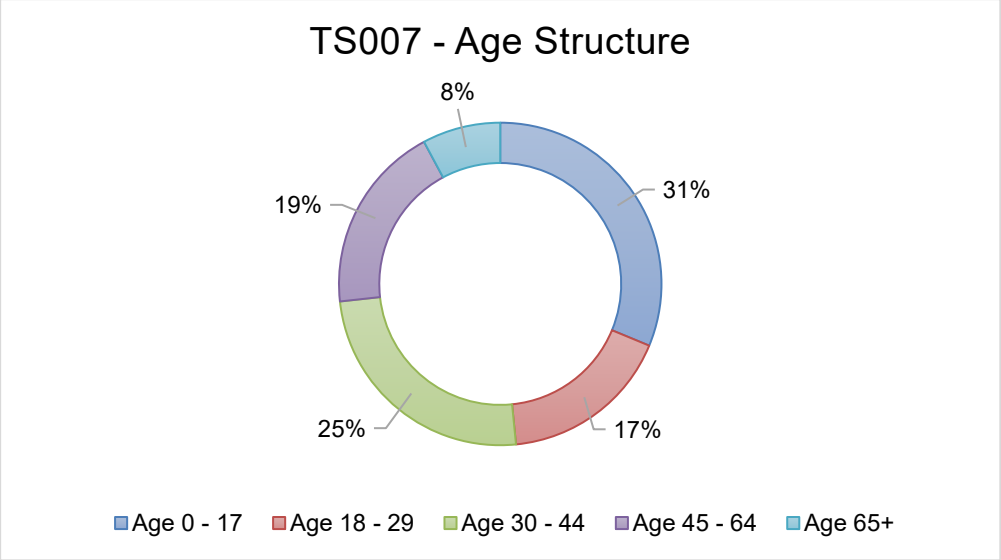


Figure 2.2 Age Structure – Census 2021 – Sandwell 040

2.2.3 The 2011 census data is used to establish the baseline modal split and car ownership as it is considered to provide a more realistic representation of travel patterns as opposed to the 2021 Census which was undertaken towards the end of the Covid-19 pandemic when travel patterns and modal split had not yet stabilised but which does present the propensity for people to work from home.

2.2.4 Car ownership statistics within the geographical area are shown in **Figure 2.3**. Fifty percent of households do not own a car or van. This is consistent with the area's high level of accessibility to public transport with the Smethwick Rolfe Street rail station within the census area and buses travelling along High Street B4169 as well as Rolfe Street; only 12% have 2 or more car or vans in their household.

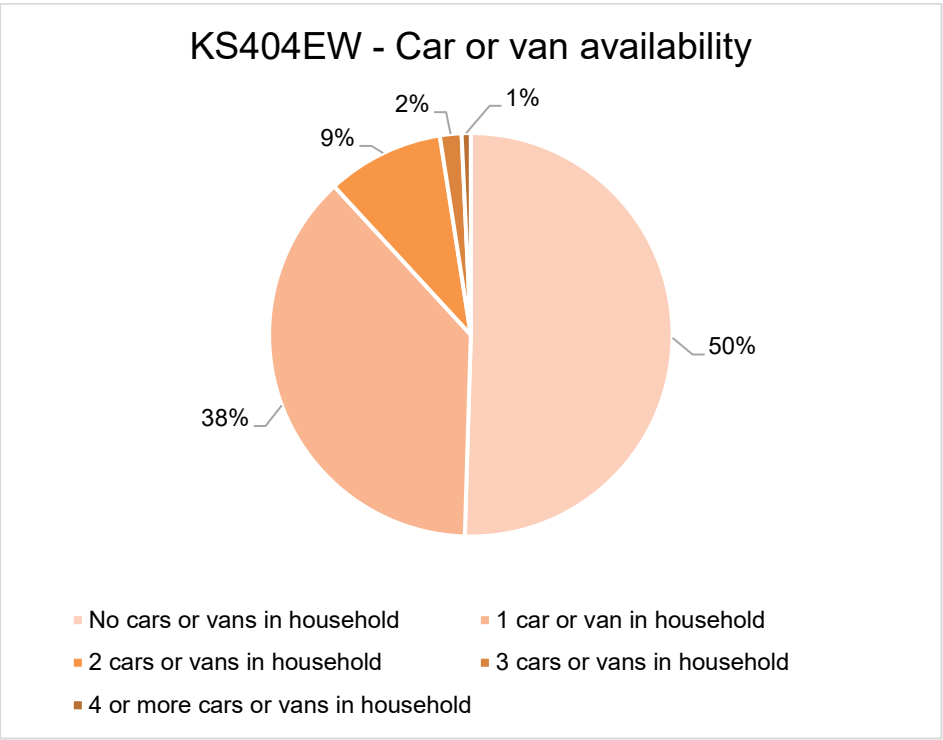


Figure 2.3 Car or Van availability – Census 2011 – Sandwell 026 (now Sandwell 040)

2.2.5 The split between different modes of transportation for journeys to work are shown in **Figure 2.4**. Car is by far the dominant mode with a 49% share, followed by bus mode with 28%. Train and metro hold a low usage percentage of 4%, this is a mode of transportation which has great potential of shifting commuters away from car usage. There is also good potential to increase the mode share for active mobility options with planned local investment into cycle infrastructure.

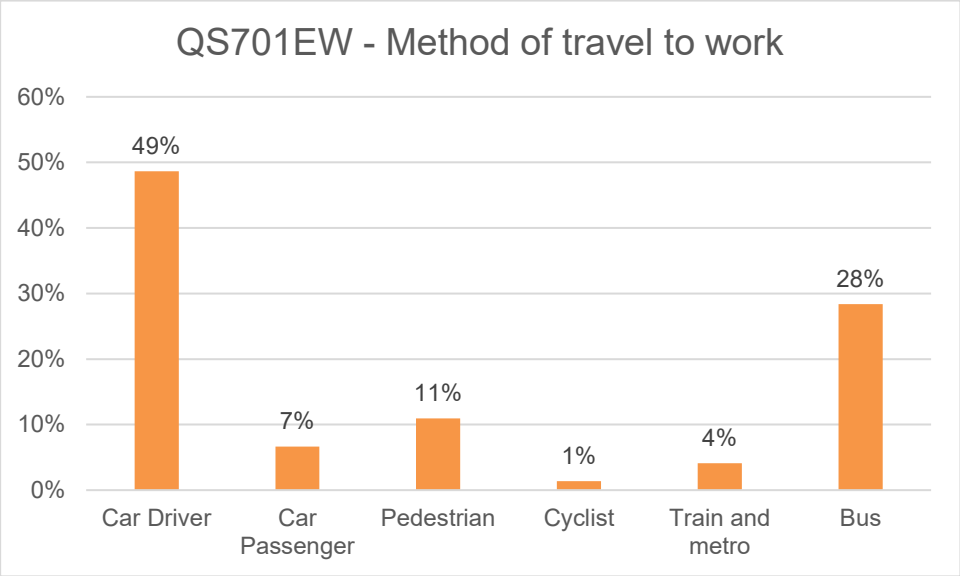


Figure 2.4 Method of travel to work – Census 2011 – Sandwell 026

2.3 Pedestrian and Cycle Provision

2.3.1 The site is located in an urban area and is accessible by pedestrian facilities provided around its boundary. On the northern boundary, Rolfe Street is served by pavements which offer two-metre-wide footways, along the length of the road and on both sides. New Street forms the eastern boundary of the site, similarly to Rolfe Street, it's served by pavements which offer two-metre-wide footways. The north-eastern boundary is formed by Bridge Street North which provides pavements with one and a half-metre-wide footways and travels over the canals providing access to employment areas to the north.

2.3.2 The area is characterised by a high concentration of cars and vans parked on the footways, which reduces pedestrian accessibility to the facilities provided. This is an aspect that will require addressing during the development of the masterplan to ensure an accessible and safe environment for pedestrians.

2.3.3 The north-western boundary is formed by the N Western Road which connects the Rolfe Street masterplan study area to Sandwell by crossing over the canals whilst providing two-metre wide footways. The southern boundary has limited pedestrian facilities, the A457 Tollhouse Way has a footway on the northern side which ends at Cross Street. On the A457 Soho Way, a footway is provided on the southern side between Baldwin Street and the crossroad with Soho Street. There is currently no provision for a pedestrian crossing of the A457 between the two ends of footway on the northern and southern sides.

2.3.4 The Rolfe Street masterplan study area is within a 20-min walk to the Windmill shopping centre with a route via Hill Street, Crocketts Lane, Chamberland Walk, Pool Road and Corbett Street. The route consists of footways, zebra crossings and green space. The Midland Metropolitan Hospital is also within a similar walking distance of 17minutes. It is reached via Rolfe Street, Soho Street, Soho Way and Cranford Street, the route is served with footways and a signalised crossing.

2.3.5 With respect to cycle provision, at Rolfe Street Station there are four sheltered bicycle parking stands and provision for parking of 5 bikes on the corner of Rolfe Street and Tollhouse Way. The site is directly served by dedicated cycle lanes as shown in **Figure 2.5**, a newly constructed contraflow cycle lane is provided along the A457 Tollhouse Way for approximately 620 metres which ends at crossroad with Rolfe Street station, on the western side of the site boundary. On Rolfe Street a one-way cycle lane is located on the northern side for ninety metres and ends after crossing the N Western Road approach to its junction with Rolfe Street. Additional cycle lanes are provided on the north-western, northern, and north-eastern edges of the site boundary along the canals, from the masterplan area the cycle provision is accessible via N Western Road and Bridge Street North.

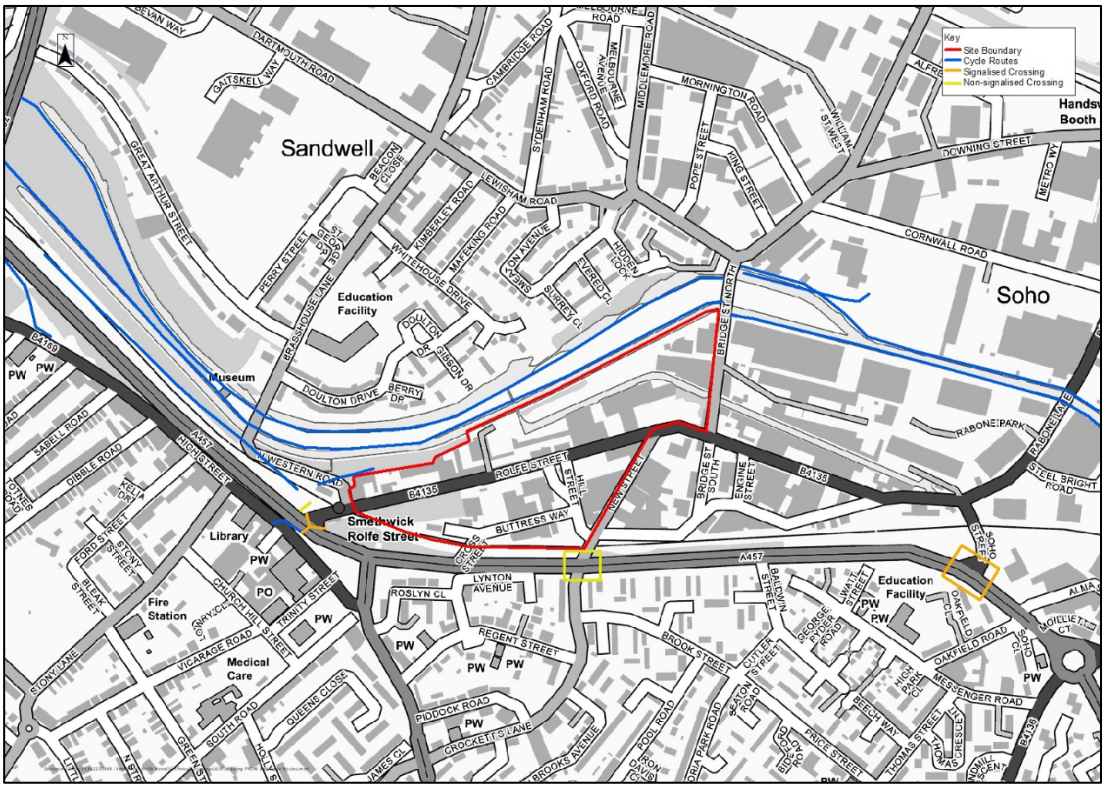


Figure 2.5 Cycle Lane Provisions and Crossings

2.3.6 **Figure 2.5** also highlights the crossings provision around the masterplan area. On the A457 Tollhouse Way there is a signalise crossing at the junction with Rolfe Street and a non-signalised crossing of the A457 at the junction with New Street. Further East on the A457 Soho Way, there is a signalised toucan crossing at the junction with Soho Street.

2.3.7 An isochrone exercise has been conducted to illustrate the geographical area that is accessible up to a maximum thirty-minute walk and a thirty-minute cycle as shown in **Figure 2.6**. This illustrates that within a ten-minute walk from the site there are various bus stops which serve bus services travelling in different directions. The Handsworth Booth Street metro station is within a fifteen-minute walk from the site, providing accessibility to an additional mode of transportation.

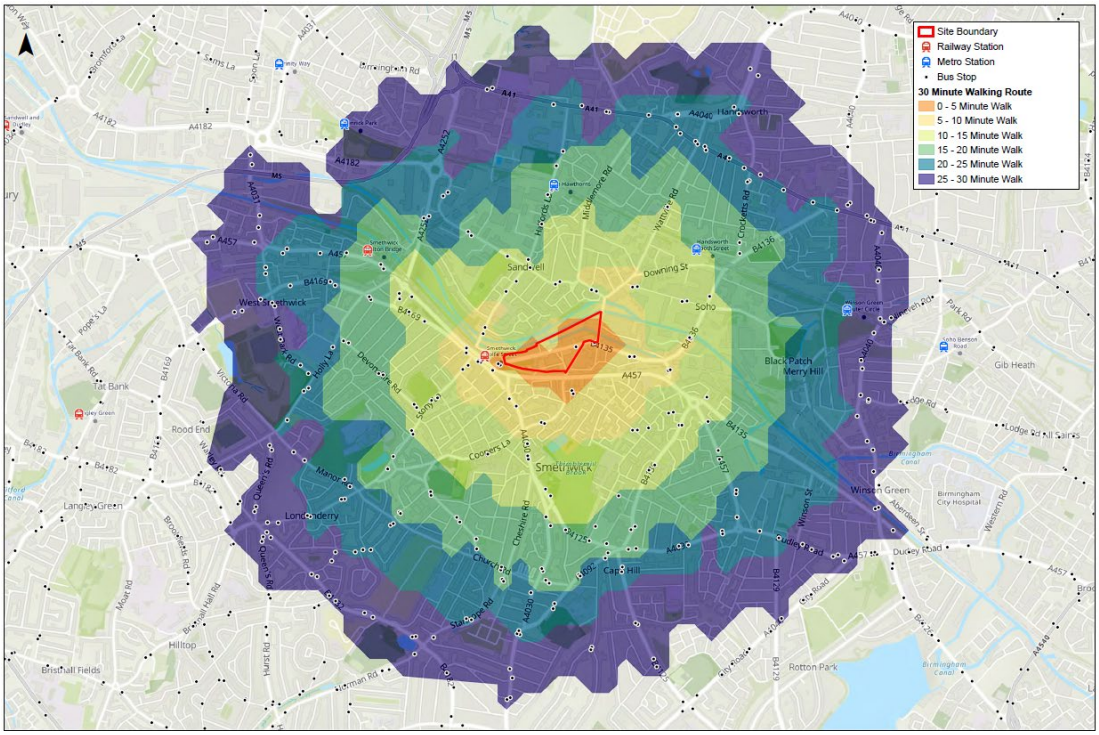


Figure 2.6 30 Minute Walking Isochrone

2.3.8 The 30 Minute Cycling Isochrone is shown in **Figure 2.7**. Approximately five metro stations are within a ten-minute cycle distance. The Edgbaston Reservoir green space is within a fifteen-minute cycle ride, along with the Langley Green rail station, providing access to rail services travelling towards the south-west rather than taking a train to Smethwick Galton Bridge and changing trains to the south which may take longer overall. Additionally, Birmingham city centre and Blackheath are within a twenty-five-minute cycle.

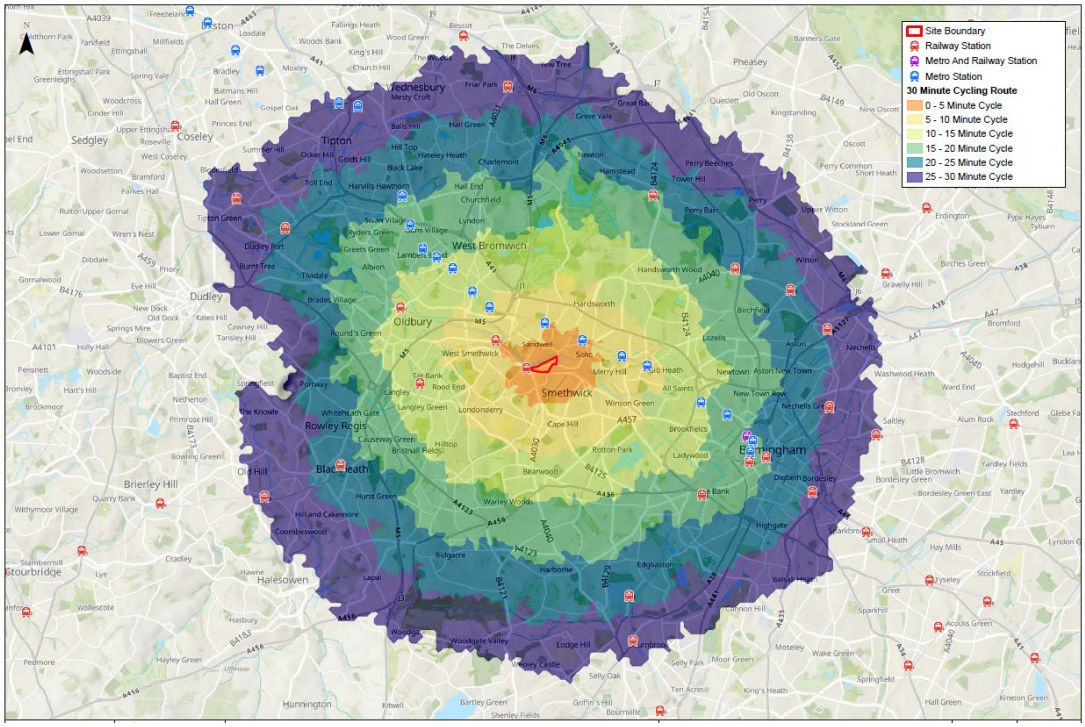


Figure 2.7 30 Minute Cycling Isochrone

2.3.9 Stantec UK Ltd undertook a site visit to assess the existing provisions within and surrounding the Rolfe Street masterplan area.

Rolfe Street

2.3.10 **Figure 2.8** illustrates the footway provision on Rolfe Street at its eastern end, and **Figure 2.9** captures how cars and vans are obstructing the footway provision.

Figure 2.8 Rolfe Street looking West

Figure 2.9 Rolfe Street looking West

New Street

2.3.11 New Street current conditions are shown in **Figure 2.10**, obstructions to pedestrian provisions are similar to Rolfe Street. The New Street/Rolfe Street junction is captured in **Figure 2.11**, which is the eastern gateway to the Rolfe Street masterplan area.

Figure 2.10 New Street Looking North

Figure 2.11 New Street / Rolfe Street junction (gateway to Rolfe Street)

Cycle provision

2.3.12 The Cycle provision highlighted in the plans **Figure 2.5** were identified during the site visit. The canal side cycle provision is show in **Figure 2.12**, the wide paths reinforce its suitability for cyclists. The blue cycle lane on A457 Tollhouse Way is captured in **Figure 2.13** and plans are in place to extend the cycle lane towards Birmingham.

Figure 2.12 Canal side cycle provision

Figure 2.13 A457 Cycle Lane (phase 2 extension under construction)

Buses on Rolfe Street

2.3.13 Buses travelling on Rolfe Street were captured during the site visit. **Figure 2.14** shows how the bus was not able to park close enough to the bus stop for the user to board the bus due to a car parked too close to the bus stop. This is further evident in Google Street View2022 where cars can be seen parked in the bus stop in Rolfe Street.

Figure 2.14 Rolfe Street (bus)

2.4 Public Transport Provision

2.4.1 Public transport provision in the vicinity of masterplan area is in the form of bus, train, and metro.

Bus Services

2.4.2 Bus services can be accessed on Rolfe Street and on Blue Gates as shown in **Figure 2.15**. A summary of the services is listed on **Table 2.1.**

Table 2.1 Bus services

Bus Stop	Services	Route	Frequency		
			Mon- Fri	Sat	Sun
Bus stop: Rolfe Street	54	Europa Village, Smethwick, Cape Hill & Brandhall	Hourly	Hourly	Hourly
	54A	Europa Village, Smethwick, Cape Hill & Brandhall	Hourly	Hourly	No service
	89	Birmingham - West Bromwich via Londonderry	Every 30 min	Every 30 min	Hourly
Bus Stop: Blue Gates (High Street)	54	Europa Village, Smethwick, Cape Hill & Brandhall	Hourly	Hourly	Hourly
	54A	Europa Village, Smethwick, Cape Hill & Brandhall	Hourly	Hourly	No service
	80	West Bromwich - Birmingham via Smethwick	Every 30 min	Every 30 min	Hourly
	87 Platinum	Dudley - Birmingham via Smethwick	Every 10 mins	Every 15 min	Every 20 min
	89	Birmingham - West Bromwich via Londonderry Rd	Every 30 min	Every 30 min	Hourly

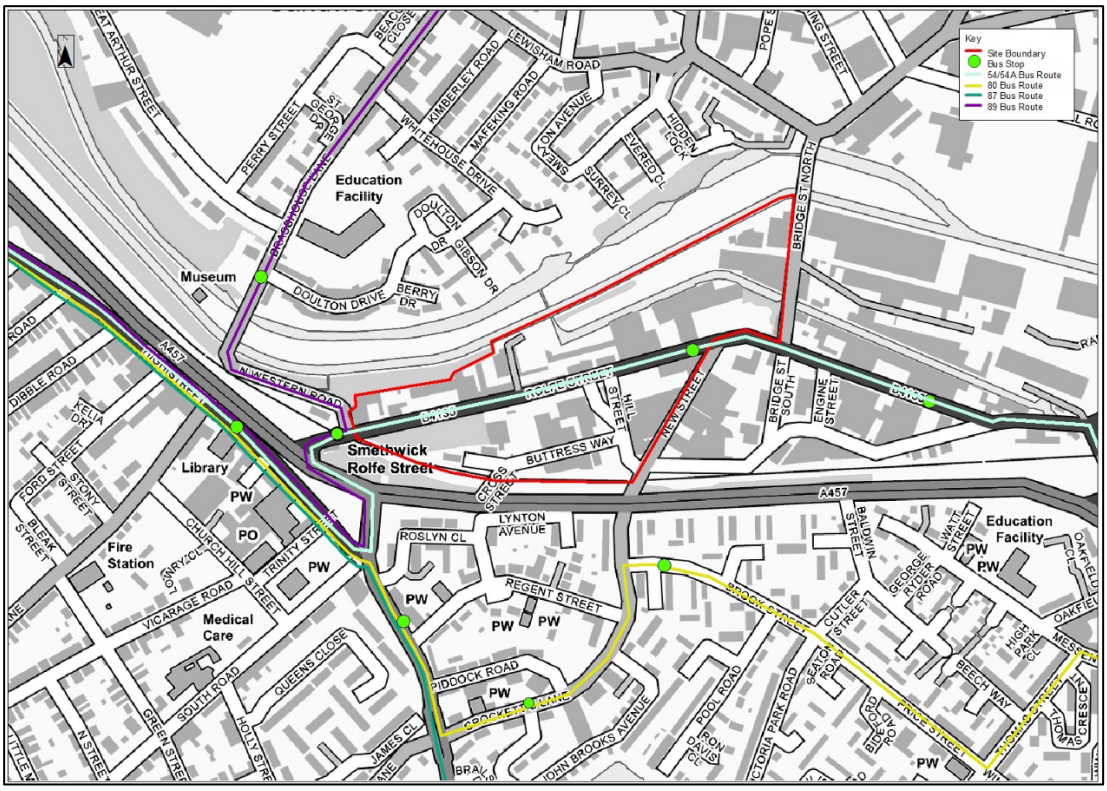


Figure 2.15 Bus Routes and Stops

Rail Services

2.4.3 Smethwick Rolfe Street Station is at the western end of the masterplan area. **Table 2.2** lists the train services accessible at this rail station. Access improvements are currently underway at Rolfe Street Station which included the provision of lifts and other enhancements to improve universal accessibility.

Table 2.2 Rail services

Destination	Route via	Duration	Frequency	
			Mon - Sat	Sun
Wolverhampton	Smethwick Galton Bridge, Sandwell & Dudley, Dudley Port, Tipton, Coseley	20 minutes	Every 30 min	Every 30 min
Walsall	Birmingham New Street, Duddeston, Aston, Witton, Perry Barr, Hamstead, Tame Bridge Parkway, Besot Stadium	44 minutes	Hourly	Hourly
Birmingham New Street	-	6 minutes	Every 30 min	Hourly

2.4.4 The Office of Rail and Road release an annual estimate of the number of entries/exits and interchanges at each station in Great Britain. The estimated station usage between March 2021 to April 2022 for Smethwick Rolfe Street is shown in **Table 2.3**

Table 2.3 ORR Smethwick Rolfe Street Station Usage (March 2021 – April 2022)

Entries and Exits (March 2021- April 2022)	Interchanges
292,470	13

2.4.5 It is evident that Rolfe Street station is already well used but this is expected to increase further with planned increased services as part of the West Midlands Rail Investment Plan as well as the current access improvements. The configuration of movement systems as part the Rolfe Street Masterplan also play a significant role in enabling a higher rail mode share.

Metro Services

2.4.6 The closest metro station to the masterplan area is at Handsworth Booth Street (approximately fifteen minute-walk from the site). The existing Metro network extends from the Edgbaston Village stop (near the five ways roundabout) via Birmingham city centre to Wolverhampton.

2.4.7 Service frequency is every six minutes during peak times and eight-minutes during the off-peak:

- Monday to Friday: 4.40am to 12.15am
- Saturday: 4.40am to 1.00am
- Sunday: 7.20am to 12.10am (at 15-minute frequency).

60 Minute Isochrones

2.4.8 The 60-minute public transport isochrone is shown in **Figure 2.16.** It is based on journey times by train and metro. Birmingham and Oldbury are within the 20-30 minutes travel time from the Rolfe Street masterplan area. Additionally, Wolverhampton, Blackheath, and Birmingham Airport are in within the 40-50 minutes travel time catchment. From this it is evident that the Rolfe Street Masterplan has a reasonably high degree of accessibility.

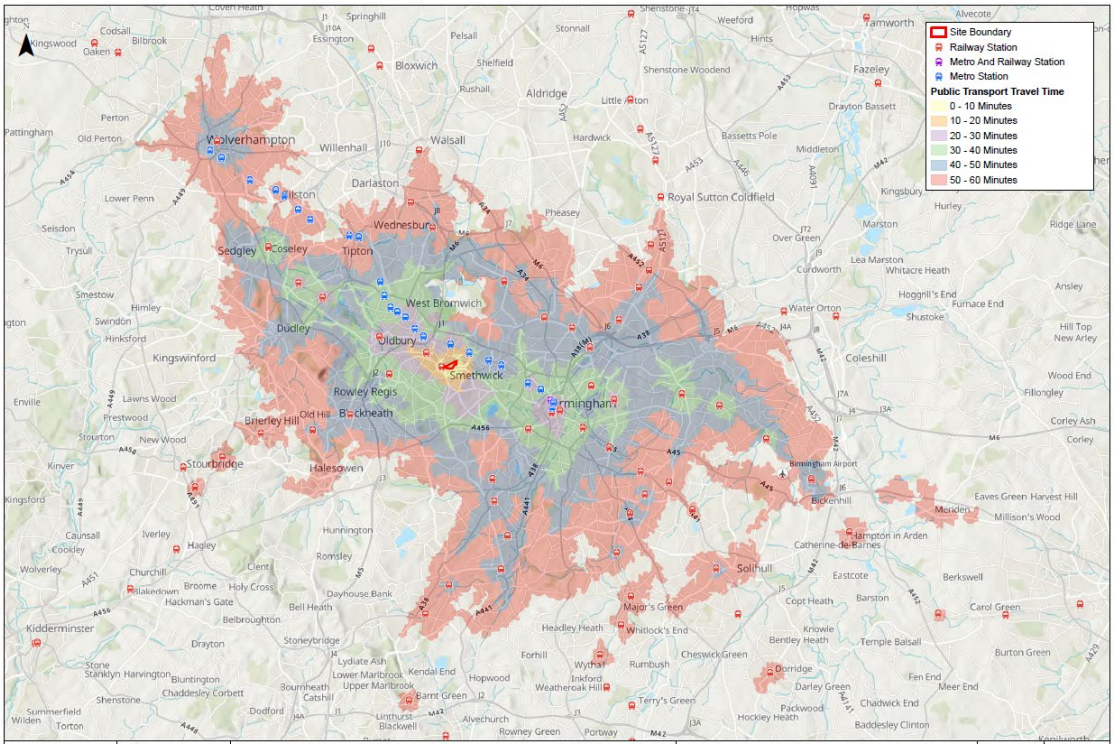


Figure 2.16 60 Minutes Public Transport Isochrone

2.4.9 The 60-minute bus isochrone is shown in **Figure 2.17.** This is illustrated separately as travel times are longer in comparison to rail. Bus trips are more suited for local trips within the area and, as shown by the isochrone West Bromwich and Oldbury are in the 30-40minutes catchment. Dudley and Blackheath are withing the 40-50 minutes bus catchment, and Birmingham Halesowen and Wednesbury in the 50-60 minutes catchment for bus services.

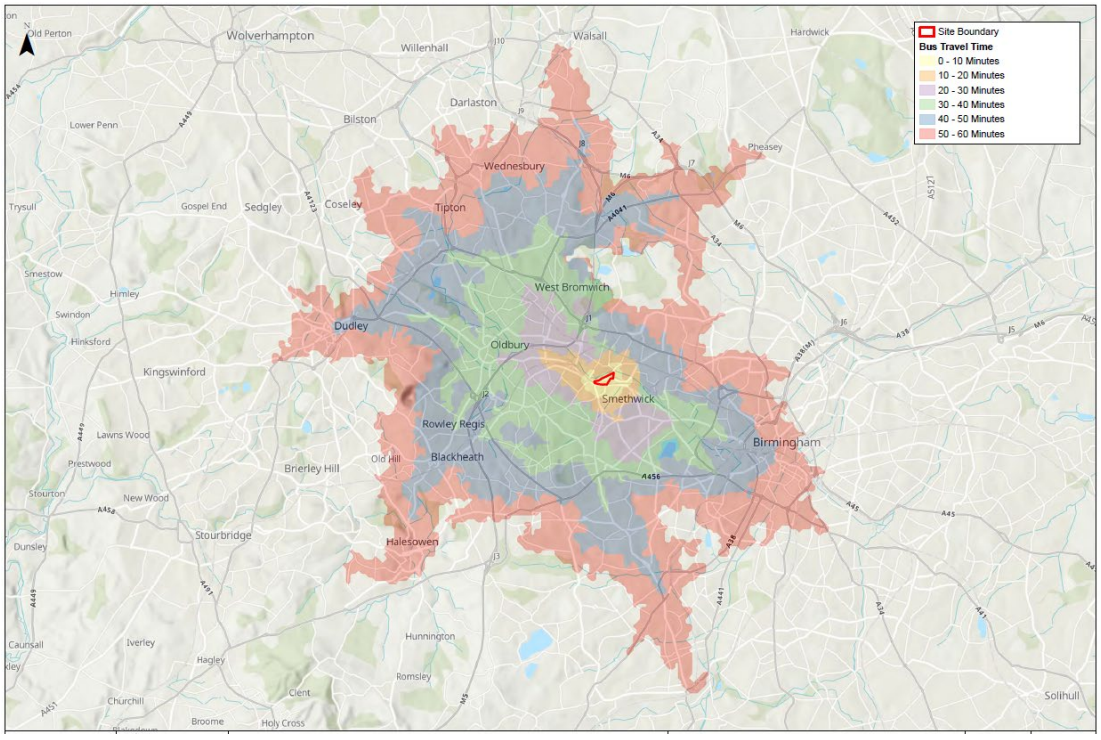


Figure 2.17 60 Minutes Bus Isochrone

2.5 Highway Network

2.5.1 The highway network surrounding the site is shown in **Figure 2.18.** The A457 Soho Way links to Birmingham City Centre and is approximately 3km from the A4540 ring road. The A457 Soho Way links to the M5 motorway approximately 2km west of the site. The M5 motorway provides connections to areas to the north and south of Birmingham.

2.5.2 Bridge Street North is accessed north of the site and connects to the A41. This road also connects to north Birmingham and Birmingham City Centre.

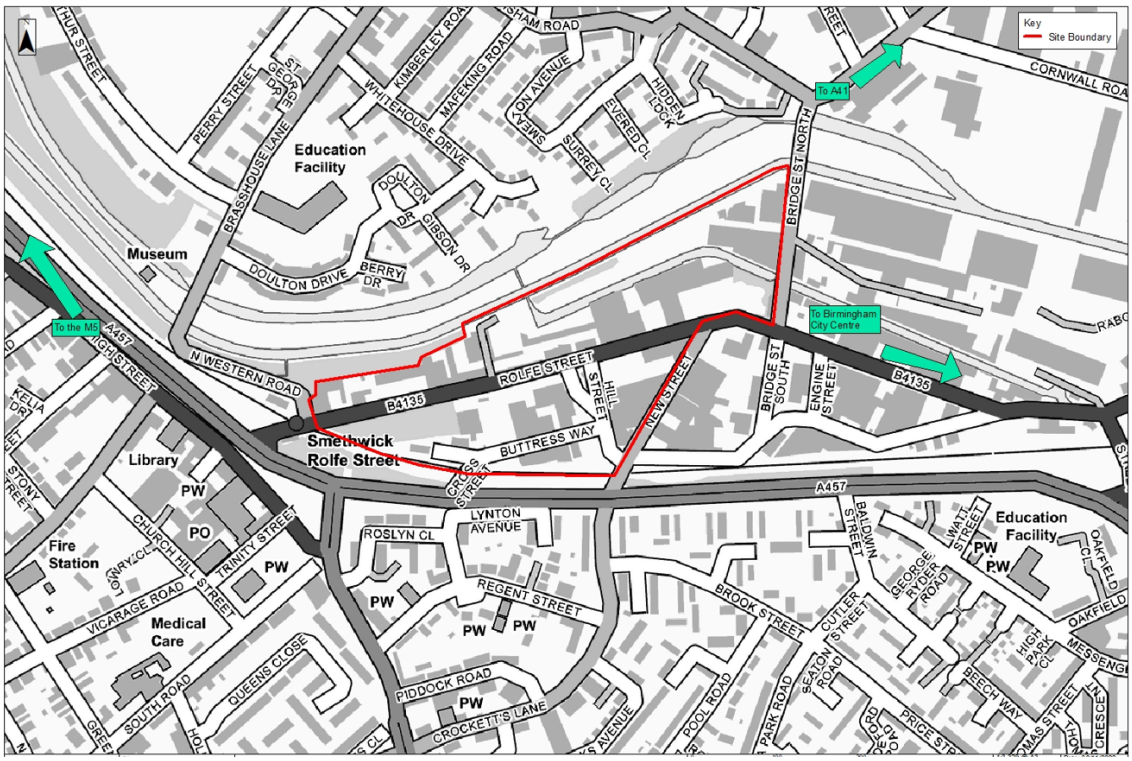


Figure 2.18 Highways Network

2.5.3 There are no loading bays along Rolfe Street and most parking is on street except for the sections that have double yellow lines. There are currently not surfaced public car parks within the masterplan area.

2.5.4 The current speed limit on the A457 in the vicinity of the site, Rolfe Street and side roads is 30mph.

2.6 Road Safety Review

2.6.1 The latest five years 2017-2023 of Personal Injury Collision (PIC) data has been obtained from Sandwell Metropolitan Borough Council to help understand the existing road safety conditions surrounding the site. The PIC data has been reviewed to identify any accident cluster locations and common causation factors and evaluate whether there are any existing safety issues at these locations.

2.6.2 A review of the PIC data identified that 40 accidents occurred within the area of analysis during the five-year period, of which 32 were classed as slight in severity, 6 as serious and 0 as fatal. These are summarised in **Table 2.5** and **Appendix B** shows the full report.

2.6.3 There are no PIC clusters that indicate that infrastructure improvements, are required to ensure road safety.

Table 2.5 Summary of PIC data

Location	Severity	Casualties
Tollhouse Way/Rolfe Street Junction	6 Slight 1 serious	9
North Western Road	1 Slight	1
Tollhouse Way/High Street Junction	2 Slight	4
Tollhouse Way / Crockett's Lane / Soho Way Junction	8 Slight	11
Tollhouse Way	4 Slight 3 Serious	6
Rolfe Street/High Street Junction	Slight	1
Rolfe Street	1 Slight	1
New Street	Serious	2
Bridge Street/North Street Junction	1 Serious 1 Slight	4
New Street/Rolfe Street Junction	1 Slight	1
New Street	1 Slight	1
Rabone Lane	3 Slight	5
Soho Way	2 Slight	3
Soho Street/Rolfe Street Junction	7 Slight	7

2.7 Existing Traffic Flows

2.7.1 Due to extensive road works and associated diversion routes surrounding the proposed development, traffic surveys have not been undertaken as the data would not have been representative of the normal traffic movements in and around Rolfe Street.

2.7.2 As a result, traffic survey data obtained from SMBC has been used to estimate the existing 2022 traffic flows in the masterplan area. A summary of the 2014 and 2022 Automatic Traffic Count data from Soho Way is shown in **Table 2.6**. Comparison between these 2 survey years reveals an average weekday traffic growth of 10%.

2.7.3 This growth factor was applied to the 2015 Rolfe Street turning count data provided by SMBC (site A arm A) to derive a 2022 flow count. **Table 2.7** shows the 12hr flows, AM peak and PM peak flow count on Rolfe Street for 2015 and 2022.

Table 2.6 Soho Way 2014 and 2022 ATC (24hr) data from Sandwell

	2014	2022	Growth factor
Monday	26,018	28,597	10%
Tuesday	26,546	29,147	10%
Wednesday	26,941	29,742	10%
Thursday	26,733	29,142	9%
Friday	27,288	30,788	13%
Saturday	22,170	27,196	23%
Sunday	18,412	24,232	32%
Average 5-day week growth factor	**10%**		
Average 7-day week growth factor	**15%**		

Table 2.7 Rolfe Street 2015 and 2022 derived flows

	12hr	Morning Peak (07:45 - 08:45)	Evening Peak (17:00 - 18:00)
2015	7,225	848	624
2022	7,948	933	686
Difference	(+723)	(+85)	(+62)
Difference %	10%	10%	10%

2.8 Existing Trip Generation

2.8.1 The trip generation for existing land use is calculated using the masterplan red line area (90,000 square metres) with the assumption that 40% of the area is taken up by roads/ footways/ infrastructure/ parking etc. This resulted in 54,000 square metres of trip generating land use. Whilst there is a small component of residential and commercial use the dominant use is business (B2). On this basis, and for the purpose of calculating the number of trips generated by the existing masterplan area, trip generation rates for B2 use have been applied to the estimated area as described above. Trip rates for the B2 land use were obtained from TRICS 7.9.4 and the outputs are shown in **Appendix C.**

2.8.2 **Table 2.8** shows the multimodal total vehicle daily trip generation for the employment land use B2.

Table 2.8 Existing Employment Daily Trip Generation (Multimodal Total Vehicles)

	Vehicle Trip Generation		
Start	**Arrival**	**Departure**	**Total**
07:00	159	57	217
08:00	217	87	305
09:00	166	111	276

10:00	140	123	263
11:00	131	131	262
12:00	133	150	283
13:00	149	143	292
14:00	118	151	269
15:00	106	158	264
16:00	99	176	274
17:00	66	183	249
18:00	50	86	137
Total	**1,535**	**1,555**	**3,090**

2.9 Existing Trip Distribution and Assignment

2.9.1 2011 Census Journey to Work data for Sandwell 026 MSOA was reviewed to determine existing trip distribution for people travelling to employment. The main possible routes to employment out of the site are shown in **Figure 2.19**. The distribution of these trips based on the census data is shown in **Table 2.9**. With the absence of junction turning movement counts in the vicinity of the masterplan area this gives an indication of the existing local trip distribution.

Table 2.9 Trip Distribution

Route	% Distribution	Existing Employment Trips		
		Morning Peak	Evening Peak	Daily
A457 W	8%	50	37	429
A4030	0%	0	0	0
Bridge St N	0%	0	0	0
A457 E	92%	883	649	7519
Total	**100%**	**933**	**686**	**7,948**

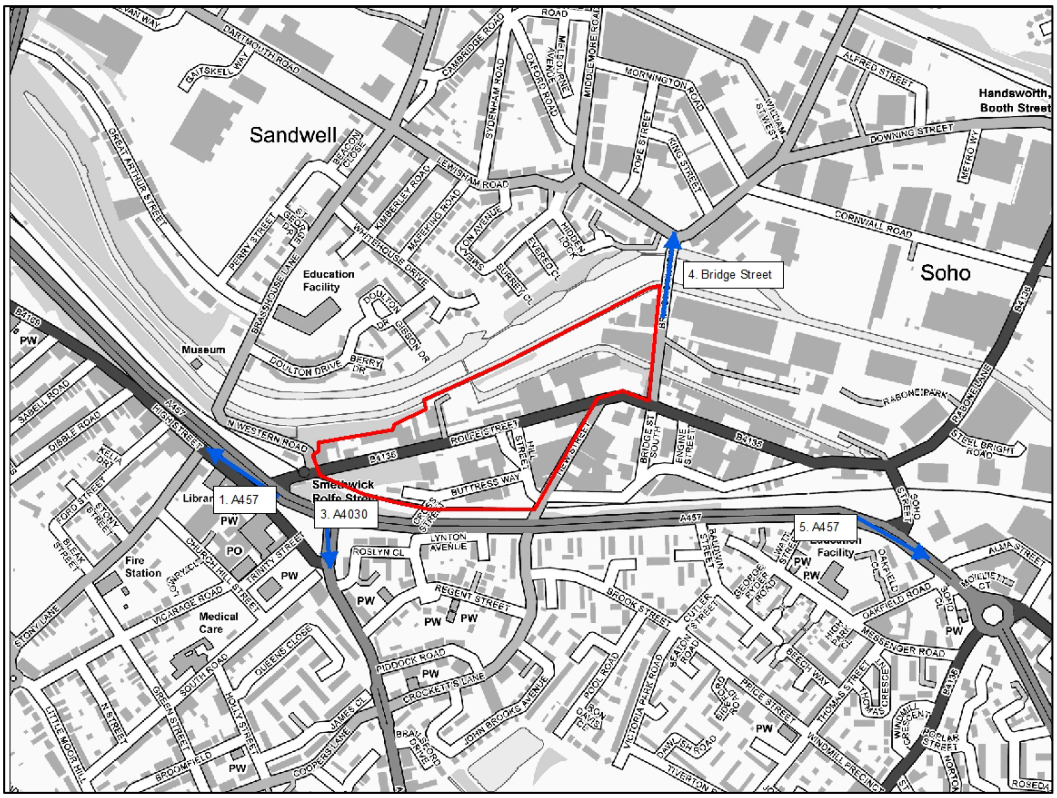


Figure 2.19 Trip Distribution Routes

3 Policy Summary and Context

3.1 Introduction

3.1.1 This section reviews the existing national and local policy and guidance, local planning history and summarises how it relates to proposed development within the Rolfe Street Masterplan area.

3.2 National Planning Context

National Planning Policy Framework (July 2021)

3.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The presumption in favour of sustainable development is the core objective of the NPPF (paragraph 10 states that "So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development").

3.2.2 In Section 9 'Promoting sustainable transport', paragraph 104 states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a. *the potential impacts of development on transport networks can be addressed;*

b. *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

c. *opportunities to promote walking, cycling and public transport use are identified and pursued;*

d. *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e. *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

3.2.3 To promote sustainable transport, paragraph 110 states that "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a. *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

b. *safe and suitable access to the site can be achieved for all users; and*

c. *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

d. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

3.2.4 Paragraph 111 of the NPPF states "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*."

3.2.5 Additionally, paragraph 113 of the NPPF states "*All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*."

3.2.6 In accordance with the NPPF, this development seeks to maximise travel by sustainable modes by providing proportionate and relevant means to promote and accommodate travel by walking, cycling and public transport.

3.2.7 This Strategic Transport Assessment has been prepared to support the sustainable development objectives at the application site.

Planning Practice Guidance

3.2.8 Planning Practice Guidance (PPG) provides links to the NPPF and identifies the following regarding Transport Assessments set out in the NPPF: "*Transport Assessments and Statements are ways of assessing the potential transport impacts of developments…The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play a pivotal role in taking forward those mitigation measures which relate to on-going and operation of the development".*

3.2.9 Transport Assessments are important as they:

- promote and encourage sustainable travel
- create "accessible, connected, inclusive communities"
- reduce the impact of trip generation
- reduce the impact on the environment through reducing carbon emissions
- improve quality of life, health and road safety, and
- reduce "the need for new development to increase existing road capacity or provide new roads".

3.2.10 Key issues to consider at the start of preparing a Transport Assessment include:

- "the planning context of the development proposal
- appropriate study parameters (i.e. area, scope and duration of study)
- assessment of public transport capacity, walking/cycling capacity and road network capacity
- road trip generation and trip distribution methodologies and/or assumptions about the development proposal
- measures to promote sustainable travel
- safety implications of development, and

- mitigation measures (where applicable) – including scope and implementation strategy."

3.2.11 In accordance with PPG, this development strives to promote safe, sustainable travel and reduce single occupancy car use.

3.2.12 Based on the above, the Strategic Transport Assessment addresses the potential for mode shift from single occupancy car use to more sustainable modes of travel such as walking, cycling, public transport use and car sharing.

Decarbonising Transport: A Better, Greener Britain

3.2.13 The Department for Transport (DfT) published this guidance in 2021 that sets out a post-pandemic programme that will reduce carbon production by transport systems and promote sustainable transport use. DfT aim to fulfil this vision through two key actions: '*Decarbonising all forms of transport'* and '*Multi-modal decarbonisation and key enablers'*.

3.2.14 The DfT want to achieve the '*Decarbonisation all forms of transport'* by:

- Increasing walking and cycling
- Zero emission buses and coaches
- Decarbonising our railways
- A zero-emission fleet of cars, vans, motorcycles and scooter
- Accelerating maritime decarbonisation, and
- Accelerating aviation decarbonisation.

3.2.15 The DfT want to achieve '*Multi-modal decarbonisation and key enablers'* by:

- Delivering a zero-emission freight and logistics sector
- Maximising the benefits of low carbon fuels
- Delivering decarbonisation through places
- Hydrogen's role in the decarbonised transport system
- Future Transport – more choice, more efficiency, and
- Supporting UK research and development as a decarbonisation enabler.

3.2.16 '*Delivering decarbonisation through places'* is an element of this guidance that can be accomplished through sustainable development. The guidance places emphasis on '*embedding transport decarbonisation principals in spatial planning and transport policy'* by '*ensuring that new developments are designed in a way that promotes sustainable choices'*.

3.2.17 This Strategic Transport Assessment has been prepared to describe how sustainable travel is promoted at the development.

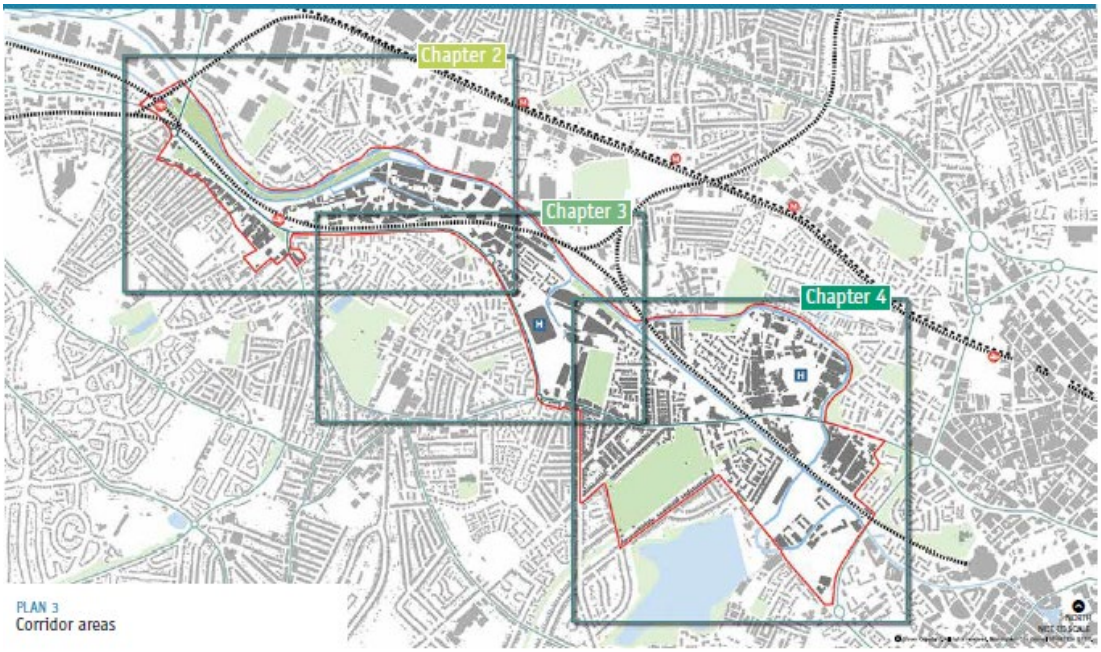
3.3 Local Policy and Guidance

Smethwick to Birmingham Corridor Framework and Grove Lane Masterplan

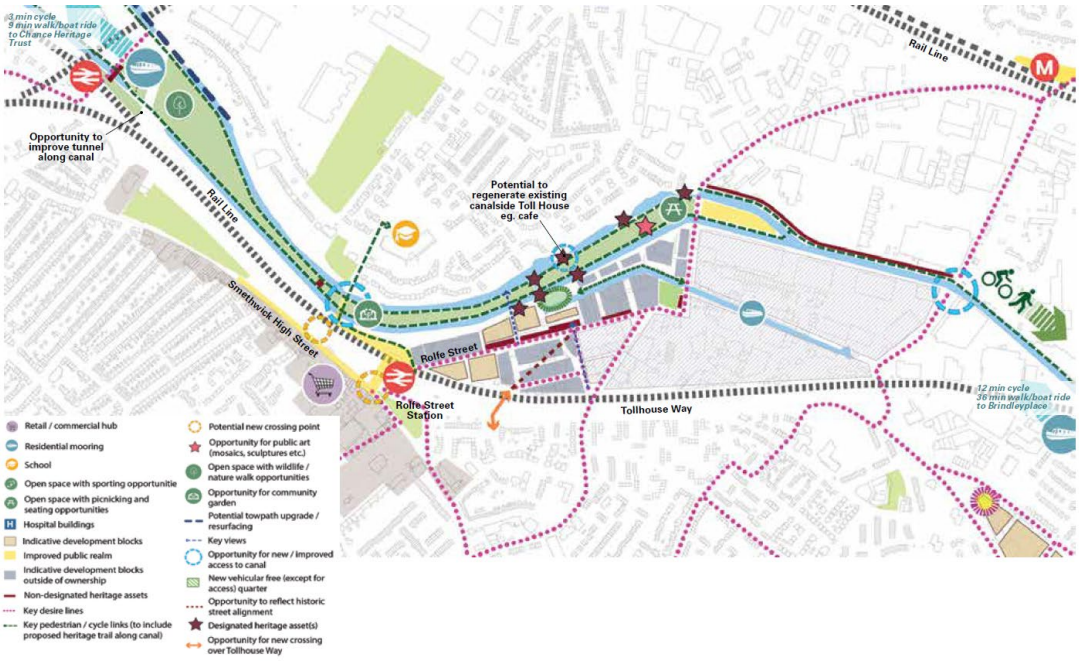
3.3.1 This framework sets up the plan for changing the Smethwick to Birmingham corridor by

- Creating a vision for the area and guiding principles to be used by all the delivery partners
- Providing a joined-up transport strategy for the corridor, to be used by the councils and Transport for West Midlands to create and seek funding for a corridor-wide package of transport improvements focused on walking and cycling.
- Adding additional detail to the planning policies of the councils (summarised in the Appendix) by providing design principles for the main allocated development sites to be applied by developers in designing their schemes and by the councils in determining planning applications.
- Showcasing all the changes happening in the corridor and demonstrates the commitment of the delivery partners to making them happen, creating the platform for continuing private and public sector investment

3.3.2 The corridor is split in three sections: Smethwick Galton Bridge to Rolfe Street, Grove Lane Area, and Grove Lane to City Hospital.



Smethwick Galton Bridge to Rolfe Street



Objectives for the area

Rolfe Street station

- Improve public realm and walking routes to key locations around the station, particularly crossings over the A457 to Smethwick High Street, Buttress Way and the route to Brasshouse Lane.

Smethwick High Street

- Address parking and loading issues on Smethwick High Street, initially through enforcement and over the longer term through a clear parking strategy.
- Improve areas of public space between the A457 and High Street; seek community input to ideas and implementation.

Movement networks

- Improve canal pathways and access to them.
- Improve links to Metro stations at The Hawthorns and Winson Green.
- Create clearer and safer routes between development opportunities/Brasshouse Lane and Rolfe Street Station and Smethwick High Street.

Transport Strategy

3.3.3 The Transport Strategy embedded within the Smethwick to Birmingham Corridor Framework comprises a large number of schemes, most of which are designed to make walking, cycling and public transport significantly more attractive than at present.

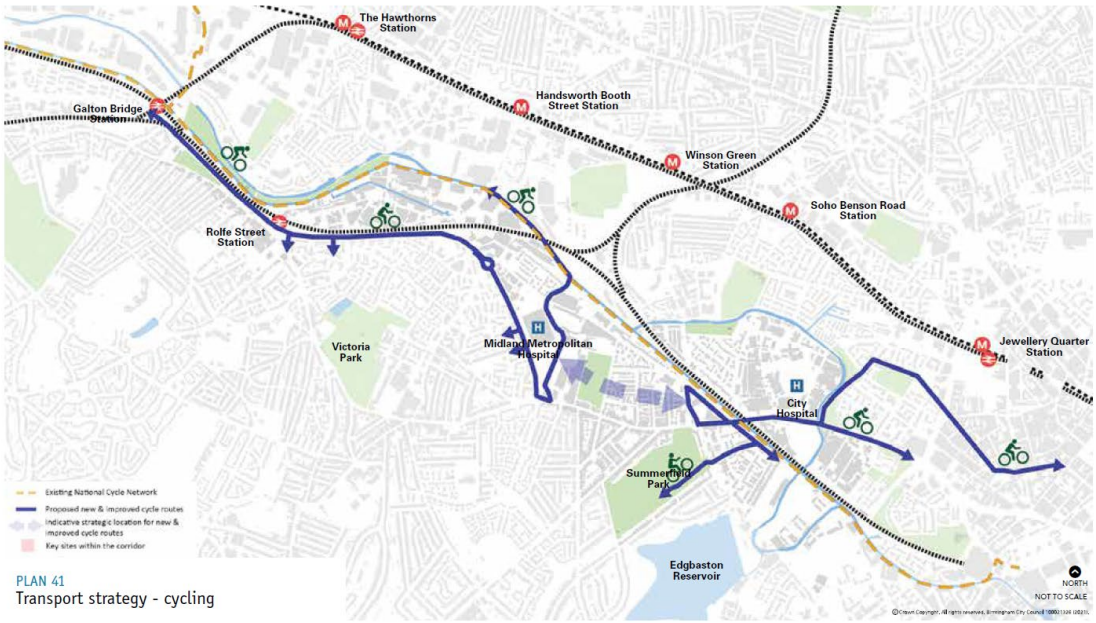
Walking

- Improving footway condition.

- De-cluttering/widening footways.
- Removing footway parking.
- Narrowing bellmouth junctions.

Cycling

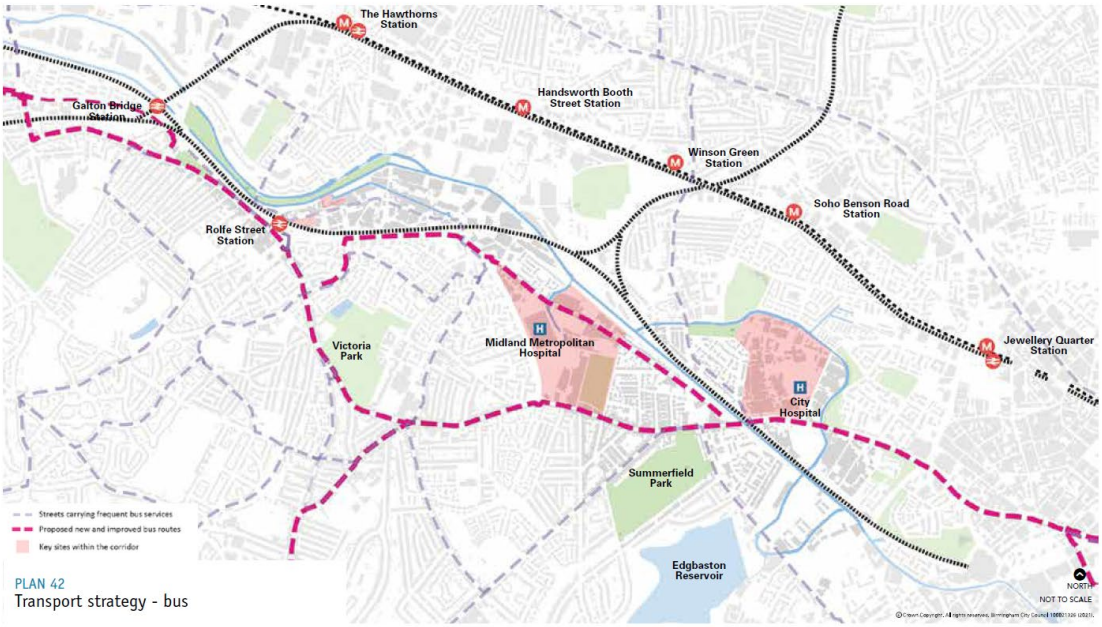
3.3.4 A focus on new protected cycleways on key routes, with supporting traffic calming and other measures on other roads and local streets. There will also be supporting measures such as secure cycle parking and cycle hire. Scheme designs will need to be in accord with new Government design guidance - LTN 1/20.



PLAN 41
Transport strategy - cycling

Bus

3.3.5 Enhanced bus priority on the key routes, along with possible new services and improvements to existing services, such as in connection with Midland Metropolitan Hospital (MMH) or justified by demand associated with other new development. Bus service provision to MMH will be based on a set of service enhancements, with options currently being developed by TfWM and operators. Proposed provision will be consulted on in 2022.



Movement for Growth: 2026 Delivery Plan for Transport

3.3.6 The West Midlands Combined Authority (WMCA) has set out an ambitious plan for growth in its Strategic Economic Plan and has established a 20-year vision for the transport system needed to support this. The Movement for Growth strategic transport plan (MfG) articulates this vision and provides a high-level policy framework and overall long-term approach for improving the transport system serving the West Midlands.

MfG Key Transport Priorities for the Metropolitan Tier

3.3.7 **Priority Links in the Metropolitan Cycle Network** – Birmingham Cycle Revolution (A38) and (A34), incorporation of high-quality segregated cycle route provision in future Black Country corridor improvements.

MfG Key Transport Priorities for the Local Tier

3.3.8 **Local Cycle Network Development** – Cycle Coventry network further phases, Birmingham Cycle Revolution, Solihull Connected schemes, Black Country Sustainable Transport projects.

Black Country Core Strategy (2011 – 2026)

3.3.9 The Black Country Core Strategy sets out how the Black Country should look in 2026 and establishes clear directions for change in order to achieve this transformation. The Government encourages local authorities to explore and exploit opportunities for joint working on Core Strategies. Partnership working has been embraced by the Black Country local authorities of Dudley, Sandwell, Walsall and Wolverhampton as a logical response to the intertwined nature of the sub-region's challenges and opportunities.

3.3.10 By 2026 the Core Strategy will have helped to deliver:

*"**7. A first-class transport network providing rapid, convenient and sustainable links between the Strategic Centres, existing and new communities, and employment sites**. To include an enhanced, integrated public transport system, an improved highway network, including walking and cycling routes with strong links to the green infrastructure network.*

Improvements to the national M5 and M6 motorways network and freight railway network will help deliver better connectivity to Regional and National networks."

3.3.11 **CSP5 Transport Strategy** - The Core Strategy sets the agenda for the transformation of the Black Country transportation network. It identifies the key factors required to enhance the transport infrastructure and assist delivery of the Spatial Objectives for the area:

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

3.3.12 TRANSPORT AND ACCESSIBILITY

TRAN1 Priorities for the Development of the Transport Network

3.3.13 The delivery of an improved and integrated transport network both within the Black Country and in links with regional and national networks is fundamental to achieving the Vision and in helping to transform the area, deliver housing growth and improve economic performance, and achieving Spatial Objective 7.

TRAN2 Managing Transport Impacts of New Development

3.3.14 In order to ensure that the transport elements of the Spatial Strategy are deliverable it is essential that new developments and existing facilities demonstrate their travel and transportation impacts together with proposals for mitigation. It is important that accessibility by a choice of sustainable modes of transport is maximised at all developments. Transport Assessments and Travel Plans produced by developers, employers, schools and facility operators, are essential to bring about sustainable travel solutions and help deliver Spatial Objective 7

TRAN3 The Efficient Movement of Freight

3.3.15 New freight railways and rail sidings will present an economic opportunity for Black Country businesses. Improved journey times on the highway network will further aid economic prosperity and switching traffic to rail or inland waterways will relieve the highway network of traffic, reducing congestion and improving air quality and the environment. The location of businesses producing heavy flows of freight vehicles in locations with good access to the principal highway network will also assist with environmental improvement. Improvements to the freight network are fundamental to achieving the Vision for sustainable communities, environmental transformation and economic prosperity and in particular to delivering Spatial Objectives 2, 5 and 7.

TRAN4 Creating Coherent Networks for Cycling and for Walking

3.3.16 The development of sustainable modes and encouraging people out of their cars, particularly for short and commuter journeys is an important element of Spatial Objectives 3, 5 and 7. Places need to be well connected with attractive, convenient, direct and safe routes available to users and providing real choice.

TRAN5 Influencing the Demand for Travel and Travel Choices

3.3.17 The management of the demand for road space and car parking, together with influencing travel choices, is fundamental to achieving the Vision for sustainable communities, environmental

transformation and economic prosperity and in particular to delivering Spatial Objectives 1, 2, 5 and 7.

Sandwell Vision 2030

3.3.18 Sandwell has a clear vision for what the borough should look and feel like by 2030*: In 2030, Sandwell is a thriving, optimistic and resilient community*. To achieve this vision 10 ambitions were listed.

Ambition 6 – Public Transport

3.3.19 Sandwell is well placed at the heart of the West Midlands transport system. We must make sure people have efficient and cost-effective ways to get to job and leisure opportunities. Around 30,000 Sandwell residents already commute to Birmingham every day.

3.3.20 By 2030, Sandwell will be reaping the rewards from better transport links across the region and growth in Birmingham, the rest of the Black Country and beyond.

Ambition 7 – Housing

3.3.21 Sandwell needs new areas of quality housing in places where people want to live and bring up their families and can easily get to jobs across the region by public transport.

3.3.22 To help achieve the 2030 vision:

- Sandwell will identify major development opportunities along public transport routes and develop plans with the community and developers to make this happen; and
- around 8,500 new homes will be built on sites with rapid transport connections into Birmingham, including the Dudley Port line, Metro and Jewellery line (Worcester to Birmingham).

Sandwell Corporate Plan 2021-2025

3.3.23 This plan sets out what the council will do to deliver Vision 2030 and Sandwell's 10 ambitions over the next five years. It is not intended to include an exhaustive list of all the functions of the council but sets out our priorities over the next five years. Our Vision and everything we do is underpinned by our values - trust, unity and progress

A Connected and Accessible Sandwell

- A1 - We will work with the WMCA to ensure that our residents can access employment opportunities across the region, particularly by public transport.
- A2 - We will continue to work with partners to deliver the Midlands Metro extension connecting Wednesbury to Brierley Hill and the SPRINT scheme.
- A8 - We will continue to implement Sandwell's Cycling and Walking Infrastructure Plan and deliver a programme of infrastructure improvements across the borough.
- A9 - We will ensure that all public transport options available locally are as green as possible, including lobbying for clean green buses for our borough.
- A10 - We will maximise government funding opportunities for infrastructure through working with our partner organisations including the Black Country Transport Team and Transport for West Midlands.

- A14 - We will continue to deliver our key transport infrastructure projects, namely the major upgrade of Birchley Island, metro corridor walking and cycling programme, and Blackheath interchange.

- A15 - We will continue to develop and deliver projects that reduce barriers to the use of public transport and sustainable travel choices including working with Transport for West Midlands in relation to bus and metro provision and the Rail Alliance.

- A16 - We will ensure Sandwell is well placed to support the move towards electric vehicles by delivering key infrastructure requirements.

Sandwell Residential design guide SPD 2014

3.3.24 The revised Supplementary Planning Guidance (2014) on residential design provides detailed design guidance for all aspects of new residential development.

Appendix 3 - Guide to the Design of New Streets

3.3.25 Section 4 of Appendix 3 provides guidance on residential parking. This includes off-street car parking requirements, off-street cycle parking requirements and disabled parking.

Off-Street Car Parking Requirements

Residential

1 to 2 Bedroom Properties	1 Dedicated parking space
3 to 4 Bedroom Properties	2 Dedicated parking spaces
5 to 6 Bedroom Properties	3 Dedicated parking spaces
7 to 8 Bedroom Properties	4 Dedicated parking spaces

Visitor

Development less than 10 properties	1 space per 3 properties
Development 10 or more properties	1 space per 4 properties

Off Street Cycle Parking Requirements

1 Bedroom Properties	1 cycle space
2 to 3 Bedroom Properties	2 cycle spaces
4 to 5 Bedroom Properties	3 cycle spaces

Disabled Parking

In car parks serving multi occupancy dwellings, apartments blocks, community facilities or schemes specially designed for disabled or elderly residents, disabled parking bays should be considered. If required, 5% of the total parking capacity should be designated for disabled users. Minimum disabled space required 3.6 x 5.0m with an additional clear 1.2m safety zone to the rear of the space.

4 Future Transport Conditions

4.1 Introduction

4.1.1 This section quantifies the traffic that is likely to be generated by the development of the masterplan and compares two scenarios in terms a differing mode share proportions. These are based on a business-as-usual approach to mode share using the existing mode share taken from Census 2011 and a sustainable transport approach to mode share that assumes that there will be a shift towards public transport and active mobility enabled by the redevelopment in line with the vision for the Rolfe Street Masterplan.

4.2 Planning Horizon

4.2.1 The emerging SMBC Local Plan covers the growth and development of Sandwell up to 2041. For the purpose of defining a future planning horizon it is assumed that the Rolfe Street Masterplan area will be developed by the end of the local plan period and this was then used for the calculation of the future transport scenario.

4.3 Transport supporting the Vision for Smethwick Rolfe Street

4.3.1 Connectivity is a key aspect of achieving the vision for Smethwick Rolfe Street as articulated in the proposed masterplan. Building on from the Smethwick to Birmingham Corridor Framework and with the aspiration for the Rolf Street area to become an active travel exemplar it is important that the already good connectivity is leveraged further to create movement systems that enable a shift towards active mobility and public transport with less reliance on car travel and the added benefit of reduced transport related carbon.

4.4 Person Trip Generation

4.4.1 The person trip rates were obtained from TRICS 7.9.3, **Appendix D** presents the calculation outputs. The masterplan accommodation schedule has been used to define the person trips rates by housing type.

4.4.2 **Table 4.1** shows the trip rates for the privately owned townhouses, **Table 4.2** shows the trip rates for the affordable duplexes and **Table 4.3** shows the trip rates for affordable flats. The trip rates associated with the morning and evening peak hours are highlighted.

Table 4.1 Trip Rate (Total People) - Privately Owned Townhouses

	Person Trip Rate		
Start	**Arrival**	**Departure**	**Total**
07:00	0.112	0.497	0.609
08:00	0.218	0.799	1.017
09:00	0.212	0.287	0.499
10:00	0.187	0.240	0.427
11:00	0.208	0.237	0.445
12:00	0.233	0.240	0.473
13:00	0.254	0.232	0.486
14:00	0.274	0.281	0.555
15:00	0.525	0.286	0.811

16:00	0.515	0.261	0.776
17:00	0.585	0.270	0.855
18:00	0.480	0.279	0.759
Total	**3.803**	**3.909**	**7.712**

Table 4.2 Trip Rate (Total People) – Affordable Duplexes

	Person Trip Rate		
Start	**Arrival**	**Departure**	**Total**
07:00	0.018	0.439	0.457
08:00	0.158	0.684	0.842
09:00	0.158	0.439	0.597
10:00	0.246	0.351	0.597
11:00	0.246	0.228	0.474
12:00	0.298	0.228	0.526
13:00	0.263	0.351	0.614
14:00	0.544	0.368	0.912
15:00	0.614	0.316	0.930
16:00	0.404	0.246	0.650
17:00	0.579	0.298	0.877
18:00	0.386	0.246	0.632
Total	**3.914**	**4.194**	**8.108**

Table 4.3 Trip Rate (Total People) – Affordable Flats

	Person Trip Rate		
Start	**Arrival**	**Departure**	**Total**
07:00	0.064	0.313	0.377
08:00	0.113	0.775	0.888
09:00	0.173	0.263	0.436
10:00	0.149	0.200	0.349
11:00	0.177	0.227	0.404
12:00	0.210	0.251	0.461
13:00	0.173	0.160	0.333
14:00	0.197	0.283	0.480
15:00	0.506	0.289	0.795
16:00	0.531	0.220	0.751
17:00	0.358	0.218	0.576

18:00	0.360	0.184	0.544
Total	**3.011**	**3.383**	**6.394**

4.4.3 The trip generation calculations were based on Accommodation Schedule 2426-A-SH-221202-Schd-DS-05. The breakdown is shown in **Table 4.4**, Townhouses are assumed to be privately owned units, whilst duplexes and apartments are assumed to be affordable units.

Table 4.4 Rolfe Street Accommodation Schedule 2426-A-SH-221202-Schd-DS-05

Accommodation Schedule		**Split %**
Townhouses (2 bed)	**38**	44%
Townhouses (3 bed)	**211**	
Townhouses (4 bed)	**21**	
Duplexes (2 bed)	**63**	12%
Duplexes (3 bed)	**8**	
Apartments (1 bed)	**138**	45%
Apartments (2 bed)	**138**	
Total	**617**	**100%**

4.4.4 The person trip generation results are shown in **Table 4.5** for 270 privately owned townhouses, **Table 4.6** for 71 affordable duplexes and **Table 4.7** for 276 affordable flats.

Table 4.5 Trip Generation (Total People) - Privately Owned Townhouses

	Person Trip Generation		
Start	**Arrival**	**Departure**	**Total**
07:00	30	134	164
08:00	59	216	275
09:00	57	77	135
10:00	50	65	115
11:00	56	64	120
12:00	63	65	128
13:00	69	63	131
14:00	74	76	150
15:00	142	77	219
16:00	139	70	210
17:00	158	73	231
18:00	130	75	205
Total	**1,027**	**1,055**	**2,082**

Table 4.6 Trip Generation (Total People) – Affordable Duplexes

	Person Trip Generation		
Start	**Arrival**	**Departure**	**Total**
07:00	5	119	123
08:00	43	185	227
09:00	43	119	161
10:00	66	95	161
11:00	66	62	128
12:00	80	62	142
13:00	71	95	166
14:00	147	99	246
15:00	166	85	251
16:00	109	66	176
17:00	156	80	237
18:00	104	66	171
Total	**1057**	**1132**	**2189**

Table 4.7 Trip Generation (Total People) – Affordable Flats

	Person Trip Generation		
Start	**Arrival**	**Departure**	**Total**
07:00	17	85	102
08:00	31	209	240
09:00	47	71	118
10:00	40	54	94
11:00	48	61	109
12:00	57	68	124
13:00	47	43	90
14:00	53	76	130
15:00	137	78	215
16:00	143	59	203
17:00	97	59	156
18:00	97	50	147
Total	**813**	**913**	**1726**

4.4.5 The total trip generation for the proposed re-development of the masterplan area for the 12-hour period is shown in **Table 4.8**.

Table 4.8 Trip Generation – Total Residential Units (12hr)

	Person Trip Generation		
Start	**Arrival**	**Departure**	**Total**
07:00	52	337	390
08:00	132	610	742
09:00	147	267	414
10:00	157	214	371
11:00	170	187	357
12:00	200	194	394
13:00	186	201	387
14:00	274	252	526
15:00	444	241	685
16:00	392	196	588
17:00	411	212	623
18:00	331	191	522
Total	**2897**	**3101**	**5998**

4.5 Mode Share

4.5.1 Two scenarios have been developed to assess the potential benefits of the improved active mobility (walking and cycling) enabling car alternative access to public transport as part of the vision for the masterplan as opposed to more traditional car-centric approaches to development and regeneration.

a. **Business as Usual**: The mode share for this scenario is calculated based on the existing mode share proportions from Census 2011.

b. **Sustainable Approach**: This scenario based on an increase in sustainable modes (ped/ cycle and public transport) along with a reduction in car driver mode share.

Business As Usual

4.5.2 The total person trip generation is split according to the Method of Travel to Work percentages within Sandwell 26 (Census 2011) as described in **Section 2**.

4.5.3 Recent census data suggests working patterns have changed resulting in a higher proportion of people working from home. Data from the 2021 Census suggests 15.8% of people work from home, in the MSOA for this site. This shows an increase on the 2% of people who worked from home in the 2011 census.

Table 4.9 shows the estimated trips by mode of transportation to and from the site.

Table 4.9 Trip Generation split Mode of Travel to Work in Sandwell 26 from Census 2011

Mode	Mode Share %	Morning Peak (8am-9am)			Evening Peak (5pm-6pm)		
		Arr.	Dept.	Tot	Arr.	Dept.	Tot
Car Driver	49%	65	299	363	201	104	305
Car Passenger	7%	9	41	49	27	14	41
Pedestrian	11%	14	67	81	45	23	68
Cyclist	1%	2	8	10	6	3	8
Train and metro	4%	5	25	30	17	9	25
Bus	28%	37	173	210	117	60	177
Total	**100%**	**132**	**610**	**742**	**411**	**212**	**623**

Sustainable Approach

4.5.4 The sustainable approach allows for an increase in the mode share for train/metro and cycle. This is to leverage already good connectivity to create movement systems that enable a shift towards active mobility and public transport with less reliance on car travel and the added benefit of reduced transport related carbon. This further enables allocation of appropriate space for people over vehicles further enhancing the public realm benefitting the health and well being of the future residents of Smethwick Rolfe Street.

Rail

4.5.5 The West Midlands Rail Investment Strategy places Smethwick Rolfe Street in the Wolverhampton corridor. There are planned service upgrades for this corridor up to 2040. Service provision at Smethwick Rolfe Street is set to increase from just two trains per hour between Walsall and Wolverhampton to an additional two trains per hour to run between Birmingham New Street and Mid/North Wales.

4.5.6 Smethwick Rolfe Street station accessibility is being improved. The Access for All scheme at Rolfe Street Station is currently underway as Rolfe Street Station was one of only 8 stations in the West Midlands Rail area that did not have step free access.

4.5.7 The travel to work rail mode share observed in 2011 is likely to increase due to the new residents and the planned improvements to the rail services. **Table 4.10** reviews the travel to work rail mode share at rail stations within rail zone 2 and 3 with similar characteristics to that of Rolfe Street station once the proposed masterplan development is completed.

4.5.8 Nearby Smethwick Galton Bridge rail station has a mix of residential units within its vicinity in addition to having 4 services per hour to Birmingham Snowhill (10 min journey).

4.5.9 Erdington rail station has various retail units and mixed residential units in its vicinity, and provides 4 services per hour to Birmingham New Street (13 min journey)

Table 4.10 Travel to work 2011 census rail mode share and service patten

Rail Station	Zone	2011 Rail Mode Share %	2022 Service pattern per hour	2040 Service pattern per hour
Smethwick Rolfe Street	2	4%	2	4
Smethwick Galton Bridge	2	8%	4	6
Erdington	3	12%	4	6

4.5.10 As shown in **Table 4.10**, the comparable rail stations have a rail mode share of 7%-8% with four services per hour. This suggests that once Smethwick Rolfe Street Station services per hour increase and the demand increases because of the new residents the travel to work mode share is likely to increase to Birmingham New Street (7 min journey). The current travel time to Birmingham city centre is 17-20 min, in addition to a 5-minute walk from the centre of the site to the Rolfe Street station the total journey time is approximately 25min.

Cycle

4.5.11 **Section 3.3** of this report outlined the planned strategic cycle network through Smethwick as part of the wider Smethwick to Birmingham Corridor. This includes the improvements along the canal and the cycle lane extension along the A457 all compliant with the LTN1/20.

4.5.12 The proposed development will consist of a mobility hub where cycle hire will be available. Currently, the West Midlands Cycle Hire scheme covers the Birmingham area up to Heath Street by City Hospital and the West Bromwich area up to the M5. The Smethwick area is likely to be covered by the scheme in the coming years.

4.5.13 Recent research has shown that access to cycle hire schemes has increased the propensity for cycling. The CoMoUK annual bike share research has consistently found that bike share is a catalyst to re-engaging with cycling. In 2022, 60% of respondents (49% in 2021 and 55% in 2020) said that joining the scheme was a catalyst to them cycling for the first time in at least a year or ever. This included 26% of people who hadn't ridden for 5 years or more, and 7% who were new to cycling. Meanwhile, the number stating that they were already cycling was 38% (51% in 2021 and 45% in 2020) – CoMoUK Annual Bike Share Report, 2022

4.5.14 The CIHT publication Planning for Cycling (2014) states that the majority of cycling trips are for short distances, with 80% being less than five miles (8 kilometres) and with 40% being less than two miles (3.2 kilometres). With a cycling speed 4.4meters per minute an 8-kilometre distance results as a 30 min journey and a 3.2-kilometre distance results as a 12min journey. **Figure 2.7** shows that cycle travel time within the short distances cover areas such as West Bromwich, Birmingham, and other potential places of work. Cycle journey times from within the Rolfe Street Masterplan area to Rolfe Street Station are even shorter and could be encouraged by improved facilities and interfaces between active mobility and the train station.

4.5.15 The cycle mode share for travel to work is likely to increase to 3-4% as a results of the cycle infrastructure improvements, provision of cycle hires and the areas that can be reached over short distances.

4.5.16 **Table 4.11** shows the masterplan mode share associated with the sustainable approach.

Table 4.11 Masterplan Mode Share

Mode	2011 Census Mode Share	Masterplan Mode Share	Justification	Morning Peak (8am-9am)			Evening Peak (5pm-6pm)		
				Arr.	Dept.	Tot	Arr.	Dept.	Tot
Car Driver	49%	39%	Reduce	51	238	289	160	83	243
Car Passenger	7%	7%		9	43	52	29	15	44
Pedestrian	11%	13%	Increase	17	79	96	53	28	81
Cyclist	1%	5%	Increase	7	30	37	21	11	31
Train and metro	4%	8%	Increase	11	49	59	33	17	50
Bus	28%	28%		37	171	208	115	59	174
Total	**100%**	**100%**		**132**	**610**	**742**	**411**	**212**	**623**

4.5.17 The mode share observed in **Table 4.11** is applied to the total person trip generation presented in Section 4.3 for the proposed land use defined in the masterplan accommodation schedule. **Table 4.12** shows the difference in the number of car trips between the existing trips (generated by the existing land use) and the business-as-usual approach to the masterplan generated trips. This results in a reduction of 5% during the 12hr period and with an increase of 19% during the AM peak hour and 11% during the PM peak hour.

Table 4.12 Business as Usual Proposed Development Trips (Car Mode)

Business as usual			
	12hr	**AM peak**	**PM peak**
Existing generated trips	3090	305	274
Proposed Dev. generated trips	2939	363	305
Trip Difference	-151	59	31
Trip difference %	-5%	19%	11%

4.5.18 **Table 4.13,** following the same methodology as above, shows that enabling the sustainable approach to mode share in delivering the masterplan would result in a car trip reduction of 24% during the 12hr period, 5% during the AM peak hour and 11% during the PM peak hour.

Table 4.13 Sustainable Approach Proposed Development Trips (Car Mode)

Sustainable approach			
	12hr	**AM peak**	**PM peak**
Existing generated trips	3090	305	274
Proposed Dev. generated trips	2339	289	243
Trips Difference	-751	-15	-31
Trips difference %	-24%	-5%	-11%

4.5.19 **Table 4.14** shows the difference in car trips between the business-as-usual approach and sustainable approach.

Table 4.14 Business as Usual vs Sustainable Approach Trips Difference (Car Mode)

	12hr	AM peak	PM peak
Business as usual	7797	992	717
Sustainable approach	7197	918	655
Difference	-600	-74	-62
Difference %	-8%	-7%	-9%

4.5.20 As mentioned previously it has not been possible to obtain data from traffic surveys for the masterplan area due to extensive road works that would have rendered the survey results un-usable. Further to this existing traffic count data is not available for the key junctions relevant to the masterplan area and so no junction capacity analysis has been undertaken as part of this assessment.

4.5.21 As can be seen in this section and in line with the vision for the masterplan area it is preferable to follow a sustainable approach to the transport provision to support the future community of Smethwick Rolfe Street. When comparing the trip generation of the existing land use to that of the future residential community there is likely to be a reduction in car based trips in future of 5% in the morning peak and 11% in the evening peak. By following a sustainable approach to transport with a focus on active mobility and public transport car trips can be further reduced by 7% in the morning peak and 9% in the evening peak.

4.5.22 It is also important to note that the future shift in land use type from industrial to residential will significantly affect the trip dynamics. As the industrial land use predominantly attracts trips in the morning as an employment land use there is an inflow of trips as a result. The opposite is true of residential land uses where there is an outflow of trips in the morning peak as people leave the area. This will result in a reversal of the peak direction for traffic generated the masterplan area when compared with the existing travel patterns in the area.

4.5.23 The capacity on the existing road network and associated junctions is designed to accommodate the existing peak direction of traffic but the future development generated traffic will take up capacity in the opposite peak direction than it does currently which is also likely to be different than the exiting background traffic direction associated with the surrounding land uses. The future Smethwick Rolfe Street traffic will therefore take up existing underutilised capacity in the opposite peak direct for both the morning and evening peaks. For this reason as well as the fact that there are likely to be less overall trips generated by the development it is expected that the traffic generated by the proposed masterplan area could be accommodated within the existing road network capacity without the need for major infrastructure upgrades to increase capacity. This will need to be tested through analysis as the masterplan progresses for the full development scenario as well as the phased transition towards the full masterplan development over time.

5 Carbon Reduction Potential

5.1 Introduction

5.1.1 This section compares the carbon emissions associated with the Business-as-Usual transport approach and the Sustainable Transport approach. This is based on the trip generation and mode share for each scenario as described in the preceding section of this report.

5.2 Methodology for Calculating Carbon Emissions

5.2.1 Traffic emissions of CO_2 are calculated using the Emission Factor Toolkit (EFT) v11.0 as published by the Department for Environment Food and Rural Affairs (DEFRA). This utilises CO_2 emission factors based on TRL/DfT data. The **Business as Usual** and **Sustainable** Approaches have been considered in order to provide a comparison between expected carbon emissions in the two different approaches.

5.2.2 Traffic data is entered into the EFT, along with speed and distance data to provide annual emissions for operational phase traffic related to the development. This tool calculates the "tailpipe" emissions of these vehicles only so does not take into account emissions such as those produced during production of energy or fuel for these vehicles or non-transport related emissions as well as embedded carbon. The calculations are based on the proportion of internal combustion engine (ICE) vehicles today and does not take into account the transition to electric private cars over time.

5.2.3 Census 2011 data has been used to determine the travel destinations from the Smethwick Rolfe Street area for car based trips and their associated distances from the masterplan area as well as the average travel speed.

5.2.4 The data inputs are summarised below and shown in **Table 5.1**.

Table 5.1 EFT Input Summary

Destination	Traffic Flows (12 Hour)		% HDV	Speed (kph)	Link Length (km)
	Business as Usual	Sustainable Approach			
Sandwell 001	5	5	0.263	23	11.6
Sandwell 005	60	56	0.263	21	8.3
Sandwell 006	11	10	0.263	21	9.3
Sandwell 007	27	25	0.263	22	10.2
Sandwell 009	44	40	0.263	23	9.1
Sandwell 012	115	106	0.263	21	7.6
Sandwell 013	27	25	0.263	23	8.3
Sandwell 014	16	15	0.263	23	10.1
Sandwell 015	99	91	0.263	19	8.4
Sandwell 016	159	147	0.263	24	7.9
Sandwell 017	66	61	0.263	18	5.5
Sandwell 018	82	76	0.263	21	5.7
Sandwell 019	175	162	0.263	19	4.4
Sandwell 020	192	177	0.263	17	11.3
Sandwell 021	5	5	0.263	20	5.9

Sandwell 022	323	298	0.263	18	6
Sandwell 023	181	167	0.263	24	1.2
Sandwell 024	5	5	0.263	21	2.4
Sandwell 025	619	572	0.263	18	6.7
Sandwell 026	33	30	0.263	12	1.8
Sandwell 027	49	46	0.263	18	5.4
Sandwell 028	11	10	0.263	11	1.3
Sandwell 029	49	46	0.263	18	6.6
Sandwell 030	16	15	0.263	18	4.9
Sandwell 031	11	10	0.263	14	1.9
Sandwell 032	33	30	0.263	17	3.3
Sandwell 033	164	152	0.263	16	7
Sandwell 034	22	20	0.263	11	3.3
Sandwell 036	16	15	0.263	11	1.9
Sandwell 037	16	15	0.263	17	6.3
Sandwell 038	5	5	0.263	15	9.9
BIRMINGHAM DISTRICT	3753	3465	0.263	17	8.1
DUDLEY DISTRICT	323	298	0.263	18	13.6
WALSALL DISTRICT	285	263	0.263	14	13.8
SOLIHULL DISTRICT	219	202	0.263	46	49.4
CITY OF WOLVERHAMPTON DISTRICT	153	142	0.263	18	17.8
COVENTRY DISTRICT	82	76	0.263	34	45.1
WYCHAVON DISTRICT	93	86	0.263	57	56.9
BROMSGROVE DISTRICT	38	35	0.263	44	21.9
NORTH WARWICKSHIRE DISTRICT	60	56	0.263	30	35
LEEDS DISTRICT	33	30	0.263	66	209
WARWICK DISTRICT	44	40	0.263	50	66.7
LICHFIELD DISTRICT	27	25	0.263	24	26.1
WYRE FOREST DISTRICT	44	40	0.263	35	32.4
Total	**7797**	**7198**			

5.2.5 The data from **Table 5.1** is then used in the Emission Factor Toolkit (EFT) with the resultant carbon emissions calculated for each scenario shown in **Table 5.2** below. As can be seen in **Table 5.2** by following a Sustainable Approach to transport for the Smethwick Rolfe Street Masterplan area this potentially creates 8% less carbon dioxide per annum from vehicle emissions compared to what would be produced by the Business-as-Usual Approach was followed. This results in a carbon saving of 953 tonnes of carbon dioxide per year.

Table 5.2 Total Carbon Emissions

Approach	Total CO2 Emissions (tonnes/annum)
Business as Usual	12391
Sustainable Approach	11439
Difference	-953
Difference %	-8%

6 Parking

6.1 Introduction

6.1.1 This section assesses different options with regard to parking provision for the Rolfe Street Masterplan Area in support of the masterplan vision for Smethwick Rolfe Street.

6.2 Parking

6.2.1 Based on the Accommodation Schedule - 2426-A-SH-221202-Schd-DS-05, the masterplan area will provide 617 residential units.

6.2.2 The sustainable transport hierarchy pyramid places the private car mode of transportation at a lowest-level, therefore reducing the provision of car parking spaces and providing sustainable transport alternatives will increase the use of sustainable modes of transportation and reduce demand on the highway network as well as create a greater potential for transport carbon reduction as demonstrated in the preceding section of this report.

6.2.3 As described in **Section 4** above and considering the transformational objectives for the Smethwick Rolfe Street Masterplan as well as alignment with national and local strategic policy objectives a sustainable transport approach for the masterplan area is preferred. The sustainable approach allows for an increase in the mode share for train/metro and cycle. This is to leverage the already good connectivity and to create movement systems that enable a shift towards active mobility and public transport with less reliance on car travel and the added benefit of reduced transport related carbon. This further enables allocation of appropriate space for people over vehicles further enhancing the public realm and benefitting the health and well being of the future residents of Smethwick Rolfe Street. Further to this **Section 5** above shows that by following a sustainable approach to transport for the masterplan area 953 tonnes of carbon dioxide from vehicle emissions could be saved per annum.

6.2.4 In order to determine an appropriate level of parking provision which aligns with a sustainable transport approach and takes into account the current shift in trends towards parking provision a range of parking applications were considered. Parking provision option calculations were made based on:

- Sandwell Planning Policy Guidance -Revised Residential Design Guide 2014, a description of the policy is set out in **Section 3**. It is acknowledged that this document precedes the current national policy position of following sustainable approaches to development as articulated in the NPPF 2021 and vision and validate approaches to transport planning and provision as per the DfT Decarbonisation Strategy 2021 as well as the Sandwell Corporate Plan 2021 – 2025 policy A15 to continue to develop and deliver projects that reduce barriers to the use of public transport and sustainable travel choices.

- Birmingham City Council (BCC) Parking SPD 2021 is a more up to date policy with parking requirements differentiated by zones with differing characteristics. **Table 6.1** below provides a comparison of the characteristics of the Zones A, B and C. parking areas in the BCC parking SPD 2021. Due to the high level of public transport accessibility in the masterplan area as a result of the Rolfe Street Train Station, bus services on Rolfe Street as well as connections to cycling infrastructure the Rolfe Street Masterplan area once redeveloped in the future will have characteristics of zone A and B. The masterplan area is currently not within the Birmingham Clean Air Zone and will not have the same density as the Birmingham city centre. For this reason and for the purpose of comparable parking requirement calculations the BCC Parking SPD Zone B has been used.

Table 6.1 Parking Zone Characteristics- BCC Parking SPD 2021

Zone	Zone Characteristics	Parking Provision Characteristics
A	Very high or high public transport accessibility All locations within the Clean Air Zone High population density Well served by cycle and walking facilities Primarily retail and commercial with high density residential Comprehensive on-street parking restrictions.	Low and car free development High provision for cycling, Car Clubs, ULEV (and bike hire where appropriate). Adequate servicing and operational provision.
B	High public transport accessibility High to medium population density Well served by cycle and walking facilities Includes the most accessible urban centres and growth areas	Restricted maximum parking levels for all land uses. Unallocated parking requirement for residential. High provision for cycling, Car Clubs, ULEV. If not in place already, these locations will be prioritised for on-street parking controls in the future.
C	Medium to low public transport accessibility Medium to low population density Predominantly residential	Typical parking levels seek appropriate parking provision to ensure development doesn't generate parking pressure on local roads. Unallocated requirement for residential. Good provision for cycling and ULEV (and Car Clubs where market demand allows).

- The Port Loop Development is a recent residential based development which is of a similar nature to the vision for the redevelopment of the Smethwick Rolfe Street Masterplan area. The parking space provision applied in Port Loop was 1 space per house and 0.5 spaces per apartment.

6.2.5 The Smethwick Rolfe Street Masterplan proposed parking ratio is shown in **Table 6.2**

Table 6.2 Rolfe Street Masterplan Parking Provision Ratio

Type of accommodation	**Parking provision ration per unit**
Houses (2 bed)	1
Houses (3 bed)	1
Houses (4 bed)	1.5
Duplexes (2 bed)	1
Duplexes (3 bed)	1
Apartments (1 bed)	0.25
Apartments (2 bed)	0.5

This equates to a total proposed parking provision of 455 spaces for the proposed Masterplan. This provides an overall ratio of 0.74 parking spaces per dwelling unit.

6.2.6 **Table 6.3** provides a comparison of the minimum car parking provision when calculated using the different rates as described in 6.2.4 above and based on the proposed accommodation schedule for the proposed Masterplan.

Table 6.3 Total Car Parking Provision

	Total Car Parking Provision
Sandwell (2014)	**1011**
Birmingham City Council - Zone B	**830**
Port Loop	**271**
Smethwick Rolfe Street Masterplan	**455**

6.2.7 The comparison in **Table 6.3** above shows that the Rolfe Street Masterplan proposed parking provision is below the minimum parking provision numbers according to the 2014 Sandwell policy guidance and Birmingham SPR for Zone B but significantly higher than is currently provided for the Port Loop development. The parking provision of 455 car parking spaces for the Rolfe Street Masterplan area is considered appropriate for the vision for the masterplan area and in line with National and Local planning and policy objectives. In order to create a built environment and set of movement systems that are conducive to a lower car usage environment it is important to provide for a greater focus on active mobility and public transport as well as providing for the integration between them.

6.2.8 There are other examples of developments of varying sizes in Birmingham that have successfully motivated for reduced parking provision as a result of similar characteristic to the Rolfe Street Master plan proposals. Some of these are listed in **Table 6.4** below which provides information on the parking provision for each as well as the motivation provided for the reduction against the parking requirement in the relevant policy. Clearly there is strong precedent for reduced parking provision linked to a sustainable transport approach to development, high levels of public transport accessibility and cycling and walking infrastructure to serve primary journeys as well as linkages to public transport. The City Hospital West example below which is of similar scale to the redevelopment of the Rolfe Street Masterplan area in terms of numbers of residential units motivates for an overall parking ratio of 0.76 spaces per dwelling unit which is comparable to the 0.74 spaces per dwelling unit proposed for the Rolfe Street Masterplan.

Table 6.4 Birmingham Development Examples of Reduced Parking Provision

Site	**Planning application**	**Development**	**Parking Provision- Car**	**Guidance**	**Justification Provided**
School Road, Moseley	2018/03462/PA	20 apartments	15 parking spaces	"Car Parking Guidelines" (2012) require an average of one space per dwelling	Para 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. This will clearly not be the case with respect to this proposal.
Corkfield in Birmingham (under construction)	2018/05638/PA	374 apartments	111 car parking spaces within the curtilage, Access to a further 229 spaces at the reconfigured stadium car park which will be used flexibly between the residential mixed-use building users and Stadium users (approx 340)	2012 standards - up to 894 spaces could be provided in line with BCC's standards	The proposal stands at 82.6% provision when the disabled parking spaces are excluded from the calculation and if assuming all the flexible car parking spaces on surface car park are utilised for residential provision.

Winson Green - Great Western Close	2020/03216/PA	310 apartments	151 parking spaces (34%)	The 2012 guidance allows a reduction to 1.5 spaces per dwelling within the outer parts of the city centre on selected transport corridors.	The site is located a short walking distance from several shops and bus services and therefore the area can be described as highly sustainable. A reduction in the parking ratios is possible at this location. Para 105 of NPPF
City Hospital West - Birmingham	2022/09354/PA	750 dwellings mixed	575 parking spaces	Total car parking provision of 948 spaces required based on BCC Zone B 2021. The Masterplan and Indicative Layout Plan demonstrates how 575 car parking spaces could be provided across the Site in a mixture of off-street provision, on-street provision and car parking courts for apartments blocks. The car parking provision equates to 0.76 car parking spaces per residential unit.	The site is in a sustainable location, and fronted by high quality public transport and active travel network which would discourage car usage. The site also bounds the retained NHS estate that would remain a major employer within the area. In this context, the direct application of car parking standards to such a large site would reduce the efficacy of what the car parking standards are trying to achieve in reducing car dependency, healthy living, noise and air quality.

6.2.9 The common thread between the developments above and the Rolfe Street Masterplan is that they are striving for transformation towards a more human oriented development future that doesn't perpetuate a built environment dominated by cars. The level of parking provision is a key driver of enabling car dependency and preventing the establishment of sustainable travel behaviours and maximising the use of car alternative modes. The Rolfe Street Masterplan represents a vision for the future of the area and should therefore be seen as aspirational. It is acknowledged that more detailed assessments, designs and adjustments will need to be undertaken as the masterplan moves forward over time but it is important now to set a vision for a desirable future rather than designing for present conditions for fear that change will not take place.

6.2.10 The proposed masterplan for the area provides for integrated bike and bin storage in units for the new residential led development. Car parking is provided in a combination of on and off-street formats to maximise space for the movement of people and enable high quality public streetscapes.

6.2.11 At Rolfe Street, residential streets should create a strong sense of place, whilst meeting requirements for parking, servicing, safety and privacy. Sandwell Council's **Residential Design Guide** (2014) sets out principles for the design of residential streets. Illustrated **Figure 6.1** below

are two potential approaches to streets, at high and medium densities, demonstrating an approach to meeting the principles of the Guide in a way appropriate to Rolfe Street.

Figure 6.1 Masterplan approach to parking

7 Rolfe Street Re-imagined

7.1 Introduction

7.1.1 Rolfe Street is currently a narrow street characterised by poor quality public realm, an unfriendly pedestrian environment, with parked cars encroaching on the footways and bus stops, and with no provision for cyclists except for a short narrow painted cycle lane on the northern side from the A457 which stops abruptly at North Western Road. There are currently no pedestrian crossings on the entire length of Rolfe Street.

7.1.2 In order to provide an environment suitable for a new residential community, Rolfe Street needs to be reconfigured to resolve these issues. As the land use and character of Rolfe Street transitions through the implementation of the masterplan so too the transport character and function of Rolfe Street needs to transition to one which creates a human oriented environment where pedestrians, cyclists and buses take priority.

7.1.3 The proposed Rolfe Street Masterplan promotes the setting of some new development back from the existing building line and providing parking and landscaping within Rolfe Street whilst maintaining a two-way traffic flow.

7.1.4 As discussed in sections 4 and 5 above it is considered appropriate to follow a sustainable transport approach when considering the redevelopment of the Rolfe Street Masterplan area to maximise the potential for modal shift away from the current car dominated environment by improving accessibility to the existing high level of public transport by walking and cycling. Key to achieving this is the deprioritsation of the role of the car in the Rolfe Street Masterplan area and the appropriate allocation of space to people rather than vehicles as far as possible.

7.1.5 Three options have been considered in determining a preferred cross section and space allocation configuration for Rolfe Street to support the vision of the Rolfe Street Masterplan and the proposed future character of the area. The characteristics of these options are described below.

7.2 Cross Section Options for a Future Rolfe Street

Option 1

- 5.5m carriageway (suitable for two-way buses in accordance with **Figure 7.1** in the MfS) but may not be preferable for some operators
- 2.0m wide on-street parking
- Widen one of the existing footways to provide 3.0m shared foot/ cycle route

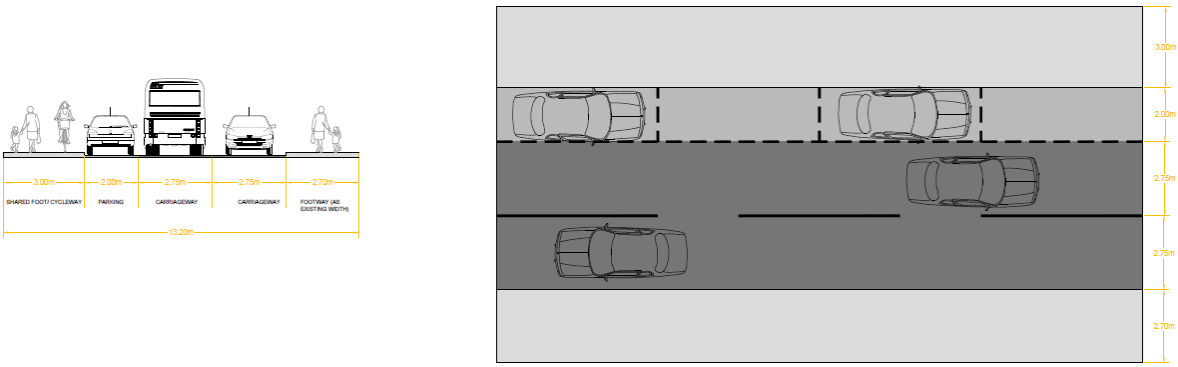


Figure 7.1 Rolfe Street Cross Section Option 1

Option 2

- 6.1m carriageway - additional width compared to Option 1
- 2.0m wide on-street parking on one side only (can be staggered on alternating sides)
- Widen both existing footways to provide 3.0m shared foot/ cycle routes

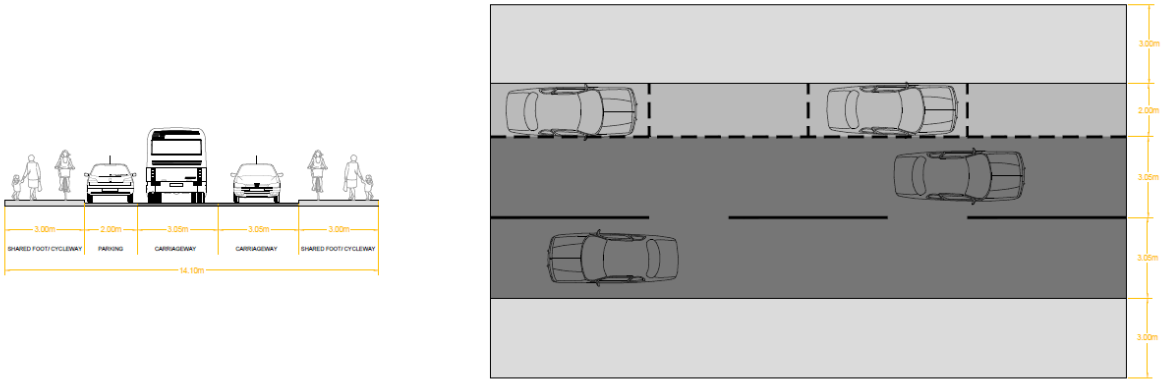


Figure 7.2 Rolfe Street Cross Section Option 2

Option 3

- 3.5m wide one-way carriageway
- 2.0m wide on-street parking on one side
- Segregated 2.0m footway/ 3.0m cycle track - ideal provision in accordance with LTN 1/120

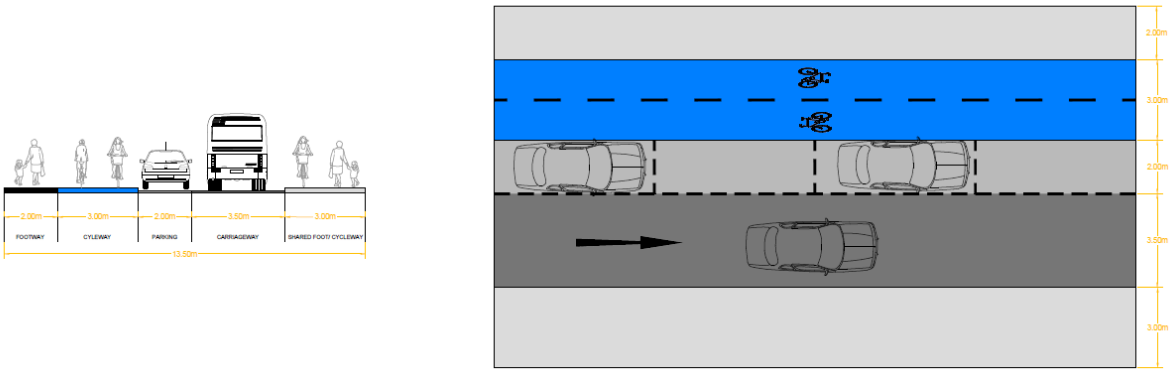


Figure 7.3 Rolfe Street Cross Section Option 3

7.2.1 After consideration and consultation with the masterplanning team and SMBC it was determined that the preferred cross section option is option 2 to enable enhanced space for pedestrians and cyclists, maintaining bi-directional traffic lanes that can accommodate vehicular access and buses whilst enabling enhancements to the street scape with the provision of pedestrian crossings. The widened shared cycle and footways on both sides under option 2 help to facilitate walking and cycling access to existing and future enhanced public transport serving the masterplan area in the form of buses on Rolfe Street and the Rolfe Street train station as well as linkages to existing nearby cycle routes.

7.2.2 This is further developed in the Rolfe Street Masterplan as shown in **Figure 7.4** Below.

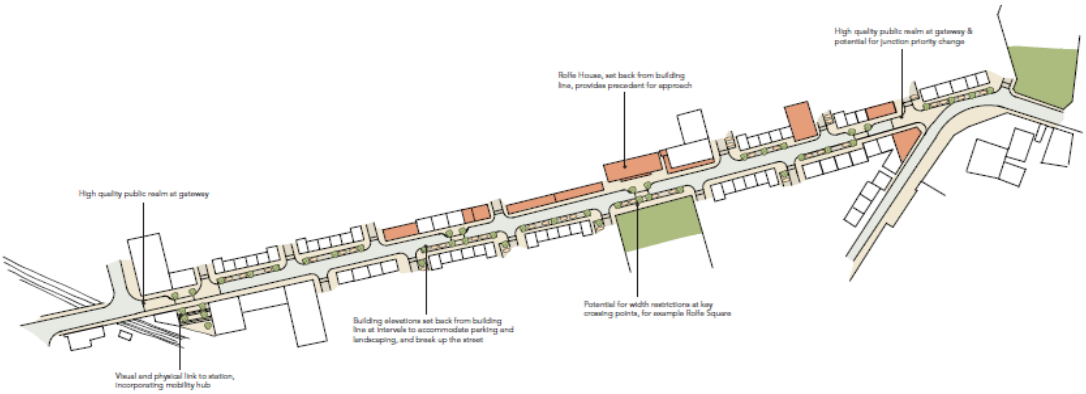


Figure 7.4 Rolfe Street Masterplan – Rolfe Street Reimagined

7.2.3 The transformation of Rolfe Street is a key element of the Rolfe Street Masterplan and the transformation of the area as a whole. Key to the achievement of this, as mentioned above, is the appropriate allocation of space to the modes of transport that are preferable in the future. Part of this would also be a reduction the volume of unnecessary through traffic to create an environment that is appropriate for the development of a new residential community with a high quality and safe public environment. This can be achieved by providing gateway features at either end of Rolfe Street which would incorporate alternative road surface treatments and high quality public realm enhancements to clearly signal a change in street character and function. At the eastern end of Rolfe Street this would include edge treatment to encourage pass by traffic flow onto New Street instead of Rolfe Street. At the western end of Rolfe Street the Station/Bath site and mobility hub would form the eastern gateway.

7.2.4 Whilst it cannot be quantified now due to the limited availability of traffic flow data as described in **Section 2.7** above, it can be determined from the derived traffic flows on Rolfe Street at 2022 and the trips generated by the existing B2 land use buildings, presented in **Section 2.8**. The worst case the amount of displaced traffic from Rolfe Street that would need to be accommodated on the surrounding road network would be in the order of 628 vehicles in the AM peak and 412 vehicles in the PM peak. As indicated earlier in this report the future land use together with the sustainable transport approach to the masterplan area will result in less vehicular traffic on the local road network than is experienced today.

7.2.5 The capacity on the existing road network and associated junctions is designed to accommodate the existing peak direction of traffic but the future development generated traffic will take up capacity in the opposite peak direction than it does currently which is also likely to be different than the exiting background traffic direction associated with the surrounding land uses. The future Smethwick Rolfe Street traffic will therefore take up existing underutilised capacity in the opposite peak direct for both the morning and evening peaks. For this reason as well as the fact that there are likely to be less overall trips generated by the development it is expected that the traffic generated by the proposed masterplan area could be accommodated within the existing road network capacity without the need for major infrastructure upgrades to increase capacity. It is acknowledged that this would need to be thoroughly tested as the Rolfe Street Masterplan progresses and any mitigation measures identified and programmed into delivery of the masterplan over time.

7.3 Active Mobility Linkages / Mobility Hub

7.3.1 Rolfe Street Station will be the primary gateway to the new community at Rolfe Street, providing connectivity across the West Midlands by rail and bus. The former Baths Site is key, owned by Sandwell Metropolitan Borough Council and providing a direct link to the station.

7.3.2 On the Baths site, a Mobility Hub should be provided, following the model proposed by Transport for the West Midlands, integrating rail and bus with cycle storage, West Midlands Cycle Hire and e-mobility, to provide a first and last mile solution. This is a key part of the West Midlands' Combined Authority's WM 2041 Plan, setting a pathway to Net Zero for the West Midlands.

7.3.3 The proposed mobility hub is a key element of the low car aspirations for the site as this will provide private bike storage for residents who cycle from home and take onward journeys by train or who prefer to take their bicycles with them on the train. It could also provide cycle hire and e-mobility hire options for people visiting or working in the area who are arriving by train or by bus.

8 Conclusions

8.1.1 Rolfe Street is highlighted as one of the primary strategic sites in the Smethwick to Birmingham Corridor Framework (February 2022), a collaboration between Sandwell and Birmingham Councils, the West Midlands Combined Authority, and others. The document is non-statutory in Sandwell but will be a material consideration in the determination of planning applications. The Rolfe Street Masterplan builds upon and sits alongside the Framework.

8.1.2 Locational connectivity. The Smethwick Rolfe Street area is potentially well connected to surrounding areas and key destinations due to existing public transport and cycle routes but local connectivity to these is hampered by poor quality pedestrian and non-existent cycle facilities within the masterplan area.

8.1.3 2022 peak hour 2-way traffic flows on Rolfe Street derived from ATC and movement count data supplied by SMBC are 933 and 686 vehicles in the AM and PM peak hours respectively Traffic. It is likely that a proportion of this traffic is through traffic which does not currently have an origin or destination within the masterplan area. The area is characterised by constrained available carriageway width due to parked vehicles on both sides which also impacts pedestrian movements on footways as well as bus stops.

8.1.4 The vision for Rolfe Street as developed and articulated through the Masterplan is transformational in terms of land use and the built environment which similarly requires transformation of the transport and movement systems to support it. Key transformational transport elements of Rolfe Street Masterplan are improved pedestrian and cycle connectivity within the masterplan area as well as to the wider public transport and active mobility routes. Developing movement systems that prioritise walking and cycling either as primary trips or to provide access to public transport is underpinned by the aspiration to create a lower vehicle environment and appropriate allocation of space for active mobility.

8.1.5 Another important aspect of the transport related transformation of Rolfe Street is the appropriate provision of parking for the new residential community. Parking provision for residential led development is an important factor in influencing the car ownership and usage of people who live there. By considering current parking requirements in Sandwell as well as other areas that have already undergone transformation as well as parking SPDs which are designed to be transformational a parking space provision has been determined which is considered appropriate for the Rolfe Street area and which helps to achieve the transformation required to support the vision for the Rolfe Street Masterplan.

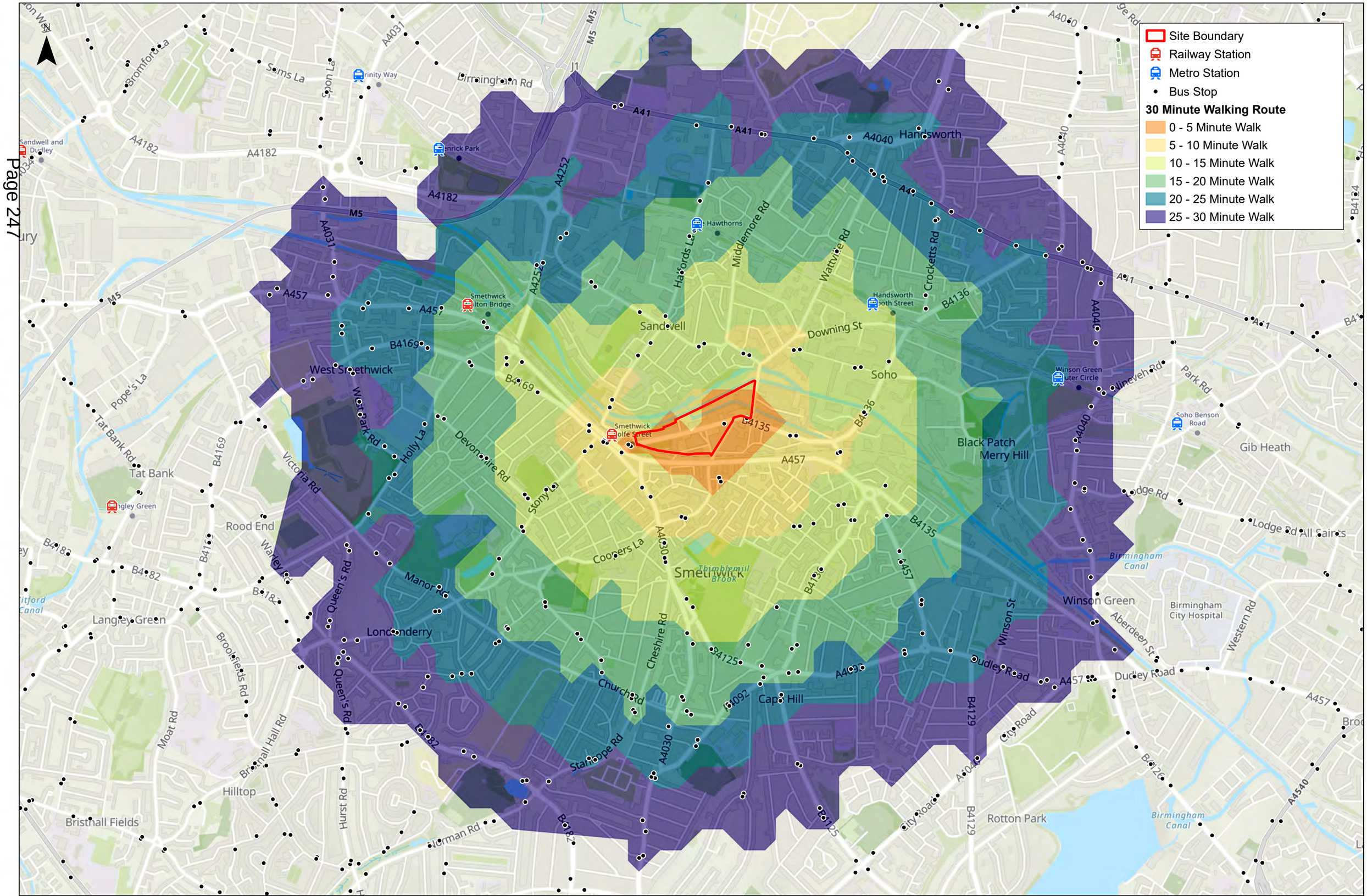
8.1.6 In line with the National requirement to achieve net zero transport carbon by 2050 and the vision for the masterplan two transport scenarios where developed and tested against each other to determine the carbon emission associated with each approach. The business-as-usual scenario assumes a perpetuation of the current car dominant mode share whereas the sustainable transport approach priorities a modal shift towards active mobility and public transport. By using the DfT emissions factor toolkit it has been shown that by flowing the sustainable transport approach to the trips generated by the masterplan proposal an annual saving of 953 tonnes of carbon dioxide from vehicle emissions.

8.1.7 When considering the redevelopment of the Rolfe Street Masterplan area to maximise the potential for modal shift away from the current car dominated environment by improving accessibility to the existing high level of public transport by walking and cycling key to achieving this is the deprioritsation of the role of the car in the Rolfe Street Masterplan area and the appropriate allocation of space to people rather than vehicles as far as possible. Options for an appropriate cross section for Rolfe Street that provides adequate space for pedestrians and cyclists but retains vehicular access for cars and buses has been assessed and the preferred option used to develop reconfiguration proposals for Rolfe Street as articulated in the masterplan. As the land use and character of Rolfe Street transitions through the

implementation of the masterplan so too the transport character and function of Rolfe Street needs to transition to one which creates a human oriented environment where pedestrians, cyclists and buses take priority. This will result in unnecessary through traffic being discouraged from using Rolfe Street by the implementation of gateway features at the western end and the reconfiguration of the Rolfe Street / New Street junction.

8.1.8 A detailed traffic impact assessment of the Rolfe Street Masterplan transport proposals has not been undertaken as part of this Strategic Transport Assessment largely due to the unavailability of detailed turning movement traffic flow data at key junctions. Based on the analysis of existing traffic flows, existing and future trip generation as well as the characteristics of the preferred sustainable transport scenario it is considered that future traffic associated with the development of the Rolfe Street Masterplan could be accommodated within the existing capacity available on the surrounding road network. It is acknowledged that this would need to be thoroughly tested as the Rolfe Street Masterplan progresses and any mitigation measures identified and programmed into delivery of the masterplan over time.

Appendix A Isochrone Figures



Stantec	Client: Glenn Howells Architects Ltd	**SMETHWICK ROLFE STREET** 30 Minute Walking Isochrone	0 500 1,000 m Contains OS data © Crown Copyright and database right 2022 Contains data from OS Zoomstack, Contains OS data © Crown Copyright and database right 2019 TraveTime - https://docs.traveltime.com/api/overview/introduction	1:16,000 @ A3	Date: 28/10/2022
				Drawn: AD	Checked: CA
				Figure: 01	Rev: A

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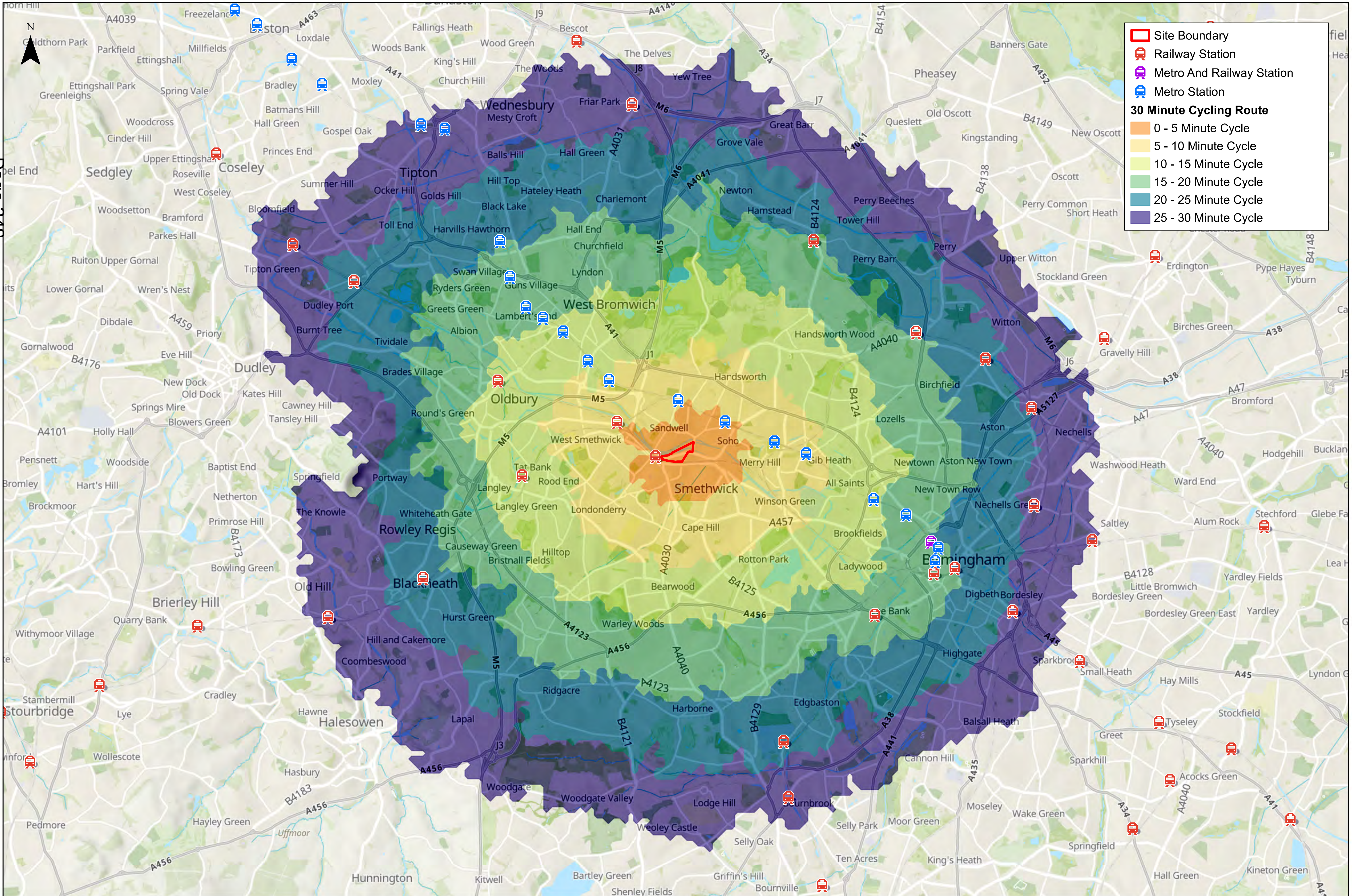

Client

Glenn Howells Architects Ltd

SMETHWICK ROLFE STREET

30 Minute Cycling Isochrone

0 2 4 6 km

Contains OS data © Crown Copyright and database right 2022
Contains data from OS Zoomstack, Contains OS data © Crown Copyright and database right 2019
TraveTime - https://docs.traveltime.com/api/overview/introduction

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Drawn: AD	Checked: CA
Figure: 02	Rev: A

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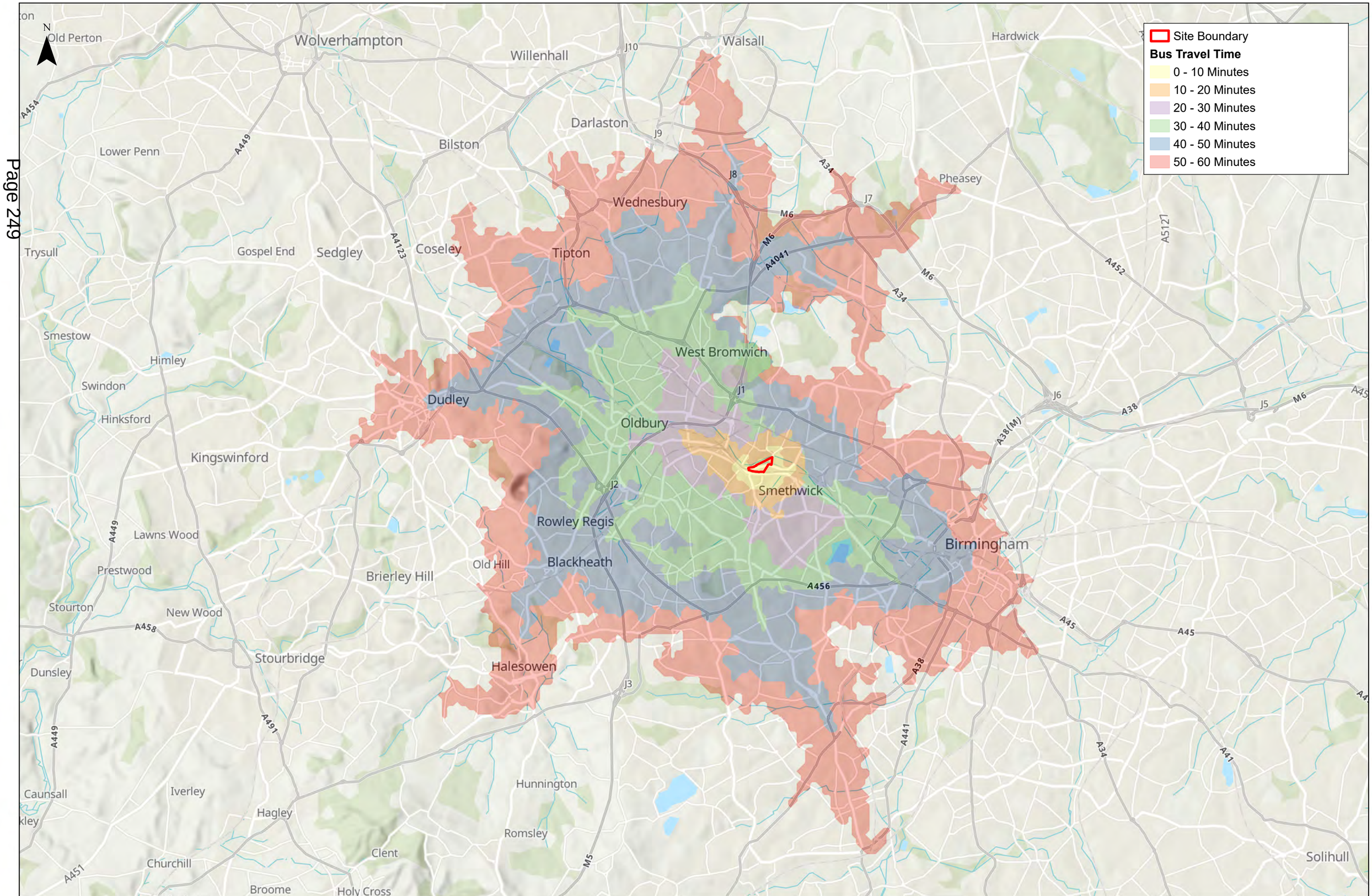

Stantec	Client: Glenn Howells Architects Ltd	**SMETHWICK ROLFE STREET** 60 Minute Bus Isochrone	0 4 8 km 	1:80,000 @ A3 | Date: 03/11/2022 Drawn: AD | Checked: CA Figure: 03 | Rev: A

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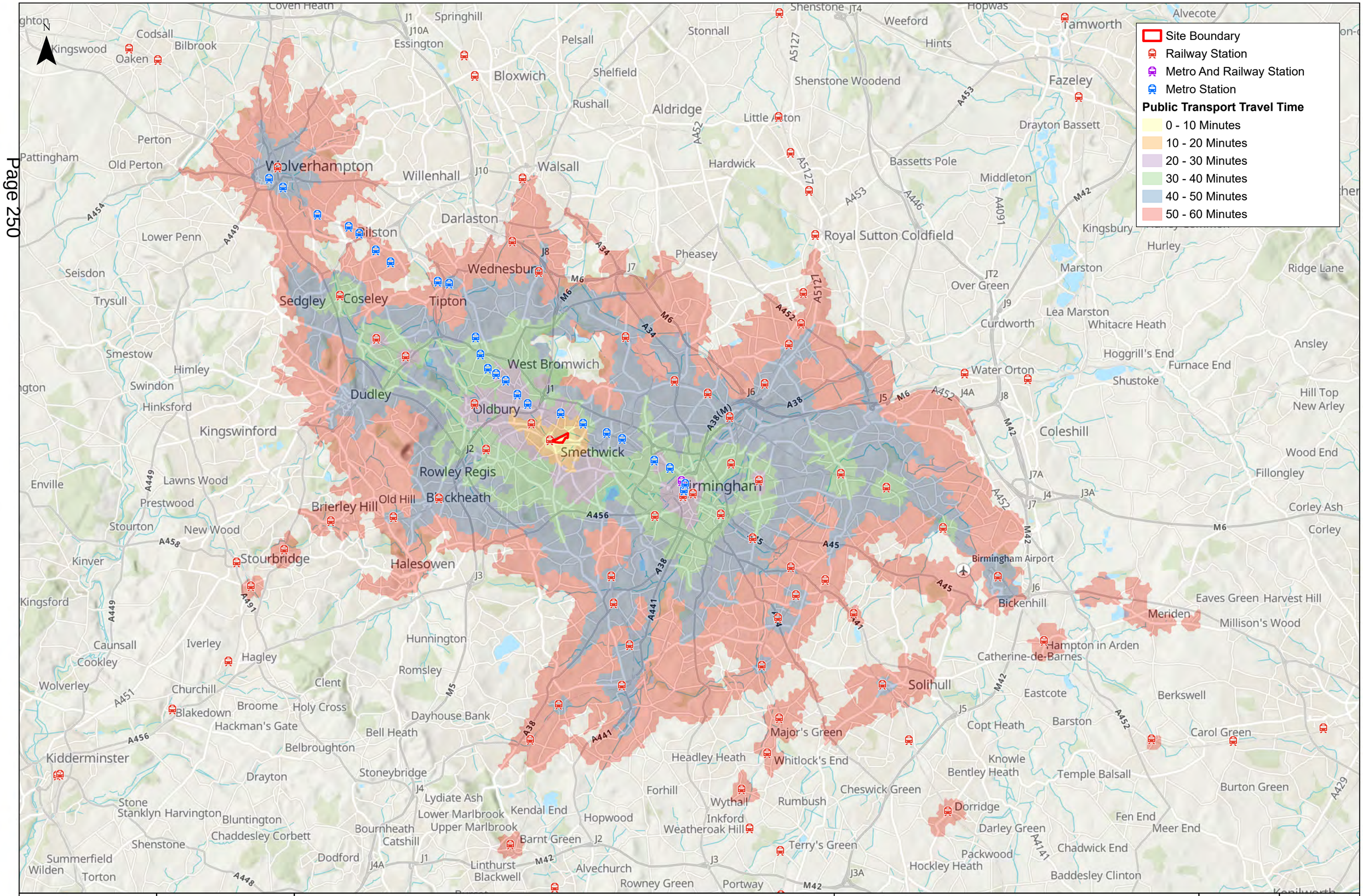

Stantec

Client

Glenn Howells Architects Ltd

SMETHWICK ROLFE STREET

60 Minute Public Transport Isochrone

1:125,000 @ A3	Date: 28/10/2022
Drawn: AD	Checked: CA
Figure: 03a	Rev: A

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Appendix B PIC Data Report

IMPORTANT
The Contractor will be responsible for setting out the work.
All dimensions must be obtained from or checked on site.
Figured dimensions to be used in preference to scale.

Sandwell
Metropolitan Borough Council

SERVICE MANAGER HIGHWAYS

Robin Weare, B.Sc, C.Eng, M.I.C.E.
Sandwell Council House, Freeth Street,
PO Box 2374, Oldbury, B69 3DE.
Tel: 0121 368 1177
Website : www.sandwell.gov.uk

PROJECT
Rolfe Street Masterplan, Smethwick - Injury Collisions

LOCATION
Rolfe Street, Smethwick

DRAWING TITLE
Rolfe Street Masterplan, Smethwick - Injury Collisions

SCALE	Not to Scale
ISSUED BY	S. Chadwick
DATE	06/02/2023
DRAWN BY	Antony Knight
DRAWING No	40986 S/3

Appendix C TRICS Trip Rate Report for Existing Land Use

Calculation Reference: AUDIT-706706-230320-0354

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	1 days
	HD	HILLINGDON	2 days
	HO	HOUNSLOW	1 days
02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	EX	ESSEX	3 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	4 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	4 days
09	NORTH		
	TW	TYNE & WEAR	3 days
10	WALES		
	SW	SWANSEA	2 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
12	CONNAUGHT		
	RO	ROSCOMMON	1 days
13	MUNSTER		
	CR	CORK	4 days
14	LEINSTER		
	WC	WICKLOW	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1138 to 150564 (units: sqm)
Range Selected by User:	552 to 150564 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 06/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	6 days
Tuesday	9 days
Wednesday	9 days
Thursday	7 days
Friday	7 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	38 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	28

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	19
Development Zone	2
Residential Zone	3
Built-Up Zone	1
Out of Town	2
No Sub Category	11

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	16 days - Selected
Servicing vehicles Excluded	23 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 38 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	8 days
10,001 to 15,000	10 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	7 days
50,001 to 100,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	18 days
250,001 to 500,000	5 days
500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	18 days
1.1 to 1.5	18 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	37 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	33 days
1b Very poor	3 days
2 Poor	1 days
3 Moderate	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AG-02-D-02 INDUSTRIAL ESTATE ANGUS
A933 WESTWAY
ARBROATH
HOSPITALFIELD
Edge of Town
No Sub Category
Total Gross floor area: 78500 sqm
Survey date: TUESDAY 25/04/17 Survey Type: MANUAL

2 BE-02-D-01 INDUSTRIAL ESTATE BEXLEY
CRABTREE MANORWAY N.
ERITH

Edge of Town
Industrial Zone
Total Gross floor area: 3300 sqm
Survey date: WEDNESDAY 19/09/18 Survey Type: MANUAL

3 BH-02-D-03 INDUSTRIAL ESTATE BRIGHTON & HOVE
HUGHES ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6625 sqm
Survey date: THURSDAY 16/10/14 Survey Type: MANUAL

4 BT-02-D-01 INDUSTRIAL ESTATE BRENT
NORTH CIRCULAR ROAD
NEASDEN
BRENT PARK
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 5565 sqm
Survey date: WEDNESDAY 14/11/18 Survey Type: MANUAL

5 CR-02-D-01 INDUSTRIAL ESTATE CORK
SARSFIELD ROAD
CORK

Edge of Town
Residential Zone
Total Gross floor area: 65125 sqm
Survey date: FRIDAY 23/03/18 Survey Type: MANUAL

6 CR-02-D-02 INDUSTRIAL ESTATE CORK
EAST CORK PARKWAY
CORK
GLANMIRE
Edge of Town
Industrial Zone
Total Gross floor area: 4727 sqm
Survey date: MONDAY 14/10/19 Survey Type: MANUAL

7 CR-02-D-03 INDUSTRIAL ESTATE CORK
R623
CORK
LITTLE ISLAND
Edge of Town
Industrial Zone
Total Gross floor area: 40229 sqm
Survey date: TUESDAY 15/10/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 CR-02-D-04 INDUSTRIAL ESTATE CORK
R623
CORK
LITTLE ISLAND
Edge of Town
Industrial Zone
Total Gross floor area: 64400 sqm
Survey date: FRIDAY *18/06/21* *Survey Type: MANUAL*

9 DV-02-D-07 INDUSTRIAL ESTATE DEVON
BITTERN ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY *03/07/17* *Survey Type: MANUAL*

10 DY-02-D-01 INDUSTRIAL ESTATE DERBY
SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 5686 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

11 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

12 EX-02-D-04 INDUSTRIAL ESTATE ESSEX
PASTURE ROAD
WITHAM

Edge of Town
Industrial Zone
Total Gross floor area: 37130 sqm
Survey date: THURSDAY *10/05/18* *Survey Type: MANUAL*

13 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

14 HD-02-D-02 INDUSTRIAL ESTATE HILLINGDON
BRADFIELD ROAD
RUISLIP
SOUTH RUISLIP
Edge of Town
Industrial Zone
Total Gross floor area: 13850 sqm
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 HD-02-D-03 INDUSTRIAL ESTATE HILLINGDON
BRADFIELD ROAD
RUISLIP
SOUTH RUISLIP
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 8310 sqm
Survey date: MONDAY 10/06/19 *Survey Type: MANUAL*

16 HO-02-D-01 INDUSTRIAL ESTATE HOUNSLOW
HAMPTON ROAD WEST
FELTHAM
HANWORTH
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7400 sqm
Survey date: THURSDAY 25/06/15 *Survey Type: MANUAL*

17 NY-02-D-03 INDUSTRIAL ESTATE NORTH YORKSHIRE
RACECOURSE ROAD
RICHMOND

Edge of Town
Out of Town
Total Gross floor area: 35183 sqm
Survey date: THURSDAY 05/05/22 *Survey Type: MANUAL*

18 PB-02-D-03 INDUSTRIAL ESTATE PETERBOROUGH
LINCOLN ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4133 sqm
Survey date: TUESDAY 02/12/14 *Survey Type: MANUAL*

19 RO-02-D-01 INDUSTRIAL ESTATE ROSCOMMON
ÁTHLONE ROAD
ROSCOMMON
ARDSALLAGH MÓRE
Edge of Town
No Sub Category
Total Gross floor area: 2030 sqm
Survey date: FRIDAY 27/04/18 *Survey Type: MANUAL*

20 SD-02-D-01 INDUSTRIAL ESTATE SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY 20/09/16 *Survey Type: MANUAL*

21 SW-02-D-01 INDUSTRIAL ESTATE SWANSEA
UPPER FOREST WAY
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 6822 sqm
Survey date: WEDNESDAY 09/10/19 *Survey Type: MANUAL*

22 SW-02-D-02 INDUSTRIAL ESTATE SWANSEA
CLARION COURT
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 5280 sqm
Survey date: THURSDAY 10/10/19 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 SY-02-D-04 INDUSTRIAL ESTATE SOUTH YORKSHIRE
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6737 sqm
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

24 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY *04/04/17* *Survey Type: MANUAL*

25 TW-02-D-09 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 6200 sqm
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

26 TW-02-D-10 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 21500 sqm
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

27 VG-02-D-01 INDUSTRIAL ESTATE VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
No Sub Category
Total Gross floor area: 13091 sqm
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

28 WC-02-D-01 INDUSTRIAL ESTATE WICKLOW
SOUTHERN CROSS ROAD
BRAY

Edge of Town
No Sub Category
Total Gross floor area: 76704 sqm
Survey date: FRIDAY *04/10/19* *Survey Type: MANUAL*

29 WK-02-D-01 INDUSTRIAL ESTATE WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 150564 sqm
Survey date: WEDNESDAY *27/06/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 WK-02-D-02 INDUSTRIAL ESTATE WARWICKSHIRE
OVERVIEW WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 90535 sqm
Survey date: WEDNESDAY 27/06/18 Survey Type: MANUAL

31 WK-02-D-03 INDUSTRIAL ESTATE WARWICKSHIRE
EASTBORO WAY
NUNEATON

Edge of Town
Industrial Zone
Total Gross floor area: 20860 sqm
Survey date: THURSDAY 26/09/19 Survey Type: MANUAL

32 WK-02-D-04 INDUSTRIAL ESTATE WARWICKSHIRE
ABELES WAY
ATHERSTONE

Edge of Town
No Sub Category
Total Gross floor area: 17500 sqm
Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

33 WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS
JUNCTION ROAD
STOURBRIDGE
AUDNAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1138 sqm
Survey date: TUESDAY 28/11/17 Survey Type: MANUAL

34 WO-02-D-03 INDUSTRIAL ESTATE WORCESTERSHIRE
MILLENNIUM WAY
EVESHAM

Edge of Town
Out of Town
Total Gross floor area: 84575 sqm
Survey date: TUESDAY 26/06/18 Survey Type: MANUAL

35 WY-02-D-05 INDUSTRIAL ESTATE WEST YORKSHIRE
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY 22/05/17 Survey Type: MANUAL

36 WY-02-D-06 INDUSTRIAL ESTATE (PART) WEST YORKSHIRE
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

37 WY-02-D-07 INDUSTRIAL ESTATE WEST YORKSHIRE
THUNDERHEAD RIDGE RD
CASTLEFORD
GLASSHOUGHTON
Edge of Town
No Sub Category
Total Gross floor area: 3191 sqm
Survey date: MONDAY 15/05/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

38 WY-02-D-08 INDUSTRIAL ESTATE WEST YORKSHIRE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY *17/10/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.101	15	21836	0.017	15	21836	0.118
06:00 - 07:00	15	21836	0.140	15	21836	0.036	15	21836	0.176
07:00 - 08:00	38	24694	0.295	38	24694	0.106	38	24694	0.401
08:00 - 09:00	38	24694	0.402	38	24694	0.162	38	24694	0.564
09:00 - 10:00	38	24694	0.307	38	24694	0.205	38	24694	0.512
10:00 - 11:00	38	24694	0.260	38	24694	0.227	38	24694	0.487
11:00 - 12:00	38	24694	0.243	38	24694	0.242	38	24694	0.485
12:00 - 13:00	38	24694	0.246	38	24694	0.278	38	24694	0.524
13:00 - 14:00	38	24694	0.276	38	24694	0.264	38	24694	0.540
14:00 - 15:00	38	24694	0.218	38	24694	0.280	38	24694	0.498
15:00 - 16:00	38	24694	0.196	38	24694	0.292	38	24694	0.488
16:00 - 17:00	38	24694	0.183	38	24694	0.325	38	24694	0.508
17:00 - 18:00	38	24694	0.123	38	24694	0.339	38	24694	0.462
18:00 - 19:00	38	24694	0.093	38	24694	0.160	38	24694	0.253
19:00 - 20:00	16	20677	0.060	16	20677	0.103	16	20677	0.163
20:00 - 21:00	15	21563	0.017	15	21563	0.034	15	21563	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.160			3.070			6.230

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	1138 - 150564 (units: sqm)
Survey date date range:	01/01/14 - 06/06/22
Number of weekdays (Monday-Friday):	38
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.000	15	21836	0.000	15	21836	0.000
06:00 - 07:00	15	21836	0.000	15	21836	0.000	15	21836	0.000
07:00 - 08:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
08:00 - 09:00	38	24694	0.003	38	24694	0.003	38	24694	0.006
09:00 - 10:00	38	24694	0.002	38	24694	0.003	38	24694	0.005
10:00 - 11:00	38	24694	0.002	38	24694	0.002	38	24694	0.004
11:00 - 12:00	38	24694	0.002	38	24694	0.002	38	24694	0.004
12:00 - 13:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
13:00 - 14:00	38	24694	0.002	38	24694	0.002	38	24694	0.004
14:00 - 15:00	38	24694	0.002	38	24694	0.003	38	24694	0.005
15:00 - 16:00	38	24694	0.002	38	24694	0.002	38	24694	0.004
16:00 - 17:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
17:00 - 18:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
18:00 - 19:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
19:00 - 20:00	16	20677	0.001	16	20677	0.001	16	20677	0.002
20:00 - 21:00	15	21563	0.000	15	21563	0.000	15	21563	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.023			0.044

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.004	15	21836	0.003	15	21836	0.007
06:00 - 07:00	15	21836	0.005	15	21836	0.007	15	21836	0.012
07:00 - 08:00	38	24694	0.014	38	24694	0.013	38	24694	0.027
08:00 - 09:00	38	24694	0.024	38	24694	0.020	38	24694	0.044
09:00 - 10:00	38	24694	0.027	38	24694	0.023	38	24694	0.050
10:00 - 11:00	38	24694	0.025	38	24694	0.024	38	24694	0.049
11:00 - 12:00	38	24694	0.023	38	24694	0.026	38	24694	0.049
12:00 - 13:00	38	24694	0.024	38	24694	0.022	38	24694	0.046
13:00 - 14:00	38	24694	0.021	38	24694	0.022	38	24694	0.043
14:00 - 15:00	38	24694	0.022	38	24694	0.022	38	24694	0.044
15:00 - 16:00	38	24694	0.021	38	24694	0.022	38	24694	0.043
16:00 - 17:00	38	24694	0.015	38	24694	0.017	38	24694	0.032
17:00 - 18:00	38	24694	0.011	38	24694	0.009	38	24694	0.020
18:00 - 19:00	38	24694	0.008	38	24694	0.009	38	24694	0.017
19:00 - 20:00	16	20677	0.002	16	20677	0.003	16	20677	0.005
20:00 - 21:00	15	21563	0.002	15	21563	0.001	15	21563	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.248			0.243			0.491

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.000	15	21836	0.000	15	21836	0.000
06:00 - 07:00	15	21836	0.000	15	21836	0.000	15	21836	0.000
07:00 - 08:00	38	24694	0.000	38	24694	0.002	38	24694	0.002
08:00 - 09:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
09:00 - 10:00	38	24694	0.002	38	24694	0.001	38	24694	0.003
10:00 - 11:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
11:00 - 12:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
12:00 - 13:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
13:00 - 14:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
14:00 - 15:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
15:00 - 16:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
16:00 - 17:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
17:00 - 18:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
18:00 - 19:00	38	24694	0.002	38	24694	0.000	38	24694	0.002
19:00 - 20:00	16	20677	0.000	16	20677	0.000	16	20677	0.000
20:00 - 21:00	15	21563	0.000	15	21563	0.000	15	21563	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.008			0.021

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.002	15	21836	0.000	15	21836	0.002
06:00 - 07:00	15	21836	0.002	15	21836	0.000	15	21836	0.002
07:00 - 08:00	38	24694	0.005	38	24694	0.001	38	24694	0.006
08:00 - 09:00	38	24694	0.005	38	24694	0.001	38	24694	0.006
09:00 - 10:00	38	24694	0.002	38	24694	0.001	38	24694	0.003
10:00 - 11:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
11:00 - 12:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
12:00 - 13:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
13:00 - 14:00	38	24694	0.003	38	24694	0.002	38	24694	0.005
14:00 - 15:00	38	24694	0.002	38	24694	0.003	38	24694	0.005
15:00 - 16:00	38	24694	0.001	38	24694	0.005	38	24694	0.006
16:00 - 17:00	38	24694	0.001	38	24694	0.004	38	24694	0.005
17:00 - 18:00	38	24694	0.002	38	24694	0.007	38	24694	0.009
18:00 - 19:00	38	24694	0.002	38	24694	0.001	38	24694	0.003
19:00 - 20:00	16	20677	0.000	16	20677	0.001	16	20677	0.001
20:00 - 21:00	15	21563	0.000	15	21563	0.000	15	21563	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.029			0.059

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.110	15	21836	0.019	15	21836	0.129
06:00 - 07:00	15	21836	0.163	15	21836	0.038	15	21836	0.201
07:00 - 08:00	38	24694	0.374	38	24694	0.125	38	24694	0.499
08:00 - 09:00	38	24694	0.514	38	24694	0.190	38	24694	0.704
09:00 - 10:00	38	24694	0.386	38	24694	0.240	38	24694	0.626
10:00 - 11:00	38	24694	0.322	38	24694	0.270	38	24694	0.592
11:00 - 12:00	38	24694	0.295	38	24694	0.296	38	24694	0.591
12:00 - 13:00	38	24694	0.304	38	24694	0.339	38	24694	0.643
13:00 - 14:00	38	24694	0.341	38	24694	0.325	38	24694	0.666
14:00 - 15:00	38	24694	0.273	38	24694	0.360	38	24694	0.633
15:00 - 16:00	38	24694	0.245	38	24694	0.376	38	24694	0.621
16:00 - 17:00	38	24694	0.240	38	24694	0.415	38	24694	0.655
17:00 - 18:00	38	24694	0.160	38	24694	0.458	38	24694	0.618
18:00 - 19:00	38	24694	0.121	38	24694	0.220	38	24694	0.341
19:00 - 20:00	16	20677	0.063	16	20677	0.121	16	20677	0.184
20:00 - 21:00	15	21563	0.019	15	21563	0.037	15	21563	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.930			3.829			7.759

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.003	15	21836	0.000	15	21836	0.003
06:00 - 07:00	15	21836	0.013	15	21836	0.001	15	21836	0.014
07:00 - 08:00	38	24694	0.016	38	24694	0.007	38	24694	0.023
08:00 - 09:00	38	24694	0.022	38	24694	0.009	38	24694	0.031
09:00 - 10:00	38	24694	0.013	38	24694	0.007	38	24694	0.020
10:00 - 11:00	38	24694	0.008	38	24694	0.008	38	24694	0.016
11:00 - 12:00	38	24694	0.009	38	24694	0.009	38	24694	0.018
12:00 - 13:00	38	24694	0.017	38	24694	0.018	38	24694	0.035
13:00 - 14:00	38	24694	0.025	38	24694	0.022	38	24694	0.047
14:00 - 15:00	38	24694	0.016	38	24694	0.014	38	24694	0.030
15:00 - 16:00	38	24694	0.010	38	24694	0.014	38	24694	0.024
16:00 - 17:00	38	24694	0.010	38	24694	0.017	38	24694	0.027
17:00 - 18:00	38	24694	0.010	38	24694	0.022	38	24694	0.032
18:00 - 19:00	38	24694	0.007	38	24694	0.012	38	24694	0.019
19:00 - 20:00	16	20677	0.003	16	20677	0.017	16	20677	0.020
20:00 - 21:00	15	21563	0.002	15	21563	0.005	15	21563	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.184			0.182			0.366

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.001	15	21836	0.000	15	21836	0.001
06:00 - 07:00	15	21836	0.005	15	21836	0.000	15	21836	0.005
07:00 - 08:00	38	24694	0.017	38	24694	0.002	38	24694	0.019
08:00 - 09:00	38	24694	0.015	38	24694	0.001	38	24694	0.016
09:00 - 10:00	38	24694	0.009	38	24694	0.002	38	24694	0.011
10:00 - 11:00	38	24694	0.004	38	24694	0.002	38	24694	0.006
11:00 - 12:00	38	24694	0.004	38	24694	0.003	38	24694	0.007
12:00 - 13:00	38	24694	0.006	38	24694	0.009	38	24694	0.015
13:00 - 14:00	38	24694	0.014	38	24694	0.007	38	24694	0.021
14:00 - 15:00	38	24694	0.003	38	24694	0.011	38	24694	0.014
15:00 - 16:00	38	24694	0.002	38	24694	0.013	38	24694	0.015
16:00 - 17:00	38	24694	0.003	38	24694	0.008	38	24694	0.011
17:00 - 18:00	38	24694	0.002	38	24694	0.012	38	24694	0.014
18:00 - 19:00	38	24694	0.001	38	24694	0.006	38	24694	0.007
19:00 - 20:00	16	20677	0.000	16	20677	0.007	16	20677	0.007
20:00 - 21:00	15	21563	0.000	15	21563	0.002	15	21563	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.085			0.171

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.000	15	21836	0.000	15	21836	0.000
06:00 - 07:00	15	21836	0.002	15	21836	0.000	15	21836	0.002
07:00 - 08:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
08:00 - 09:00	38	24694	0.003	38	24694	0.000	38	24694	0.003
09:00 - 10:00	38	24694	0.003	38	24694	0.000	38	24694	0.003
10:00 - 11:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
11:00 - 12:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
12:00 - 13:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
13:00 - 14:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
14:00 - 15:00	38	24694	0.000	38	24694	0.001	38	24694	0.001
15:00 - 16:00	38	24694	0.000	38	24694	0.001	38	24694	0.001
16:00 - 17:00	38	24694	0.000	38	24694	0.001	38	24694	0.001
17:00 - 18:00	38	24694	0.000	38	24694	0.003	38	24694	0.003
18:00 - 19:00	38	24694	0.000	38	24694	0.001	38	24694	0.001
19:00 - 20:00	16	20677	0.000	16	20677	0.002	16	20677	0.002
20:00 - 21:00	15	21563	0.000	15	21563	0.002	15	21563	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.015			0.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.000	15	21836	0.000	15	21836	0.000
06:00 - 07:00	15	21836	0.000	15	21836	0.000	15	21836	0.000
07:00 - 08:00	38	24694	0.000	38	24694	0.002	38	24694	0.002
08:00 - 09:00	38	24694	0.000	38	24694	0.001	38	24694	0.001
09:00 - 10:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
10:00 - 11:00	38	24694	0.000	38	24694	0.000	38	24694	0.000
11:00 - 12:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
12:00 - 13:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
13:00 - 14:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
14:00 - 15:00	38	24694	0.000	38	24694	0.001	38	24694	0.001
15:00 - 16:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
16:00 - 17:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
17:00 - 18:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
18:00 - 19:00	38	24694	0.002	38	24694	0.000	38	24694	0.002
19:00 - 20:00	16	20677	0.000	16	20677	0.000	16	20677	0.000
20:00 - 21:00	15	21563	0.000	15	21563	0.000	15	21563	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.006			0.015

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.001	15	21836	0.000	15	21836	0.001
06:00 - 07:00	15	21836	0.007	15	21836	0.000	15	21836	0.007
07:00 - 08:00	38	24694	0.018	38	24694	0.005	38	24694	0.023
08:00 - 09:00	38	24694	0.018	38	24694	0.002	38	24694	0.020
09:00 - 10:00	38	24694	0.013	38	24694	0.002	38	24694	0.015
10:00 - 11:00	38	24694	0.005	38	24694	0.003	38	24694	0.008
11:00 - 12:00	38	24694	0.005	38	24694	0.004	38	24694	0.009
12:00 - 13:00	38	24694	0.008	38	24694	0.010	38	24694	0.018
13:00 - 14:00	38	24694	0.016	38	24694	0.008	38	24694	0.024
14:00 - 15:00	38	24694	0.004	38	24694	0.013	38	24694	0.017
15:00 - 16:00	38	24694	0.003	38	24694	0.016	38	24694	0.019
16:00 - 17:00	38	24694	0.004	38	24694	0.009	38	24694	0.013
17:00 - 18:00	38	24694	0.003	38	24694	0.016	38	24694	0.019
18:00 - 19:00	38	24694	0.003	38	24694	0.008	38	24694	0.011
19:00 - 20:00	16	20677	0.000	16	20677	0.009	16	20677	0.009
20:00 - 21:00	15	21563	0.000	15	21563	0.003	15	21563	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.108			0.216

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.117	15	21836	0.020	15	21836	0.137
06:00 - 07:00	15	21836	0.185	15	21836	0.039	15	21836	0.224
07:00 - 08:00	38	24694	0.414	38	24694	0.139	38	24694	0.553
08:00 - 09:00	38	24694	0.559	38	24694	0.202	38	24694	0.761
09:00 - 10:00	38	24694	0.415	38	24694	0.250	38	24694	0.665
10:00 - 11:00	38	24694	0.336	38	24694	0.282	38	24694	0.618
11:00 - 12:00	38	24694	0.311	38	24694	0.310	38	24694	0.621
12:00 - 13:00	38	24694	0.330	38	24694	0.369	38	24694	0.699
13:00 - 14:00	38	24694	0.384	38	24694	0.358	38	24694	0.742
14:00 - 15:00	38	24694	0.295	38	24694	0.390	38	24694	0.685
15:00 - 16:00	38	24694	0.259	38	24694	0.411	38	24694	0.670
16:00 - 17:00	38	24694	0.255	38	24694	0.444	38	24694	0.699
17:00 - 18:00	38	24694	0.175	38	24694	0.503	38	24694	0.678
18:00 - 19:00	38	24694	0.134	38	24694	0.242	38	24694	0.376
19:00 - 20:00	16	20677	0.066	16	20677	0.148	16	20677	0.214
20:00 - 21:00	15	21563	0.021	15	21563	0.045	15	21563	0.066
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.256			4.152			8.408

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.079	15	21836	0.008	15	21836	0.087
06:00 - 07:00	15	21836	0.095	15	21836	0.016	15	21836	0.111
07:00 - 08:00	38	24694	0.209	38	24694	0.047	38	24694	0.256
08:00 - 09:00	38	24694	0.286	38	24694	0.064	38	24694	0.350
09:00 - 10:00	38	24694	0.193	38	24694	0.093	38	24694	0.286
10:00 - 11:00	38	24694	0.145	38	24694	0.114	38	24694	0.259
11:00 - 12:00	38	24694	0.134	38	24694	0.127	38	24694	0.261
12:00 - 13:00	38	24694	0.142	38	24694	0.171	38	24694	0.313
13:00 - 14:00	38	24694	0.176	38	24694	0.169	38	24694	0.345
14:00 - 15:00	38	24694	0.122	38	24694	0.179	38	24694	0.301
15:00 - 16:00	38	24694	0.107	38	24694	0.195	38	24694	0.302
16:00 - 17:00	38	24694	0.109	38	24694	0.238	38	24694	0.347
17:00 - 18:00	38	24694	0.084	38	24694	0.282	38	24694	0.366
18:00 - 19:00	38	24694	0.071	38	24694	0.129	38	24694	0.200
19:00 - 20:00	16	20677	0.049	16	20677	0.087	16	20677	0.136
20:00 - 21:00	15	21563	0.012	15	21563	0.026	15	21563	0.038
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.013			1.945			3.958

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.016	15	21836	0.006	15	21836	0.022
06:00 - 07:00	15	21836	0.039	15	21836	0.013	15	21836	0.052
07:00 - 08:00	38	24694	0.069	38	24694	0.044	38	24694	0.113
08:00 - 09:00	38	24694	0.087	38	24694	0.075	38	24694	0.162
09:00 - 10:00	38	24694	0.083	38	24694	0.085	38	24694	0.168
10:00 - 11:00	38	24694	0.086	38	24694	0.086	38	24694	0.172
11:00 - 12:00	38	24694	0.083	38	24694	0.087	38	24694	0.170
12:00 - 13:00	38	24694	0.077	38	24694	0.082	38	24694	0.159
13:00 - 14:00	38	24694	0.075	38	24694	0.069	38	24694	0.144
14:00 - 15:00	38	24694	0.071	38	24694	0.075	38	24694	0.146
15:00 - 16:00	38	24694	0.065	38	24694	0.070	38	24694	0.135
16:00 - 17:00	38	24694	0.056	38	24694	0.066	38	24694	0.122
17:00 - 18:00	38	24694	0.025	38	24694	0.044	38	24694	0.069
18:00 - 19:00	38	24694	0.012	38	24694	0.020	38	24694	0.032
19:00 - 20:00	16	20677	0.007	16	20677	0.011	16	20677	0.018
20:00 - 21:00	15	21563	0.003	15	21563	0.006	15	21563	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.854			0.839			1.693

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	15	21836	0.002	15	21836	0.000	15	21836	0.002
06:00 - 07:00	15	21836	0.001	15	21836	0.000	15	21836	0.001
07:00 - 08:00	38	24694	0.002	38	24694	0.000	38	24694	0.002
08:00 - 09:00	38	24694	0.003	38	24694	0.000	38	24694	0.003
09:00 - 10:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
10:00 - 11:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
11:00 - 12:00	38	24694	0.001	38	24694	0.001	38	24694	0.002
12:00 - 13:00	38	24694	0.000	38	24694	0.001	38	24694	0.001
13:00 - 14:00	38	24694	0.001	38	24694	0.000	38	24694	0.001
14:00 - 15:00	38	24694	0.000	38	24694	0.001	38	24694	0.001
15:00 - 16:00	38	24694	0.001	38	24694	0.002	38	24694	0.003
16:00 - 17:00	38	24694	0.001	38	24694	0.002	38	24694	0.003
17:00 - 18:00	38	24694	0.000	38	24694	0.002	38	24694	0.002
18:00 - 19:00	38	24694	0.000	38	24694	0.001	38	24694	0.001
19:00 - 20:00	16	20677	0.000	16	20677	0.000	16	20677	0.000
20:00 - 21:00	15	21563	0.000	15	21563	0.000	15	21563	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.011			0.025

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix D TRICS Trip Rate Report for Proposed Development

Calculation Reference: AUDIT-706706-221107-1122

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	2 days
	HA	HARROW	1 days
	HG	HARINGEY	1 days
	IS	ISLINGTON	1 days
02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NG	NOTTINGHAM	1 days
10	WALES		
	CF	CARDIFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 15 to 247 (units:)
Range Selected by User: 6 to 467 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 20/04/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	3 days
100,001 or More	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	7 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days
5 Very Good	1 days
6a Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BH-03-D-03 FLATS & HOUSES BRIGHTON & HOVE
WELLINGTON ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: THURSDAY *16/10/14* *Survey Type: MANUAL*

2 BT-03-D-01 BLOCKS OF FLATS BRENT
FLOWERS CLOSE
DOLLIS HILL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 160
Survey date: THURSDAY *26/06/14* *Survey Type: MANUAL*

3 BT-03-D-02 BLOCK OF FLATS BRENT
CANTERBURY ROAD
KILBURN

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

4 CF-03-D-01 BLOCKS OF FLATS CARDIFF
TYN-Y-PARC ROAD
CARDIFF
WHITCHURCH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: FRIDAY *07/10/16* *Survey Type: MANUAL*

5 HA-03-D-01 BLOCKS OF FLATS HARROW
THE MALL
KINGSBURY
KINGSBURY CIRCLE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 88
Survey date: THURSDAY *17/07/14* *Survey Type: MANUAL*

6 HG-03-D-03 BLOCKS OF FLATS HARINGEY
COMMERCE ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 90
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

7	IS-03-D-04 LIVERPOOL ROAD HIGHBURY	BLOCKS OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		247	
	Survey date: MONDAY		*27/06/16*	*Survey Type: MANUAL*
8	LN-03-D-02 ADDISON DRIVE LINCOLN	FLATS		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		22	
	Survey date: WEDNESDAY		*01/07/15*	*Survey Type: MANUAL*
9	NG-03-D-01 WATCOMBE ROAD NOTTINGHAM CARRINGTON	BLOCK OF FLATS		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		22	
	Survey date: TUESDAY		*23/06/15*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.10

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.037	9	78	0.072	9	78	0.109
08:00 - 09:00	9	78	0.054	9	78	0.139	9	78	0.193
09:00 - 10:00	9	78	0.054	9	78	0.069	9	78	0.123
10:00 - 11:00	9	78	0.052	9	78	0.067	9	78	0.119
11:00 - 12:00	9	78	0.059	9	78	0.058	9	78	0.117
12:00 - 13:00	9	78	0.054	9	78	0.072	9	78	0.126
13:00 - 14:00	9	78	0.037	9	78	0.041	9	78	0.078
14:00 - 15:00	9	78	0.051	9	78	0.052	9	78	0.103
15:00 - 16:00	9	78	0.088	9	78	0.081	9	78	0.169
16:00 - 17:00	9	78	0.084	9	78	0.068	9	78	0.152
17:00 - 18:00	9	78	0.089	9	78	0.059	9	78	0.148
18:00 - 19:00	9	78	0.079	9	78	0.055	9	78	0.134
19:00 - 20:00	2	143	0.077	2	143	0.060	2	143	0.137
20:00 - 21:00	2	143	0.039	2	143	0.021	2	143	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.854			0.914			1.768

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	15 - 247 (units:)
Survey date date range:	01/01/14 - 20/04/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.006	9	78	0.006	9	78	0.012
08:00 - 09:00	9	78	0.006	9	78	0.007	9	78	0.013
09:00 - 10:00	9	78	0.003	9	78	0.003	9	78	0.006
10:00 - 11:00	9	78	0.003	9	78	0.003	9	78	0.006
11:00 - 12:00	9	78	0.000	9	78	0.000	9	78	0.000
12:00 - 13:00	9	78	0.006	9	78	0.006	9	78	0.012
13:00 - 14:00	9	78	0.003	9	78	0.003	9	78	0.006
14:00 - 15:00	9	78	0.001	9	78	0.001	9	78	0.002
15:00 - 16:00	9	78	0.008	9	78	0.008	9	78	0.016
16:00 - 17:00	9	78	0.004	9	78	0.004	9	78	0.008
17:00 - 18:00	9	78	0.007	9	78	0.006	9	78	0.013
18:00 - 19:00	9	78	0.003	9	78	0.004	9	78	0.007
19:00 - 20:00	2	143	0.004	2	143	0.004	2	143	0.008
20:00 - 21:00	2	143	0.004	2	143	0.004	2	143	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.059			0.117

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.001	9	78	0.001	9	78	0.002
08:00 - 09:00	9	78	0.001	9	78	0.000	9	78	0.001
09:00 - 10:00	9	78	0.003	9	78	0.004	9	78	0.007
10:00 - 11:00	9	78	0.003	9	78	0.001	9	78	0.004
11:00 - 12:00	9	78	0.001	9	78	0.003	9	78	0.004
12:00 - 13:00	9	78	0.001	9	78	0.001	9	78	0.002
13:00 - 14:00	9	78	0.001	9	78	0.001	9	78	0.002
14:00 - 15:00	9	78	0.001	9	78	0.001	9	78	0.002
15:00 - 16:00	9	78	0.003	9	78	0.003	9	78	0.006
16:00 - 17:00	9	78	0.000	9	78	0.000	9	78	0.000
17:00 - 18:00	9	78	0.000	9	78	0.000	9	78	0.000
18:00 - 19:00	9	78	0.000	9	78	0.000	9	78	0.000
19:00 - 20:00	2	143	0.000	2	143	0.000	2	143	0.000
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.001	9	78	0.000	9	78	0.001
08:00 - 09:00	9	78	0.001	9	78	0.003	9	78	0.004
09:00 - 10:00	9	78	0.000	9	78	0.000	9	78	0.000
10:00 - 11:00	9	78	0.000	9	78	0.000	9	78	0.000
11:00 - 12:00	9	78	0.000	9	78	0.000	9	78	0.000
12:00 - 13:00	9	78	0.000	9	78	0.000	9	78	0.000
13:00 - 14:00	9	78	0.001	9	78	0.001	9	78	0.002
14:00 - 15:00	9	78	0.000	9	78	0.000	9	78	0.000
15:00 - 16:00	9	78	0.003	9	78	0.001	9	78	0.004
16:00 - 17:00	9	78	0.000	9	78	0.001	9	78	0.001
17:00 - 18:00	9	78	0.000	9	78	0.000	9	78	0.000
18:00 - 19:00	9	78	0.000	9	78	0.000	9	78	0.000
19:00 - 20:00	2	143	0.000	2	143	0.000	2	143	0.000
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.001	9	78	0.006	9	78	0.007
08:00 - 09:00	9	78	0.003	9	78	0.006	9	78	0.009
09:00 - 10:00	9	78	0.000	9	78	0.006	9	78	0.006
10:00 - 11:00	9	78	0.003	9	78	0.003	9	78	0.006
11:00 - 12:00	9	78	0.001	9	78	0.006	9	78	0.007
12:00 - 13:00	9	78	0.000	9	78	0.004	9	78	0.004
13:00 - 14:00	9	78	0.001	9	78	0.001	9	78	0.002
14:00 - 15:00	9	78	0.013	9	78	0.011	9	78	0.024
15:00 - 16:00	9	78	0.006	9	78	0.008	9	78	0.014
16:00 - 17:00	9	78	0.006	9	78	0.010	9	78	0.016
17:00 - 18:00	9	78	0.008	9	78	0.004	9	78	0.012
18:00 - 19:00	9	78	0.010	9	78	0.001	9	78	0.011
19:00 - 20:00	2	143	0.000	2	143	0.000	2	143	0.000
20:00 - 21:00	2	143	0.004	2	143	0.011	2	143	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.077			0.133

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.034	9	78	0.076	9	78	0.110
08:00 - 09:00	9	78	0.057	9	78	0.276	9	78	0.333
09:00 - 10:00	9	78	0.059	9	78	0.093	9	78	0.152
10:00 - 11:00	9	78	0.055	9	78	0.076	9	78	0.131
11:00 - 12:00	9	78	0.064	9	78	0.072	9	78	0.136
12:00 - 13:00	9	78	0.071	9	78	0.082	9	78	0.153
13:00 - 14:00	9	78	0.047	9	78	0.050	9	78	0.097
14:00 - 15:00	9	78	0.062	9	78	0.068	9	78	0.130
15:00 - 16:00	9	78	0.137	9	78	0.093	9	78	0.230
16:00 - 17:00	9	78	0.152	9	78	0.095	9	78	0.247
17:00 - 18:00	9	78	0.119	9	78	0.086	9	78	0.205
18:00 - 19:00	9	78	0.113	9	78	0.076	9	78	0.189
19:00 - 20:00	2	143	0.112	2	143	0.056	2	143	0.168
20:00 - 21:00	2	143	0.042	2	143	0.032	2	143	0.074
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.124			1.231			2.355

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.020	9	78	0.057	9	78	0.077
08:00 - 09:00	9	78	0.042	9	78	0.245	9	78	0.287
09:00 - 10:00	9	78	0.095	9	78	0.115	9	78	0.210
10:00 - 11:00	9	78	0.069	9	78	0.067	9	78	0.136
11:00 - 12:00	9	78	0.089	9	78	0.106	9	78	0.195
12:00 - 13:00	9	78	0.110	9	78	0.110	9	78	0.220
13:00 - 14:00	9	78	0.089	9	78	0.067	9	78	0.156
14:00 - 15:00	9	78	0.082	9	78	0.126	9	78	0.208
15:00 - 16:00	9	78	0.262	9	78	0.154	9	78	0.416
16:00 - 17:00	9	78	0.227	9	78	0.091	9	78	0.318
17:00 - 18:00	9	78	0.127	9	78	0.088	9	78	0.215
18:00 - 19:00	9	78	0.113	9	78	0.088	9	78	0.201
19:00 - 20:00	2	143	0.168	2	143	0.175	2	143	0.343
20:00 - 21:00	2	143	0.084	2	143	0.039	2	143	0.123
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.577			1.528			3.105

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.006	9	78	0.123	9	78	0.129
08:00 - 09:00	9	78	0.010	9	78	0.166	9	78	0.176
09:00 - 10:00	9	78	0.018	9	78	0.018	9	78	0.036
10:00 - 11:00	9	78	0.018	9	78	0.033	9	78	0.051
11:00 - 12:00	9	78	0.018	9	78	0.033	9	78	0.051
12:00 - 13:00	9	78	0.027	9	78	0.033	9	78	0.060
13:00 - 14:00	9	78	0.025	9	78	0.030	9	78	0.055
14:00 - 15:00	9	78	0.025	9	78	0.058	9	78	0.083
15:00 - 16:00	9	78	0.079	9	78	0.023	9	78	0.102
16:00 - 17:00	9	78	0.120	9	78	0.014	9	78	0.134
17:00 - 18:00	9	78	0.069	9	78	0.030	9	78	0.099
18:00 - 19:00	9	78	0.072	9	78	0.010	9	78	0.082
19:00 - 20:00	2	143	0.032	2	143	0.007	2	143	0.039
20:00 - 21:00	2	143	0.056	2	143	0.000	2	143	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.575			0.578			1.153

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.003	9	78	0.051	9	78	0.054
08:00 - 09:00	9	78	0.001	9	78	0.082	9	78	0.083
09:00 - 10:00	9	78	0.000	9	78	0.031	9	78	0.031
10:00 - 11:00	9	78	0.003	9	78	0.021	9	78	0.024
11:00 - 12:00	9	78	0.004	9	78	0.010	9	78	0.014
12:00 - 13:00	9	78	0.001	9	78	0.021	9	78	0.022
13:00 - 14:00	9	78	0.010	9	78	0.010	9	78	0.020
14:00 - 15:00	9	78	0.014	9	78	0.020	9	78	0.034
15:00 - 16:00	9	78	0.018	9	78	0.010	9	78	0.028
16:00 - 17:00	9	78	0.027	9	78	0.010	9	78	0.037
17:00 - 18:00	9	78	0.034	9	78	0.010	9	78	0.044
18:00 - 19:00	9	78	0.051	9	78	0.008	9	78	0.059
19:00 - 20:00	2	143	0.063	2	143	0.025	2	143	0.088
20:00 - 21:00	2	143	0.025	2	143	0.007	2	143	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.254			0.316			0.570

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.000	9	78	0.000	9	78	0.000
08:00 - 09:00	9	78	0.000	9	78	0.000	9	78	0.000
09:00 - 10:00	9	78	0.000	9	78	0.000	9	78	0.000
10:00 - 11:00	9	78	0.000	9	78	0.000	9	78	0.000
11:00 - 12:00	9	78	0.000	9	78	0.000	9	78	0.000
12:00 - 13:00	9	78	0.000	9	78	0.000	9	78	0.000
13:00 - 14:00	9	78	0.000	9	78	0.003	9	78	0.003
14:00 - 15:00	9	78	0.000	9	78	0.000	9	78	0.000
15:00 - 16:00	9	78	0.003	9	78	0.000	9	78	0.003
16:00 - 17:00	9	78	0.000	9	78	0.000	9	78	0.000
17:00 - 18:00	9	78	0.000	9	78	0.000	9	78	0.000
18:00 - 19:00	9	78	0.000	9	78	0.000	9	78	0.000
19:00 - 20:00	2	143	0.000	2	143	0.000	2	143	0.000
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.008	9	78	0.174	9	78	0.182
08:00 - 09:00	9	78	0.011	9	78	0.248	9	78	0.259
09:00 - 10:00	9	78	0.018	9	78	0.050	9	78	0.068
10:00 - 11:00	9	78	0.021	9	78	0.054	9	78	0.075
11:00 - 12:00	9	78	0.023	9	78	0.042	9	78	0.065
12:00 - 13:00	9	78	0.028	9	78	0.054	9	78	0.082
13:00 - 14:00	9	78	0.035	9	78	0.042	9	78	0.077
14:00 - 15:00	9	78	0.040	9	78	0.078	9	78	0.118
15:00 - 16:00	9	78	0.101	9	78	0.033	9	78	0.134
16:00 - 17:00	9	78	0.147	9	78	0.024	9	78	0.171
17:00 - 18:00	9	78	0.103	9	78	0.040	9	78	0.143
18:00 - 19:00	9	78	0.123	9	78	0.018	9	78	0.141
19:00 - 20:00	2	143	0.095	2	143	0.032	2	143	0.127
20:00 - 21:00	2	143	0.081	2	143	0.007	2	143	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.834			0.896			1.730

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.10

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.064	9	78	0.313	9	78	0.377
08:00 - 09:00	9	78	0.113	9	78	0.775	9	78	0.888
09:00 - 10:00	9	78	0.173	9	78	0.263	9	78	0.436
10:00 - 11:00	9	78	0.149	9	78	0.200	9	78	0.349
11:00 - 12:00	9	78	0.177	9	78	0.227	9	78	0.404
12:00 - 13:00	9	78	0.210	9	78	0.251	9	78	0.461
13:00 - 14:00	9	78	0.173	9	78	0.160	9	78	0.333
14:00 - 15:00	9	78	0.197	9	78	0.283	9	78	0.480
15:00 - 16:00	9	78	0.506	9	78	0.289	9	78	0.795
16:00 - 17:00	9	78	0.531	9	78	0.220	9	78	0.751
17:00 - 18:00	9	78	0.358	9	78	0.218	9	78	0.576
18:00 - 19:00	9	78	0.360	9	78	0.184	9	78	0.544
19:00 - 20:00	2	143	0.375	2	143	0.263	2	143	0.638
20:00 - 21:00	2	143	0.211	2	143	0.088	2	143	0.299
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.597			3.734			7.331

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.021	9	78	0.055	9	78	0.076
08:00 - 09:00	9	78	0.035	9	78	0.118	9	78	0.153
09:00 - 10:00	9	78	0.034	9	78	0.041	9	78	0.075
10:00 - 11:00	9	78	0.031	9	78	0.042	9	78	0.073
11:00 - 12:00	9	78	0.035	9	78	0.037	9	78	0.072
12:00 - 13:00	9	78	0.034	9	78	0.054	9	78	0.088
13:00 - 14:00	9	78	0.028	9	78	0.028	9	78	0.056
14:00 - 15:00	9	78	0.042	9	78	0.042	9	78	0.084
15:00 - 16:00	9	78	0.057	9	78	0.058	9	78	0.115
16:00 - 17:00	9	78	0.069	9	78	0.047	9	78	0.116
17:00 - 18:00	9	78	0.072	9	78	0.045	9	78	0.117
18:00 - 19:00	9	78	0.064	9	78	0.045	9	78	0.109
19:00 - 20:00	2	143	0.060	2	143	0.042	2	143	0.102
20:00 - 21:00	2	143	0.028	2	143	0.014	2	143	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.610			0.668			1.278

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.007	9	78	0.010	9	78	0.017
08:00 - 09:00	9	78	0.010	9	78	0.010	9	78	0.020
09:00 - 10:00	9	78	0.011	9	78	0.018	9	78	0.029
10:00 - 11:00	9	78	0.014	9	78	0.016	9	78	0.030
11:00 - 12:00	9	78	0.021	9	78	0.016	9	78	0.037
12:00 - 13:00	9	78	0.013	9	78	0.011	9	78	0.024
13:00 - 14:00	9	78	0.003	9	78	0.007	9	78	0.010
14:00 - 15:00	9	78	0.006	9	78	0.007	9	78	0.013
15:00 - 16:00	9	78	0.016	9	78	0.007	9	78	0.023
16:00 - 17:00	9	78	0.007	9	78	0.014	9	78	0.021
17:00 - 18:00	9	78	0.008	9	78	0.007	9	78	0.015
18:00 - 19:00	9	78	0.010	9	78	0.004	9	78	0.014
19:00 - 20:00	2	143	0.007	2	143	0.007	2	143	0.014
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.133			0.134			0.267

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.000	9	78	0.000	9	78	0.000
08:00 - 09:00	9	78	0.000	9	78	0.001	9	78	0.001
09:00 - 10:00	9	78	0.003	9	78	0.003	9	78	0.006
10:00 - 11:00	9	78	0.001	9	78	0.004	9	78	0.005
11:00 - 12:00	9	78	0.001	9	78	0.003	9	78	0.004
12:00 - 13:00	9	78	0.000	9	78	0.000	9	78	0.000
13:00 - 14:00	9	78	0.000	9	78	0.000	9	78	0.000
14:00 - 15:00	9	78	0.000	9	78	0.000	9	78	0.000
15:00 - 16:00	9	78	0.001	9	78	0.003	9	78	0.004
16:00 - 17:00	9	78	0.003	9	78	0.001	9	78	0.004
17:00 - 18:00	9	78	0.003	9	78	0.001	9	78	0.004
18:00 - 19:00	9	78	0.003	9	78	0.001	9	78	0.004
19:00 - 20:00	2	143	0.007	2	143	0.007	2	143	0.014
20:00 - 21:00	2	143	0.007	2	143	0.004	2	143	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.028			0.057

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Scooters
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	78	0.000	9	78	0.000	9	78	0.000
08:00 - 09:00	9	78	0.000	9	78	0.003	9	78	0.003
09:00 - 10:00	9	78	0.000	9	78	0.001	9	78	0.001
10:00 - 11:00	9	78	0.000	9	78	0.000	9	78	0.000
11:00 - 12:00	9	78	0.001	9	78	0.000	9	78	0.001
12:00 - 13:00	9	78	0.001	9	78	0.001	9	78	0.002
13:00 - 14:00	9	78	0.000	9	78	0.000	9	78	0.000
14:00 - 15:00	9	78	0.000	9	78	0.000	9	78	0.000
15:00 - 16:00	9	78	0.000	9	78	0.000	9	78	0.000
16:00 - 17:00	9	78	0.003	9	78	0.000	9	78	0.003
17:00 - 18:00	9	78	0.000	9	78	0.000	9	78	0.000
18:00 - 19:00	9	78	0.000	9	78	0.000	9	78	0.000
19:00 - 20:00	2	143	0.000	2	143	0.000	2	143	0.000
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-706706-221107-1118

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
05	EAST MIDLANDS		
	LR	LEICESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 19 to 38 (units:)
Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 04/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 days
0 None	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BN-03-B-01 SEMI-DETACHED & TERRACED BARNET
LUTHER CLOSE
EDGWARE

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: THURSDAY *04/11/21* *Survey Type: MANUAL*

2 LR-03-B-01 SEMI-DETACHED & TERRACED LEICESTER
COLEMAN ROAD
LEICESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: FRIDAY *22/10/21* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.37

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.158	2	29	0.158
08:00 - 09:00	2	29	0.105	2	29	0.211	2	29	0.316
09:00 - 10:00	2	29	0.088	2	29	0.140	2	29	0.228
10:00 - 11:00	2	29	0.175	2	29	0.228	2	29	0.403
11:00 - 12:00	2	29	0.105	2	29	0.070	2	29	0.175
12:00 - 13:00	2	29	0.105	2	29	0.070	2	29	0.175
13:00 - 14:00	2	29	0.105	2	29	0.175	2	29	0.280
14:00 - 15:00	2	29	0.140	2	29	0.140	2	29	0.280
15:00 - 16:00	2	29	0.140	2	29	0.105	2	29	0.245
16:00 - 17:00	2	29	0.175	2	29	0.105	2	29	0.280
17:00 - 18:00	2	29	0.316	2	29	0.175	2	29	0.491
18:00 - 19:00	2	29	0.175	2	29	0.105	2	29	0.280
19:00 - 20:00	1	19	0.316	1	19	0.158	1	19	0.474
20:00 - 21:00	1	19	0.158	1	19	0.105	1	19	0.263
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.103			1.945			4.048

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	19 - 38 (units:)
Survey date date range:	01/01/14 - 04/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.000	2	29	0.000
08:00 - 09:00	2	29	0.018	2	29	0.018	2	29	0.036
09:00 - 10:00	2	29	0.018	2	29	0.018	2	29	0.036
10:00 - 11:00	2	29	0.018	2	29	0.018	2	29	0.036
11:00 - 12:00	2	29	0.000	2	29	0.000	2	29	0.000
12:00 - 13:00	2	29	0.000	2	29	0.000	2	29	0.000
13:00 - 14:00	2	29	0.018	2	29	0.018	2	29	0.036
14:00 - 15:00	2	29	0.018	2	29	0.018	2	29	0.036
15:00 - 16:00	2	29	0.000	2	29	0.000	2	29	0.000
16:00 - 17:00	2	29	0.000	2	29	0.000	2	29	0.000
17:00 - 18:00	2	29	0.018	2	29	0.018	2	29	0.036
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.108			0.216

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.000	2	29	0.000
08:00 - 09:00	2	29	0.018	2	29	0.018	2	29	0.036
09:00 - 10:00	2	29	0.018	2	29	0.000	2	29	0.018
10:00 - 11:00	2	29	0.018	2	29	0.035	2	29	0.053
11:00 - 12:00	2	29	0.000	2	29	0.000	2	29	0.000
12:00 - 13:00	2	29	0.000	2	29	0.000	2	29	0.000
13:00 - 14:00	2	29	0.000	2	29	0.000	2	29	0.000
14:00 - 15:00	2	29	0.000	2	29	0.000	2	29	0.000
15:00 - 16:00	2	29	0.000	2	29	0.000	2	29	0.000
16:00 - 17:00	2	29	0.000	2	29	0.000	2	29	0.000
17:00 - 18:00	2	29	0.000	2	29	0.000	2	29	0.000
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.053			0.107

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.018	2	29	0.018
08:00 - 09:00	2	29	0.000	2	29	0.035	2	29	0.035
09:00 - 10:00	2	29	0.000	2	29	0.035	2	29	0.035
10:00 - 11:00	2	29	0.000	2	29	0.000	2	29	0.000
11:00 - 12:00	2	29	0.018	2	29	0.035	2	29	0.053
12:00 - 13:00	2	29	0.035	2	29	0.018	2	29	0.053
13:00 - 14:00	2	29	0.000	2	29	0.000	2	29	0.000
14:00 - 15:00	2	29	0.035	2	29	0.018	2	29	0.053
15:00 - 16:00	2	29	0.018	2	29	0.000	2	29	0.018
16:00 - 17:00	2	29	0.035	2	29	0.000	2	29	0.035
17:00 - 18:00	2	29	0.053	2	29	0.035	2	29	0.088
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.194			0.194			0.388

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.193	2	29	0.193
08:00 - 09:00	2	29	0.088	2	29	0.246	2	29	0.334
09:00 - 10:00	2	29	0.070	2	29	0.246	2	29	0.316
10:00 - 11:00	2	29	0.175	2	29	0.281	2	29	0.456
11:00 - 12:00	2	29	0.123	2	29	0.088	2	29	0.211
12:00 - 13:00	2	29	0.158	2	29	0.088	2	29	0.246
13:00 - 14:00	2	29	0.105	2	29	0.193	2	29	0.298
14:00 - 15:00	2	29	0.211	2	29	0.158	2	29	0.369
15:00 - 16:00	2	29	0.193	2	29	0.140	2	29	0.333
16:00 - 17:00	2	29	0.228	2	29	0.175	2	29	0.403
17:00 - 18:00	2	29	0.368	2	29	0.228	2	29	0.596
18:00 - 19:00	2	29	0.298	2	29	0.175	2	29	0.473
19:00 - 20:00	1	19	0.421	1	19	0.158	1	19	0.579
20:00 - 21:00	1	19	0.211	1	19	0.105	1	19	0.316
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.649			2.474			5.123

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.018	2	29	0.158	2	29	0.176
08:00 - 09:00	2	29	0.070	2	29	0.193	2	29	0.263
09:00 - 10:00	2	29	0.070	2	29	0.070	2	29	0.140
10:00 - 11:00	2	29	0.070	2	29	0.053	2	29	0.123
11:00 - 12:00	2	29	0.053	2	29	0.070	2	29	0.123
12:00 - 13:00	2	29	0.070	2	29	0.070	2	29	0.140
13:00 - 14:00	2	29	0.105	2	29	0.105	2	29	0.210
14:00 - 15:00	2	29	0.211	2	29	0.140	2	29	0.351
15:00 - 16:00	2	29	0.193	2	29	0.140	2	29	0.333
16:00 - 17:00	2	29	0.088	2	29	0.053	2	29	0.141
17:00 - 18:00	2	29	0.053	2	29	0.018	2	29	0.071
18:00 - 19:00	2	29	0.053	2	29	0.070	2	29	0.123
19:00 - 20:00	1	19	0.053	1	19	0.000	1	19	0.053
20:00 - 21:00	1	19	0.053	1	19	0.000	1	19	0.053
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.160			1.140			2.300

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.070	2	29	0.070
08:00 - 09:00	2	29	0.000	2	29	0.123	2	29	0.123
09:00 - 10:00	2	29	0.018	2	29	0.070	2	29	0.088
10:00 - 11:00	2	29	0.000	2	29	0.018	2	29	0.018
11:00 - 12:00	2	29	0.035	2	29	0.035	2	29	0.070
12:00 - 13:00	2	29	0.018	2	29	0.053	2	29	0.071
13:00 - 14:00	2	29	0.053	2	29	0.035	2	29	0.088
14:00 - 15:00	2	29	0.070	2	29	0.053	2	29	0.123
15:00 - 16:00	2	29	0.158	2	29	0.035	2	29	0.193
16:00 - 17:00	2	29	0.035	2	29	0.018	2	29	0.053
17:00 - 18:00	2	29	0.105	2	29	0.018	2	29	0.123
18:00 - 19:00	2	29	0.035	2	29	0.000	2	29	0.035
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.527			0.528			1.055

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.000	2	29	0.000
08:00 - 09:00	2	29	0.000	2	29	0.088	2	29	0.088
09:00 - 10:00	2	29	0.000	2	29	0.018	2	29	0.018
10:00 - 11:00	2	29	0.000	2	29	0.000	2	29	0.000
11:00 - 12:00	2	29	0.018	2	29	0.000	2	29	0.018
12:00 - 13:00	2	29	0.018	2	29	0.000	2	29	0.018
13:00 - 14:00	2	29	0.000	2	29	0.018	2	29	0.018
14:00 - 15:00	2	29	0.018	2	29	0.000	2	29	0.018
15:00 - 16:00	2	29	0.053	2	29	0.000	2	29	0.053
16:00 - 17:00	2	29	0.018	2	29	0.000	2	29	0.018
17:00 - 18:00	2	29	0.000	2	29	0.000	2	29	0.000
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.124			0.249

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.070	2	29	0.070
08:00 - 09:00	2	29	0.000	2	29	0.211	2	29	0.211
09:00 - 10:00	2	29	0.018	2	29	0.088	2	29	0.106
10:00 - 11:00	2	29	0.000	2	29	0.018	2	29	0.018
11:00 - 12:00	2	29	0.053	2	29	0.035	2	29	0.088
12:00 - 13:00	2	29	0.035	2	29	0.053	2	29	0.088
13:00 - 14:00	2	29	0.053	2	29	0.053	2	29	0.106
14:00 - 15:00	2	29	0.088	2	29	0.053	2	29	0.141
15:00 - 16:00	2	29	0.211	2	29	0.035	2	29	0.246
16:00 - 17:00	2	29	0.053	2	29	0.018	2	29	0.071
17:00 - 18:00	2	29	0.105	2	29	0.018	2	29	0.123
18:00 - 19:00	2	29	0.035	2	29	0.000	2	29	0.035
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.651			0.652			1.303

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.37

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.018	2	29	0.439	2	29	0.457
08:00 - 09:00	2	29	0.158	2	29	0.684	2	29	0.842
09:00 - 10:00	2	29	0.158	2	29	0.439	2	29	0.597
10:00 - 11:00	2	29	0.246	2	29	0.351	2	29	0.597
11:00 - 12:00	2	29	0.246	2	29	0.228	2	29	0.474
12:00 - 13:00	2	29	0.298	2	29	0.228	2	29	0.526
13:00 - 14:00	2	29	0.263	2	29	0.351	2	29	0.614
14:00 - 15:00	2	29	0.544	2	29	0.368	2	29	0.912
15:00 - 16:00	2	29	0.614	2	29	0.316	2	29	0.930
16:00 - 17:00	2	29	0.404	2	29	0.246	2	29	0.650
17:00 - 18:00	2	29	0.579	2	29	0.298	2	29	0.877
18:00 - 19:00	2	29	0.386	2	29	0.246	2	29	0.632
19:00 - 20:00	1	19	0.474	1	19	0.158	1	19	0.632
20:00 - 21:00	1	19	0.263	1	19	0.105	1	19	0.368
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.651			4.457			9.108

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.140	2	29	0.140
08:00 - 09:00	2	29	0.070	2	29	0.175	2	29	0.245
09:00 - 10:00	2	29	0.035	2	29	0.123	2	29	0.158
10:00 - 11:00	2	29	0.088	2	29	0.105	2	29	0.193
11:00 - 12:00	2	29	0.105	2	29	0.070	2	29	0.175
12:00 - 13:00	2	29	0.105	2	29	0.070	2	29	0.175
13:00 - 14:00	2	29	0.070	2	29	0.140	2	29	0.210
14:00 - 15:00	2	29	0.088	2	29	0.088	2	29	0.176
15:00 - 16:00	2	29	0.105	2	29	0.088	2	29	0.193
16:00 - 17:00	2	29	0.175	2	29	0.088	2	29	0.263
17:00 - 18:00	2	29	0.263	2	29	0.158	2	29	0.421
18:00 - 19:00	2	29	0.158	2	29	0.088	2	29	0.246
19:00 - 20:00	1	19	0.316	1	19	0.158	1	19	0.474
20:00 - 21:00	1	19	0.158	1	19	0.105	1	19	0.263
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.736			1.596			3.332

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.018	2	29	0.018
08:00 - 09:00	2	29	0.000	2	29	0.000	2	29	0.000
09:00 - 10:00	2	29	0.018	2	29	0.000	2	29	0.018
10:00 - 11:00	2	29	0.053	2	29	0.070	2	29	0.123
11:00 - 12:00	2	29	0.000	2	29	0.000	2	29	0.000
12:00 - 13:00	2	29	0.000	2	29	0.000	2	29	0.000
13:00 - 14:00	2	29	0.018	2	29	0.018	2	29	0.036
14:00 - 15:00	2	29	0.035	2	29	0.035	2	29	0.070
15:00 - 16:00	2	29	0.035	2	29	0.018	2	29	0.053
16:00 - 17:00	2	29	0.000	2	29	0.018	2	29	0.018
17:00 - 18:00	2	29	0.018	2	29	0.000	2	29	0.018
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.177			0.354

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.000	2	29	0.000
08:00 - 09:00	2	29	0.000	2	29	0.000	2	29	0.000
09:00 - 10:00	2	29	0.000	2	29	0.000	2	29	0.000
10:00 - 11:00	2	29	0.000	2	29	0.000	2	29	0.000
11:00 - 12:00	2	29	0.000	2	29	0.000	2	29	0.000
12:00 - 13:00	2	29	0.000	2	29	0.000	2	29	0.000
13:00 - 14:00	2	29	0.000	2	29	0.000	2	29	0.000
14:00 - 15:00	2	29	0.000	2	29	0.000	2	29	0.000
15:00 - 16:00	2	29	0.000	2	29	0.000	2	29	0.000
16:00 - 17:00	2	29	0.000	2	29	0.000	2	29	0.000
17:00 - 18:00	2	29	0.018	2	29	0.000	2	29	0.018
18:00 - 19:00	2	29	0.018	2	29	0.018	2	29	0.036
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.018			0.054

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL Underground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.000	2	29	0.000
08:00 - 09:00	2	29	0.000	2	29	0.000	2	29	0.000
09:00 - 10:00	2	29	0.000	2	29	0.000	2	29	0.000
10:00 - 11:00	2	29	0.000	2	29	0.000	2	29	0.000
11:00 - 12:00	2	29	0.000	2	29	0.000	2	29	0.000
12:00 - 13:00	2	29	0.000	2	29	0.000	2	29	0.000
13:00 - 14:00	2	29	0.000	2	29	0.000	2	29	0.000
14:00 - 15:00	2	29	0.000	2	29	0.000	2	29	0.000
15:00 - 16:00	2	29	0.018	2	29	0.000	2	29	0.018
16:00 - 17:00	2	29	0.000	2	29	0.000	2	29	0.000
17:00 - 18:00	2	29	0.000	2	29	0.000	2	29	0.000
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.000			0.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL Bus Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.018	2	29	0.018
08:00 - 09:00	2	29	0.000	2	29	0.000	2	29	0.000
09:00 - 10:00	2	29	0.000	2	29	0.018	2	29	0.018
10:00 - 11:00	2	29	0.000	2	29	0.018	2	29	0.018
11:00 - 12:00	2	29	0.000	2	29	0.018	2	29	0.018
12:00 - 13:00	2	29	0.000	2	29	0.018	2	29	0.018
13:00 - 14:00	2	29	0.000	2	29	0.000	2	29	0.000
14:00 - 15:00	2	29	0.018	2	29	0.000	2	29	0.018
15:00 - 16:00	2	29	0.018	2	29	0.000	2	29	0.018
16:00 - 17:00	2	29	0.000	2	29	0.000	2	29	0.000
17:00 - 18:00	2	29	0.070	2	29	0.000	2	29	0.070
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.090			0.196

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Calculation Reference: AUDIT-706706-221107-1107

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
	HO	HOUNSLOW	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	4 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	7 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	3 days
	MW	MEDWAY	1 days
	SC	SURREY	3 days
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	8 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days
	VG	VALE OF GLAMORGAN	1 days
13	MUNSTER		
	TI	TIPPERARY	1 days
	WA	WATERFORD	1 days
14	LEINSTER		
	WC	WICKLOW	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	3 days
	MG	MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)		
	TY	TYRONE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 6 to 984 (units:)
Range Selected by User: 4 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	16 days
Tuesday	14 days
Wednesday	19 days
Thursday	13 days
Friday	5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	67 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	10
Edge of Town	57

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	62
Out of Town	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	67 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	4 days
5,001 to 10,000	15 days
10,001 to 15,000	25 days
15,001 to 20,000	8 days
20,001 to 25,000	7 days
25,001 to 50,000	4 days
50,001 to 100,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	13 days
25,001 to 50,000	6 days
50,001 to 75,000	8 days
75,001 to 100,000	8 days
100,001 to 125,000	2 days
125,001 to 250,000	20 days
250,001 to 500,000	6 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	17 days
1.1 to 1.5	44 days
1.6 to 2.0	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	27 days
No	40 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	64 days
1b Very poor	1 days
3 Moderate	1 days
5 Very Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BC-03-A-02 BUNGALOWS BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY 24/03/14 Survey Type: MANUAL

2 CB-03-A-05 DETACHED/TERRACED HOUSING CUMBRIA
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY 21/06/16 Survey Type: MANUAL

3 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY 22/06/22 Survey Type: MANUAL

4 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

5 DL-03-A-10 SEMI DETACHED & DETACHED DUBLIN
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY 20/06/18 Survey Type: MANUAL

6 DN-03-A-03 DETACHED/SEMI-DETACHED DONEGAL
THE GRANGE
LETTERKENNY
GLENCAR IRISH
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY 01/09/14 Survey Type: MANUAL

7 DN-03-A-04 SEMI-DETACHED DONEGAL
GORTLEE ROAD
LETTERKENNY
GORTLEE
Edge of Town
Residential Zone
Total No of Dwellings: 83
Survey date: FRIDAY 26/09/14 Survey Type: MANUAL

8 DN-03-A-06 DETACHED HOUSING DONEGAL
GLENFIN ROAD
BALLYBOFEY

Edge of Town
Residential Zone
Total No of Dwellings: 6
Survey date: WEDNESDAY 10/10/18 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY 10/07/18 Survey Type: MANUAL

10 EC-03-A-06 TERRACED HOUSES CHESHIRE EAST
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY 24/11/14 Survey Type: MANUAL

11 EN-03-A-01 TERRACED & SEMI-DETACHED ENFIELD
BOLLINGBROKE PARK
COCKFOSTERS

Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: WEDNESDAY 24/11/21 Survey Type: MANUAL

12 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY 11/07/16 Survey Type: MANUAL

13 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY 15/07/16 Survey Type: MANUAL

14 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL

15 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY 07/11/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

17 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

18 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

19 HC-03-A-24 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

20 HC-03-A-26 MIXED HOUSES & FLATS HAMPSHIRE
BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Total No of Dwellings: 270
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

21 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

22 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 HC-03-A-29 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: THURSDAY *30/06/22* *Survey Type: MANUAL*

24 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

25 HF-03-A-04 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: TUESDAY *08/06/21* *Survey Type: MANUAL*

26 HO-03-A-02 MIXED HOUSES HOUNSLOW
HIBERNIAN ROAD
HOUNSLOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

27 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

28 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

29 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

30 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

31 MG-03-A-02 MIXED HOUSES MONAGHAN
GLEN ROAD
MONAGHAN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 76
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

32 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

33 NE-03-A-03 PRIVATE HOUSES NORTH EAST LINCOLNSHIRE
STATION ROAD
SCUNTHORPE

Edge of Town Centre
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

34 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

35 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

36 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

37 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

38 NF-03-A-09 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *24/09/19* *Survey Type: MANUAL*

39 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

40 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

41 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

42 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

43 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

44 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

45 PS-03-A-01 MIXED HOUSES POWYS
BRYN GLAS
WELSHPOOL

Edge of Town Centre
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

46 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

47 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

48 SC-03-A-08 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 790
Survey date: WEDNESDAY *04/05/22* *Survey Type: MANUAL*

49 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

50 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

51 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

52 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

53 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

54 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

55 TI-03-A-01 MIXED HOUSES TIPPERARY
BRITTAS ROAD
THURLES

Edge of Town
Out of Town
Total No of Dwellings: 76
Survey date: THURSDAY *17/06/21* *Survey Type: MANUAL*

56 TY-03-A-02 SEMI DETACHED & BUNGALOWS TYRONE
SANDHOLES ROAD
COOKSTOWN
DERRYLORAN
Edge of Town
Industrial Zone
Total No of Dwellings: 101
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

57 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

58 WA-03-A-04 DETACHED WATERFORD
MAYPARK LANE
WATERFORD

Edge of Town
Residential Zone
Total No of Dwellings: 280
Survey date: TUESDAY *24/06/14* *Survey Type: MANUAL*

59 WC-03-A-02 DETACHED HOUSES WICKLOW
MARLTON ROAD
WICKLOW
FRIARSHILL
Edge of Town Centre
Residential Zone
Total No of Dwellings: 45
Survey date: MONDAY *28/05/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

60 WF-03-A-02 SEMI DETACHED & TERRACED WALTHAM FOREST
PALMERSTON ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 9
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

61 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

62 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

63 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

64 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

65 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

66 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

67 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.076	67	143	0.306	67	143	0.382
08:00 - 09:00	67	143	0.148	67	143	0.395	67	143	0.543
09:00 - 10:00	67	143	0.142	67	143	0.172	67	143	0.314
10:00 - 11:00	67	143	0.121	67	143	0.143	67	143	0.264
11:00 - 12:00	67	143	0.131	67	143	0.145	67	143	0.276
12:00 - 13:00	67	143	0.152	67	143	0.154	67	143	0.306
13:00 - 14:00	67	143	0.160	67	143	0.146	67	143	0.306
14:00 - 15:00	67	143	0.164	67	143	0.183	67	143	0.347
15:00 - 16:00	67	143	0.247	67	143	0.167	67	143	0.414
16:00 - 17:00	67	143	0.267	67	143	0.158	67	143	0.425
17:00 - 18:00	67	143	0.350	67	143	0.161	67	143	0.511
18:00 - 19:00	67	143	0.289	67	143	0.156	67	143	0.445
19:00 - 20:00	3	30	0.220	3	30	0.154	3	30	0.374
20:00 - 21:00	3	30	0.264	3	30	0.198	3	30	0.462
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.731			2.638			5.369

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	6 - 984 (units:)
Survey date date range:	01/01/14 - 30/06/22
Number of weekdays (Monday-Friday):	67
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.001	67	143	0.002	67	143	0.003
08:00 - 09:00	67	143	0.004	67	143	0.004	67	143	0.008
09:00 - 10:00	67	143	0.003	67	143	0.003	67	143	0.006
10:00 - 11:00	67	143	0.003	67	143	0.002	67	143	0.005
11:00 - 12:00	67	143	0.001	67	143	0.001	67	143	0.002
12:00 - 13:00	67	143	0.002	67	143	0.001	67	143	0.003
13:00 - 14:00	67	143	0.002	67	143	0.001	67	143	0.003
14:00 - 15:00	67	143	0.002	67	143	0.002	67	143	0.004
15:00 - 16:00	67	143	0.005	67	143	0.004	67	143	0.009
16:00 - 17:00	67	143	0.003	67	143	0.003	67	143	0.006
17:00 - 18:00	67	143	0.003	67	143	0.003	67	143	0.006
18:00 - 19:00	67	143	0.002	67	143	0.002	67	143	0.004
19:00 - 20:00	3	30	0.000	3	30	0.000	3	30	0.000
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.028			0.059

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.002	67	143	0.002	67	143	0.004
08:00 - 09:00	67	143	0.003	67	143	0.002	67	143	0.005
09:00 - 10:00	67	143	0.003	67	143	0.002	67	143	0.005
10:00 - 11:00	67	143	0.003	67	143	0.002	67	143	0.005
11:00 - 12:00	67	143	0.003	67	143	0.003	67	143	0.006
12:00 - 13:00	67	143	0.002	67	143	0.002	67	143	0.004
13:00 - 14:00	67	143	0.003	67	143	0.001	67	143	0.004
14:00 - 15:00	67	143	0.002	67	143	0.002	67	143	0.004
15:00 - 16:00	67	143	0.002	67	143	0.003	67	143	0.005
16:00 - 17:00	67	143	0.001	67	143	0.001	67	143	0.002
17:00 - 18:00	67	143	0.002	67	143	0.001	67	143	0.003
18:00 - 19:00	67	143	0.001	67	143	0.001	67	143	0.002
19:00 - 20:00	3	30	0.000	3	30	0.000	3	30	0.000
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.022			0.049

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.001	67	143	0.000	67	143	0.001
08:00 - 09:00	67	143	0.001	67	143	0.001	67	143	0.002
09:00 - 10:00	67	143	0.000	67	143	0.000	67	143	0.000
10:00 - 11:00	67	143	0.000	67	143	0.000	67	143	0.000
11:00 - 12:00	67	143	0.000	67	143	0.000	67	143	0.000
12:00 - 13:00	67	143	0.000	67	143	0.000	67	143	0.000
13:00 - 14:00	67	143	0.000	67	143	0.000	67	143	0.000
14:00 - 15:00	67	143	0.001	67	143	0.001	67	143	0.002
15:00 - 16:00	67	143	0.001	67	143	0.001	67	143	0.002
16:00 - 17:00	67	143	0.001	67	143	0.001	67	143	0.002
17:00 - 18:00	67	143	0.000	67	143	0.000	67	143	0.000
18:00 - 19:00	67	143	0.000	67	143	0.000	67	143	0.000
19:00 - 20:00	3	30	0.000	3	30	0.000	3	30	0.000
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.004			0.009

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.004	67	143	0.008	67	143	0.012
08:00 - 09:00	67	143	0.004	67	143	0.015	67	143	0.019
09:00 - 10:00	67	143	0.002	67	143	0.003	67	143	0.005
10:00 - 11:00	67	143	0.002	67	143	0.003	67	143	0.005
11:00 - 12:00	67	143	0.002	67	143	0.003	67	143	0.005
12:00 - 13:00	67	143	0.003	67	143	0.003	67	143	0.006
13:00 - 14:00	67	143	0.003	67	143	0.002	67	143	0.005
14:00 - 15:00	67	143	0.003	67	143	0.004	67	143	0.007
15:00 - 16:00	67	143	0.009	67	143	0.005	67	143	0.014
16:00 - 17:00	67	143	0.010	67	143	0.005	67	143	0.015
17:00 - 18:00	67	143	0.011	67	143	0.006	67	143	0.017
18:00 - 19:00	67	143	0.007	67	143	0.005	67	143	0.012
19:00 - 20:00	3	30	0.022	3	30	0.000	3	30	0.022
20:00 - 21:00	3	30	0.011	3	30	0.000	3	30	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.062			0.155

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.092	67	143	0.424	67	143	0.516
08:00 - 09:00	67	143	0.181	67	143	0.648	67	143	0.829
09:00 - 10:00	67	143	0.177	67	143	0.241	67	143	0.418
10:00 - 11:00	67	143	0.157	67	143	0.199	67	143	0.356
11:00 - 12:00	67	143	0.176	67	143	0.197	67	143	0.373
12:00 - 13:00	67	143	0.201	67	143	0.205	67	143	0.406
13:00 - 14:00	67	143	0.215	67	143	0.198	67	143	0.413
14:00 - 15:00	67	143	0.228	67	143	0.240	67	143	0.468
15:00 - 16:00	67	143	0.414	67	143	0.231	67	143	0.645
16:00 - 17:00	67	143	0.423	67	143	0.223	67	143	0.646
17:00 - 18:00	67	143	0.502	67	143	0.227	67	143	0.729
18:00 - 19:00	67	143	0.415	67	143	0.229	67	143	0.644
19:00 - 20:00	3	30	0.253	3	30	0.187	3	30	0.440
20:00 - 21:00	3	30	0.330	3	30	0.231	3	30	0.561
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.764			3.680			7.444

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.016	67	143	0.042	67	143	0.058
08:00 - 09:00	67	143	0.031	67	143	0.101	67	143	0.132
09:00 - 10:00	67	143	0.029	67	143	0.033	67	143	0.062
10:00 - 11:00	67	143	0.024	67	143	0.031	67	143	0.055
11:00 - 12:00	67	143	0.026	67	143	0.028	67	143	0.054
12:00 - 13:00	67	143	0.024	67	143	0.026	67	143	0.050
13:00 - 14:00	67	143	0.030	67	143	0.027	67	143	0.057
14:00 - 15:00	67	143	0.034	67	143	0.032	67	143	0.066
15:00 - 16:00	67	143	0.080	67	143	0.043	67	143	0.123
16:00 - 17:00	67	143	0.059	67	143	0.029	67	143	0.088
17:00 - 18:00	67	143	0.052	67	143	0.035	67	143	0.087
18:00 - 19:00	67	143	0.043	67	143	0.041	67	143	0.084
19:00 - 20:00	3	30	0.264	3	30	0.187	3	30	0.451
20:00 - 21:00	3	30	0.132	3	30	0.099	3	30	0.231
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.844			0.754			1.598

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.001	67	143	0.016	67	143	0.017
08:00 - 09:00	67	143	0.002	67	143	0.027	67	143	0.029
09:00 - 10:00	67	143	0.003	67	143	0.008	67	143	0.011
10:00 - 11:00	67	143	0.004	67	143	0.006	67	143	0.010
11:00 - 12:00	67	143	0.004	67	143	0.008	67	143	0.012
12:00 - 13:00	67	143	0.004	67	143	0.004	67	143	0.008
13:00 - 14:00	67	143	0.005	67	143	0.005	67	143	0.010
14:00 - 15:00	67	143	0.007	67	143	0.005	67	143	0.012
15:00 - 16:00	67	143	0.018	67	143	0.006	67	143	0.024
16:00 - 17:00	67	143	0.020	67	143	0.003	67	143	0.023
17:00 - 18:00	67	143	0.015	67	143	0.003	67	143	0.018
18:00 - 19:00	67	143	0.010	67	143	0.003	67	143	0.013
19:00 - 20:00	3	30	0.022	3	30	0.033	3	30	0.055
20:00 - 21:00	3	30	0.022	3	30	0.000	3	30	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.127			0.264

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.001	67	143	0.006	67	143	0.007
08:00 - 09:00	67	143	0.000	67	143	0.007	67	143	0.007
09:00 - 10:00	67	143	0.000	67	143	0.002	67	143	0.002
10:00 - 11:00	67	143	0.000	67	143	0.001	67	143	0.001
11:00 - 12:00	67	143	0.000	67	143	0.001	67	143	0.001
12:00 - 13:00	67	143	0.001	67	143	0.001	67	143	0.002
13:00 - 14:00	67	143	0.001	67	143	0.001	67	143	0.002
14:00 - 15:00	67	143	0.001	67	143	0.000	67	143	0.001
15:00 - 16:00	67	143	0.002	67	143	0.001	67	143	0.003
16:00 - 17:00	67	143	0.003	67	143	0.000	67	143	0.003
17:00 - 18:00	67	143	0.005	67	143	0.000	67	143	0.005
18:00 - 19:00	67	143	0.006	67	143	0.001	67	143	0.007
19:00 - 20:00	3	30	0.088	3	30	0.000	3	30	0.088
20:00 - 21:00	3	30	0.055	3	30	0.000	3	30	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.163			0.021			0.184

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.000	67	143	0.000	67	143	0.000
08:00 - 09:00	67	143	0.000	67	143	0.002	67	143	0.002
09:00 - 10:00	67	143	0.000	67	143	0.000	67	143	0.000
10:00 - 11:00	67	143	0.000	67	143	0.000	67	143	0.000
11:00 - 12:00	67	143	0.000	67	143	0.000	67	143	0.000
12:00 - 13:00	67	143	0.000	67	143	0.000	67	143	0.000
13:00 - 14:00	67	143	0.000	67	143	0.000	67	143	0.000
14:00 - 15:00	67	143	0.000	67	143	0.000	67	143	0.000
15:00 - 16:00	67	143	0.001	67	143	0.000	67	143	0.001
16:00 - 17:00	67	143	0.000	67	143	0.000	67	143	0.000
17:00 - 18:00	67	143	0.000	67	143	0.000	67	143	0.000
18:00 - 19:00	67	143	0.000	67	143	0.000	67	143	0.000
19:00 - 20:00	3	30	0.000	3	30	0.000	3	30	0.000
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.001	67	143	0.023	67	143	0.024
08:00 - 09:00	67	143	0.002	67	143	0.036	67	143	0.038
09:00 - 10:00	67	143	0.003	67	143	0.010	67	143	0.013
10:00 - 11:00	67	143	0.004	67	143	0.006	67	143	0.010
11:00 - 12:00	67	143	0.004	67	143	0.009	67	143	0.013
12:00 - 13:00	67	143	0.005	67	143	0.006	67	143	0.011
13:00 - 14:00	67	143	0.006	67	143	0.005	67	143	0.011
14:00 - 15:00	67	143	0.008	67	143	0.005	67	143	0.013
15:00 - 16:00	67	143	0.021	67	143	0.007	67	143	0.028
16:00 - 17:00	67	143	0.023	67	143	0.003	67	143	0.026
17:00 - 18:00	67	143	0.020	67	143	0.003	67	143	0.023
18:00 - 19:00	67	143	0.016	67	143	0.004	67	143	0.020
19:00 - 20:00	3	30	0.110	3	30	0.033	3	30	0.143
20:00 - 21:00	3	30	0.077	3	30	0.000	3	30	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.300			0.150			0.450

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.112	67	143	0.497	67	143	0.609
08:00 - 09:00	67	143	0.218	67	143	0.799	67	143	1.017
09:00 - 10:00	67	143	0.212	67	143	0.287	67	143	0.499
10:00 - 11:00	67	143	0.187	67	143	0.240	67	143	0.427
11:00 - 12:00	67	143	0.208	67	143	0.237	67	143	0.445
12:00 - 13:00	67	143	0.233	67	143	0.240	67	143	0.473
13:00 - 14:00	67	143	0.254	67	143	0.232	67	143	0.486
14:00 - 15:00	67	143	0.274	67	143	0.281	67	143	0.555
15:00 - 16:00	67	143	0.525	67	143	0.286	67	143	0.811
16:00 - 17:00	67	143	0.515	67	143	0.261	67	143	0.776
17:00 - 18:00	67	143	0.585	67	143	0.270	67	143	0.855
18:00 - 19:00	67	143	0.480	67	143	0.279	67	143	0.759
19:00 - 20:00	3	30	0.648	3	30	0.407	3	30	1.055
20:00 - 21:00	3	30	0.549	3	30	0.330	3	30	0.879
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.000			4.646			9.646

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.060	67	143	0.274	67	143	0.334
08:00 - 09:00	67	143	0.123	67	143	0.360	67	143	0.483
09:00 - 10:00	67	143	0.118	67	143	0.150	67	143	0.268
10:00 - 11:00	67	143	0.097	67	143	0.119	67	143	0.216
11:00 - 12:00	67	143	0.110	67	143	0.121	67	143	0.231
12:00 - 13:00	67	143	0.130	67	143	0.132	67	143	0.262
13:00 - 14:00	67	143	0.136	67	143	0.125	67	143	0.261
14:00 - 15:00	67	143	0.144	67	143	0.161	67	143	0.305
15:00 - 16:00	67	143	0.220	67	143	0.140	67	143	0.360
16:00 - 17:00	67	143	0.239	67	143	0.137	67	143	0.376
17:00 - 18:00	67	143	0.314	67	143	0.144	67	143	0.458
18:00 - 19:00	67	143	0.268	67	143	0.142	67	143	0.410
19:00 - 20:00	3	30	0.187	3	30	0.132	3	30	0.319
20:00 - 21:00	3	30	0.242	3	30	0.187	3	30	0.429
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.388			2.324			4.712

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.012	67	143	0.026	67	143	0.038
08:00 - 09:00	67	143	0.017	67	143	0.024	67	143	0.041
09:00 - 10:00	67	143	0.017	67	143	0.017	67	143	0.034
10:00 - 11:00	67	143	0.018	67	143	0.019	67	143	0.037
11:00 - 12:00	67	143	0.016	67	143	0.018	67	143	0.034
12:00 - 13:00	67	143	0.018	67	143	0.017	67	143	0.035
13:00 - 14:00	67	143	0.018	67	143	0.018	67	143	0.036
14:00 - 15:00	67	143	0.015	67	143	0.016	67	143	0.031
15:00 - 16:00	67	143	0.017	67	143	0.018	67	143	0.035
16:00 - 17:00	67	143	0.021	67	143	0.015	67	143	0.036
17:00 - 18:00	67	143	0.029	67	143	0.012	67	143	0.041
18:00 - 19:00	67	143	0.016	67	143	0.010	67	143	0.026
19:00 - 20:00	3	30	0.022	3	30	0.011	3	30	0.033
20:00 - 21:00	3	30	0.000	3	30	0.011	3	30	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.236			0.232			0.468

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.000	67	143	0.002	67	143	0.002
08:00 - 09:00	67	143	0.000	67	143	0.003	67	143	0.003
09:00 - 10:00	67	143	0.000	67	143	0.000	67	143	0.000
10:00 - 11:00	67	143	0.001	67	143	0.001	67	143	0.002
11:00 - 12:00	67	143	0.001	67	143	0.001	67	143	0.002
12:00 - 13:00	67	143	0.001	67	143	0.001	67	143	0.002
13:00 - 14:00	67	143	0.001	67	143	0.001	67	143	0.002
14:00 - 15:00	67	143	0.001	67	143	0.002	67	143	0.003
15:00 - 16:00	67	143	0.002	67	143	0.001	67	143	0.003
16:00 - 17:00	67	143	0.002	67	143	0.001	67	143	0.003
17:00 - 18:00	67	143	0.003	67	143	0.001	67	143	0.004
18:00 - 19:00	67	143	0.002	67	143	0.001	67	143	0.003
19:00 - 20:00	3	30	0.011	3	30	0.011	3	30	0.022
20:00 - 21:00	3	30	0.022	3	30	0.000	3	30	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.026			0.073

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Scooters
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	67	143	0.000	67	143	0.000	67	143	0.000
08:00 - 09:00	67	143	0.000	67	143	0.001	67	143	0.001
09:00 - 10:00	67	143	0.000	67	143	0.000	67	143	0.000
10:00 - 11:00	67	143	0.000	67	143	0.000	67	143	0.000
11:00 - 12:00	67	143	0.000	67	143	0.000	67	143	0.000
12:00 - 13:00	67	143	0.000	67	143	0.000	67	143	0.000
13:00 - 14:00	67	143	0.000	67	143	0.000	67	143	0.000
14:00 - 15:00	67	143	0.000	67	143	0.000	67	143	0.000
15:00 - 16:00	67	143	0.001	67	143	0.000	67	143	0.001
16:00 - 17:00	67	143	0.000	67	143	0.000	67	143	0.000
17:00 - 18:00	67	143	0.000	67	143	0.000	67	143	0.000
18:00 - 19:00	67	143	0.000	67	143	0.000	67	143	0.000
19:00 - 20:00	3	30	0.000	3	30	0.000	3	30	0.000
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Donald Insall Associates
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Rolfe Street Masterplan

Character Studies and an Assessment of Significance

For Sandwell Council

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Contents

1.0 Summary History of Smethwick and the Masterplan Area

1.1 Origins

The masterplan area is situated in the town of Smethwick. Of early medieval origin, for much of its history it remained a small settlement within the parish of Harborne, west of Birmingham, and was described in 1675 as a 'discontinued village' on the road from Birmingham to Dudley.[1] The main settlement before the 19th century was focused southwest of the masterplan area, at the junction of the Birmingham-Dudley Road and Bearwood Road, later named Bearwood Hill.[2] The area gained prominence during 18th and 19th centuries as a key industrial settlement within the Galton Valley and the wider Black Country.

1.2 Industrial Growth

Smethwick gained prominence, given its proximity to Birmingham, following the comprehensive onset of late-18th and 19th century infrastructure. Prior to this the area to the north and north-east of the canal had been built up only with scattered farms and the site of Smethwick Hall.[3] This was to change from 1768-69 when James Brindley designed and cut the Old Main Line navigation.[4] In this context, the area began industrialization from the late-18th century. This included key sites such as Bolton and Watt's Soho Foundry to the east of the masterplan area. The canal was further lowered in 1790, with possible input from James Smeaton, and the Bolton and Watt designed engine installed on Bridge Street. An earlier canal feeder arm was made navigable in the late 1790s to service the engine.[5]

Early industrial development along the Canal Feeder Arm was situated on shallow sites with small and medium sized industries such as the Crown Works/ Forge (by 1839), as well as the Patent Rivet Works and Smethwick Iron Foundry to the east; each with its own wharf **[Plate 1.1]**. Thomas Telford cut a second, deeper, navigation (the New Main Line), between 1829-30; this included an aqueduct to continue the link between the Feeder Arm and the Old Main Line and an indexing station below.[6] The intervening peninsula developed as an Iron Foundry, though focused primarily to its eastern half with smaller-scale industrial premises and a basin, later infilled with larger-scale buildings developed for a drop forge. This development in transport infrastructure continued into the mid-19th century with the opening of the Birmingham Wolverhampton and Stour Valley Line, with a station opened at Rolfe Street, in 1852.

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1 A P Baggs, G C Baugh, C R J Currie and Johnson D A, 'Smethwick: Introduction', in *A History of the County of Stafford: Volume 17, Offlow Hundred (Part)*, ed. M W Greenslade (London, 1976), pp. 87-88. *British History Online* http://www.british-history.ac.uk/vch/staffs/vol17/pp87-88

2 *Ibid* pp.88-96

3 *Ibid* pp.88-96

4 *A Upson, B Kirkham, Smethwick Summit, Galton Valley Conservation Area: Appraisal and Boundary Review (2003)*

5 A Upson, B Kirkham and S Potter, *An Historic Landscape Appraisal of Soho Technology Park, Smethwick, Sandwell, West Midlands* (2002)

6 Upson et al (2003)

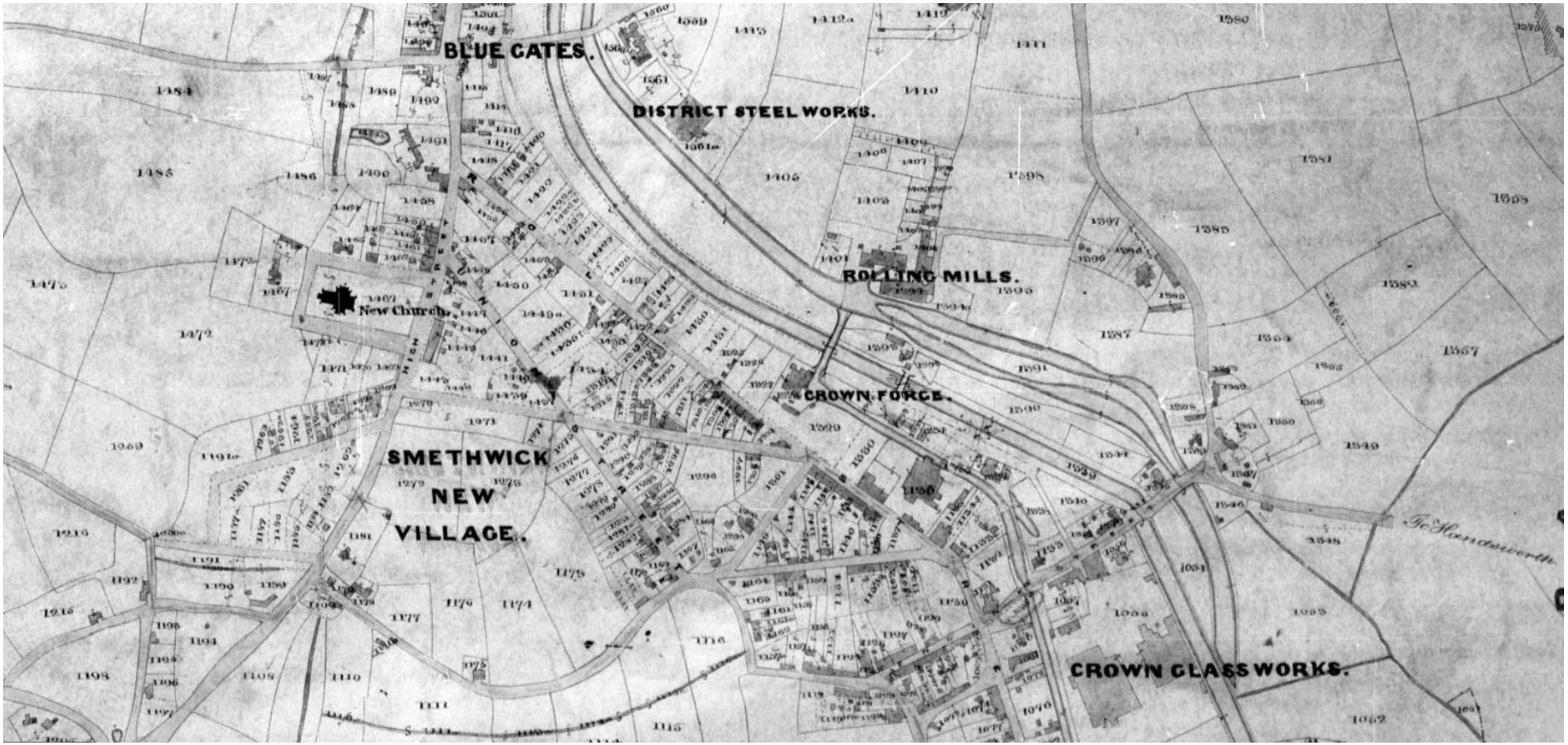

Plate 1.1 *1839 Tithe Map*

1.3 Urban Development

The cutting of the New Main Line galvanized development in the masterplan area and its immediate context, leading to the growth of the 'New Village'. With building plots for sale on Cross Street as potentially early as 1824, Rolfe Street, New Street, Cross Street and Hill Street were laid out with a mix of residential, commercial, and public buildings to the south in the 1830s.[7] By the mid-19th century Rolfe Street had become the centre of Smethwick with a mix of commercial and residential premises as well as public houses, and later major civic buildings including the Theatre Royal close to the railway station (1897) and the Public Baths along Rolfe Street (1888).[8]

There was a very strong pattern of development – shown in the 1889-90 Ordnance Survey map **[Plate 1.2]** – whereby the large-scale industry was located north of the canals; smaller scale industrial, commercial and civic buildings were located on the north side of Rolfe Street, with some premises backing onto the canals; smaller scale properties, with largely residential and associated community uses on the south side of Rolfe Street and the streets south of this; hemmed in by the railway line but with Cross, Hill and New Streets providing consistent connections to Smethwick High Street to the south.

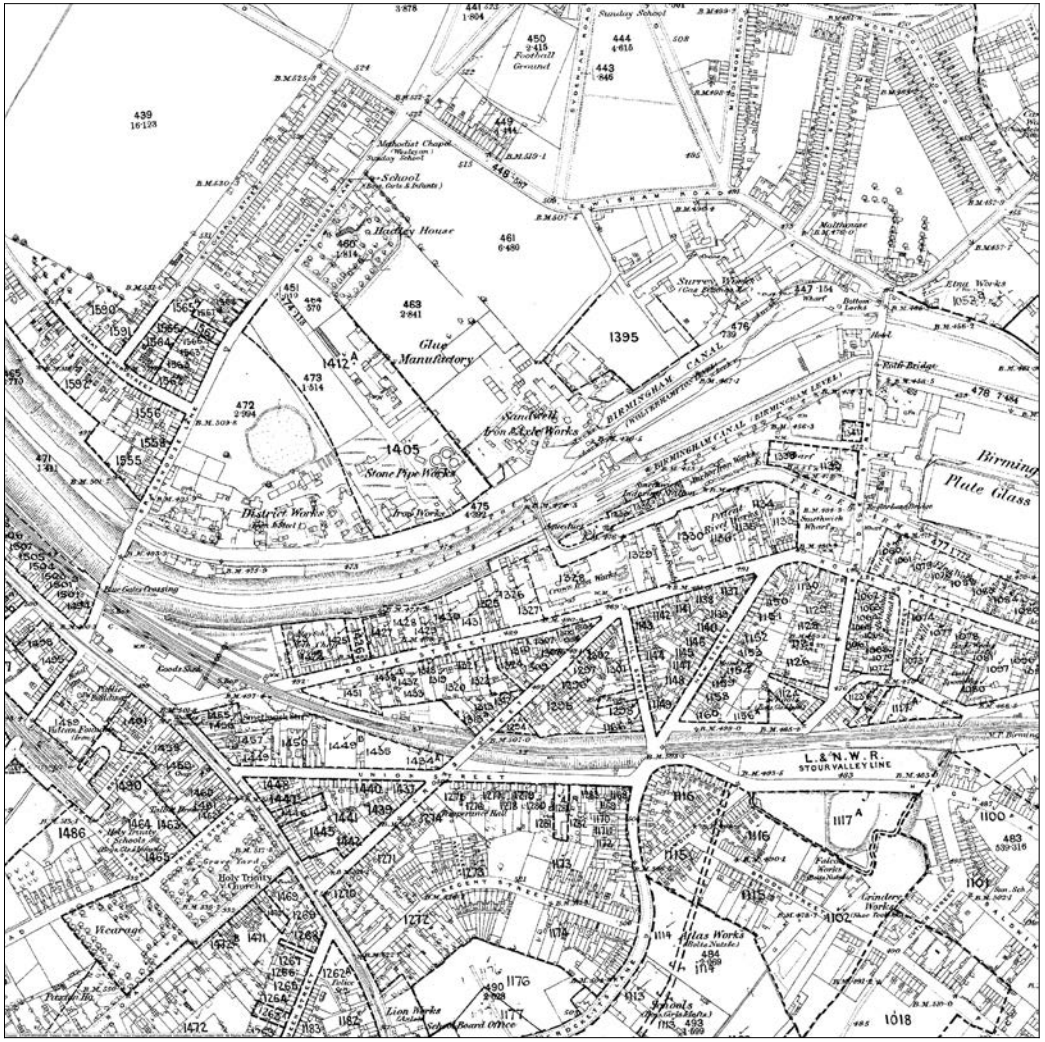

Plate 1.2 *1889-1890 Ordnance Survey Map*

7 Baggs et al (1976)

8 *Ibid*

1.4 Later Redevelopment

Rolfe Street remained the centre of Smethwick until the late 19th century. Demolition in the area around the station, coupled with the replacement of a level crossing with a railway bridge in the 1880s, led to the decline and closure of many commercial works, at which point commercial focus shifted to Soho Street.[9]

Of particular importance was the sale of the Crown Forge Works site in the 1890s, resulting in the demolition of the forge buildings **[Plate 1.3]**. It was bought by the Smethwick Corporation who used the site as a Works Department yard. This coincided with the growth of later municipal buildings including the Fire Station (1910), with training tower and ancillary buildings linking the station with the canal area **[Plate 1.4]**, and housing for married firemen at Rolfe House (1933). As part of the Fire Station development the yard was extended resulting in construction of an early reinforced concrete retaining wall along the New Main Line (now Grade II-listed).[10]

The 20th century included significant spatial changes to the area. By the late 1930s much of the urban block along Rolfe Street, Hill Street and New Street was demolished for the development of a Drop Forge Works, incorporating an earlier bank building **[Plate 1.5]**.

Landmark
INFORMATION GROUP

Landmark Historical Map
County: STAFFORDSHIRE
Published Date(s): 1904
Originally plotted at: 1:2,500

Plate 1.3 *1904 Ordnance Survey Map*

9 Baggs et al (1976)

10 Upson et al (2002)

Landmark Historical Map
County: STAFFORDSHIRE
Published Date(s): 1917-1918
Originally plotted at: 1:2,500

Plate 1.4 *1917-1918 Ordnance Survey Map*

Landmark
INFORMATION GROUP

Landmark Historical Map
County: STAFFORDSHIRE
Published Date(s): 1937-1938
Originally plotted at: 1:2,500

Plate 1.5 *1937-1938 Ordnance Survey Map*

Landmark
INFORMATION GROUP

Landmark Historical Map
County:
Published Date(s): 1958
Originally plotted at: 1:2,500

Plate 1.6 *1958 Ordnance Survey Map*

This was followed in the 1960s with the demolition of properties along the Rolfe Street and Cross Street block and its redevelopment with scattered industrial units resulting in major truncation of Cross Street itself, with only a small section left over the railway line. Only the Cross and Anchor pub survived (though this was demolished in 2022) along with the Rolfe Street Baths further west (deconstructed and moved to the Black Country Museum in the 1980s). The Patent Rivet Works and Smethwick Iron Foundry were amalgamated into a Steel Constructional works in the 1950s **[Plate 1.6]**, though many of the buildings look to have been maintained.

Plate 2.1 *Aerial Photogrpah of the masterplan area 1946*
© Historic England Archive. Aerofilms Collection

2.1 Summary of General Character

This area represents an evolved industrial and commercial landscape of make do and mend, largely developed as a result of the three converging canals, which together with the railway line frame the masterplan area. The canal and canal basin still clearly demonstrate the distinct phasing of the 18th and 19th century infrastructure – some of the highest significance - in a now heavily landscaped setting with the Victorian industrial buildings creating an attractive and characterful backdrop which hints at their once unified functions.

The canal green corridor is now a respite from the hectic industrial areas to the south, whilst the housing lining its northern banks, alongside its recreational uses, typify the nationwide transition of the industrial waterways into a haven for wildlife and leisure. This contrast is one of its defining features. The area to the north of the canal has been developed with a range of residences over the past 20 years, some more successful than others but all a drastic departure in character from the various works which once lined it.

Once a thriving high street, Rolfe Street lost its prominence at the end of the 19th century and since then the area has evolved; its high street shops and housing were removed as part of slum clearances and its civic buildings have been lost or repurposed – leaving large gaps in the streetscene. The wider angular road layout remains largely extant but has been eroded by the removal of most of Cross Street and changes to Hill Street, and its multiple connections to Smethwick High Street have been severely impinged through the introduction of Tollhouse Way.

Historically a hive of industrial activity, its buildings have been repurposed, subdivided, and adapted to suit early-21st century demands and the area continues to play a very active role in Smethwick's urban make-up – with bustling streets containing motor repair garages, bathroom suppliers, restaurants and small pockets of residential use. Lack of investment has led to the slow decay of many of its remaining historic buildings and has led in some cases to their untimely dereliction and in some cases demolition – leaving further gaps in the townscape.

Throughout, the scale is relatively low, with some finer grains found along Rolfe Street and lining the canal, alongside large footprint buildings in the industrial hinterlands and large gap sites. Overly generous setbacks have in some instances eroded the historic character of the area but the arrangement of buildings around central courtyards is representative of its industrial character. The civic and commercial groupings along Rolfe Street have a late-19th to early-20th century character of their own – some quite decorative - whilst many of the industrial buildings feature characteristic gabled elevations suggesting the pitched and north light roofs beyond.

The Enterprise Centre is an almost intact complex of early-20th century industrial buildings, functionally grouped around a series of yards and large tarmacked carparks (once an open wharf) and, whilst individually most of its buildings are of limited architectural interest, it has considerable townscape merit. The once strong differential between industry to the north and residential areas to the south of Rolfe Street has been eroded by the conversion of this area for industrial use. The direct relationships between infrastructure and industry however are still evident and the buildings which demonstrate this are worthy of retention wherever possible.

In the wider setting is Smethwick High Street, which lies beyond the railway cutting and car-dominated Tollhouse Way; the High Street contains a number of listed and non-designated heritage assets which represent Smethwick's late-18th to 20th century development. It is set within a conservation area and is lined with the Holy Trinity Church (Grade II) and the spectacular Gurdwara, illustrating the importance of immigration to the area in the 1950s, which are visible from various points in the masterplan area and are reflective of the local community.

2.2 Overall Opportunities for Enhancement

These include[11]:

- Increased use of and connection to the canal corridor
- Circular walking and cycling routes
- Retention and restoration of significant frontages and boundary treatments using traditional materials
- Better-revealing heritage assets – removing modern materials, improving setting, managing planting, providing interpretation etc.
- Maintaining glimpsed views of the green canal corridor from Rolfe Street
- Opening existing significant views and potentially opening additional views to increase intervisibility with the surrounding townscape
- Retaining and enhancing views to and from the High Street and key landmarks / assets including the Gurdwara and Church
- Strengthening the visual connection and use between historic buildings and the canal
- Restoring historic grain
- Improving road surfaces – cobbles, curbs etc.
- Improving the relationship between pedestrian and cars
- Maintaining a mixture of affordable commercial and industrial uses to retain character and communal value
- Visually and physically enhancing gateways into the area – including near Rolfe Street Station, near New Street / Hill Street and Bridge Street as well as further east by Soho Street
- Relocate landfill, scrap yards and other uses incompatible with the area's status.

11 Adapted from Upson et al (2003), p18

Plate 2.2
Theatre Royal, c.1902, reproduced with permission of Sandwell Archives

2.3 Character Areas

2.3.1 Area 1: Eroded High Street

Historic character

Around the railway station, the Theatre Royal would have provided a strong sense of arrival, and civic presence, reinforced by the visual draw of the public baths further along the road. Alongside the civic buildings, were numerous terraced houses, presumably some with ground floor shops, and there was and a Methodist chapel and Sunday school on the northwest side of Rolfe Street – reflecting the dominant religion of the area's residents at that time. The liner nature of Rolfe Street itself was reinforced by a tight urban grain of low-scale houses, shops and pubs built hard up against the pavement edge, creating an enclosed mixed-use commercial and residential environment.

Plate 2.3 *Sense of arrival at the station, looking east to the former site of the Theatre Royal and Station Inn*

Plate 2.4 *Modern intimdating boundary treatments along Rolfe Street*

Plate 2.5 *Built form is set well back from Rolfe Street behind modern boundary fencing*

Plate 2.6 *Site of the Crown and Anchor, demolished 2022*

Summary of character and urban form

The civic presence in the area has been eroded through the loss of the theatre and baths, whilst the strong sense of enclosure has diminished following mid-20th century re-development, though Rolfe Street itself remains a key urban spine **[Plate 2.3]**.

The area now contains poor quality late-20th century industrial units, of varying scales, with little cohesion. It has lost its once strong street frontage and the building line is now set back behind functional tarmacked or concreted yards of differing depths and bound by metal palisade fencing - providing a harsh and intimidating environment **[Plates 2.4 and 2.5]**. The recent loss of the Crown and Anchor Public House, a non-designated heritage asset, on the corner of Hill Street is regrettable but it has opened a view from Hill Street to Rolfe House **[Plate 2.6]**. Smethwick Wharf is located to the east, adjacent to Bridge Street North – this area is overgrown and was not surveyed due to limited access (though the site may have archaeological potential relating to wharves).

The **scale** in this area is one and two storeys, footprints are small to medium and stretch back on a north-south orientation from Rolfe Street, but do not follow the historic grain. Buildings are mostly late-20th century, set back behind large yards or carparks, there are large footprint single storey (equating to two storeys) or two storey industrial or simple commercial buildings with steel frames and brick skins with pitched or flat roofs, as well as smaller shacks or sheds, petrol station canopies and gantry structures. Facing building **materials** are typically brick, render or corrugated panels, with corrugated metal or

asphalt roofs and, whilst windows are limited given the commercial nature of the buildings, they are typically uPVC or low-quality metal framed.

The **public realm** comprises the main road, which is tarmacked and its narrow pavements, some historic stone curbs remain as do cobbled carriage openings (most covered), and there are also bell-shaped bollards **[Plate 2.7]**. It is dominated by vehicular traffic and street parking as well as vehicles crossing the public realm to access premises and is not pedestrian-friendly. **Boundaries** are defined by harsh palisade fencing, modern dwarf red brick walls and metal railings, some being quite domestic. Smethwick Engine House wall stretches from Bridge Street North onto Rolfe Street and is constructed in red brick with engineering brick string courses and coping stones (likely late-19th century) **[Plate 2.8]**.

Plate 2.7 *Public realm including Bell Bollards*

Plate 2.8 *Wall to the site of the Smethwick Engine*

Plate 2.9 *Rolfe Street Station*

Plate 2.11 *View east along Rolfe Street from the junction of Rolfe Street, Bridge Streets North and South*

Plate 2.10 *View west from Rolfe Street Station to central Smethwick*

Key Heritage Assets

- Part in the Galton Valley, Smethwick Summit Conservation Area
- Part in the immediate setting of the Galton Valley, Smethwick Summit Conservation Area
- Its western portion is in the immediate setting of the Smethwick High Street Conservation Area
- Smethwick Engine House (Scheduled Monument)
- Smethwick Engine House wall, stretching onto Rolfe Street
- Rolfe Street Station (Local List) **[Plate 2.9]**
- NB. Smethwick Wharf has not been reviewed fully given limited access.

Views

- There are typical street views up and down Rolfe Street, including west back to central Smethwick **[Plate 2.10]**
- The road curvature largely prevents views east until close to Bridge Street North and its junction with Rolfe Street and Bridge Street South, from which views along the rest of Rolfe Street take in gabled roof forms **[Plate 2.11]**
- Glimpsed views between buildings to the green corridor along the canal

Detracting elements

- Lost grain / gaps sites
- Large set backs
- Low quality commercial buildings
- Poor boundary treatments / car parking / yards

Opportunities

- Reintroduce a closer urban grain and reinforce a sense of enclosure of the street, enhancing the linear form of Rolfe Street (noting that there were some historic yards)
- Restore a sense of civic presence and arrival close to Rolfe Street Station
- Restore civic or communal uses alongside some small-scale commercial uses
- Better reveal the Smethwick Engine House (Scheduled Monument) and retain the former wall lining Rolfe Street
- Clear the former Smethwick Wharf area adjacent to the Engine House to create a public space with interpretation
- Improve the relationship between the road and pedestrians

Rolfe Street Fire Station 1930s, reproduced with permission of Sandwell Archives

2.3.2 Area 2: Historic High Street

Historic character

These sections of the high street comprise a cluster of civic or public service buildings, including the Post Office, Fire Station and associated accommodation on the north side of the street which were developed in the early-20th century, following the loss of the high street's commercial prominence. Before that time there were large commercial yards and gap sites in the high street. To the east, large iron and rivet works fronted the Engine Arm Canal and stretched up to front the high street with smaller commercial buildings or showrooms – likely used to display wares from the works. Corner plots were given to banks and pubs and featured canted corners which accentuated the angularity of the roads and provided key townscape features. The linear nature and mixture of uses along Rolfe Street was reflected in its tight urban grain of terraced houses, shops and pubs arranged hard up against the pavement edge.

Summary of character and urban form

This character of this area centres on a series of late-19th and early-20th century civic, industrial, commercial, and residential buildings including a former Post Office, Fire Station and Rolfe House adjacent – which together represent the former civic core and sit within, or close to, the Enterprise Centre **[Plates 2.12, 13, 14 and 15]**. Along with the lost baths and theatre these civic uses once stretched down to the railway station – a building which now sits isolated at the far extreme of Rolfe Street.

The sense of a vibrant high street has been lost given the repurposing of most of these buildings, but architecturally they still contribute to the character of the conservation area (for a more detailed assessment of the buildings on the Enterprise Centre, see Appendix I). The former Iron and Patent Rivet Works at 72-80a Rolfe Street stretches back to the canal (into the Canalside Industrial Character Area, see below) and represent one of the few places within the study area which reflect the original relationship between works premises, the canal, and the high street **[Plates 2.16]**.

Plate 2.12 *Former Post Office*

Plate 2.13 *Former Fire Station*

Plate 2.14 *Rolfe House*

Plate 2.15 *Frontage of the Enterprise Centre, former Corporation Yard*

Plate 2.16 *Part of the industrial frontages at 72-80 Rolfe Street, damaged by fire and in poor condition*

The **urban grain** is fine to medium and many of the frontages are inactive – particularly the west side of the Enterprise Centre. Buildings are mostly arranged hard up against the pavement edge, though Rolfe House has a slight set back to provide a buffer from the busy commercial street.

Building orientation is mixed and reflects the mixed functions of the high street – with narrow commercial frontages stretching away (north-south) from the high street and containing the backland industrial functions – some stretching to the engine Arm Canal, as well as long, linear blocks on an east-west arrangement, fronting the street – the latter are mainly within the Enterprise Centre site but can also be found at the former Drop Forge Works (No.164) **[Plate 2.17]**.

Building heights in this area are two to four storeys plus the Fire Station's training tower. To the east of this civic core are a range of commercial and industrial buildings including the remainder of the Drop Forging Works, they range between one and three storeys. The **roofline** fronting the street is lively – with a variety of gable ends and parapets enlivened by the variances in building height. Roofs are mostly pitched, though Rolfe House is hipped with flat roofs to the Fire Station and some of the other early-20th century industrial buildings.

Buildings materials are typically red brick, some with render, with slated / corrugated metal / asphalt roofs and some remaining historic timber and timber, iron / steel framed windows, though many have been replaced with low-quality metal or uPVC. 78 and 80a Rolfe Street feature shop frontages, whilst the remainder feature shuttered commercial / industrial openings. There are several carriage openings in frontages, most appear to be blocked or feature metal shutters. Many of the inactive frontages have a common architectural language – red brick walls with plinths, inset panels and some with gable ends containing oculi.

The **public realm** is limited to the main tarmacked road, which is dominated by cars and narrow pavements, though there are some historic stone curbs (granite and Rowley rag) and cobbling to carriage openings (though most are covered with tarmac). Since the buildings generally front directly onto the pavement, there are few plot boundaries but where they do exist, they comprise dwarf red brick walls and metal railings.

Key Heritage Assets

- In the Galton Valley, Smethwick Summit Conservation Area
- Its western portion is in the immediate setting of the Smethwick High Street Conservation Area
- Non-designated assets: Former Post Office, Rolfe House, Fire Station including the prominent training tower (its later set back extension detracts), 72-80a comprise a group of workshops (former Iron and Patent Rivet Works), 80a features a shop frontage, whilst the remainder feature shuttered commercial / industrial openings **[Plate 2.18]**. 160 Rolfe Street (129), a former bank later used as part of the Drop Forge Works. **[Plate 2.19]**.
- 164 Rolfe Street (former Drop Forge Works). The blind panelled brick wall could potentially be retained or adapted as part of redevelopment behind.

Plate 2.17 *Former Drop Forge Works*

Plate 2.18 *80 Rolfe Street with carriage opening*

Plate 2.19 *Former Bank, reused as part of the Drop Forge Works*

Views

- Typical street views up and down the high street taking in the diverse frontages and lively roof forms of the remaining historic 'civic core' and industrial buildings **[Plate 2.23]**
- Glimpsed views between buildings to industrial buildings and yards beyond as well as the green corridor along the canal **[Plates 2.20-21]**
- Key corner building – 160 Rolfe Street – in views west **[Plate 2.22]**

Detracting elements

- Views of concrete terracing on north side of the canal
- Modern gates to the Enterprise Centre
- Blind elevations of the Enterprise Centre
- Poor boundary treatments / carparking / yards
- Very poor condition of many of the buildings, particularly those related to the former Iron and Patent Rivet Works, some of which have suffered fire damage
- Low quality alterations and extensions, such as the former Fire Station and windows to Rolfe House

Opportunities

- Restore grain along the high street to stitch eroded high street together
- Improve blind / inactive elevations to activate the street scene
- Retain and enhance views along the street by infilling gap sites and retain and create more towards the green corridor along the canal
- Repurpose civic buildings – ideally with communal / civic use
- Improve pedestrian / car relationship and restore appropriate hard surfaces and, where applicable uncover features such as cobbles and historic curbs.

Plate 2.20 *Glimpse to industrial buildings on the Enterprise Centre site*

Plate 2.21 *Glimpse down a yard at number 82, including vegetation along the canal*

Plate 2.22 *Number 160 is prominent as a key corner building from the west*

Plate 2.23 *Strong frontage of the remaining buildings of the civic core*

Plate 2.24 *Cross Street, 1960, reproduced with permission of Sandwell Archives*

2.3.4 Area 3: Industrial Backlands

Historic character

To the south of Rolfe Street, three main triangular urban blocks were divided at acute angles by Cross Street, Hill Street and New Street (laid out in 1836) and hemmed into the south by the railway line, which was introduced in 1852 as part of the Birmingham, Wolverhampton, and Stour Valley line.

This was a predominantly residential and secondary shopping area, with associated functions including public houses, a school on Hill Street and a chapel on New Street. The houses were mostly terraced and arranged along the principal streets, with some backland colony-style terraced housing presumably accessed via ginnels. To the rear of the terraces, were parcels of land, variously subdivided, and apparently shared by numerous properties, those close to the high street merely had yards and many featured small outbuildings. Aside from the community buildings, there were some larger footprint buildings, presumably in commercial or small-scale industrial uses.

Summary of character and urban form

Today, this area comprises a patchwork of large-scale industrial buildings, with modern infill development, work yards and smaller industrial premises. The residential buildings and uses have been entirely removed and the character is of a hectic, industrial / commercial area. Cross Street has now been abridged to lead into Buttress Way (cul-de-sac) **[Plate 2.25]** and Hill Street has been divided in two at its northern end **[Plate 2.26]**.

The **grain** is course, with medium to large footprint industrial buildings, defined by the breaking up of elevations into gable ends. Building **heights** are predominantly one or two storeys. Roof forms are flat and pitched and features are limited to blind panels in brick walls.

On New Street, in the setting of the masterplan area, is the former Wesleyan Chapel (non-designated heritage asset asset), which is a late-Victorian building of two tall storeys, with loosely Classical detailing to its first-floor windows and its bays defined by pilasters, its ground floor is obscured by workshop extensions **[Plate 2.27]**. Buildings lining New Street have a strong, continuous building line particularly on the west side where they present low red brick walls and some characteristic gable ends – these are the remaining walls of the former Drop Forging Works (interwar) (see Plate 2.27).

Materials are mostly red brick, with corrugated metal elevations and roofs. As with the historic high street, some of the inactive frontages have a common language – red brick walls with plinths with inset panels, which have been altered with the insertion of modern windows.

The **public realm** in this area is poor and is very traffic-dominated, with very narrow pavements if any. The road surfaces are tarmacked and there are fragments of stone curbs, boundary treatments are mixed and include blue engineering brick bridges and walls, and palisade fencing lining the railway line, whilst industrial premises are lined with palisade fences or tall red brick walls which create impenetrable plots along Rabone Lane and New Street.

Plate 2.25 *Buttress Way*

Plate 2.26 *Hill Street leading into Buttress Way (left)*

Plate 2.27 *New Street with the gables of the Drop Forge Works (left) and Wesleyan Chapel (right)*

Key Heritage Assets

- In the immediate setting of the Galton Valley, Smethwick Summit Conservation Area
- In the immediate setting of the former Chapel on New Street
- In the wider setting of the Smethwick High Street Conservation Area and listed and locally-listed buildings

Views

- Views over the railway tracks **[Plate 2.29]**
- Views out – positive views towards Smethwick High Street – of the Church and Gurdwara **[Plate 2.30]**
- Views out – detracting views of Tollhouse Way **[Plate 2.31]**
- Views along Hill Street to the Fire Station / Rolfe House (see Plate 2.26)
- A key gateway view into the area from Tollhouse Way and the southern end of New Street is disappointing – the corner building at New Street / Hill Street is very low-scale **[Plate 2.32]**

Detracting elements

- Poor condition of many buildings
- Gap sites
- Poor boundary treatments
- Heavy traffic and pollution and limited pavements

Opportunities

- Re-develop the area, following its historic character, and taking the opportunity to restore a finer grain and historic uses (e.g., residential)
- Improve pedestrian / car relationship and restore appropriate hard surfaces
- Improve views in and out of the area
- There may be scope to retain gable ends or walls as part of a redevelopment

Plate 2.29 *View north from the railway bridge including the railway tracks and Rolfe Street behind*

Plate 2.30 *Views of the Gurdwara along Tollhouse Way (photo outside the masterplan area)*

Plate 2.31 *Tollhouse Way from the south looking north to the masterplan area*

Plate 2.32 *Poor-quality gateway at the southern end of New Street*

2.3.5 Area 4: Canalside Industrial

Plate 2.33 *Aerial photograph of the canal, 1934*
© Historic England Archive. Aerofilms Collection

Historic character

This area is inextricably linked to the canal network, functionally and visually, and would have been characterized by a busy and hard industrial atmosphere. In the early 19th century, the area was more open with smaller compact premises, including that of the Crown Forge, built hard up against the canal feeder arm and incorporating private wharves including one to the eastern edge of the peninsula. They inherently became more built up, and denser, over time, through development of the Anchor Iron Works (on the peninsula), and the Patent Rivet Works and Smethwick Iron Foundry. This later became the site of a large steel constructional works; long ranges were developed the depth of the site with a strong visual presence built hard up against both the Canal Feeder Arm and Rolfe Street, set around yards. The Corporation Yard, replacing the Crown Forge, was less built up than the adjoining works with ranges focused on the east-west orientation of Rolfe Street and significantly more open tarmacked space around the canal itself, though maintaining a clear functional relationship.

Summary of character and urban form

This area includes the Enterprise Centre, with crossover with the Historic High Street Character Area (see above), whilst the eastern portion of the Engine Arm Peninsula has crossover with the Canal Character Area. The former Iron and Patent Rivet Works at 72-80a Rolfe Street stretch away from the canal to Rolfe Street (within the Historic High Street Character Area) and represents one of the few places within the study area which reflect the original relationship between the works premises, the canal and the high street. Buildings in the eastern portion of this character area front the canal and have a very strong relationship with it – once featuring private wharves **[Plates 2.34 and 35]**. Buildings are 19th and 20th century, with some adaptation and some fire damage (74/75 Rolfe Street) **[Plates 2.36]**.

Plate 2.34 *Industrial buildings fronting the Engine Arm (part of 72-80 Rolfe Street)*

Plate 2.35 *Industrial buildings fronting the Engine Arm, with prominent water tower*

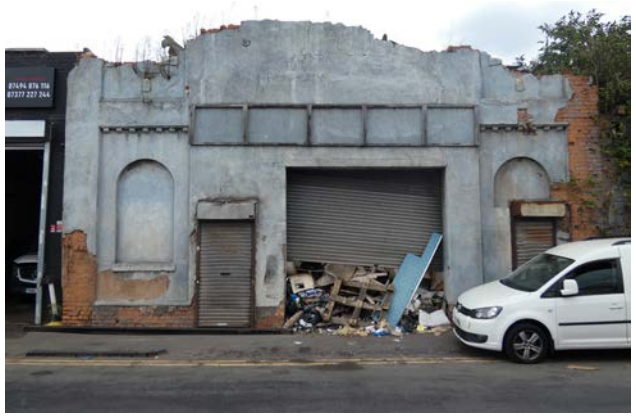

Plate 2.36 *Fire damaged premises at 74 Rolfe Street*

The **grain** is fine to medium, with buildings arranged around yards and some buildings stretching all of the way between Rolfe Street and the Engine Arm Canal. Between 80a Rolfe Street and Bridge Street North are expansive yards to Rolfe Street and gabled industrial buildings facing the canal, with a series of open and blocked openings which demonstrate their relationship with the canal (see Plates 2.34 and 35). The **building heights** here are one to three storeys. **Materials** are red brick, with some exposed steelwork and render. Roof forms are largely gabled, with those facing the canal the most consistent and characterful, punctuated by a water tower and chimneystack.

The industrial area at the eastern end of the Engine Arm Peninsula has been recently altered and now only appears to feature a large mid- to late-20th century red brick and corrugated metal warehouse and adjacent a late-19th or early-20th century commercial building (40 Bridge Street North) **[Plate 2.37a and b]**.

Plate 2.37a *Buildings to the eastern edge of the Engine Arm Peninsula*

The Enterprise Centre – once the Corporation Yard – comprises a low-lying group of buildings arranged around a series of yards which stretch between Rolfe Street and the canal – sloping down towards it. It contains Rolfe House, the former Fire Station and associated training and storage buildings to the rear with industrial buildings as well as other late-19th and early-20th century buildings including storage / garaging **[Plates 2.38 and 39]**. The grain is open, with long ranges with shallow footprints **[Plate 2.40 and 41]**. The scale ranges between one to four storeys. The buildings, particularly the Fire Station, have a very strong relationship with the canal **[Plate 2.42]**. Roof forms in this area are mostly pitched, materials are red brick and render. The Fire Station and Rolfe House feature fine brickwork arches / quoins and, whilst of differing architectural style, both have an overarching civic or institutional character.

Plate 2.38 *Characterful industrial building on the Enterprise Centre site*

Plate 2.37b *Late 19th-early 20th century commercial building to the eastern edge of the Engine Arm Peninsula*

Plate 2.39 *Workshop range on the Enterprise Centre site*

Plate 2.40 *Long ranges at the Enterprise Centre site*

Plate 2.41 *Long range to the rear of the fire station*

Plate 2.42 *View of the fire station and surrounding buildings on the Enterprise Centre from the Aqueduct*

This area includes **open space** primary formed of industrial yards with **public realm** largely characterised by swathes of poor-quality hard standing with modern tarmac **[Plate 2.43, 44 and 45]**, and some overgrown vegetation along parts of the canal boundary. There are some intermittent changes in surfaces, including an area of pavers evident at the entrance to the Enterprise Centre (though partially covered in tarmac) **[Plate 2.46]** and stone setts close to the Engine Arm Canal **[Plate 2.47]**, and there is some drainage ironmongery bearing the names of a local firm (Ridgeacre Foundry, West Bromwich) though its age is unclear.

Key Heritage Assets

- Part in the Galton Valley, Smethwick Summit Conservation Area
- Part in the immediate setting of the Galton Valley, Smethwick Summit Conservation Area
- Former Smethwick Engine House (Scheduled Monument)
- Retaining wall to former Corporation Yard (Grade II) **[Plate 2.48]**
- Non-designated assets industrial building (300 – See Plate 2.38) on the Enterprise Centre site; see also non-designated assets in the Historic High Street and Canal character areas. 72-80 Rolfe Street **[Plate 2.49 and 2.50]**
- Other buildings of interest - 40 Bridge Street North (see plates 2.37 a and b)

Plate 2.43 *Hard standing of the Enterprise Centre adjacent to the Engine Arm Canal*

Plate 2.44 *View from the higher levels of the Enterprise Centre north across the canal and modern housing beyond*

Plate 2.45 *View of an industrial yard at 82 Rolfe Street with curtain wall along the canal*

Plate 2.47 *Setts close to the Engine Arm at the Enterprise Centre site*

Plate 2.48 *The retaining wall to the Corporation Yard along the New Main Line covered with vegetation*

Plate 2.46 *Covered pavers at the entrance to the Enterprise Centre*

Plate 2.49 *Part of 72-80 Rolfe Street fronting the Engine Arm Canal*

Plate 2.50 *Parts of 72-80 Rolfe Street, foreground, with views to the Fire Station and Enterprise Centre*

Views

- Views of this area are best appreciated from the canal, particularly the Engine Arm Peninsula (although access is currently limited), where the gabled end elevations (some now merely glazed screen walls), former Fire Station training tower, water tower and chimneystack face the canal and reflect the former relationship between the industry and canal (see Plate 2.42)
- Views of the listed concrete wall are almost entirely obscured from the canal (see Plate 2.48), views from Rolfe Street are possible but underwhelming
- Views from Rolfe Street and surrounding streets of Rolfe House and Fire Station buildings are characterful (see Plate 2.50)

Detracting elements

- Poor condition of many buildings.

Opportunities

- Open access to the Engine Arm Peninsula via Bridge Street North and from Rolfe Street via Enterprise Centre
- Remove some foliage from the canal side of the listed concrete wall and introduce appropriate painted interpretation (subject to appropriate paint / medium and ecological value of foliage)
- Remove some of the less significant 20th century buildings in the Enterprise Centre
- The condition of many of buildings at 72-80 is poor so a pragmatic, staged approach needs to be taken. Buildings are first to be categorised in terms of significance, proceeding exercises will need to assess condition and convertibility on a case-by-case basis, noting that the recreation of gabled forms fronting the canal may be the result and if this is the route taken, the reuse of materials should be pursued.

Plate 2.51 *View of the Old Main Line*

2.3.6 Area 5: Canals

Historic character

This area contains a cohesive and complex series of canal infrastructure associated with the Old Main Line (1768-69) developed by Brindley and the New Main Line (1829-30) by Telford alongside the later Engine Arm Canal (1789-90). The two parallel waterways created 60 years apart, represent distinct engineering and visual differences and reflect the fast-pace of the late-18th and early-19th century infrastructure / engineering feats. What they achieved for Smethwick, over a very short period was to propel it from an interstitial place into an industrial hub. Its character would have been stark, and defined by cuttings, large scale industry to the north, smaller scale industry to the south, and individual wharves.

Summary of character and form

The masterplan area represents two main phases of canal infrastructure and is the point where three waterways converge - featuring towpaths, cuttings and built infrastructure including the Engine Arm Aqueduct (Grade II* and Scheduled), locks and bridges (Grade II and non-designated). This character area is bookended to the west by two large bridges (non-designated heritage assets) and to the east by Bridge Street North / South **[Plates 2.52 and 53]**. Telford's New Main Line is deeper and from the towpaths feels more secluded, despite its proximity to Rolfe Street - it incorporates the surface of the former indexing station **[Plate 2.54]**.

The Old Main Line is more peaceful, set away from the main roads and is lined by modern housing developments on its northern side – some more successful than others **[Plate 2.55]**. The more recent development off Lewisham Road does not relate well to the canals in terms of character, layout and building lines and there is a sea of concrete terracing and steps leading down to the canal **[Plate 2.56]**. The Engine Arm Peninsula is accessed from Bridge Street North (access is private) along the canal corridor with some mostly late-20th century industrial buildings at the eastern end, which do not contribute visually to the area. To the western end areas of tarmac where earlier buildings, such as an Iron Foundry have been removed **[Plate 2.57]**.

Plate 2.52 *Brasshouse Lane Bridge*

Plate 2.53 *Pope Bridge and Bottom Lock along Bridge Street North*

Plate 2.54 *Remains of the New Main Line indexing station*

Plate 2.55 *Modern housing along the Old Main Line*

Plate 2.56 *Modern concrete terracing along the Old Main Line*

Plate 2.57 *Hard standing on the Engine Arm Peninsula*

In terms of **amenity apace**, the canal provides an important green corridor which stretches through the otherwise highly urban and industrial setting, providing green public amenity space as a watercourse used for leisure and the towpath used as a walkway / cycleway. The verges and cuttings are heavily planted with mature trees, hedges and grass and the once harsh cuttings of Telford's canal have been softened almost beyond recognition, whilst gaining ecological value. Beyond the Engine Arm Aqueduct, to the east, a wide plateau between the canals allows views to the rear of properties along Rolfe Street and the industrial hinterland **[Plate 2.58 and 59]**. The enormous man-made landscape features created by the cutting of the canals into and through the natural topography, make a fundamental contribution to the special character and interest of the conservation area. The planted and natural vegetation which has colonised these banks has softened the appearance of the cuttings which, even in the 1920's appears to have still been relatively bare, and they now have significant nature conservation value.

Plate 2.58 *Views to the rear of Rolfe Street from a plateau along the Old Main Line*

Plate 2.59 *Views to the rear of Rolfe Street from a plateau along the Old Main Line*

There are many nationally important structures along the canals within the Galton Valley, though many appear to have been listed for their group value. Of those which have considerable intrinsic architectural and/or historic merit, the most notable are Smeaton's Summit Bridge, which is a Scheduled Ancient Monument, Telford's Galton Bridge, a Grade I listed structure **[Plate 2.60]**, and Telford's Engine Arm Aqueduct **[Plate 2.61 and 62]**, which is also a Scheduled Ancient Monument. Whilst these are of national importance as individual structures, and of great architectural and historic significance, their contribution to the special character and appearance of the conservation area is in some ways overridden by the more mundane structures which are evocative of the former atmosphere of life on the canals.

Plate 2.60 *Galton Bridge*

Plate 2.61 *Engine Arm Aqueduct from the New Main Line*

Plate 2.62 *Engine Arm Aqueduct from the Old Main Line*

Key Heritage Assets

- In the Galton Valley, Smethwick Summit Conservation Area
- Listed buildings / structures; Engine Arm Aqueduct (scheduled monument, Grade II*), Top lock (Grade II), middle lock (Grade II) and bottom lock (Grade II) **[Plates 2.63, 64, 65, 66]**
- Non-designated assets - both Brasshouse Lane Bridges (034 and 035) (see Plate 2.52), Pope's Bridge (046) (see Plate 2.53), Smethwick Gauging / indexing Station (049) (see Plate 2.54), Engine Bridge, Bridge Street North (051) **[Plate 2.67]**, Wall south of Smethwick Locks (069) **[Plate 2.68]**.

Plate 2.63 *Bottom Lock*

Plate 2.64 *Middle Lock*

Plate 2.65 *Top lock and the reconstructed toll office, leading to the Aqueduct (left) from the east around Middle Lock*

Plate 2.66 *Top Lock, toll office and aqueduct from the west*

Plate 2.67 *Engine Bridge*

Plate 2.68 *Wall along the Old Main Line*

Plate 2.69 *The Chimney of the pumping house over Brasshouse Lane Bridge (taken from Great Western Road)*

Views

General **views** along the towpath capture it as an attractive green corridor and waterway, punctuated by historic infrastructure and with a backdrop of Victorian and Edwardian industrial and civic buildings and modern housing developments. Within the masterplan area there are evocative views of the Pumping House (Grade II) through and from the bridges on Brasshouse Lane **[Plate 2.69]** , and the Engine Arm Aqueduct is one of the most striking assets, with the best views of it obtained from the west along the New Main Line (see Plate 2.61); currently access is limited to the east (but this and views to the Aqueduct could be opened up). Significant views along the canal include an attractive succession of locks (Smethwick Locks) from the Engine Arm towpath bridge, looking east and conversely from Pope's Bridge looking west (see plates 2.63 to 66). Other views can be obtained from the various bridges, looking along canals hemmed in by industrial buildings. The Fire Station tower is highly visible from a variety of views from the eastern end of the canal, as well as a water tower and chimneystacks within the Canalside Industrial Character Area **[Plate 2.70]**. The gables of industrial buildings – the former Iron and Patent Rivet Works - here are highly characteristic of the eastern end of this area and should be retained where possible (see Canalside Industrial Character Area).

Plate 2.70 *Views to the Fire Station Tower and industrial buildings from the eastern leg of the Old Main Line*

Detracting elements

- Replaced surfaces and railings around the Engine Arm Aqueduct
- Concrete terracing to housing development on the north side of the canal and modern industrial buildings to the east detract from the setting of the heritage assets
- Overgrown planting, covering Grade II-listed wall and obscuring the original form of the canal cuttings

Opportunities

- Enhance visual appearance of concrete terracing on the north side of the canal (public art, planting)
- Better reveal the concrete wall (Grade II), with the potential for appropriate artistic / interpretation
- Introduce connectivity down to the canal, potentially via the Enterprise Centre
- Engine Arm Aqueduct – modern railings and surfaces could be improved (some original surfaces have been removed) to enhance its setting – and provide connection from Enterprise Centre
- Improve landscaping adjacent to Bridge Street North (Pope Bridge / Rolfe Bridge)
- Tarmacked enclave / plant north of the feeder arm could be landscaped

- Modern industrial buildings adjacent to Bridge Street North (Engine Arm Peninsula) – opportunity to connect Bridge Street to the canal - development and landscaping
- Reviewing landscaping of canal cuttings to restore their more angular original form and to open up views (subject to findings of ecological study)

N.B. Previous research has flagged that the site of the Crown Forge (the Enterprise Centre) has considerable archaeological potential. The site of the Smethwick Foundry and Patent Rivet Works both have below-ground and standing archaeological potential, and the site of the malthouse and kilns also have below-ground potential. The wharf to the east of the Engine is also considered to potentially incorporate earlier feeders given it is largely undeveloped.[12] Given the lack of previous investigation it is recommended that investigation into the built and below-ground surviving remains is undertaken prior to development in this area.

12 Upson et al (2002)

3.0 Summary of Significance

3.1 The Masterplan Area

The masterplan area incorporates both the canal network, and the wider urban area that developed in response to the commercial opportunities the navigations posed.

The canal network, and associated infrastructure, is of national, and likely international, historic interest illustrating technological development spanning the primary canal building phases of the industrial revolution, reinforced by the proximity of multiple phases of navigations to one another. These in turn are associated with major canal engineers including Brindley, Smeaton, and Telford as well as figures such as Bolton and Watt, though the latter has been reduced following removal of the Smethwick Engine.[13]

The broader urban area, most notably the Canalside Industrial Area and the Rolfe Street spine, is of lesser intrinsic importance, with interest primarily founded in the local context, further lessened given significant loss and alteration of both the urban structure and built form in the 20th century in these and the adjoining areas to the south. However, it serves to both contextualise the canal network, including the retention of industrial premises along its course, and illustrate the influence it had on the development and growth of Smethwick as an urban centre at a critical point in its rise to prominence during the 18th and 19th centuries, including the fragmented remnants of key public buildings along Rolfe Street.

3.1.1 Eroded High Street

This area historically included key buildings such as the Theatre Royal, as well as strong residential and commercial frontages. However, these have been lost and replaced with a mix of poor-quality buildings and spatial form lacking in cohesion and enclosure. As such, they do not contribute, and could be said to detract, from the character of the masterplan area.

3.1.2 Historic High Street

This area has also seen significant change and a degree of loss. However, it remains more intact than the Eroded High Street and retains key public and commercial architecture including the Post Office, Rolfe House and the Fire Station which are of some architectural interest as examples of late 19th and early 20th century public design (the Fire Station and Rolfe House in particular are good quality interwar buildings despite detracting later alteration) as well as the commercial frontage of the Enterprise Centre (with views north through its entrance). Together these serve to illustrate the 19th and 20th century growth and development of the area, initially with a strong mix of uses and later with further public service development, in the context the canal.

3.1.3 Industrial Backlands

Historically an area of strong frontages of residential properties, contributing to the mix of uses around Rolfe Street, this area has undergone significant, almost wholesale, alteration including not only the loss of earlier residential and commercial buildings but the erosion of the historic block and road form. This factor, coupled with its poor quality industrial built-form and lack of spatial cohesion means it does not contribute, and could be said to detract, from the Character of the masterplan area.

3.1.4 Canalside Industrial

The built form in this area is of generally limited architectural interest as individual structures, and there has been significant loss of earlier industrial complexes. However, through the areas continued commercial use, remaining fragments of 19th and early 20th century-built form that relate strongly to both the canal and Rolfe Street - most notably sites such as the Patent Rivet Works and Enterprise Centre - and spatial positioning of buildings along and around yards, the area collectively reinforces the historic interest of the canal network and illustrates the importance of industrialisation to the growth of Smethwick as an area.

13 Upson et al (2003)

3.1.5 Canals

The canals are of high historic interest, illustrating several phases of technological innovations in engineering to account for the difficult topography of Smethwick Summit, resulting in both a contour and direct line canal, which span the main periods of canal building in Britain. These are in turn associated nationally with major canal engineers including Brindley, Telford, and Smeaton and locally with firms producing much of the infrastructure.[14]
The conservation area appraisal draws attention to the masterplan area as a significant part of the wider navigations given the particular proximity to the junction of both navigations and the close succession of key surviving-built form including Telford's Engine Arm Aqueduct, itself of significant architectural interest, from which both main lines and the canal feeder are visible with their varying topography, Smethwick Locks, remains of the indexing station, an early brick roving bridge as well as the accurate reconstruction of the toll office.[15] The area also includes an early reinforced concrete retaining wall to the Enterprise Centre along the New Main Line, adding to the area's illustration of technological innovation.

14 *Upson et al (2003)*

15 Ibid

Appendix I – Character Area Map

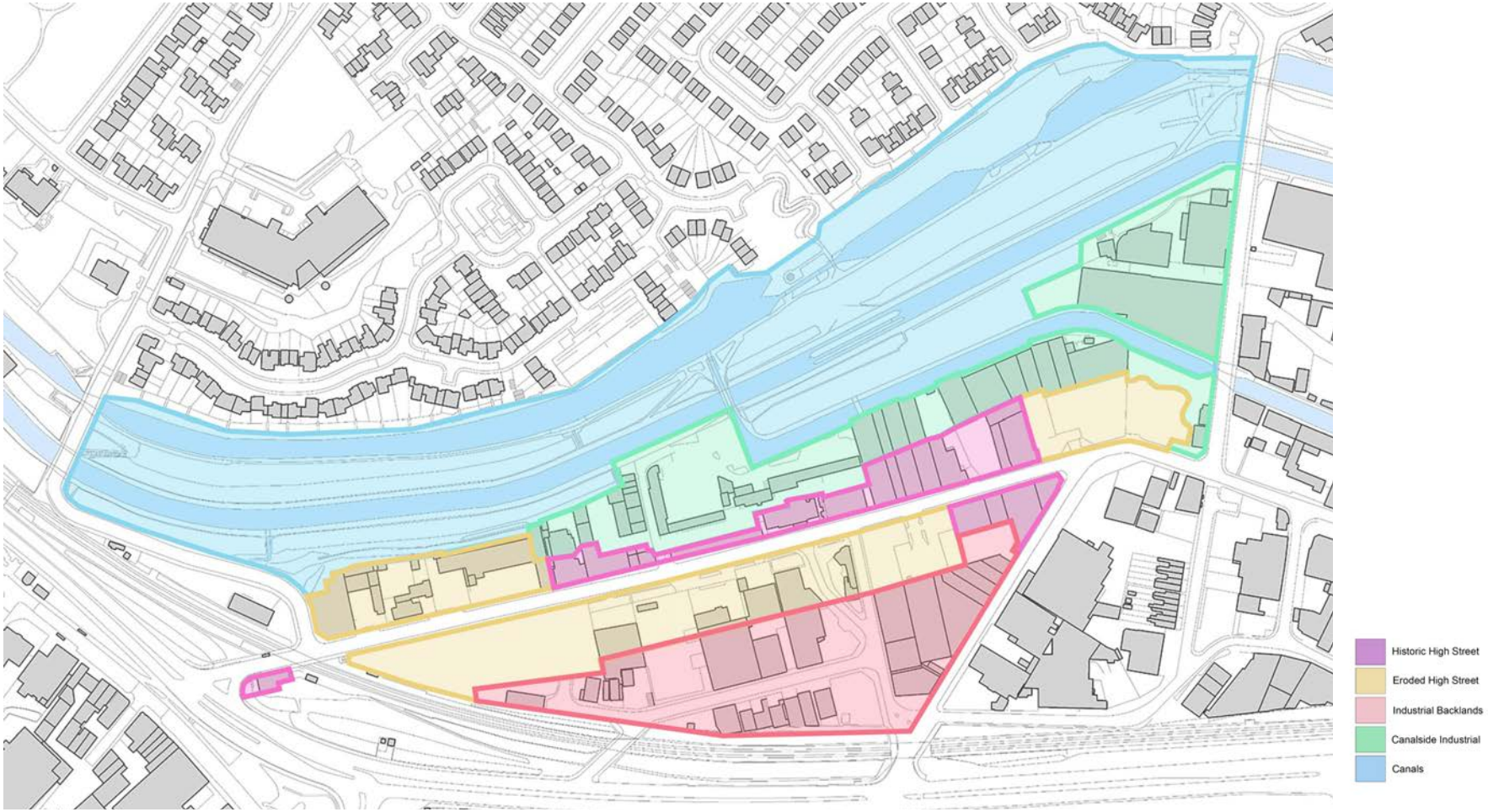

Plate I.I *Character Areas, Insalls, November 2022*

Appendix II – The Enterprise Centre

Overall significance

N.B. reference below is made to the 2022 draft Local List. Whilst these assets were not identified on the published Local List, relevant buildings are nonetheless considered non-designated heritage assets given identification in schedules from relevant background documents identified in Appendix IV.

This area started life as the Crown Works or Crown Forge, developed by the time of the 1839 tithe map. The Crown Works estate was purchased by the Smethwick Corporation in 1897 and became the Corporation Yard by 1900, with a range of buildings developed fronting Rolfe Street, arranged in courtyards and with a wharf area adjacent to the Engine Arm Canal. These buildings were used for storage, warehousing and included a fire station and ambulance service buildings.

As a whole, the **'103: Smethwick New Enterprise Centre'** has been identified in the Council's draft *Local List* (2022) and its significance has been set at 'B3': 'Lesser Intrinsic architectural interest but of historic interest or considerable townscape merit'. With priority for retention set at 'R2': 'Efforts should be sought to retain, refurbish and convert the building to new uses, following archaeological assessment and/ or recording.' The buildings are all located within the Smethwick Summit, Galton Valley Conservation Area and most buildings within the complex contribute to its significance.

The buildings collectively have strong group value as part of the former Corporation Yard and most have a strong visual and functional relationship with the canal, particularly the Engine Arm Canal and the Grade II*-listed Engine Arm Aqueduct. The complex is of **moderate historic interest** for its association with Smethwick Corporation as the former works yard encompassing the local fire service and accommodation, ambulance service as well as other works departments and including warehousing / storage space. The site has potential archaeological significance as the location of the former Crown Works / Forge. The buildings **vary in their architectural value and contribution to the townscape**, intrinsically or given modern alterations and this is expanded upon below. The **setting** of the

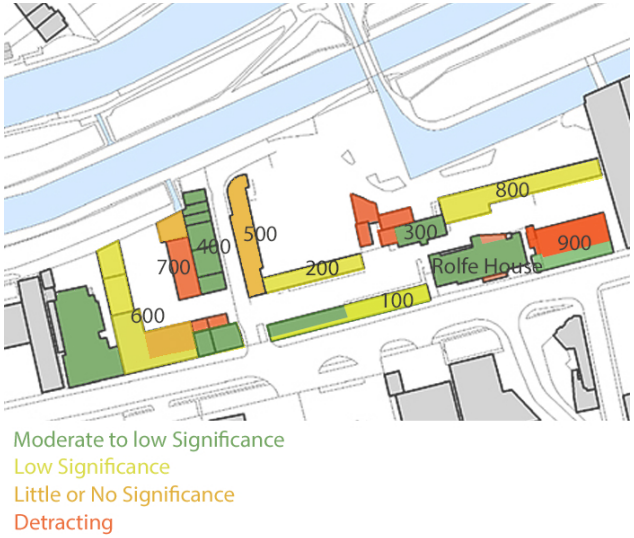

Plate II.I *Significance Plan of the Enterprise Centre, Insalls, November 2022*

buildings has evolved over the past 100 years and there are large expanses of tarmac areas, now used for carparking. Whilst the surfaces and presence of cars detract, the open spaces between buildings and adjacent to the canal are areas of transit and evoke the former relationship between the buildings and the canal and road networks.

Individual Buildings and significance

Building 100

A long-range comprising two sections; one of one-storey and an adjoining two-storey section. Both portions are simple, of red and Staffordshire blue brick and early-20th century. They front Rolfe Street with largely blind and almost identical elevations – with inset brick panels and small high-level windows or vents. The rear elevations feature segmental arched openings with tiled cills, a dentil cornice, stone kneelers and replacement windows – the most architecturally interesting elevation. A continuous gallery passes over both buildings at first floor. The two-storey portion features a blue and red brick ground floor, some segmental arched openings, other concrete lintels and is clad in timber (later alterations), replacement windows and is less interesting that the single storey portion. Possibly parts were used for electrical / power distribution services. The buildings are of **moderate to low architectural significance** and present largely blind elevations to Rolfe Street, which in townscape terms detract. This is alleviated by the panelled brickwork to some extent. The replacement windows, doors, gallery and vents to the street **detract**.

Building 200
A two-storey brick-built building with pitched slated roof, early-20th century. It was probably used for storage or transhipment of goods and still retains large ground floor openings onto the former wharf area. Its north elevation to the canal is two-storeys with a variety of openings arranged asymmetrically under segmental arched lintels; some metal-framed windows and later replacements. Its elevation to Building 100 is single-storey and features a series of large, probably interwar, window openings alongside later replacements. The building is of **moderate to low architectural significance**.

Building 300
This building appears to be a former warehouse, probably very early 20th century (likely contemporary with Building 200). It is of four storeys, of red brick with metal-framed windows with segmental-arched lintels, large ground floor openings set under metal lintels facing the canal and features a timber, slate-clad hoist on its south elevation (which is three storeys given the change in level) and a pitched, slated roof. It features a clunky modern fire escape and lean-to extensions to the north, which appear to be part of a building training programme, which are of **no interest / detract**. This building is of **moderate architectural value** as a typical late-19th or early-20th century warehouse, which retains historic features including metal-framed windows, wide ground floor openings and a timber-clad hoist – which evoke its former use and association with the canal.

Building 400
A single storey range which steps down the ramp to the lower wharf-level of the former Corporation Yard. Early-20th century, brick-built storage or workshops with metal-framed windows and wide timber doors, some altered. Though a rather humble set of buildings they are characterful and have townscape presence as part of the former Corporation Yard and are of **low to moderate architectural value**. The roller shutters and other later alterations **detract**.

Building 500
Single storey buildings which are only really discernible from the former wharf area / carpark. They comprise a brick retaining wall to the car ramp and flat roofs. They appear to be interwar, with a late-20th century portion to the north. They are of **little architectural interest**.

Buildings 600 and 700
A complex of early-20th, interwar and late-20th century buildings arranged around a courtyard and with sections facing Rolfe Street. Red brick with blue brick bases, one- or two-storeys. Functional garaging / storage buildings, some with gables containing oculi and inset brick panels facing Rolfe Street (these façades are likely interwar). Most have pitched slated roofs, some with cowled vents whilst there are some roofs with corrugated aluminium coverings. Adaptations include alterations to the garage doors, uPVC windows, rebuilt yard-facing sections which appear to be late-20th century, designed to match but fail given brick selection and detailing. They are of **low architectural value**. The roller shutters, uPVC windows and modern extensions **detract**.

67 and 68 Rolfe Street are located adjacent to Building 600 and front Rolfe Street. They are residential in character and appear to date from the early-20th century, potentially used as Corporation staff housing. They are two storeys, red brick with a blue brick base and stone dressings (painted white), windows are timber or uPVC replacement, and doors are plain boarded. They are of **low architectural value** and have been altered but do contribute to the townscape as remaining elements of the residential character of the high street.

Building 800
Former Fire Station engine sheds / storage. A very utilitarian, two storey range dating from the 1940s or 50s, which negotiates the change in level – presenting one storey to the rear of the Former Fire Station. It has a strong relationship with the Engine Arm Canal, where the water was drawn from for firefighting. Of their time for their functional design, but of **little architectural interest**.

Building 900
This is identified separately from the Enterprise Centre and is numbered **104** on the draft *Local List* (2022). The significance of **the Former Fire Station** has been set at 'B3': 'Lesser Intrinsic architectural interest but of historic interest or considerable townscape merit'. With priority for retention set at 'R2': 'Efforts should be sought to retain, refurbish and convert the building to new uses, following archaeological assessment and/ or recording'. It was built in c.1910 as the Warley Fire Brigade headquarters, it has been heavily altered in successive phases.

The 1910 building comprises the red brick training tower, which is a significant townscape element (visible in numerous views within and into the conservation area). The portion facing Rolfe Street features fine arched openings at ground floor, which have been blocked; these reflect the original 1910 building but are

likely interwar, along with the entrance bay adjacent – these portions are of slightly lesser architectural value, but conceal the late-20th century glazed side extensions which detract – overall these portions are of **moderate architectural value**. The later rendered extensions facing Rolfe Street and to the rear are possibly also interwar, they are clunky, diminish the training tower and **detract**. The replacement windows and blocked openings **detract**.

105: Rolfe House (former fire brigade flats), has been identified in the draft *Local List* (2022) and its significance has been set at 'B3': 'Lesser Intrinsic architectural interest but of historic interest or considerable townscape merit'. With priority for retention set at 'R2': 'Efforts should be sought to retain, refurbish and convert the building to new uses, following archaeological assessment and/ or recording.'

Rolfe House was built in 1933 to house married firemen. It is in an interwar domestic Neo-Geo style typically found in housing association flats, which is slightly at odds with its high street location. It is of two- and three-storeys, in red brick with quoin detailing and voussoired lintels. Its second floor is rendered and it features a hipped slated roof over the taller central portion and gambrel roofs over the lower outer bays. It is of **low to moderate architectural value**. Its windows are uPVC replacements, the porch and rear infill extension are also modern - all **detract.**

107 Former Patent Rivet Works (80 Rolfe Street) and **074 Elevations to Engine Arm Canal – Birmingham Feeder Canal** are identified on the draft *Local List* (2022).

The significance of **107 Former Patent Rivet Works (80 Rolfe Street)** is categorised 'B2' 'Moderate intrinsic interest but of significant historic interest or considerable townscape merit, with a retention category of 'R2': 'Efforts should be sought to retain, refurbish and convert the building to new uses, following archaeological assessment and/or recording.' Its archaeological value is set at 'A2', 'Sites considered to have moderate potential'.

Established by 1839 (shown in the tithe map of this date). The site appears to retain some early built fabric, though has been altered. The sheds stretching back from the canal have been re-roofed, but slates may survive beneath modern coverings. They retain a historic water tower and chimneystack, which are townscape elements – particularly visible from the canal. Individually, they of limited architectural value but present an attractive range of gabled red brick elevations, which front directly onto the canal and represent the former intrinsic relationship between the works and the canal. N.B. the earlier elevations / portions of the complex are of higher historic value.

074 Elevations to Engine Arm Canal – Birmingham Feeder Canal are identified as being of **'vital importance to the character and appearance of the Engine Arm'**, with their significance at 'Level 3': 'Buildings and structures of moderate intrinsic architectural or historic interest given greater significance by their being part of a group of structures of similar date, form and function resulting in their being of national significance'.

They are 19th and 20th century red brick buildings associated with the former Smethwick Iron Foundry and later Motor Rim Works and Steel Constructional Works, forming the south side of the Engine Arm Canal, mostly semi-derelict with blocked openings. Some still stretch back towards Rolfe Street, whilst others have been demolished behind the façade or almost gutted due to fire damage. They are of varied architectural value individually but present an attractive range of slightly staggered gabled elevations, which front directly onto the canal and are evocative of the former direct relationship between the works and the canal. N.B. The earlier elevations are of higher historic value.

108 Former Smethwick Wharf was noted in the 2002 survey and *Local List*. It is likely to have some archaeological value given its former function but noting appears to survive above-ground. N.B. inspection from nearby bridge only.

Full condition surveys are advisable to determine accurate refurbishment and conversion costs before making any decision on full / partial demolition. Where buildings are to be removed in any forthcoming masterplan or as part of the Towns Fund project, the process of archaeological and/or architectural recording should be carried out prior to demolition and where possible, fabric could be reused in future proposals and the character / style of the buildings could form the basis of new buildings in the forthcoming design codes.

N.B. no internal inspections were carried out as part of this assessment.

Appendix III - Relevant Statutory List Descriptions

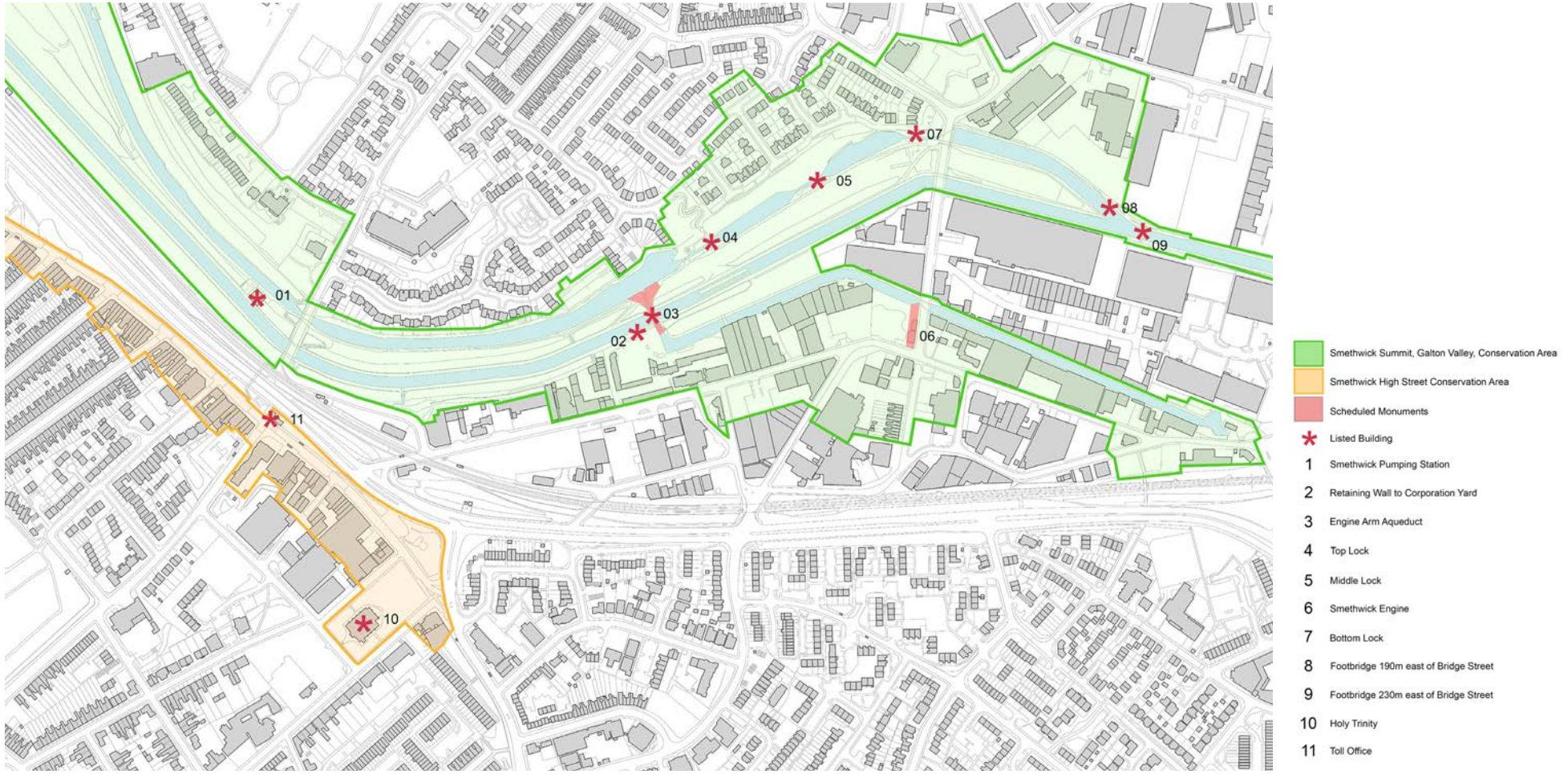

Plate III.I *Designated Assets*

III.I Within the Masterplan Area

Retaining Wall to Former Corporation Yard
Grade: II
List Entry Number: 1391126

GV II Retaining wall. c.1910 for Smethwick Corporation Depot by C. J. Fox Allin, Borough Engineer. Reinforced concrete. Linear stretch of wall approx. 50m long running parallel to the south side of the Birmingham Canal. To the south face, only the parapet is visible. To the north face, there is a band below the parapet then the rest of the approx. 10m high wall. In profile, the wall is canted towards the Canal side, with triangular buttresses positioned along the south land side, both parts supported by concrete footings. Listed for its technological interest as an early reinforced concrete wall, as well as for its strong group value with the Grade I Engine Arm Aqueduct; there is an interesting juxtaposition between these two works of engineering that each took full advantage of the innovative structural and design of their respective periods.

Engine Arm Aqueduct, Birmingham Canal Wolverhampton Level
Grade: II*, List Entry Number: 1391874
Desdignation: Scheduled, List Entry Number: 1005904

GV II* An iron trough aqueduct with tow path roving bridge. Built circa 1828 by Thomas Telford to carry the Engine Arm of the Wolverhampton level canal over the deep cutting of Telford's new Birmingham mainline navigation and thus ensure the continued supply of water from the Rotton Park Reservoir.

PLAN: The aqueduct is orientated north west to south east and has a tow path on both east and west side. The towpath roving bridge lies on the north west end of the aqueduct, is orientated north east to south west, and has blue engineering brick with stone copings and rusticated stone arch details. It was conceived as an integral part of the aqueduct scheme to allow the towpath to cross the entrance to the aqueduct.

MATERIALS: The aqueduct is an iron trough supported on a single span, cross braced to counter the outward thrust of the weight of water carried, springing from stone and brick abutments. ELEVATION: Both the east and west face of the aqueduct are of the same design with decorative ironwork tracery of three orders; the grid-work of the cross bracing rises from a single span arch with fluted gothic columns supporting pointed arches and pierced quartrefoil spandrels above; plain square section railings, rising to trefoil arches immediately below the simple rolled hand rail. The handrail terminates in short octagonal stone end piers, seven faces of which have recessed oblong panels with decorative blind tracery, echoing the trefoil arches of the railings. Sloping octagonal stone copings, cap the piers. The abutments are constructed in engineering brick in English bond with deep rusticated stone coins and copings. The towpath has a brick surface with raised footholds. The humpbacked towpath roving bridge is constructed of blue engineering brick, in English bond with a flattened elliptical arch, and vermiculated rustication to the stone quoins. Sloping abutments set at 90° to bridge, or its south side, carry the tow path from the level of the aqueduct over the bridge, and have plain curved stone copings.

SOURCES: 'Smethwick: Communications', A History of the County of Staffordshire: Volume 17 (1976), 96-8; http://www.british-history.ac.uk/report.asp?compid=36174. Date accessed: 25 September 2006. SUMMARY OF IMPORTANCE: The Engine Arm Aqueduct is an unaltered example of a C19 iron trough aqueduct and canal roving bridge, which survives intact with elegant Gothic design details by the renowned engineer Thomas Telford. The aqueduct is an example of Telford's work at its best, demonstrating technical innovation in his use of the iron trough method which allowed aqueducts to securely straddle a far greater width than traditional masonry methods. The broad span latticework arch demonstrates Telford's development of engineering techniques which was taken further in his later work on suspension bridges and road bridges. The aqueduct also has strong group value with Telford's improvement scheme to the Birmingham mainline canal.

Top lock of three, Smethwick Locks with attached footbridge (approximately 270 metres west, South West of Bridge Street Birmingham Canal Wolverhampton level
Grade: II
List Entry Number: 1077162

Canal lock and footbridge. Probably 1790 when the original Smethwick summit level of 1769 was lowered to that of the Wolverhampton pound. Brick with sand- stone kerbstones partly replaced by concrete. Cast-iron sluice gear at upper and lower ends. Single gates. The lower end of the lock chamber is spanned by a brick footbridge which has a single elliptical arch and parapets with sand- stone copings, partly rebuilt

on the east side. The locks were by-passed when the Smethwick cutting on the Birmingham Level was completed in 1829.

Middle lock of three, Smethwick Locks (approximately 140 metres west of Bridge Street) Birmingham Canal Wolverhampton level
Grade: II
List Entry Number: 1215330

Canal lock. Probably 1790, when the original Smethwick summit level of 1769 was lowered to that of the Wolverhampton pound. Brick with sandstone kerbstones partly replaced by concrete. Cast-iron sluice gear at upper end. Single gates. The locks were by-passed when the Smethwick cutting on the Birmingham level was completed in 1829.

Bottom lock of three, Smethwick Locks immediately west of Bridge Street Birmingham Canal Wolverhampton level
Grade: II
List Entry Number: 1077129

Canal lock. Probably 1790, when the original Smethwick summit level of 1769 was lowered to that of the Wolverhampton pound. Brick with sandstone kerbstones partly replaced by concrete. Cast-iron sluice gear at upper and lower ends. Single gates. The locks were by-passed when the Smethwick cutting on the Birmingham Level was completed in 1829.

Smethwick Engine House
Designation: Scheduled
List Entry Number: 1005887
No list entry sourced. Generated from an Old County Number.

III.II In the setting of the masterplan area

Smethwick New Pumping House Approximately 50m North West of Brasshouse Lane Birmingham Canal Birmingham Level
Grade: II
List Entry Number: 1077154

Pumping house between Smeaton's Old Main Line on the Wolverhampton Level and Telford's New Main Line on the Birmingham Level. 1892. Brick with slate roof. One storey to Old Main Line and two storeys to New Main Line. Lower storey has four-bay blind arcade with impost band, and a smaller doorway within right-hand arch. The upper storey has four windows with segmental heads, the two right-hand ones blocked, and a drip course. Miniature false machicolation to the eaves; adjoining to the left is the ashes hole with a doorway for removing the ash. Hipped slate roof in two spans, with louvred ridge ventilators. Right-hand return wall of three bays, with blocked windows. North-east wall, facing upper level, has two wide elliptical arches with smaller inner segmental arches. The right-hand one is blocked, the left-hand one is a doorway. In front of the right-hand archway are the foundation walls of the coal hole. Interior: steel roof trusses. History: This pumping house replaced two earlier pumping stations on the Engine Arm of the Birmingham Canal. It was the last to be erected on this section of the canal and housed two vertical compound engines driving centrifugal pumps capable of lifting 200 locks per day. In 1905 one engine was removed for use at Bentley, the remaining one being in use until the early 1920s. The pumphouse is a prominent feature of the canalside landscape.

Church of Holy Trinity, High Street
Grade: II
List Entry Number: 1077093

Church. 1887 - 9 by Francis Bacon of Newbury. Tower and spire, and some re-used stone, remain from previous church of 1838 by Thomas Johnson of Lichfield. Punched sandstone ashlar with some limestone dressings and imitation slate roofs. Comprises a west tower with spire, nave and chancel under a continuous roof, and north and south aisles under pitched roofs. The west tower has clasping buttresses, and a pointed west doorway with lancet window above. On each side are two lancet bell openings. The spire is set back behind a parapet. Both aisles have a west window of four lights with Geometrical tracery. The aisles have paired lancet windows with buttresses between bays. The north aisle is of five bays and has a doorway to the right of its eastern bay. The south aisle is of four bays, with a gabled porch to the left which has a pointed doorway. The east window of the north aisle is a triple stepped lancet above a lean-to Vestry. The east windows of the south aisle and chancel have Geometrical tracery, the former of three lights, the latter of six lights. Interior: five-bay arcades with round piers, foliated capitals and pointed arches. Two western bays on each side filled by late C20 concrete block walls and west end of nave partitioned to form foyer. Main nave roof trusses have tie-beams, arch-braced collars, king-posts and central vertical iron rods. Alternate trusses have scissor-braced collars. The moulded pointed chancel arch has clustered columns as responds.

Toll House, 115, High Street
Grade: II
List Entry Number: 1077114

Toll house. Probably late C18. Originally on Birmingham, Dudley and Wolverhampton turnpike, formed in 1760. Stuccoed brick with slate roof. Two storeys. Windows sashed with glazing bars. North and south walls both of one bay. First floor window of south wall blind, with painted glazing bars. West wall, facing street, of three bays, the two outer bays canted back. On the first floor in the middle bay is a blind recess with pointed head, probably for a toll board. Door in left-hand bay. Chimney on ridge.

Footbridge at Junction with Birmingham Canal, Smethwick Junction (approximately 190 metres east of Bridge Street Birmingham Level Wolverhampton Level
Grade: II
List Entry Number: 1342672

Canal footbridge. 1828. Cast-iron. Brick abutments have sandstone dressings. Single elliptical arch. Sides each of two castings, bolted to central "keystone". Pierced in form of saltire crosses, with band of quatrefoils below handrail. Spandrel inscribed: "HORSELEY IRON WORKS STAFFORDSHIRE 1828".

Footbridge at Junction with Wolverhampton level (approximately 230 Metres East of bridge Street) Birmingham Canal Birmingham level
Grade: II
List Entry Number: 1214908

Canal footbridge. 1828. Cast-iron. Brick abutments have sandstone dressings. Single elliptical arch. Sides each of two castings, bolted to central "keystone". Pierced in form of saltire crosses, with band of quatrefoils below handrail. Spandrel inscribed: "HORSELEY IRON WORKS STAFFORDSHIRE 1828". Southern abutment partly repaired with C20 brick and concrete.

Appendix IV – Non-designated Heritage Assets

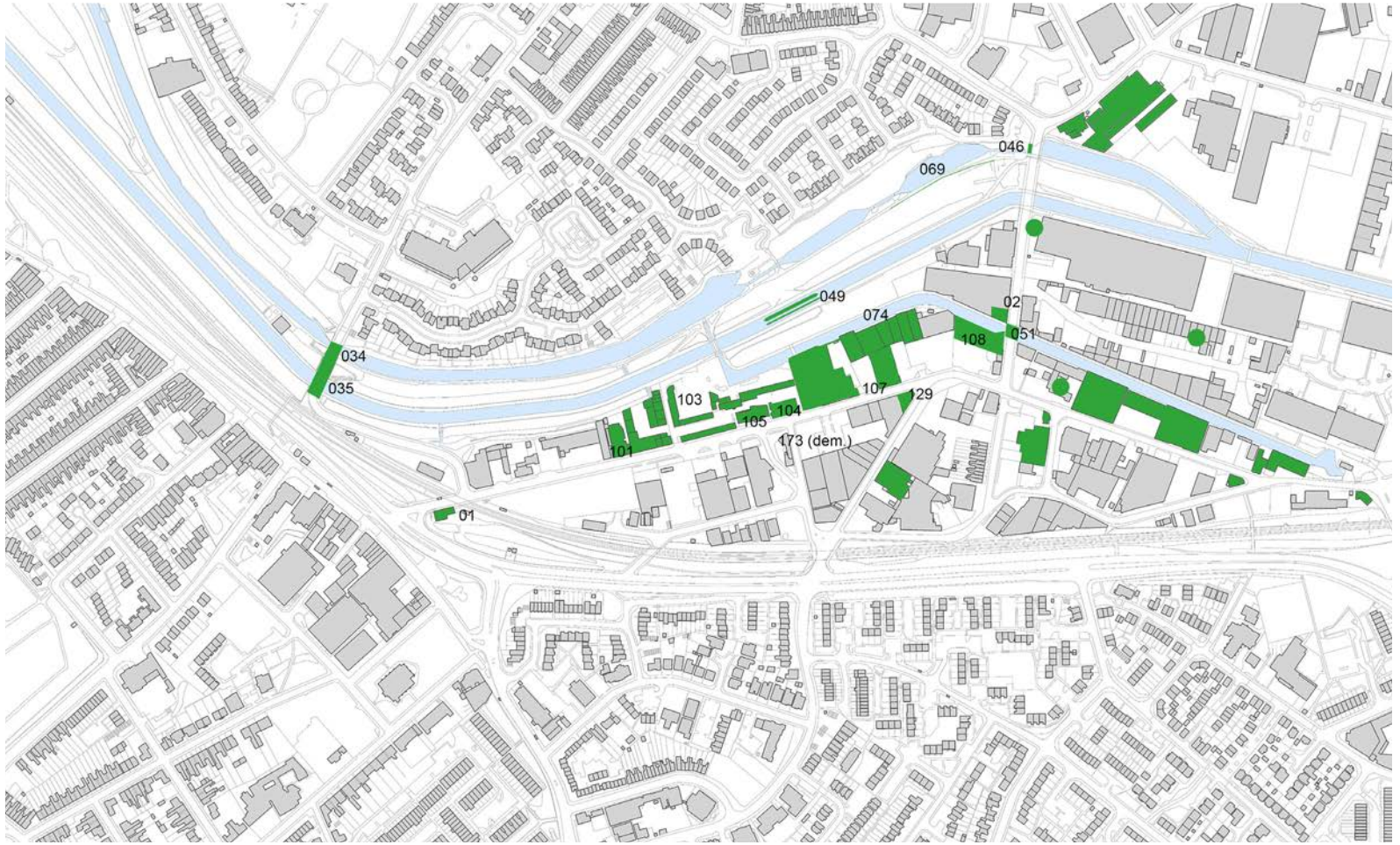

Plate IV.I *Non-designated Heritage Assets, Donald Insalls, October 2022 (Reference numbers overleaf)*

Schedule of recommendations for local listing adapted from the Audit of Heritage Assets within 'Smethwick Summit Galton Valley, Smethwick, Conservation Area Appraisal' (Upson, Kirkham, Cox and Potter 2002)

Asset No.	Name of Building or structure	Type/Description	Assessment of Significance		Conservation Officer's Local List Recommendation
034	**Brasshouse Lane Bridge over Birmingham Canal, Wolverhampton Level**	Constructed in 1790 as part of Smeaton's major scheme to lower the Old Main Line over Smethwick Summit. The original span is of red brown brick shown clearly on OS 1st edition but has been widened.	Much altered but retains evidence of its early manifestation	**4**	**Yes**
035	**Brasshouse Lane Bridge over Birmingham Canal, Birmingham Level**	Built 1826 over New Main Line and widened in blue brick 1890's together with massive retaining wall to North Western Rd.	The widened structure is substantial but architecturally uninspired	**6**	**Yes**
046	**Pope's Bridge, carrying Bridge Street North over Birmingham Canal, Wolverhampton Level**	Original bridge carried Bridge Street over Brindley's bottom lock. Modified to accommodate parallel lock of 1790, with roving bridge attached to west side, and again to allow road widening.	Retains evidence of Brindley's bottom lock within much altered fabric which documents its history.	**4**	**Yes**
049	**Smethwick gauging station, Birmingham Canal, Birmingham Level, 470m east of Brasshouse Lane Bridge**	Gauging and indexing station on New Main Line. Unlike toll islands at Bromford and Winson Green, the two 'prows' are dissimilar. 1857 survey shows a footbridge crossing above the islands, the 1890 OS shows a long building extending the length of the structure.	An interesting feature of the canal system though surviving remains unable to convey original form or function unaided	**4**	**Yes**
051	**Engine Bridge, carrying Bridge Street North over Engine Arm Feeder Canal**	Bridge carrying Bridge Street over Engine Arm canal. Original span of red brick, subject to later widening.		**4**	**Yes**
069	**Wall to south of Smethwick locks, Birmingham Canal, Wolverhampton Level, 100m west of Pope's Bridge, Bridge Street North**	Wall of mixed materials – stone, brick, slag/clinker	As 068	**6**	**Yes**
074	**Elevations to Engine Arm canal – Birmingham Canal Feeder**	19th and v. early 20th century brick elevations forming south side of Engine Arm canal, mostly semi-derelict with blocked openings	Of vital importance to the character and appearance of the Engine Arm	**3**	**Yes**

Classification of levels of significance, (see column five in above table)

1 Buildings and structures of very high intrinsic architectural or historic interest giving them considerable national significance

2 Buildings and structures of high intrinsic architectural or historic interest and of national significance, and features of fundamental importance to the special interest and character of the conservation area

3 Buildings and structures of moderate intrinsic architectural or historic interest given greater significance by their being part of a group of structures of similar date, form and function resulting in their being of national significance

4 Individual buildings and structures of moderate intrinsic architectural or historic interest, and those of lesser intrinsic interest given greater significance by their being part of a group of structures of similar date, form and function resulting in their being of high regional significance

5 Buildings and structures of lesser intrinsic architectural or historic interest, which individually, or as part of a group make a very positive contribution to the special interest and character of the conservation area

6 Structures and features of little intrinsic architectural or historic interest, but which make a positive contribution to the special interest and character of the conservation area

7. Structures and features which currently make little contribution to the special interest and character of the conservation area.

Schedule of recommendations for local listing adapted from the Audit of Heritage Assets within *'Soho Technology Park, Smethwick, Historic Landscape Appraisal'* (Upson, Kirkham and Potter 2002) within Smethwick Summit, Galton Valley, Conservation Area Appraisal and Boundary Review (2003)

Asset No.	Name of building or structure	Type/Description	Level of significance	Priority for retention	Conservation Officer's Local List Recommendation
103	**Smethwick New Enterprise Centre, Rolfe Street, Smethwick**	Former corporation depot containing interesting mix of early 20th century buildings and early reinforced concrete retaining wall [075]	B3	R2	**Yes**
104	**Former Fire Station, adj 69 Rolfe Street, Smethwick**	Warley fire brigade headquarters, built 1910	B3	R2	**Yes**
105	**Rolfe House, (former Fire Brigade flats), 69 Rolfe Street, Smethwick**	Block of 12 flats for married firemen, built 1933	B3	R2	**Yes**
107	**Patent Rivet Works, 80 Rolfe Street, Smethwick**	Established by 1842, site appears to retain some survival of early built fabric	A2/B2	R2 (part)	**Yes**
128	**173 Rolfe Street, (Crown and Anchor PH), Smethwick**	One of 12 public houses on Rolfe Street in 1857. Originally at apex of junction of New Street and Cross Street.	B3	R2	**Yes**
129	**160 Rolfe Street, (former Bank), Smethwick**	Two pre 1857 properties shown as bank on 1885 OS. Maybe late Victorian remodelling in stucco with ashlar base and quoins, pediments at IFL and ornate cornice	B3	R2	**Yes**

KEY TO CLASSIFICATIONS USED IN AUDIT OF HERITAGE ASSETS

Classification of levels of significance (of extant buildings and structures) in table adapted from Soho Technology Park Study:

- **B1** High intrinsic architectural or historic interest
- **B2** Moderate intrinsic architectural interest but of significant historic interest or considerable townscape merit
- **B3** Lesser intrinsic architectural interest but of historic interest or considerable townscape merit
- **B4** Lesser intrinsic architectural interest but of some townscape merit

Priority for retention (of extant buildings and structures):

- **R1** To be preserved *in situ*
- **R2** Efforts should be sought to retain, refurbish and convert the building to new uses, following archaeological assessment and/or recording
- **R3** An approved programme of archaeological assessment and/or recording should be carried out prior to development

Classification of levels of significance (of buried archaeological potential):

- **A1** Sites considered to have high potential
- **A2** Sites considered to have moderate potential
- **A3** Sites considered to have some archaeological potential

Schedule adapted from Audit of Heritage Assets within Soho Technology Park Study Area, identifying additional assets for potential inclusion within the proposed revised boundary of the conservation area, adapted from *'Soho Technology Park, Smethwick, Historic Landscape Appraisal'* (Upson, Kirkham and Potter 2002) within Smethwick Summit, Galton Valley, Conservation Area Appraisal and Boundary Review (2003)

Asset No.	Name of structure / site	Type / Description	Level of significance	Priority for Retention
101	**Former Post Office**	1890 former head post office	B4	R2
108	**Smethwick Wharf**	Open wharf to the Engine Arm Canal for supply of coal to Smethwick Engine. Routes of former feeder channels cross site. Boundary wall to Rolfe Street still survives	A2	-

Classification of levels of significance (of extant buildings and structures) in table adapted from Soho Technology Park Study:

B1 High intrinsic architectural or historic interest
B2 Moderate intrinsic architectural interest but of significant historic interest or considerable townscape merit
B3 Lesser intrinsic architectural interest but of historic interest or considerable townscape merit
B4 Lesser intrinsic architectural interest but of some townscape merit

Priority for retention (of extant buildings and structures):

R1 To be preserved *in situ*
R2 Efforts should be sought to retain, refurbish and convert the building to new uses, following archaeological assessment and/or recording
R3 An approved programme of archaeological assessment and/or recording should be carried out prior to development

Black Country Local Heritage List, https://www.blackcountrylocallist.org.uk/

01 Rolfe Street Station, Rolfe Street, Smethwick

Other buildings of interest

02 40-41 Bridge Street North

Appendix V – Bibliography

Published Sources

Anne Upson, Bettina Kirkham. *Smethwick Summit, Galton Valley Conservation Area: Appraisal and Boundary Review* (2003)
Anne Upson, Bettina Kirkham, Samantha Potter. *Soho Technology Park Historic Landscape Appraisal* (2002)

Online resources

A P Baggs, G C Baugh, C R J Currie and Johnson D A, 'Smethwick: Introduction', in **A History of the County of Stafford: Volume 17, Offlow Hundred (Part)**, ed. M W Greenslade (London, 1976), pp. 87-88. **British History Online** http://www.british-history.ac.uk/vch/staffs/vol17/pp87-88
Black Country History, https://www.blackcountryhistory.org/
The Genealogist, https://www.thegenealogist.co.uk/
Britain from Above, https://www.britainfromabove.org.uk/

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Consultation Statement

Rolfe Street Masterplan

June 2023

Sandwell
Metropolitan Borough Council

Consultation Statement

Rolfe Street Masterplan

1. Introduction

Following on from the approval of the Smethwick to Birmingham Corridor Framework in February 2022, Sandwell Council commissioned a further, more in-depth masterplan covering the Rolfe Street area in Smethwick. The draft Masterplan was consulted on from 6 February to 20 March 2023. This statement sets out the engagement strategy undertaken in the lead up to and during the public consultation, provides an overview of the responses received and how they have been addressed in the revised document.

2. Background

During 2021, consultants undertook the preparation of the Smethwick to Birmingham Corridor Framework which set out guiding principles for the future development of key sites within this regeneration area and also prepared the Grove Lane Masterplan which provided more detail on how this area could be brought forward. Partners for this work included Sandwell Council, Birmingham City Council, West Midlands Combined Authority and Transport for West Midlands, Homes England, Canal & River Trust and Sandwell and West Birmingham NHS Trust. A collaborative approach resulted in the development of both documents that subsequently were approved by both Sandwell Council and Birmingham City Council in February 2022.

Another key area within the corridor is that around Rolfe Street. This area has been identified for residential led mixed use development since 2008 when the site was allocated in the Smethwick Area Action Plan, now incorporated within the Sandwell Sites and Allocations Delivery DPD. The area has a prime location adjacent to the Birmingham Canal, is within proximity of Smethwick High Street and Rolfe Street Railway Station with easy access to Birmingham and Wolverhampton. Unfortunately, proposals for residential development have not come forward, possibly due to fragmented land ownership meaning comprehensive development could not be achieved. Given the majority of the land uses being industrial in nature, piecemeal development would not have been supported.

However, the council has secured funding from the Government's Towns Fund to assist in bringing forward a site within the Rolfe Street area ready for residential development. The Smethwick Enterprise Centre site adjacent to the canal will be cleared of existing structures and remediated to a stage where redevelopment can take place for a potential 115 new homes. This is seen to be the catalyst for further regeneration opportunities to come forward in the Rolfe Street area.

To facilitate this regeneration it was considered that a masterplan covering the area from Rolfe Street Railway Station up to and including New Street and Bridge Street North should be prepared. This would build upon the principles set out in the

Smethwick to Birmingham Corridor Framework to develop a coherent and comprehensive masterplan, providing clarity to developers on the aspirations for the area, the potential capacities and density that would deliver a well-designed community environment.

Consultants were commissioned to undertake this work. The Masterplan was to consider how the area could be developed, taking account of its location adjacent to the canal and proximity to local shops, services and public transport. Given the historic nature of the area, the masterplan was also to include a heritage assessment, looking at any particular buildings or structures that would require retention, and a transport strategy to ensure that the quantum of development could be accommodated within the existing or improved highway network.

3. Public Consultation

The Rolfe Street Masterplan was published for public consultation between 6 February and 20 March 2023. Hard copies were deposited at Smethwick Library and Sandwell Council House and links were available to view the Masterplan on a dedicated website. In addition, there was an online questionnaire for public and stakeholders to complete as well as paper copies left at the venues mentioned above.

The consultation was published on the council's social media accounts, Twitter and Facebook and a face to face event was organised in Smethwick Library on 1 March 2023 for anybody wishing to discuss the Masterplan in person with officers.

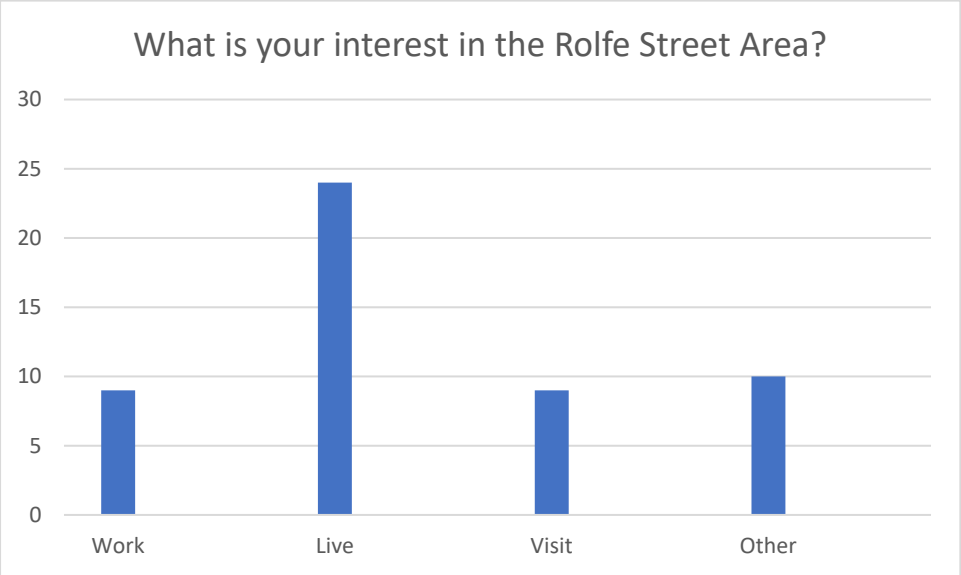
Smethwick Town Members were briefed on the emerging Masterplan and consultation in December 2022. There have been weekly meetings between the client and consultants to discuss progress on the developing masterplan since their appointment in September up to the public consultation event, and other agencies have also been engaged during its preparation to ensure interested stakeholders are able to help in shaping the final plan.

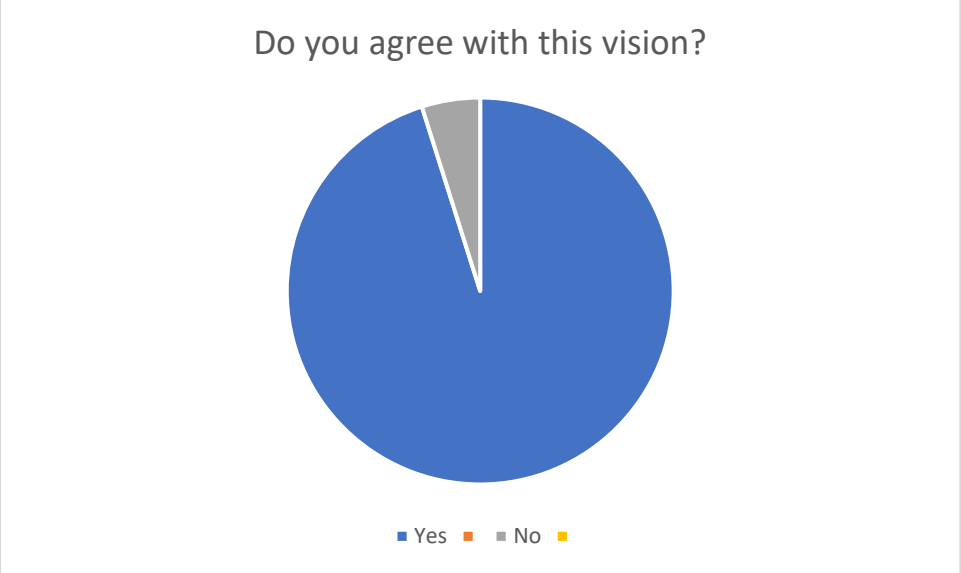
Notification of the Masterplan consultation including links to relevant documents was emailed to Statutory Consultees and any pertinent local community groups or interested parties.

4. Summary of response to the consultation

The consultation generated 41 responses to the online questionnaire although not all respondents replied to every question. There were no paper copies of the questionnaire received. A copy of the questionnaire is attached as Appendix 1.

The majority of people who completed the questionnaire lived in the area (58%) and of the responses received, over 95% agreed with the overall vision provided by the Masterplan.

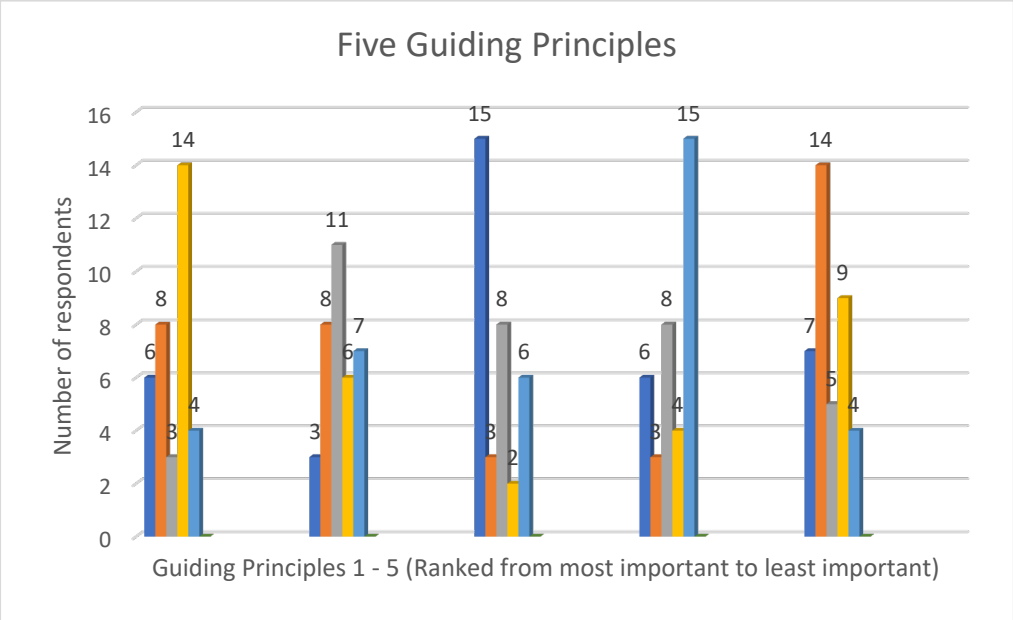




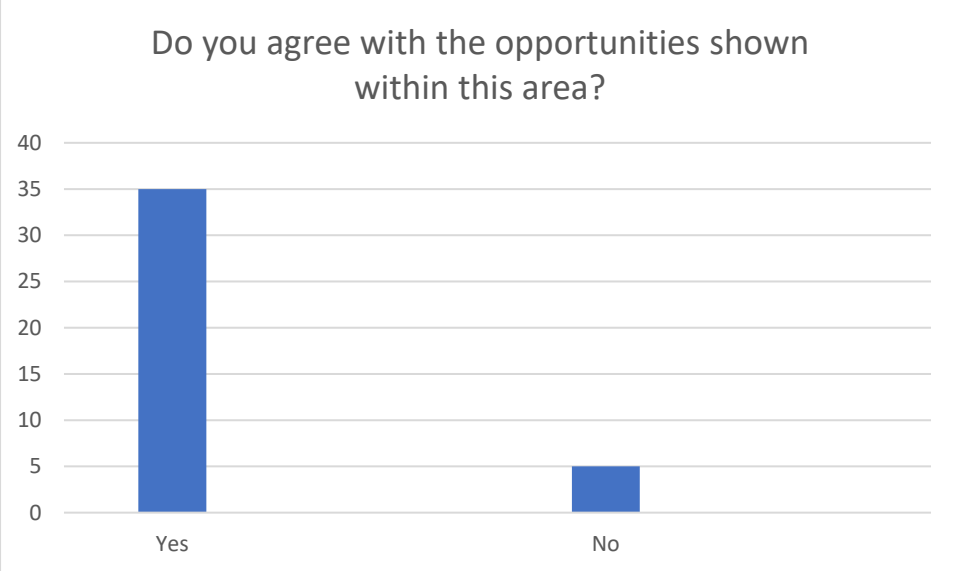
The Masterplan set out five guiding principles to shape the future of the area which included;

- A place that is Smethwick - an exemplar for the past and future of the Black Country
- A historic place - heritage at the heart of a new community
- An aspirational place - high quality family homes for all
- A connected place - a zero carbon mobility hub, heart of a cycling network
- A green place - new public spaces for a new community, the canal as a green lung

Respondents were asked to rank each of these principles in order of importance. The most important principle was making the Rolfe Street area an aspirational place with high quality family homes for all which was ranked at over 44%, with the least being ‘a connected place – a zero carbon mobility hub, heart of cycling which was voted least important to over 41% of respondents. Of the five principles those that ranked between1 and 3 of importance, providing family homes yielded most votes, with providing new green spaces second, making it an historic place third.



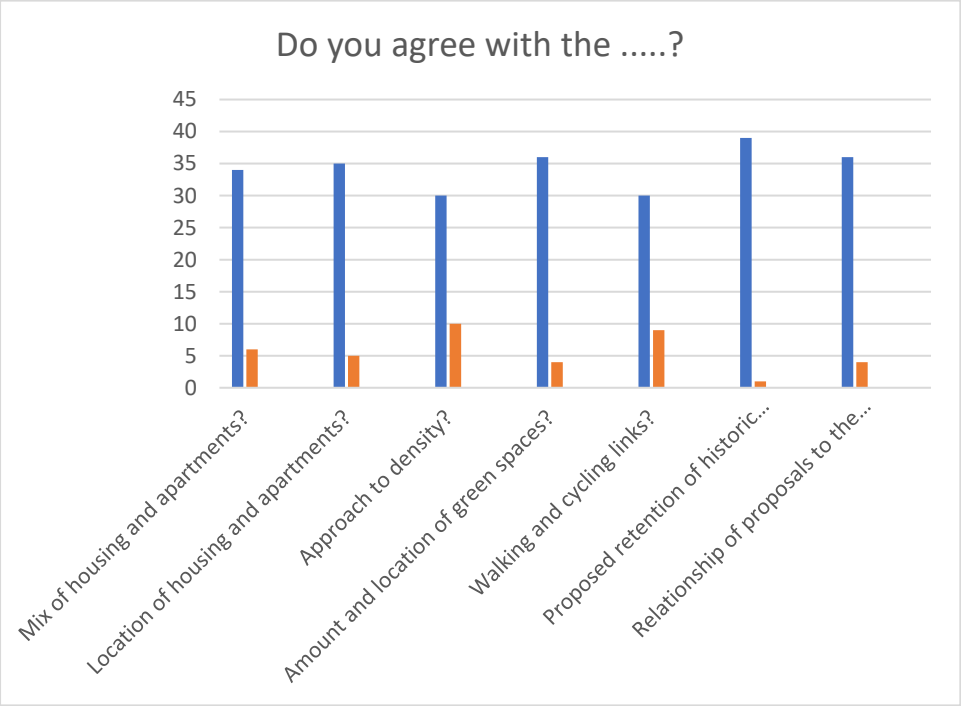
Over 87% of respondents agreed with the opportunities that had been set out within the Masterplan. With regards the package of walking, cycling and road improvements proposed there were mixed reactions with 82.5% in agreement and 17.5% not.



The final question asked if the respondent agreed with a number of proposals set out in the Masterplan. These included;

- The mix of housing and apartments
- The location of housing and apartments
- The approach to density of the housing
- The amount and location of green spaces
- The walking and cycling links
- The proposed retention of historic buildings, and
- The relationship of proposals to the canal.

In the main the responses to each of these was very positive. The proposed retention of historic buildings provoked the most responses (97.5%) which indicated that the proposals within the Masterplan to attempt retention if possible for some of the buildings would be welcomed.



Specific comments were received from stakeholders with an interest in this area for example Transport for West Midlands and Canal & River Trust. These are documented on Appendix Two.

From the social media links, there were the following responses;

Facebook : 19,902 views with 38 comments, mainly positive with some irrelevant to the actual masterplan being promoted.

Instagram: 1,610 views with 16 likes.

Twitter: 1,915 views with 85 engagements.

GovDelivery (residents e-newsletter)

No comments.

APPENDIX 1

QUESTIONNAIRE

Draft Rolfe Street Masterplan- Public Consultation Questionnaire

Sandwell Metropolitan Borough Council are consulting on the Draft Rolfe Street Masterplan. This area within Smethwick has been allocated for housing within the Sandwell Development Plan Document for some time. The Draft Masterplan sets out a vision to provide new quality homes in a highly sustainable, historic, canal side location and builds on work already carried out through the Smethwick to Birmingham Corridor Framework (completed February 2022).

The Draft Rolfe Street Masterplan is out to Public Consultation from 6th February 2023 to 20th March 2023. If you have any comments to make on this document, please use this form provided. Further information and an online form can be found at: www.sandwell.gov.uk/RolfeStreetMasterplan

1. What is your interest in the Rolfe Street Area (tick all that apply)			
Work		Visit	
Live		Other	
The vision for this Rolfe Street is; To be an aspirational place where people want to live, a place that has a unique character which fosters a strong sense of community. This will be achieved through maximising the nationally significant history of the site, a history that connects Rolfe Street to the critical role the Black Country played in the industrial revolution. It will be underpinned by high quality architecture, streets and spaces.			
2. Do you agree with this vision?		Yes/No	
3. **The Plan contains five guiding principles to shape development in the future. Out of the five principles, please rate them in order of importance for you (1- most important, 5 least important)**			
A place that is Smethwick- *an exemplar for the past and future of the Black Country*		A connected place- *a zero carbon mobility hub, heart of a cycling network*	
A historic place- *heritage at the heart of a new community*		A green place- *new public spaces for a new community, the canal as a green lung*	
An aspirational place- *high quality family homes for all*			
4. Do you agree with the opportunities shown within this area?		yes/no	
4a. If no, please give details?			

Transport Strategy		
5. Do you agree with the package of walking, cycling and road improvement proposals for the area?		yes/no
6. Are there any further improvements you feel would benefit connectivity to, through and within the area? If so, please give details here.		
7. Do you agree with	7a. Mix of housing and apartments?	yes/no
	7b. Location of housing and apartments?	yes/no
	7c. Approach to density	yes/no
	7d. Amount and location of green spaces?	yes/no
	7e. Walking and cycling links?	yes/no
	7f. Proposed retention of historic buildings?	yes/no
	7g. Relationship of proposals to the canal?	yes/no
8. Are there any further comments you wish to make on the Rolfe Street Masterplan?		

Please return this form to the address below by 20th March 2023

Regeneration and Growth Sandwell Council Oldbury Council House Freeth Street Oldbury B69 3DE
E-mail: Ldf_planning@sandwell.gov.uk

Name:

Address:

Contact email:

All responses will be used for the purposes of this consultation only.

APPENDIX 2

SUMMARY OF REPRESENTATIONS AND RESPONSES

Summary of Representation	Response
Q. 4a Do you agree with the opportunities shown within this area? If no, please give details?	
As a canal enthusiast of both living on boats for over 50 years, canal restoration groups for over 60 years and a strong personal interest in the Galton Valley canalside and historical buildings. I am a bit concerned about over development of canal side areas for major housing regeneration. With experience people living in developments by canals do not have much consideration for boaters moving around network, and look on waterside as their own water front not to be used by boats mooring or travelling in area.	Comments noted.
Zero carbon agendas are not welcome in Smethwick. People cannot afford to go carbon neutral neither can it afford the stress associated with trying to comply	Comments noted. However there is a requirement for local authorities, developers and other agencies to address the climate change agenda by incorporating measures wherever possible.
There is too much focus around the initial Rolfe Street area. The High Street area and up past the roundabout by Galton Bridge should also be a key focus. The High street area is quite frankly a mess and let's down what could be an amazing project. The bridge by Galton train station should be a welcoming focus for visitors however the area is difficult to navigate and the high traffic flow and general aesthetics of the area let it down. Both sides of the dual carriageway need to be presented well to encourage visitors not just to Rolfe Street but up to West Smethwick Park and ultimately the aquatic centre. It is not a pleasant route nor safe route to walk. Litter, shabby housing and crime are a deterrent for visitors.	Comments noted. However, this masterplan deals with the Rolfe Street area only and does not address issues in the wider area.
Q. 6 Are there any further improvements you feel would benefit connectivity to, through and within the area?	

Even though the plan is to make use of greener transport links, this mode may not offer the right solution, please consider additional parking / charging points.	Parking issue will be dealt with in more detail when applications are drawn up for development.
More cycle lanes. Rental bikes, rental scooters.	Comments noted.
A Nursery will be nice plus more café alongside the canal to. Just concerned about the traffic that is already a bit too busy	Comments noted. There may be opportunities to incorporate other community uses once detailed development proposals emerge in the future.
More pelican crossings zebra crossing etc	Comments noted.
Safety for women and children with CCTV cameras and police patrols	Comments noted.
What arrangements are being made to improve access for the disabled? Train station has stairs and access is poorly located at the extreme end of the platforms. Will there be easy access to the canal?	Improvements to Rolfe Street railway station have recently been made which includes lifts and easy access to platforms. Improving access to the canal when the area is redeveloped will be considered wherever possible.
Regular waterbus service to Birmingham city centre.	Comments noted.
Not bothered about the cycling but decreased road works during the day would be appreciated.	Comments noted.
Potholes on roads should be your first priority as vehicle users pay road tax. Cyclists / escooters etc are a danger to pedestrians and cars users and cause obstructions and violations of the Highway Code	Comments noted.
More pedestrian crossing points. The new crossings will help however it would be great to see the walking / cycling route extended and improved to the surrounding areas i.e. further along the A457. It's difficult to walk to Rolfe Street from Messenger Road so people end up driving. The new housing developments look fantastic and will improve the Rolfe Street area which is undesirable and unsafe at points for pedestrians.	Comments noted. Walking improvements through Cape Hill are part of the Smethwick Connected project for the Smethwick Towns Fund which should assist pedestrians wishing to visit the Rolfe Street area. Improved cycle path links are also planned for the area.
Parks to be looked after more, litter awareness and hefty fines, litter is ruining the area	Comments noted.

I hope that the fire station and Rolfe House are not going to be demolished under the new plans, both buildings are part of Smethwick's proud history and could with some regeneration be attractive and useful buildings. Smethwick lost a lot of historical buildings during the middle of the last century, I hope this will not happen in the 21C.	As the developments come forward, a decision will be made as to whether the retention of some heritage buildings are feasible and viable. This will be dealt with as part of detailed planning applications in the future.
No one really uses them.	Comments noted.
As suggested, however congestion impact must be considered as created by current works on dual carriageway by Rolfe St	Comments noted.
Parking areas are already very few and far between for both visitors and residents. Having lived here for over 20 years I regularly have to park 1 or 2 roads away and walk. There is little thought for this. Also the use of escooters is concerning. Areas such as Harborne where these have been piloted see scooter left/dumped creating hazards on pavements. Also I would question the safety to pedestrians on already narrow streets, retail areas on the high street and busy dual carriageways acting as a thoroughfare.	Parking will be dealt with in more detail when applications come forward for development schemes.
Would be lovely to see a water sports club/community space for stand-up paddle boarding, kayaking, boating, fishing but maybe as part of a bigger community offer to help with community cohesion/connectivity. Not sure how polluted the canal is? Reinventing the canal is critical and the backbone of the heritage of the area. All these developments often have little community space. Hopefully there's interest to have something near the station/coffee shop etc.	Comments noted. There may be opportunities to incorporate other community uses once detailed development proposals emerge in the future. There will be ongoing consultation with Canal & River Trust.
A new primary school must be built to meet the needs of the local residents as part of this development. There is a huge crisis in the area for school places. Connecting the residents of other side of the canal would make this neighbourhood more cohesive and connected to the rail network.	The current trends show that there will not be a need for additional primary school as a result of any development. However, this will be closely monitored as the developments come forward in the future and addressed if required.
Q.8 Are there any further comments you wish to make on the Rolfe Street Masterplan?	

Consider reducing the density especially the highest density & high to medium, provide a more open feel.	Comments noted.
Please don't just put housing/apartments. Give people a reason to come along and enjoy the area and use the canal	There may be opportunities to incorporate other community uses once detailed development proposals emerge in the future.
Please limit the number of private landlords buying properties to convert to HMOs and homeless shelters. St Pauls has one of the highest numbers of HMOs in Sandwell and become unrecognisable over the years. Additionally, what are the plans for schools, GPs and dentists for the increased population?	The issue of private landlords cannot be addressed by the masterplan. There are no plans for additional schools, GP's and dentists within this area as they are already provided for in the vicinity.
How will the historic infrastructure of the canal be protected?	Any development will ensure that the heritage features, buildings and infrastructure are protected.
I feel the regeneration of Rolfe Street area is very much needed as are the new homes. The masterplan looks amazing and I like the fact it is taking into consideration the strong history that Smethwick has and appears to incorporate aspects of the industrial heritage in the designs. I also like that there are green spaces where the community can come together have been included on the plans. The current area is very run down, it doesn't help that a lot of the buildings are old and don't appear to be looked after. In its current state it feels like a no-go area for pedestrians. This is the part of Smethwick that is letting down the area. My only concern would be with parking along Rolfe Street and how that will be managed. Currently with the industrial units along the road, there are certain sections of the road where a lot of vans are parked on both sides of the street making it difficult for traffic to pass in both directions at the same time especially as lorrys use this route a lot and also the junction near to North Western Road is difficult to pull out of, again due to the way vehicles are parked (half on the pavement/road) - So would parking restrictions be put in place to prevent these problems e.g. double yellow lines to prevent residents/visitors parking along here?	Comments noted. It is envisaged that as the area changes through the implementation of this masterplan, the nature of traffic flow and generation will also change. However, these issues will be addressed when more detailed development proposals come forward in the future.
As I'm not local (live in Birmingham and not in Sandwell), I don't want to comment about issues such as the mix of housing and apartments. However, in view of the size of this	The masterplan sets the vision for the Rolfe Street area. The detail on how

exciting development, I think there's an issue that's important to all of us (even if we don't live locally), which is not covered in the masterplan. I couldn't see anything in the masterplan about the crucial importance of making sure that all of the new homes are constructed to be low-carbon emitting and highly energy-efficient. There should be requirements about constructing the new homes with (a) low-carbon means of heating and (b) high quality and effective energy efficiency features. The latter will help to keep home energy costs down for residents as well as reducing the output of greenhouse gases.	the houses/apartments are constructed to meet these concerns will be part of the detailed conversations once development proposals come forward in the future.
Good links to heritage assets like Boulton & Watts Soho Foundry and Chance Brothers Glassworks.	Comments noted.
More houses and less apartments.	Comments noted.
Cycling routes are not required no one uses them now and they are not worth investing the money in. I drive this route two times a day and I rarely see any cyclists on this route and to invest money in this provides little to no benefit	Comments noted
The money spent on creating a cycle lane on tollhouse way is a disgrace. I have never seen a single cyclist using the route. I say this as an ex policy advisor for roads in the DFT	Comments noted
Fantastic!	Comments noted.
The areas housing development should consider Secured by Design and developers should demonstrate that they have consulted with West Midlands Police Design Out Crime Team as part of pre-application process. SDB is proven to reduce crime and ASB by 86% (Police Scotland 2018).	The masterplan sets the vision for the Rolfe Street area. The detail on how the houses/apartments are constructed to meet these concerns will be part of the detailed conversations once development proposals come forward in the future.
Everything is very good apart from the cycling lanes.	Comments noted.
How would I apply to be on the waiting list for housing. Currently working in the area as district nurse	The masterplan is a vision for the development of this area moving forward. It does not deal with detail regarding housing allocations.

Will the homes be council or private? If private, will help be given for first time buyers?	The masterplan is a vision for the development of this area moving forward. This detail will be dealt with once development proposals come forward in the future but there will be an aspiration to meet the current policy for affordable housing.
If both sides of the dual carriageway are not connected both physically and asthically a division would be created. The pathway from Galton Bridge to West Smethwick Park would be fabulous to incorporate community. There is so much to offer but public safety, confidence and crime is a huge consideration too. I personally will not leave my house after dark. I definitely would not venture around the canal area as I feel too vulnerable. This needs to be addressed as the area could be fabulous. I would love to take my children to the canal area and pumping station etc but no way at present would I as I do not feel safe.	The area from Galton Bridge to West Smethwick Park is not within the Masterplan boundary. However safety will be a key feature when discussing proposals that come forward within the Rolfe Street and canalside area.
Pg. 20 - the document states that 'The Smethwick to Birmingham Corridor Framework sets out the principles the Council wish to build upon at Rolfe Street... Green Corridor' - If this is the case, then why is the canal's importance as a green corridor, and opportunities for the development to contribute towards this, not addressed in this document? Pg.30 - the document states that dwelling densities in excess of 60 dwellings per hectare may be appropriate for the development. This is contrary to policy HOU2 of the Black Country Core Strategy, which states that densities of 60+ dwellings per hectare would only be appropriate in a Strategic or Town Centre, which Smethwick is not. Even though this is just an early planning stage of the Masterplan, it is not too early to start integrating measures for achieving an overall net gain in biodiversity as part of the development into its design. It is not enough for the development to rely solely on the existing biodiversity value of the canal corridor in order to be considered a 'green' development. How will this proposed development feed into and enhance the wider Birmingham and Black Country Nature Recovery Network (of which the canal is a part) and promote biodiversity? What measures are proposed to promote ecological permeability of the site?	The masterplan shows a vision of how the area could develop over time and has taken on board the emerging policy with regards increasing densities in certain areas. Issues of biodiversity net gain, addressing the nature recovery network and linking the development to obtain the best outcomes for this canalside location will be explored in more detail once development proposals come forward.

Looks great - just a pity it couldn't have been completed before the commonwealth games. I just hope this happens and quicker than the usual drawn out developments. Hopefully the area benefits with an improved security aspect (cctv network will be improved/police resources). As I mentioned earlier community space/businesses close to the train station or maybe a barge coffee shop could be added but hopefully some sport aspects could be incorporated into the design also. Hopefully road improvements can be made also around Dudley Road and the local schools/health capacity can cope with the added population to the area.	Comments noted.
Canal area needs to be improved to allow residents to spend quality time with family and neighbours with better access facility.	The aim of the masterplan is to improve the quality of and access to the canal for residents and visitors.
Comments from Transport for West Midlands	
Overall we feel this masterplan consider several policies outlined in the region's emerging new West Midlands Local Transport Plan (WM LTP) 5 on ways new developments could be designed, managed and used for the transport network. The WM LTP5 Core Strategy was approved by WMCA Board in February and provides the firm policy tone and direction within which the remaining LTP components will be developed for transport strategy in the West Midlands. This includes the proposed Area Strategy for the Black Country (where we will work alongside Black Country Transport Officers) to explore opportunities to reimagine the transport system and how sustainable modes will benefit people and businesses in the West Midlands - with well-connected 15-minute neighbourhoods within a 45-minute region. The vision is based on a combination of walking and wheeling, cycling and scooting, and riding travel options that require neither an expensive private vehicle or a full driving licence. It means that a good range of everyday services within our neighbourhoods can be accessed in a round trip of no more than 15 minutes, and a good range of places across our region to undertake work, leisure and socialising can be accessed within a 45-minute trip. This masterplan therefore complement's this wider LTP vision and we are supportive of the concepts proposed in principle.	By approving the LTP5 Core Strategy, the principle of 15-minute neighbourhoods and a 45-minute region has been approved as WMCA transport policy. But to become effective, it has to be delivered through land use change and reflected in individual LA's Local Plans. At present it isn't Sandwell Council planning policy and the earliest it could be, is late 2025. The basic principles are perfectly sound in describing a well-connected, accessible and sustainable location which is similar to the aspirations of 15-minute neighbourhoods.

The masterplan also aligns with our *Draft Big Move 2: Accessible and Inclusive Places* through encouraging higher density development in locations close to public transport corridors and hubs and through adopting a brownfield first approach	Comments noted.
With this in mind, under 2.2 of the Planning Policy section TfWM request that reference to the WM LTP is included, to demonstrate the overall transport vision, objectives and strategy for the region and help guide the development and delivery of transport policies until the end of 2041. Such policies, measures and interventions (as outlined in the LTP) help local people shape what they want future developments to look like; ensuring they take a dynamic approach to transport planning - bringing wider benefits to local businesses, communities and residents in the form of improved cycling, walking and wheeling options as well as public transport	The Planning Policy section is only concerned with policy adopted by the Local Authority.
Yet at the same time, the masterplan only seeks to provide some initial direction for the Rolfe Street area, and while we appreciate more detailed designs and measures will be presented in future planning applications for the site, we have outlined some key points made across several directorates which you may want to factor in further within the masterplan. These include; **Bus Service Comments:** TfWM see many benefits to delivering a 'Mobility Hub style interchange' close to Smethwick Rolfe Street Station, integrating rail with cycle storage, West Midlands Cycle Hire and e-mobility (in the form of e-scooters); helping to increase rail usage. However, while interchanging with bus has potential, this may not be the most suitable location given that services are only every 30 mins to New Street. Consideration of a Mobility Hub at Galton Bridge station, which is only a short distance away with a better railhead, more frequent services and greater choice of destinations, including 4 trains an hour on the Snow Hill lines should be explored and appreciated in the masterplan - providing for far better bus/rail interchange. While Galton Bridge Station is outside the site boundary, we feel addressing improved connectivity and integration with the site, through improved bus operations and wider active travel infrastructure will bring considerable	Comments noted. However reference to e-scooters will be removed. Sandwell are not in a position at the moment to support e-scooter legislation. This may change in the future however, at the time of publishing this masterplan the council has no intention of approving locations for or usage of e-scooters. Galton Bridge Station is outside of the masterplan boundary and therefore it would be difficult to deliver as part of this masterplan. Rolfe Street is closer to the retail centre so is ideal location.

benefits and should be acknowledged, with a mobility hub interchange also having potential at this station.	
We strongly welcome bus routes serving the site, but as the development is built, more frequent bus services should be explored to enhance connectivity, with strategic bus movements being prioritised at key junctions, close by and through the site. Easy bus connectivity between the site, its nearby railway and metro stations and the new Midlands Metropolitan University Hospital must be a priority for public transport	Comments noted. However more discussion as to how this will be achieved and funded will be required.
In terms of road widths, TfWM have concerns with the design code for Rolfe Street and option 1 on page 49. The code indicates a 3-metre road width, but for bus, this maybe too tight bearing in mind a bus is 2.55m in width plus mirrors and so further discussions with TfWM's Bus Infrastructure Team would be required, to ensure road widths are adequate	Comments noted.
Following on from the above point, a bus gate is further welcomed within the development but as mentioned in the above bullet point, provisions should be made to ensure the road continues to be wide enough for this mode, with bus lanes considered and an additional bus gate explored at the other end of the site, to provide clear priority measures for bus movements as well as allowing cyclists	This will require further discussion and analysis with partners and LA Highways to understand the wider implications of this proposal.
The proposal to reduce traffic flows on Rolfe Street is welcomed but traffic calming may not be sufficient to achieve suitable conditions. Limiting access through the proposed Station Square to only buses, cycles, pedestrians and wheel modes would be preferable and would address our concerns with road width restrictions along Rolfe Street, reduce potential conflicts between active travel modes and general traffic, and make the 'mobility hub' proposal more attractive to users (see cycle comments as well concerning Rolfe Street road widths).	This will be looked at in more detail as proposals come forward.

Finally, TfWM see opportunities for delivering more consistent and improved bus shelter designs, similar to those used on the 'Sprint' bus rapid transit corridors for key bus stops throughout this development in terms of size, shape, branding, colour, seating, lighting and RTI features, with options being funded through 106 contributions.	Comments noted. However more discussion with partners as to how this will be achieved and funded will be required.
Rail Comments: Smethwick Rolfe Street Station has recently been made fully accessible, providing the masterplan area with regular half-hourly train services to Birmingham New Street, Oldbury (via Sandwell and Dudley Station), Tipton and Wolverhampton, which should be noted.	Noted.
As referenced in the above bus comments, the masterplan should note Smethwick Galton Bridge station which is less than a mile from the masterplan area – providing far greater connectivity than Rolfe Street station, with an additional four trains per hour to Birmingham's Snow Hill and Moor St stations and to local Black Country destinations such as Rowley Regis, Cradley Heath and Stourbridge. Additionally, Smethwick Galton Bridge Station provides direct train services from the Smethwick area to wider regional destinations such as Stafford, Kidderminster, Worcester, Shrewsbury, Telford, Solihull and Stratford upon Avon as well as to the important interchange station at Crewe, for onward journeys to Liverpool and the north. This station may therefore be suitable for a Mobility Hub Style interchange facility, which TfWM are happy to explore with Sandwell Officers	Noted. This will be dealt with separately as Galton Bridge sits outside the Masterplan area.
Therefore enhancing bus and active travel access from the masterplan area to Smethwick Galton Bridge station will further enhance the wider sustainable transport offering in the area including new developments across Smethwick and the wider corridor.	Good active and sustainable transport links have already been delivered with the segregated cycleway along the A457 which currently ends at Galton Bridge Station. Provision has been made within the recent highways improvements for bus stops ready for provision by TfWM and partners.

Active Travel Comments: Sandwell has some of the UKs most inactive and deprived residents, so providing high quality safe cycling, walking and wheeling infrastructure will contribute to inclusive growth and increased participation in physical activity. It would also be useful to see the Strategic Transport Assessment undertaken by Stantec, with TfWM reserving the right to comment further on the transport proposals on receipt of this document. However, in the meantime, TfWMs Cycling and Walking Team have provided some outline comments below: Connectivity Full consideration should be paid to pedestrian desire lines with additional crossing points installed, especially at junctions outside of the site. High quality pedestrian and cycling priority measures should also be a major consideration in light of recent highway code changes.	Noted.

All cycling and walking measures and infrastructure introduced throughout the development should follow guidance in LTN 1/20 and Manual for Streets as well as the West Midlands Cycle Design Guidance (2022) Details of the image asset West Midlands Cycle Design Guidance 2022 | Asset Bank (assetbank-server.com) and be of high quality design and be fully referenced in the masterplan under the section on active travel. As more detailed designs are drawn up, it will further be important for the developer(s) to work closely with TfWMs Walking and Cycling Team and the West Midlands Cycling and Walking Commissioner on ensuring high quality standards are met.	This will be picked up when more detailed schemes come forward in the future.
The masterplan should note the West Midlands Local Cycling and Walking Infrastructure Plan (LCWIP) and Black Country LCWIP. It should also refer to and demonstrate the Port Loop as part of WMLCWIP – which is a core walking zone together with the routes linking Smethwick to Bearwood in the Black Country LCWIP which pass this Smethwick Rolfe Street area	Port Loop is outside of the Masterplan area.
On page 10 there is mention of a planned cycle route but is marked on the map as defined/not defined. This needs to be made clear what strategic plan / route this forms part of.	The reference to the defined/not defined route (on page 10) is because the alignment of the section from Soho Street to the borough boundary is still being considered as part of the CRSTS scheme for the corridor.
While the canal was upgraded and has been supported by behaviour change initiatives, it is still not well utilised as some other canals because of anti-social behaviour and limited access points. The masterplan should therefore consider how it will address these issues, ensuring it forms a ‘green lung’ for the community.	This aspiration is contained within the masterplan.
This site needs to ensure that permeability allows for cyclists to safely connect with any existing and future planned infrastructure (as mentioned above) including nearby bus	This is the aspiration for the masterplan area and will continue to

stops, Metro stops, Rolfe Street Station and Galton Bridge Station. This should be well-signposted, permeable, well-lit, coherent, attractive, continuous and safe; allowing for all walking, cycling and wheeling options.	be discussed as projects come forward.
The plan should consider wider access to local amenities including schools and explore opportunities for improving access by cycling, walking or wheeling measures. With several schools within the vicinity of the site, this needs to be far more prominent	Comments Noted.
Public realm measures should further be fully connected and integrated with any wider active travel routes in and around Smethwick, as well as be joined up fully with other nearby facilities, amenities and key nodes.	Comments Noted.
While the masterplan considers access to Birmingham, it fails to consider other parts of Sandwell such as Oldbury, West Bromwich, Bearwood and other local centres as well as links to the new Midland Metropolitan University Hospital, which should be a priority. It should therefore make stronger reference to accessing rail and bus infrastructure through active travel modes; allowing for those wider connections and destinations to be fulfilled and ensuring use of the 'mobility style hub'.	Comments Noted.
Road safety and inclusion Reducing speed limits throughout the development to 20mph together with tackling wider road safety concerns, on surrounding roads should be of greater consideration within the masterplan	Comments Noted.
Reference is made to providing a toucan crossing of Tollhouse Way, yet these crossings are shared use and are not preferred. Therefore, other crossing options should be explored.	Although toucans are 'not preferred' in some instances, there are over-riding reasons for them. This needs further investigation. Text to change to 'crossing suitable for cyclists' which provides more flexibility on providing the best solution on a case by case basis.

As noted by the KRN team below, such measures should be accompanied by traffic management measures to reduce traffic flows on New Street and allow for a safer environment to cycle, walk and wheel.	Comments noted

The importance of inclusion within transport needs to be referenced – with consideration paid to disabled people, older people or more vulnerable road users wishing to cycle, walk or wheel. The masterplan should also demonstrate an aspiration to provide an inclusive environment where all sustainable travel is a realistic and safe opportunity for everyone.	Comments noted.
Street Hierarchy The Street Hierarchy, as referenced on page 28 should present walking and cycling at the forefront to deliver on low traffic neighbourhoods with opportunities for wider measures such as continuous footways and same-level highway/footways. Making reference to the 'Sustainable Transport User Hierarchy' as set out in the new LTP – setting out priority for different users may be a useful tool for delivering on this.	The masterplan has been prepared with providing access to a range of modes of transport, with walking and cycling being considered most important.
Two possible cross sections are given for Rolfe Street – two-way with 3m shared use paths on both sides and one-way with a footway, shared use on one side and a separate two-way cycle track on the other. Shared use is not preferred and will attract adverse comments from Active Travel England as a statutory consultee. If traffic flows are less than 2000 vpd and speeds are 20mph or lower, there will be no need for separate cycle infrastructure. Yet if these conditions are not met, protected space for cycling will be needed, as well as space for buses to pass each other comfortably (see bus comments), which could be achieved using a one-way system. However, this design is not shown on the plan for Rolfe St on page 48, and further clarification is needed concerning these proposals, so bus and cycle provision standards can be fully met. We therefore recommend further discussions are had with TfWM on Rolfe Street road widths and its general design.	This can only be addressed through the design process. This will require further discussions when more detailed projects come forward.
Cycle parking Enhanced cycle parking should be a consideration and be located close to existing routes and under surveillance by CCTV and/or passers-by along with cycle parking storage in new homes, which is safe and secure and fulfilling the number of	Comments noted.

recommended cycle parking stands for this development, as laid out in the West Midlands Cycle Design Guidance.	
Developers should also explore installing West Midlands Cycle Hire docks and the purchasing of minute bundles for new residents, and could be included as part of a residential travel plan for the site.	This will need to be explored in more detail once development schemes come forward and would rely on a firm commitment from TfWM to provide the docks and cycles.
Key Route Network Comments: The KRN team welcomes the redirection of traffic flow from Rolfe Street. However additional measures should be considered to encourage use of Soho Street rather than New Street to access the industrial areas north of the railway line.	This will need to be dealt with by a more comprehensive HGV strategy for the wider area which falls outside the scope of this masterplan.
It is considered that the width of New Street would potentially limit the capability of receiving two-way HGV traffic. This road also experiences indiscriminate parking and the parking bays that have been proposed will be insufficient and inappropriate to serve the existing businesses that are located on the road, including a builder's yard and wholesale grocers.	This will require further consideration when developments come forward for this part of the masterplan.
The signalised junction of Soho Street/A457 Soho Way already has a left filter lane to support HGV movements into Soho Street, without impacting through traffic movement on the A457 as well as a separate signal phase for Soho Street, to minimise conflicts for vehicles turning right and joining A457 Soho Way westbound	Comments noted.
If the likelihood of vehicles using New Street remains, to help minimise disruption to the flow of traffic on A457, consideration for MOVA-enabled signals (if not already MOVA-enabled) at the junction of A457/New Street should be considered.	Comments noted.

Additionally, the number of vehicle movements into and out of Rolfe Street at its junction with A457 Tollhouse Way should reduce. Therefore, there is scope for amending the phasing of the signals at this location, or to introduce MOVA, if not already present, to maximise the throughflow of vehicles on A457 Tollhouse Way.	Comments noted.
A full impact assessment to A457 Tollhouse Way needs to be undertaken.	Comments noted.
Housing densities could be far higher within the masterplan, especially as this development is within a town centre and close to key transport corridors, train stations and metro stops. Our review of minimum densities in other UK City Regions presents density levels as high as 100 dwellings per hectare in similar centres. Increasing dwelling densities, in built-up urban areas will then help create more walkable mixed-use developments, with excellent sustainable mobility options and may help reduce the housing shortfalls in the longer term across Sandwell – with the highest densities being focused around the Station Gateway section and the western-most plots.	Whilst 100 dph has been achieved in places, these are predominantly in city centres with excellent turn-up and go public transport. Emerging policy recognises that higher densities can be achieved, but only in strategic centres. The only strategic centre in Sandwell is West Bromwich. Smethwick High Street is a District Centre. Whilst higher densities are considered for some parcels, 100 dph across the area is not considered appropriate.
The masterplan doesn't mention its limitation of car parking spaces and wider behaviour change. If the masterplan is serious about reducing traffic and increasing active travel measures, there should be measures included to reduce car parking available.	The masterplan does look at reduced car parking provision as an option, subject to justified evidence to support this option. This will be dealt with more fully when detailed proposals come forward.
Consideration of a residential parking scheme for the on-street parking bays should further be considered, as demand for Smethwick Rolfe Street railway station will likely increase, due to its improved environment. This should also be accompanied with additional parking measures that prevent indiscriminate or dangerous parking within the	Comments noted.

site, helping to maintain a pedestrian-focused environment with such measures also considered for other nearby housing estates.	
This site may also be a prime location for a car club to be trialled (as part of a mobility style hub), especially where coupled with reduced parking and good access to public transport and active travel infrastructure. TfWM are currently working with Enterprise and will be happy to explore this option further with Sandwell Council and developers.	Comments noted and for consideration/discussion when more detailed proposals come forward.
The importance of digital connectivity and innovation is also currently missing from the masterplan. As technology evolves, it has a greater potential to reduce our need to travel and will be a vital tool to help us meet traffic reduction targets. Digital services will also further enhance people's accessibility levels, through delivering on well-designed digital platforms, data sets and digital access points across the transport system, along with the roll out of electric charging points.	Digital connectivity is being discussed boroughwide as part of the digital strategy.
Finally, the West Midlands is playing a leading role at the heart of the UK Connected and Autonomous Vehicle (CAV) ecosystem, with the region being a test-bed for CAV and through the arrival of 5G areas. CAV will therefore become a future mobility option and should be fully considered in all new developments and be ideally referenced within the masterplan.	Sandwell has yet to come to a position on CAV technology so will not be addressed in this masterplan.
Comments from Canal & River Trust	
The New Mainline Canal is within a principle cutting relative to the masterplan site. There is also a listed retaining wall recorded here to the west of the listed Aqueduct at the top of the cutting. In terms of the potential development on the site and how it relates to the cutting/listed retaining wall, the indicative plan already shows the potential for a landscape buffer. We would welcome the document setting out a specified 'no-build zone' to the crest (top of the cutting/retaining wall) of 5.0m. This would help to ensure the structural integrity of the waterway infrastructure and to facilitate space for future inspections and to reduce loading to the cutting. Having the space as a landscaped area would be appropriate. We would also welcome the document setting out that any future planning submission submitted on the site here includes cross sections showing the proposed development in the context of the canal	Comments noted. Protection of the Listed retaining wall will be priority when development takes place in the future. Any designs will ensure that there is sufficient space retained to enable inspections.

cutting, with levels and relative offsets included	
Creating linkage to the canal network from the site seems to be a key driver which is welcome. In terms of constraints and opportunities at section 2.8 the pedestrian links from the masterplan area to the canal are noted as being poor, which we consider to be a fair assessment. The opportunity to open up and improve access to the canal is noted. The majority of the masterplan area is next to the offside of the Engine Arm. The existing towpath surface along the Engine Arm is generally unsurfaced/overgrown which is commensurate to its current level of usage. The sensitive upgrading of this surface would be welcome as part of the redevelopment and its inclusion as public realm.	Comments noted. Partners will be encouraged to work together to ensure linkages from this area to the canal are clear and safe.
There is a modern brick wall/structure covered in ivy next to the listed Aqueduct which prevents access from the masterplan site to the Old Mainline towpath from the offside. In terms of any proposals to remove the brick structure on the Engine Arm Aqueduct to enable access this would need listed building consent and scheduled monument consent to enable its removal. To achieve the desired access improvements the removal of this brick structure would be crucial.	Comments noted.
In terms of wider access to the canal network, there is an existing sloped towpath access point from the Old mainline to the New mainline just to the west of the Junction bridge. There is also an informal access just to the south of Lock 1 which links to the New Mainline. Although these accesses are outside the masterplan area, we note that the plan on page 29 shows the potential street movement hierarchy and shows pedestrian/cycle links on both sides of the Engine Arm and linkage to the new Mainline/Old Mainline. As part of the redevelopment, we would like to see a recommendation to resurface the Old mainline towpath, at least to Brasshouse Lane and Bridge Street North. The slope immediately adjacent to the Engine Arm linking to the New Mainline is steep and this would also benefit from regrading to reduce the slope. Likewise, the unsurfaced slope that leads to the toll island and connecting the Old and New Mainline canals should be formalised to provide a number of accessible connections to the canal network from the surrounding area. A package of towpath	Improvements to the canal towpaths to allow for more direct accessibility will require further discussions with parties to ascertain scope of works and funding sources.

improvements and wayfinding and signage would be beneficial to facilitate access to the canal network and should be referenced in the document to be delivered as part of the future development.	
The overall masterplan indicative layouts have many positives that feel engaged with the canal and offer to create a sense of place, community and connectivity to our network. However, certain aspects do need to be resolved. Section 5.3 Corporation Yard, the heart of the plan area, covers both the Engine Arm and the Engine Arm Aqueduct. The layout shown forms an open sided square feeding views and connectivity onto the Engine Arm. A ground floor community or mixed commercial use would be required within this area to create life and openness through the frontages and to animate this space. Fenced off residential at ground floor would result in a dead space and should be avoided. We consider that heights here are certainly shown at the limit and we would like to see a visual analysis on how the building closest to the Engine Arm Aqueduct sits within the setting from the New Mainline eye level view. Some scaling down or setting back is likely going to be required given heritage significance. Furthermore, as shown on page 36, the corner detailing of the building in the listed Aqueducts immediate background will be key. A residential apartment at ground floor here would result in defensive design, which the axonometric on page 37 and visual on page 41 likely suggests as an outcome. We consider an open corner entrance or community use is needed here as the welcoming area to the development from the Aqueduct, which the visual on page 36 is more inclined to suggest. Page 36 also refers to undercroft parking, with drops in levels, this would not be an acceptable canal facing interface.	This masterplan shows the vision for this area and how it could relate to the canal. Further detail will need to be discussed with partners as and when the schemes are being developed in the future.
The row of linear apartments facing the Engine arm moving to the east starts incorporating a visual set back in the elevation which is positive as the stretch merges into the lower residential Engine Wharves character area. Residential at ground level along this block requires defensible but welcoming spaces. Engine Wharves shows a series of apartments on the towpath side, they feel very close, as above there would need to be a sense of defensible but welcoming open space which could only be found in a suitable set back. The masterplan seems to set up for front doors straight onto the towpath or tall defensive minded boundaries or planting. We are unsure about using the	Comments noted. However, discussions would need to be held with partners in the future on more detailed aspects of the layout and design of structures alongside the canal to ensure that the canal infrastructure is protected as well as providing defensible space for the new units.

current canal warehouse frontage effective!y as a rear garden boundary wall to the properties, it closes off the space and views and creates dark den like rear yards. How would this boundary frontage work if the walls required maintenance in the future? What if the owners start knocking holes through it or putting lean- to extensions up against it? We would suggest that using the existing warehouse frontage as a second skin to a new habitable building would be a better approach.	
Unfortunately. the design coding section 6.0 does not have any mention of the canal or attempt to address the various interfaces being proposed, which is disappointing considering the canals prominence within the scheme. This should be addressed within the future draft of the plan to help ensure a successful waterside place is created. The following guiding principles should be taken into account so that, where appropriate, new waterside development should: positively address the water integrate the towing path and open up access to the water use the waterspace itself and animate the space to create dwell time incorporate access and other improvements engage with and tease out the qualities and benefits of being by water reflect the scale of the local waterway corridor to the wider neighbourhood The existing wharf/basin gives a grain, a historic clustering around the former Corporation Yard, this should be retained, though it has altered over the decades. The derelict buildings further along the Engine Arm branch, going towards the roving bridge (Basin Bridge, Bridge Street), add character, especially those comprising the water tower. Though decrepit, the have character and the use of pierced brickwork and the top ventilated, pitched roofs at 90 degrees to the waterway give a strong sense of place, as does their staggered building line, their topography, or roofscape should be reflected, or retained if possible. The structural integrity of these will be critical as the structures/walls appear to form the offside of the canal (as shown in the image on page 44). A survey should be undertaken setting out what remedial or strengthening works	Design coding will be covered in more depth through the Local Plan currently being prepared. Comments are noted regarding the potential to retain or replicating some of the character from the current buildings alongside the canal. However, these issues will be part of more detailed conversations in the future.

might be required to ensure the long term stability of these.	
The medium density of townhouses and apartments (blue zone, page 31) seems to ignore the existing warehouse frontages which have been highlighted as a positive {page 44}. This should be clarified.	Comments noted.
The retention of as many historic buildings across the site would be welcomed, including those in 'Corporation Yard' (for example 'Block 800', which appears to be alluded to/illustrated on page 35-36 and page 52, though not consistently throughout the document). Retention of as many historic structures as possible, brings a ready - made sense of place, character, immediate identity. and promotes embedded carbon. Plus, they are adaptable and can prompt innovative, interesting, and imaginative transformations.	For clarification we consider this is reference to block 300, not 800. Retention of heritage buildings will be encouraged where it is feasible and viable to do so. In addition, their retention should positively address the overall aims of the masterplan in delivering a good quality place for a new community.
The imagery within the masterplan document includes the potential for a proposed new bridge linking the 'Engine Peninsula' {park area). The details of this bridge need to be carefully considered. Whilst we welcome the principle of creating connectivity the depiction of a single lightweight span is clearly just illustrative at this stage. Any bridge crossing would need to be Equality Act compliant, which requires sufficient space for the structure, and designs could look cumbersome. We would require far more detail on aspects of this footbridge such as clearance over the waterway. ramps, covered spaces, drainage arrangements, materiality and detailed design details.	Comments noted. The masterplan shows the potential for a new linkage across the canal but further detail and discussion with CRT will be required should this proposal be brought forward.
The new footbridge would also require the separate consent of the Canal & River Trust and would be required to achieve a minimum clearance above the waterway /towpath and ensure navigational safety is maintained. The document should include reference to the need for our consent for this footbridge. A formal agreement and rights would need to be agreed and fees would be payable. As a charity the Trust would not want to take on an additional maintenance liability for this footbridge.	As the requirement to obtain consent from CRT for a new bridge is a statutory regulation, there is no need to incorporate this within the masterplan. As previously mentioned, should this bridge be proposed sometime in the future, further

	discussion on its construction and long term maintenance would be required.
There are some residential moorings along the Engine Arm. Section 4.2 of the document mentions improving access to the canal which would allow greater use of the canal for recreation and water-based activity, including on the Engine Arm (in co-operation with the Trust). The moorings here, are fully residential, they are private, and we keep them pretty well full with very few, if any, reported incidents. We are concerned that this privacy is retained for the boaters. We would be concerned if the development would result in any loss of amenity to these residents. Any water-based activities would also need to be kept well away from these moorings. If there is an opportunity to increase the number of berths in this area, then this should be explored and could potentially be incorporated into the masterplan. There could also be scope for visitor moorings to be provided towards the Engine Arm Aqueduct this would just require bollards/rings to be provided to enable boats to stop and safely moor.	Comments noted.
Any water-based business or moorings for anything other than personal, private, or pleasure use will require our consent, as it will be considered to be for business use. This includes any kind of public use, even if it is by a charity or local club. Any proposed use will require our written permission. Permission should be sought by submitting an operating proposal for review and a formal response. https://canalrivertrust.org.uk/business-and- trade/business-boating/starting-or-expanding-a-boating-business. This could usefully be included with the document to avoid any future ambiguity.	As this is already a requirement, we do not feel that this needs to be incorporated within the masterplan.
Interestingly the masterplan does not really touch upon ecology or biodiversity, it might be that this is being left to other policy documents, however we think it should include reference and a section should be provided on the natural environment and an assessment of its current value and potential to be enhanced. There are a lot of derelict buildings on site which could support protective species and/or nesting birds, so potential provision for these should be considered along with potential mitigation. The document should include details of planting native wildflower species, native trees, fruit trees and enriching the canalside flora with planted coir rolls to enhance the biodiversity	There are references to biodiversity within the masterplan but this will be dealt with in more detail through the introduction of Biodiversity Net Gain for future developments.

on the site.	
Much of the area within the proposed space is urban, however there are significant green areas alongside all of the canal corridors and immediately east of Rolfe Street Station. The canal corridors include lots of attractive (and potentially attractive) waterside locations and walks which either do or could provide valuable habitats for a number of key species. Canals are only referred to as green corridors, but they are so much more in this region. The canals are designated as county wildlife sites, and, given the intense urban nature of the area offer significant green infrastructure and potential for biodiversity net gain, carbon offsetting and flood management. Reference is made to the canals in the area as a "green corridor" and a "green lung", however there is little or no detail as to how this will be achieved or improved. Green spaces should include a proportion of native wildflower and tree planting, rather than just amenity grassland (which seems to be suggested in some pictures). The developments should seek to maximise the benefits of the canal's green corridor by providing a generous green buffer between canal and buildings, as opposed to having buildings too close to the water's edge. A greater element of soft, green landscaping could be utilised to reduce surface run-off into the canals, along with associated pollution issues.	Comments noted.
According to our records there are a number of existing outfalls recorded along the site boundary to the canal. These would need to be located and sealed as part of any redevelopment and to prevent potential contamination of the canal. There might also be the scope for new discharge of clean surface water from the redevelopment as part of Sustainable Drainage Solutions. Any discharge to the canal would however require the separate consent of the Trust and be subject to commercial agreements. We are not a land drainage authority and are not obliged to accept drainage to the canal.	Comments noted.
Comments from National Highways	

Given the distance of the site from the Strategic road Network National Highways we do not have any substantive comments to make at this stage however we look forward to working with you as your wider Local Plan progresses and would draw your attention to our recently published policy paper Circular 01/23 Strategic Road Network and the Delivery of Sustainable Development (link below) which set out our role in the plan making process. https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development/strategic-road-network-and-the-delivery-of-sustainable-development#engagement-with-plan-making	Comments noted.
Comments from The Coal Authority	
Our records indicate that within the Rolfe Street Masterplan area there are no recorded coal mining features present at surface or shallow depth which may pose a risk to surface stability. On this basis the Planning team at the Coal Authority have no specific comments to make on the masterplan document.	Comments noted.

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Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	Parking Charges Policy with Hybrid Working Benefits
Cabinet Member:	Cabinet Member for Environment and Highways, Councillor Danny Millard
Director:	Director of Borough Economy, Alice Davey
Key Decision:	Yes
Contact Officer:	Assistant Director, Highway Services, Robin Weare robin_weare@sandwell.gov.uk

1 Recommendations

1.1 That the decisions of the Cabinet taken on 20 July 2022 in relation to the review of parking charges policy be updated to include the decisions below following representations at public consultation to accommodate the most significant concerns (see Minute No. 148/22).

1.2 That future reviews of the appropriate documents that make up the Sandwell Local Plan consider the appropriate level of parking provision in centres for the future, taking into account the level of redevelopment planned and implemented since the last review, climate change policy and facilitating modal shift through parking management.

1.3 That the proposed scales of parking charges are not applied to Sandwell Valley car parks.

1.4 That for off-street car parking, the scale of charges be reset including a new low cost 30 minute charge, removing the previous proposals for 2026 and 2027 (subject to the review) as follows:-

Outside West Bromwich

Up to No. of Hours	2016 To 2023	2023	2024	2025
30 mins	40p	20p	30p	40p
1 hr	40p	50p	60p	70p
2 hrs	80p	£1.00	£1.10	£1.20
3 hrs	£1.20	£1.50	£1.60	£1.70
4 hrs	£1.60	£2.00	£2.10	£2.20
Day	£4.00	£4.00	£4.50	£5.00

Within West Bromwich

Up to No. of Hours	2016 to 2023	2023	2024	2025
30 mins	40p	40p	60p	80p
1 hr	40p	£1.00	£1.20	£1.40
2 hrs	80p	£2.00	£2.20	£2.40
3 hrs	£1.20	£3.00	£3.20	£3.40
4 hrs	£1.60	£4.00	£4.20	£4.40
Day	£4.00	£8.00	£8.50	£9.00

1.5 That parking shall be free of charge at the following times with increased concessions over Christmas.

- On Sundays,
- Overnight between the hours of 18.00 and 08.00.
- For Blue badge holders and
- For all Saturdays in December (except Sandwell Valley)
- Every Saturday for season ticket holders (except Sandwell Valley)

1.6 That short stay on-street parking charges will remain unchanged.

1.7 That all long stay season tickets are valid for use at Sandwell Valley car parks on the nominated days covered by the season ticket.

1.8 That West Bromwich long stay Season Tickets are valid for all Council long stay car parking on the nominated days.

1.9 That the annual charges for long stay season tickets that operate on nominated days of the week be set, on the basis of one season ticket per vehicle, removing the previous proposals for 2026 and 2027 (subject to the review) and based on the representations received that the proposed increases within West Bromwich are reduced and aligned

more closely with charges across the Black Country Authorities as follows.

Outside West Bromwich

No, of Days per Week	2015	2016 to 2023	2023	2024	2025
1	£175	£140	£40	£45	£50
2	£175	£140	£100	£115	£125
3	£175	£140	£200	£225	£250
4	£175	£240	£300	£330	£350
5	£175	£240	£400	£450	£500

Within West Bromwich (also valid outside West Bromwich for the same nominated days)

No, of Days per Week	2015	2016 to 2023	2023	2024	2025
1	£390	£140	£60	£70	£80
2	£390	£140	£150	£170	£190
3	£390	£140	£300	£330	£360
4	£390	£240	£450	£490	£530
5	£390	£240	£600	£650	£700

1.10 That for all zero emission electric vehicles a 50% reduction in season ticket prices will apply.

1.11 That the monthly scales of season ticket charges will be levied at 10% of the annual scales of season ticket charges for car parks either within West Bromwich or outside West Bromwich as appropriate.

1.12 That at the few locations where long stay on-street parking charges are necessary, charges will be set to correspond with the off-street scale of hourly parking charges.

1.13 That the Off-Street Parking Places order is updated with the following changes.

- Remove Bull Street Multi Storey, West Bromwich and Morrisons car park and Market Place car park, Wednesbury.
- Include wording for paying by other means advertised where there is no functioning ticket machine, no refunds for season tickets and

spaces marked for electric vehicle recharging to only be used when actively recharging a vehicle.

- Include West Bromwich Street and Causeway Green Road car parks in the main Off Street Order and revoke the two individual orders.
- Change the operating times for New Street Disabled car park, West Bromwich. At present it is Monday to Saturday 8am to 6pm. New time 7 days a week at any time. This is to keep spaces available for blue badge holders in the evening.
- Include Roway Lane car park, Oldbury.
- Include wording so that bays marked for recharging electric vehicles, disabled badge holders and motorcycles operate at all times. This is to prevent others parking in these bays after 6pm.

1.14 That the income from parking charges is used to meet the cost of car park maintenance, electricity for lighting, business rates, parking management, operation and enforcement, implementation of Traffic Regulation Orders, traffic management and associated statutory road safety functions, to include parking enforcement in front of schools and working with schools to promote road safety and inform parents concerning inconsiderate parking and that the improvement work to car parks scheduled in Appendix A is completed by the end of 2024 and in the event that income exceeds these costs that any remaining funding would contribute to public passenger transport projects or the provision of electric charging points on car parks or active travel projects.

1.15 That the Director of Borough Economy in consultation with the Head of Human Resources and Chief Executive consider mitigations for any employees that are identified as being impacted to a significantly greater extent than others due to the requirements of their job.

1.16 That the Director of Borough Economy be authorised to undertake the necessary public and statutory consultation required to introduce and amend the necessary Traffic Regulation Orders (TRO's) for additional on-street parking restrictions where necessary;

1.17 That that the Cabinet Member for Highways and Environment, in consultation with the Cabinet Member for Finance and Resources, the Director of Borough Economy and the Director of Finance be authorised to review the benchmarking of parking charges against the prevailing rates across the Black Country in 2025 and either confirm that the increases scheduled for 2025 will continue at that level, or require public

consultation on increased rates for 2026 and 2027 to inform a further report to Cabinet for decision.

1.18 That the Director of Borough Economy be authorised to implement the approved scales of parking charges and approved recommendations as soon as possible and to implement the approved further increases at the earliest practical opportunity in January of each subsequent calendar year.

1.19 That the Director – Law and Governance and Monitoring Officer be authorised to undertake the necessary statutory procedures to bring the approved recommendations into effect.

2 Reasons for Recommendations

The reasons for each recommendation are given in sequence as follows

2.1 Adjustments are proposed to mitigate the major concerns raised during public consultation from 18th August 2022 to 30th September 2022 and at a public meeting on 1 February 2023. The recommendations seek to realign parking charges to support the objectives of Climate Change Policy, Carbon Reduction, Air Quality, sustainable transport choices, balancing available parking with demand and to meet the cost of providing and maintaining car parks, parking related services and sustainable transport projects. The recommendations are consistent with approved Council policy to support and facilitate Regional and National policy objectives.

2.2 To provide for consistency in future Policy reviews.

2.3 Sandwell Valley parking will be considered within a separate review as part of the development of the attraction and would be subject to a separate statutory public consultation.

2.4 To confirm the scales of day charges including a new low cost 30 minute charge to assist small businesses. The proposed increases for 2026 and 2027 have been withdrawn pending the review in 2025 detailed in 1.17 to mitigate concerns raised at public consultation.

2.5 Confirmation of concessions to assist small businesses with trade in town centres including Saturdays. Additional concessions allowing free

parking on every Saturday during December have been introduced to encourage town centre shopping during the most important trading month of the year.

2.6 Confirmation of proposals to maintain passing trade for businesses.

2.7 Recommendation 1.7 provides improved value for season tickets in mitigation of the price increases.

2.8 Recommendation 1.8 also provides improved value for season tickets in mitigation of the price increases.

2.9 The proposed increases within West Bromwich are reduced and aligned more closely with charges across the Black Country Authorities, as follows, to mitigate the concerns raised at public consultation. The proposed increases for 2026 and 2027 have been withdrawn at all locations pending the review in 2025, detailed in 1.17 and 2.17 to mitigate, concerns raised at public consultation.

No, of Days per Week	West Brom Proposed 2023	Walsall 2023	W'ton 2023 Average	Dudley 2023
1	£60	£660	£706	£600
2	£150	£660	£706	£600
3	£300	£660	£706	£600
4	£450	£660	£706	£600
5	£600	£660	£706	£600

2.10 A concession to support Climate Change, carbon reduction and air quality objectives by encouraging the use of zero emission vehicles.

2.11 To set the monthly scales of charges for season tickets.

2.12 To maintain the link between on-street and off-street charges.

2.13 To incorporate other updates to the Off-Street Parking Places Order.

2.14 To commit to undertaking scheduled improvement works to car parks set out in the appendix. Also, to confirm the approved uses of parking income in response to several objections and two expressions of conditional support for the use of income to be consistent with the policy objectives.

2.15 To provide mitigations to any exceptional adverse effects on employees associated with the special circumstances and requirements of the job, in particular Sandwell Children's Trust.

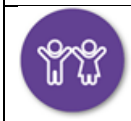
2.16 To implement on-street parking restrictions where necessary.

2.17 To respond to representations regarding the magnitude of future increases in the scales of parking charges against salary increases in the prevailing cost of living environment. Parking charges will be reviewed in 2025 to either confirm that the increases scheduled for 2025 will continue at that level, or review. A review would require public consultation on proposals to increase rates for the next term to inform a further report to Cabinet for decision.

2.18 To reset the implementation date for the approved recommendations. The earliest practical date in the stated months would be dependent on the availability of sub contract engineers and suitable weather conditions for applying new tariffs to display boards.

2.19 To implement the legal processes for the recommendations.

3. How does this deliver objectives of the Corporate Plan

	People live well and age well: The effective management of Parking and Traffic contribute to safe and efficient roads for local people and visitors, and to the health benefits of sustainable active travel.
	Strong resilient communities: Successful communities needs access to jobs, services and facilities to enable them to remain healthy and vibrant. Appropriate parking provision and the management of traffic on the highway network are an important enabler of this.
	Quality homes in thriving neighbourhoods: Both new and existing residential developments rely on good quality access and links to shops, services and leisure facilities in order for them to be successful. Balancing the demand and supply of on street and off street parking provision facilitates this.
	A strong and inclusive economy: The provision of a high quality, well managed highway network and car parks will reduce journey times and improve journey reliability for Sandwell business who rely on it to connect to their suppliers and customers.
	A connected and accessible Sandwell: The provision of a high quality, well managed highway network and parking is vital to enable Sandwell residents to access jobs, education and services both within and beyond the Borough's boundaries.
	People live well and age well: The effective management of Parking and Traffic contribute to safe and efficient roads for local people and visitors, and to the health benefits of sustainable active travel.

4 Context and Key Issues



4.1 On 20th July 2022 Cabinet gave approval to advertise changes to the Off-Street Parking Places Order, to undertake statutory public consultation and complete the statutory process to implement the approved revisions to the Order. The changes also included an increase in parking charges which also applied to the long stay on-street pay and display bays in West Bromwich and Wednesbury.

4.2 The proposed changes to the Off-Street Parking Places Order and long stay on-street parking bays in West Bromwich and Wednesbury were advertised 18th August 2022 to 30th September 2022. One hundred and sixteen objections have been received and two emails in support of the new charges.

4.3 A petition with 464 names was also submitted by the Member of Parliament for West Bromwich East. The petition was submitted after the end of the public consultation period but complies with the Council's Petition Scheme. Legal Services confirm that the petition can be considered by the Cabinet Member for Environment as a consultation response.

4.4 The representations were considered by the Cabinet Member for Environment at a public meeting on 1st February 2023. Further clarifications and more detail on the objections were provided by Unison on behalf of Council employees, representatives for Sandwell Children's Trust and the West Bromwich BID representing the towns businesses. These are briefly summarised in the Appendix to this report.

4.5 This report confirms and adjusts the recommendations approved in the Cabinet report of July 2022 in response to the public consultation representations

The proposals are based on the following considerations, principles, policy and objectives of the Council.

4.6 **Key Facts and Statistics**

- Approximately 130,000 cars and vans are registered in Sandwell
- 48 car parks across the borough and 40 of these are in town centres
- There are 3,059 council operated car parking spaces in the borough
- Charges are applied on 2,798 spaces.
- Around 30% of Sandwell households do not have access to a car or van

- The cost of operating parking and traffic related services is most appropriately borne by those that benefit directly

4.7 **Key Policy, Principles and Objectives**

- Policy founded on and in support of Statutory duties and functions
- Sustainable transport alternatives and Active travel
- Climate Change Emergency
- Reducing congestion in our town centres and reducing accidents
- Reduced journey times for businesses, commercial traffic, buses.
- Reducing carbon emissions and improving air quality,
- Public Health benefits as a Policy outcome
- To facilitate more working from home,
- The economic benefits of Policy have cross party support in the West Midlands region
- Sustainable Travel investment is a large part of the £168m 5-year capital regeneration programme funded by the DfT

4.8 **Alternative Travel Options**

- Walking and cycling for short journeys
- Bus routes, frequent services and bus stations in towns
- Metro routes and Metro stations
- Car Share scheme https://liftshare.com/uk/community/sandwell
- Fleet/office vehicles available

4.9 **Town Centre Considerations**

- Restrain long stay demand to free up available parking for short stay use by shoppers and visitors
- Good public transport options are available
- West Bromwich - 5 Metro stops, bus/rail station, Resident Parking Schemes, 20 mph zone, cycling and walking routes.
- New low cost 30-minute charge for short visits to town centres to support passing trade
- Until 2016 West Bromwich sustained parking charges at twice the level of other towns

- Retain existing concessions, Blue Badge, Sundays, Overnight, Christmas, discounts
- Retain 8 free car parks at in less busy towns
- Include free parking on Saturdays for all Season Ticket holders (except Sandwell Valley)

4.10 Mitigations for Cost Increases

- Provide greater flexibility and choice through season tickets
- Discounted season tickets that operate on nominated days of the week.
- More season ticket options to accommodate car use on shopping days and multiple destinations.
- Benchmarked and compared with neighbouring authorities.
- First 3 years proposed charges in the range currently operating in Black Country.
- Income levels in Sandwell similar to other Black Country Authorities
- Car park users in other Black Country Authorities have adapted.
- Neighbouring authorities may increase parking charges in future years.
- 50% discount zero for emission vehicles consistent with whole life carbon emissions
- Review of benchmarking in 2025 to confirm increases for 2026 & 2027

4.11 Use of Income

- The post pandemic costs of the parking service including inflation,
- Car park provision, operation, management, enforcement
- Maintenance, cleaning, electricity for lighting, Business and Water Rates
- Maintenance schedule appended to July 2022 Cabinet Report
- Traffic management related services on the network.
- Implementation and enforcement of Traffic Regulation Orders
- Some road safety functions and school gate parking.
- Public passenger transport projects and active travel projects.

4.12 Mitigations for Sandwell Employees

Representations were made by Trade Unions which relate to specific groups of employees and these will be considered through the appropriate channels.

5 Alternative Options

5.1 To alternatively fund parking and traffic related services from the general fund would partly rely on subsidy from 30% of Sandwell households that do not have access to a car or van and have less ability to pay.

5.2 To leave parking charges unchanged is not recommended as it would miss the opportunity to support the strategic response to the declared Climate Change Emergency, would miss the opportunity to make the most of changes in travel behaviour as experienced during the pandemic, would fail to address supply and demand problems, would miss the opportunity to mitigate against the future increases in demand and associated impacts on safety, the environment, trade for small businesses and local economy and would fail to take the opportunity to encourage working from home and modal shift in transport choice.

5.3 The statutory public consultation process allows for the consideration of objections and the proposed adjustments to the recommendations approved by Cabinet in July 2022.

5.4 A further option in response to concerns about town centre trade might be to make a 30-minute stay, free for pay and display parking, to encourage passing trade. This not a recommended option as it would increase enforcement costs. This option would still require a no cost pay and display ticket to be issued and displayed (to record time of arrival) to avoid a penalty charge, leading to misunderstanding and an escalation of appeals. The total impact is difficult to estimate but could reduce income by £50,000 to £100,000 per year.

6 Implications

Resources:	The response to the climate change emergency, impact of COVID 19, greater levels of home working and the modal shift objective for short journeys reduced parking incomes to levels well below the costs of providing the services for the previous 2 years. The parking account deficit in 2021/22 was £321,700. There are many variables that influence future income levels such as; • the potential for future virus-related restrictions • future trends for working from home • the extent to which travel choices change • the future viability of town centres • the changing nature of town centre use • the future economic outlook • inflation in the costs of operation and maintenance • comparative cost of car use and public transport Amending fees and charges as a result of the public consultation is forecast to result in reduced income when compared with the fees and charges recommended in the Review of Parking Charges Policy Report of 20th July 2022. The extent of the reduction in income depends on the effect of the reduced incentives for modal shift and hybrid working and the reduced extent to which drivers make sustainable travel choices. However, the proposed scale of charges is expected to guard against future income deficits to the revenue account that is used to fund essential parking and traffic management related services. It is also expected that sufficient income would be generated to cover the cost of the £60,000 to £80,000 of maintenance work scheduled in the Appendix. Parking services income provides for the maintenance, operation and enforcement of car parks, enforcement on street, including around hospitals and schools gate parking, meeting requests for new traffic regulation orders, resident parking schemes, car park lighting electricity charges, business and water rates. In the event that there is a surplus of income, over the cost of parking and traffic related services, the surplus

	would be used for purposes permitted by the Road Traffic Regulation Act 1984 such as projects to benefit public passenger transport, electric vehicle charging points on car parks and active travel schemes as an alternative to the use of the private car. The future economic outlook is less positive than in recent years with the expectation of significant post pandemic realignment of Government spending and taxation policies together with the effects of post pandemic inflation. The associated restraint in economic growth could offset benefits near term.
Legal and Governance:	Legal and Governance: Traffic Regulation Orders are made by the Highway Authority under the provisions of the Road Traffic Regulation Act 1984 that includes the permitted uses of income. The Council has powers under the Road Traffic (Permitted Parking Area and Special Parking Area) (Metropolitan Borough of Sandwell) order 2000, to carry out enforcement activities relating to parking contraventions within the Borough. The Road Traffic Regulations Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, applies for parking in car parks and on street parking. Sections 35C and 46A of the Road Traffic Regulation Act 1984 has been amended by the Parking Places (Variation of Charges) Act 2017. The Parking Places (Variation of Charges) Act 2017 requires the Highway Authority to undertake public consultation in addition to publishing and issuing a Notice of Variation under regulation 25 Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
Risk:	There are no direct risk implications resulting from the course of action recommended in this report that seek to provide a sustainable solution to parking demand and funding for the service in a way that promotes sustainable transport, active travel and mitigates the climate change emergency.
Equality:	By initial inspection it is not believed that this decision discriminates against the protected characteristics. The requirements of the Equality Act 2010 are

	included in Policy to draw attention to the detail of, and the need to comply with, the Act
Health and Wellbeing:	It is increasingly recognised that an appropriately managed and maintained and up to date sustainable transport provision is needed to support significant economic growth and the associated social well-being benefits. To maximise the benefits of economic investment programmes requires balancing parking demand with supply in a way that encourage active travel and deliver 2030 ambitions. The greater activity levels associated with using sustainable transport options promote healthy lifestyles. The air quality benefits of sustainable transport and reductions in congestion also have health benefits
Social Value	There are no implications for social value directly arising from this report.
Climate Change:	The recommendations seek to realign parking charges to support the objectives of Climate Change Policy, Carbon Reduction, Air Quality, sustainable transport choices, active travel and public health benefits. The recommendations are consistent with approved Council policy to support and facilitate Regional and National policy objectives.
Corporate Parenting:	A statutory public consultation has been undertaken to establish the views of all stakeholders. One hundred and eighteen representations from all stakeholders were set out in the decision-making report of 1st February 2023 and considered by the Cabinet Member for Environment at a public meeting in making his decision.

7. Brief Summary of Points made at the Meeting on 1st February 2023

TU Representatives - Unison Branch Secretary

Since 2010 pay in LG has reduced by 25% compared to cost of living
In particular concerned about the costs of annual parking passes – penalises those staff who attend the workplace
The proposal of an increase outside West Brom of 150% adds to the pressure for staff.
West Bromwich is also affected in a significant way and this will impact staff adversely – how can a library assistant earning £22K per annum attending work afford to park a car with increases from £240 per annum to £1,200 p.a.
Not all live near to public transport – personal circumstances may make public transport unfeasible to use.
Inequity across Borough as those in West Brom will be affected adversely compared to those working on the same salary elsewhere.

West Bromwich BID Manager

Proposals will affect businesses and shoppers who attend town centre – taking footfall away and this will not help businesses.
Regarding short of parking and car parks in West Brom. The increases in charges will reduce footfall in the town centre – increase will take shoppers away, businesses will suffer as there are already issues with the cost of living impact. Would like to see charges reduced.

Sandwell Children's Trust

Access to car parking spaces - £108 for 1 person to park in car parks across Borough – staff visiting numerous locations. Expectation staff will be 3 days per week in office on a flexible basis so 3 day permit for nominated days does not work.
Equalities issues.
Recruiting social workers difficult where other Boroughs offer 2 hours free parking for first 2 hours.

8. Background Papers

Report to the Cabinet Member for Environment 1st February 2023 - Advertising Changes to The Off-Street Parking Places Order and Long Stay On-Street Parking Charges. Consultation Response.

Report to Cabinet on Parking Charges Policy – July 2022.

APPENDIX

Car Park Improvement & Maintenance Plan

Car Park	Town	Work Required
41 Pay and Display Car Parks	All	New tariff signs when parking charges change.
41 Pay and Display Car Parks	All	New software for ticket machines to allow for tariff changes.
John Street	West Bromwich	Paint lighting columns
Temple St/Frederick St	West Bromwich	Paint lighting columns
Thomas St/George St	West Bromwich	Paint lighting columns
Victoria Street	West Bromwich	Paint lighting columns
Corngreaves Road	Rowley	Paint lighting columns
Highgate Street North (Opp. 127)	Rowley	Paint lighting columns
Northgate/Prince St	Rowley	Paint lighting columns
Short Street	Rowley	Paint lighting columns
Hawkes Lane	Wednesbury	Paint lighting columns
Hill Top	Wednesbury	Paint lighting columns
Ridding Lane	Wednesbury	Paint lighting columns
Spring Head	Wednesbury	Paint lighting columns
Upper High Street	Wednesbury	Paint lighting columns
Gilbert Road (adj. 112) East	Smethwick	Paint lighting columns
Gilbert Road (adj. 108) West	Smethwick	Paint lighting columns
Shireland Road	Smethwick	Paint lighting columns
Stony Lane	Smethwick	Paint lighting columns
High St (Princes End) North	Tipton	Paint lighting columns
High St (Princes End) South	Tipton	Paint lighting columns
Market Place, Great Bridge	Tipton	Paint lighting columns
Whitehall Road, Great Bridge	Tipton	Paint lighting columns
Arden Grove	Oldbury	Paint lighting columns
Causeway Green Road	Oldbury	Paint lighting columns
Langley High Street	Oldbury	Paint lighting columns
Low Town	Oldbury	Paint lighting columns
Victoria Street	West Bromwich	Remark and alter layout to provide wider bays and improve space to access disabled bays. Repair fencing.
Arden Grove	Oldbury	Paint fencing
Langley High Street	Oldbury	Paint fencing
Roway Lane	Oldbury	New height barrier, fencing/bollards and lining bays. Cut back vegetation/remove weeds, new information sign.
West Bromwich Street	Oldbury	Repair triprail fence, possible speed humps, ongoing treatment of weeds damaging surfacing.
High Street (South) Princes End	Tipton	Repair fencing or replace with hoop barriers.
Market Place, Great Bridge	Tipton	Full resurface or patch repair with micro asphalt and remark with slight amendment to bays.
Corngreaves Road	Rowley	Repair triprail fence.
Graingers Lane	Rowley	Paint bollards
Lower High Street (East)	Rowley	Remark lining. Consider speed humps as car park used as 'short cut' to avoid queues at junction.
Park Street	Rowly	Patch repair and micro asphalt.
High Bullen	Wednesbury	Patch repairs and micro asphalt. Paint perimeter fence.
Ridding Lane	Wednesbury	Micro asphalt.
Spring Head	Wednesbury	Paint perimeter fence.
St Pauls Road	Smethwick	Remark

Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	Social Housing Decarbonisation Fund – Wave 1 Delivery
Cabinet Member:	Cabinet Member for Housing & Built Environment Councillor Laura Rollins
Director:	Director of Housing Gillian Douglas
Key Decision:	Yes Above £1million threshold
Contact Officers:	Sarah Ager, Assistant Director – Asset Management and Improvement sarah_ager@sandwell.gov.uk

1 Recommendations

1.1 That the Director of Housing be authorised to extend the External Improvement Works contract (reference SCC465) with Vinci Construction Ltd to 30th September 2023 to enable the delivery of the works awarded under the Grant for Social Housing Decarbonisation Fund (SHDF) Wave 1.

1.2 That the Director of Housing be authorised to grant a contract variation to the External Improvement Works contract (SCC465) with Vinci Construction Ltd under Regulation 72 of the Public Contract Regulations

ONE COUNCIL ONE TEAM

2015 in order to allow up to £5m of works to be delivered under the SHDF Wave 1 programme.

2 Reasons for Recommendations

2.1 The purpose of this report is to authorise a contract variation to enable work of up to an additional £5m to be issued to the incumbent contractors, Vinci Construction UK Ltd. to deliver the works associated with SHDF Wave 1.

2.2 Approval was granted by Cabinet on 23rd February 2022, to accept the grant funding and provided delegated authority to the Director of Housing to instruct the Council's delivery partner, Vinci Construction Ltd, to deliver energy improvement works under the existing contract.

2.3 While orders for delivery of this project were placed with Vinci Construction Ltd prior to the end of the original contract, delays in mobilisation have been experienced due to price and supply chain volatility which has prevented works being delivered within the existing contract term.

2.4 Following engagement with Legal Services and Corporate Procurement, the recommendation is to extend the term of the contract with Vinci Construction Ltd from 31st December 2022 for a further 9 months to 30th September 2023 in order to allow sufficient time to deliver the positive impacts that this programme will bring. Further background can be obtained in section 4 of this report.

2.2 This initiative clearly supports the current drive towards a greener, low-carbon economy and a need to address Climate Change priorities. It will also help to address high levels of fuel poverty in the Sandwell area.

2.3 Acceptance of the proposals contained within this report, will have the following effect:

- A reduction in fuel poverty levels
- Improved living conditions for tenants in Council homes

- Improved EPC ratings for the properties concerned
- Promote the Council's reputation as being serious about climate change and the move towards a carbon-neutral economy.

3 How does this deliver objectives of the Corporate Plan?

	Quality homes in thriving neighbourhoods, this investment is required to allow Sandwell MBC to improve the thermal efficiency, decency and appearance of the housing stock. ***Ambition 2*** *- Sandwell is a place where we live healthy lives and live them for longer, and where those of us who are vulnerable feel respected and cared for.* Improved energy-efficiency of homes should reduce energy bills and help to address fuel poverty, allowing vulnerable residents to enjoy more comfortable lives. ***Ambition 10*** *– Sandwell now has a reputation for getting things done, where all local partners are focussed on what really matters in people's lives and communities.* This initiative will demonstrate Sandwell as a forward-thinking authority that has successfully bid for government funding aimed at reducing tenants' energy bills and carbon emissions and is committed to reducing our climate change impact.

4 Context and Key Issues

4.1 On the 23rd February 2022 Cabinet agreed to accept grant funding of £2,888,327 (2/3 of £4,332,800) from Department for Energy Security & Net Zero (DESNZ) formerly known as Department for Business, Energy & Industrial Strategy (BEIS). This funding is routed through the West Midlands Combined Authority as part of a consortium bid.

4.2 The grant was to fund proposed energy-efficiency improvements to council-owned dwellings in Smethwick and approval was given to allocate the sum of £1,444,473 (1/3 of £4,332,800) from the Housing Revenue account (HRA), to match-fund the proposed works.

4.3 It was agreed that utilising Vinci Construction Ltd to deliver Sandwell's SHDF Wave 1 allocation was the most feasible route to delivery available, thus avoiding the requirement for an extensive and time-consuming procurement process (SCC465 External Improvement Works).

4.4 The original termination date for SCC465 External Improvement Works was December 2023. Orders for completion of the additional SHDF grant funded work were placed prior to the end of December, with an expectation that the work would be completed before 31st March 2023 as per DESNZ set timescales.

4.5 However, due to mobilisation issues DESNZ have extended the timeline nationally to 30th July 2023 for delivery of the works, with all documentation needing to be submitted before the end September 2023.

5 Alternative Options

5.1 The Cabinet Paper and decision made of 23rd February 2022 contained alternative options in the award and delivery of these works.

5.2 Alternatives to the recommendations in this paper would be:

	Impact	Cost	Risk
Option 1 Commence new procurement exercise specifically for SHDF Wave 1 works	Delays in the delivery of works Delivery will extend beyond DESNZ deadline	Procurement and Legal costs would be incurred	Contractors would not tender for a small amount of work covered under SHDF Wave 1 Reputational risk with the Combined Authority and DESNZ
Option 2 Access an alternative OJEU complaint	Delays in the delivery of works	Procurement, Legal and framework costs would be incurred	Contractors would not tender for a small amount of work covered under SHDF Wave 1

framework to deliver energy improvement works	Delivery will extend beyond DESNZ deadline		Reputational risk with the West Midlands Combined Authority and DESNZ
Option 3 Return the grant funding back to the West Midlands Combined Authority and DESNZ	Reputation and Financial risk	Grant funding is lost and full cost of future works would come from the HRA	Reputational risk with the West Midlands Combined Authority and DESNZ

6 Implications

Resources:	The HRA 30 Year Business Plan, which was approved by Cabinet on 15 February 2023, included capital investment for Refurbishment and ECO projects to improve the energy efficiency of properties in Sandwell. The increased contract cost will require an additional £668,000 of HRA capital investment as set out below. This can be accommodated from the capital programme. The contract extension is for a total sum of £5m to give adequate headroom to deliver whole project costs. The original contract had a value of £20m but as set out that contract has now expired.

SHDF – Wave 1	**Current £m**	**Proposed £m**	**Additional £m**
Grant	2.888	2.888	0.000
Match Funding	1.444	2.112	0.668
Total	**4.332**	**5.000**	**0.668**

Legal and Governance:	The project would be awarded and delivered via the current External Improvement Programme contract which is currently being re-procured, approved at the Cabinet meeting of 18th May 2022 (minute 105/22 refers). This report recommends the waiver to extend and vary the existing contract to deliver works associated with SHDF Wave 1 only. All future funding rounds will be procured and delivered through the new contract or alternative OJEU compliant framework routes. Certain variations to contracts are permitted pursuant to the Public Contracts Regulations 2015, without the need to readvertise and in this instance readvertising the project would cause significant inconvenience or substantial duplication of costs for Sandwell MBC as the contracting authority and the increase in price does not exceed 50% of the value of the original contract. Therefore, it is clear the variation is within the criteria set out within Reg 72.
Risk:	A risk register has been compiled and is reviewed and updated on a regular basis by the SHDF Steering Group. Arrangements are in place to effectively manage and mitigate the risks identified. Major risks are identified below: • Inability to spend any funding awarded within the timeframes.
Equality:	An Equality Impact Assessment screening exercise has been carried out and a full Equality Impact Assessment is not required.
Health and Wellbeing:	Completion of the proposed insulation works should result in the following benefits to the households concerned:

	• Better insulation will help residents to save energy and money on fuel bills or able the residents to heat their home effectively with the money available to them • Improved living conditions could help to ease the pressure on the NHS by reducing hospital admissions • Use of the grant to support the associated work, will reduce carbon emissions with associated benefits through reducing the impacts of climate change
Social Value	The proposals contained in this report are entirely commensurate with the Council's climate change priorities and will help to support: • Reduced carbon and greenhouse gas emissions • A reduction in fuel poverty • Improved health and wellbeing • Inclusive economic growth – reduced fuel bills should allow more money to be spent locally.
Climate Change:	All council stock must be at Energy Performance Certificate (EPC) level C or above by 2030. Under the council's Climate Change Strategy our housing stock should also achieve net zero carbon by 2041. Meeting these targets requires significant investment in the stock and this is reflected in the Plan. However, to achieve net zero carbon we will require external funding as well as use of HRA.
Corporate Parenting:	There are no implications for Corporate Parenting arising from this report.

7. Appendices - none

8. Background Papers

Sandwell
Metropolitan Borough Council

Report to Cabinet

21 June 2023

Subject:	Wednesbury Conservation Area Appraisal and Management Plan; Approval to carry out public consultation
Cabinet Member:	Cllr Peter Hughes Cabinet Member for Regeneration & WMCA
Director:	Tony McGovern Director of Regeneration & Growth
Key Decision:	Yes Type (c) - an executive decision which is likely to be significant in terms of its effect on communities living or working in an area comprising two or more wards of the Borough.
Contact Officer:	Mark Stretton, Conservation Officer mark_stretton@sandwell.gov.uk

1 Recommendations

1.1 To authorise the Director of Regeneration and Growth to undertake public consultation on Wednesbury's Conservation Area Appraisal and Management Plan contained in Appendix A,

1.2 To receive a further report, if and when necessary, setting out the responses to the consultation and any changes that result from them.

2 Reasons for Recommendations

2.1 The conservation area appraisal and associated proposals augment heritage focussed regeneration works carried out as part of Wednesbury's High Street Heritage Action Zone (HAZ) scheme.

2.2 Although there is no statutory requirement to consult the public, it is good practice to do so; by consulting local communities and owners on new designations, and when appraising and reviewing conservation areas (obviously important in achieving support), consideration can be given to relevant information that either might present, helping to ensure decisions are robust. Local communities and owners will also be helpful in providing proactive assistance in identifying the general areas that merit conservation area status and defining the boundaries.

3 How does this deliver objectives of the Corporate Plan

	**Strong Resilient Communities** Consultation on the proposed policies allows local people to have their views on local heritage heard and to afford a degree of protection to places that they care about.
	**Quality Homes in Thriving Neighbourhoods** Conservation Areas promote the protection of buildings and structures that contribute positively to the character and appearance of neighbourhoods.
	A Strong and Inclusive Economy The conservation, use, and re-use of heritage assets exemplifies the fundamental principles of the circular economy.

4 Context and Key Issues

4.1 The Planning (Listed Buildings and Conservation Areas) Act places a duty on local planning authorities to draw up proposals for the preservation and enhancement of conservation areas and to reappraise them from 'time to time'.

4.2 Appraisal is an objective analysis of the features within the conservation area, which collectively define its special architectural or historic interest. It also identifies negative factors that detract from the area's special interest and makes recommendations to encourage the protection and enhancement of its character and appearance

4.3 The conservation area appraisal and associated proposals augment heritage focussed regeneration works carried out as part of Wednesbury's High Street Heritage Action Zone scheme and satisfies the statutory responsibility.

4.4 External consultants TDR Heritage have carried out work on behalf of the Council reappraising Wednesbury's existing Conservation Area against the criteria for conservation area status laid down in statute and in the National Planning Policy Framework.

4.5 As part of these works a technical assessment of the historic character and appearance of adjacent areas was undertaken to evaluate suitability for inclusion of those areas into the conservation area.

4.6 Further work is currently being carried out to develop a Conservation Area Management Plan to provide guidance to developers, property owners and policy makers in managing change to ensure significance is retained.

4.7 After consultation with key stakeholders and the public, the appraisal and management plan will be adapted to take into account representations. and will return for Cabinet to consider formal adoption

5 Alternative Options

5.1 The option exists to not consult on the appraisal and management plan. The reasons why this has been discounted are set out in paragraph 2.2 above.

6 Implications

Resources:	Conservation area status would be a 'material planning consideration' when planning consent is sought. This applies irrespective of ownership – including Council-owned assets.
Legal and Governance:	Local Authorities are empowered by the Planning (Listed Buildings and Conservation areas) Act to designate conservation areas and required by the National Planning Policy Framework to set out a positive strategy for the conservation and enjoyment of the historic environment.
Risk:	Erosion of the character of an area risks reputational damage and decline. Conservation area designation mitigates this risk
Equality:	There are no Equality issues arising from the contents of this report.
Health and Wellbeing:	There are no Health and Wellbeing implications arising from the contents of this report.
Social Value:	There are no Social Value issues arising from the contents of this report.
Climate Change:	Conservation of the historic built environment may reduce CO2 emissions through the re-use of 'embodied carbon'.
Corporate Parenting	There are no implications for Corporate Parenting arising from this report.

7. Appendices

Appendix A - Draft Wednesbury Conservation Area Appraisal

8. Background Papers

Conservation Area Appraisal, Designation and Management
Historic England Advice Note 1 (Second Edition)

Wednesbury Market Place Conservation Area Appraisal

Contents

Introduction

Executive summary

TO BE ADDED AT CONCLUSION OF WORK

Background to the appraisal

This draft Conservation Area Character Appraisal has been produced by TDR Heritage on behalf of Sandwell Metropolitan Borough Council. Its aim is to review and further develop the existing appraisal for Wednesbury Market Place (adopted in 2013) in line with current guidance, and to take account of recent change.

Wednesbury Market Place was designated as a Conservation area in 1980 because of its special architectural and historic interest and covers an area of 3.041 hectares (7.514 acres). An appraisal of the area was carried out in 2013 and updated in 2017 in preparation for an application to Historic England's High Street Heritage Action Zone (HSHAZ) programme. The application was successful and this Conservation Area Appraisal was funded by Historic England as part of the HSHAZ.

This document is an assessment of the character and appearance of Wednesbury Market Place and its immediate setting in 2023. It sets out the historical development of the area, identifies and records the elements which contribute to the special interest of the area, and considers the extent of the conservation area in terms of its boundary. It also considers the condition of the area and sets out some principles and actions for its future management, providing material information for decision-makers for future development.

This Appraisal is based on the guidance set out in the first and second editions of Historic England's Conservation Area Appraisal Designation and Management Advice Note 1 (Historic England 2016 & 2019). It takes the form of written text and an appraisal map. In both respects every effort has been made to include or analyse those elements key to the special character of the area however, where buildings, structures or features have not been specifically highlighted, it does not necessarily follow that they are of no visual or historic value to the conservation area. This document is intended to be an overall framework and guide within which decisions can be made on a site-specific basis.

The existing boundary and proposed amendments to the conservation area are shown by the solid green and dotted lines on the Map provided in Section 3.

This section will also include a summary of the consultation when completed

The planning policy context

National planning policy

At a national level, Sections 69-72 of the **Planning (Listed Buildings and Conservation Areas) Act 1990** require Local Planning Authorities to determine '*areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*' and to designate them as conservation areas where appropriate. Having designated the conservation area, the Local Authority has a statutory duty to ensure that those elements that form its particular character or appearance should be preserved or enhanced, especially when considering planning applications. Conservation Area Appraisals therefore define and analyse those qualities or elements

that contribute to, or detract from, the special interest of the area and assess how they combine to justify its designation as a conservation area.

Local planning policy

In additional to national planning policy, Sandwell MBC has specific local policies which inform planning decisions and new development within its conservation areas. The most relevant are:

The Black Country Core Strategy (2011) Policy ENV2 'Historic Character and Local Distinctiveness' which requires all development proposals to *preserve and where appropriate enhance* an area's local character and special historic and townscape qualities and their setting.

The adopted Site Allocations Development Plan Document (2012) Policy SAD HE 2 – Conservation Areas which states that proposals for new build, alteration or extension within Sandwell's conservation areas should respect their historic buildings characteristics and architectural styles including scale, grouping, materials and fenestration. It also states that proposals which will impact on the setting of the conservation area should demonstrate that they will preserve or better reveal the positive elements of the conservation area.

Summary of the special interest of the area

Wednesbury Market Place conservation area is of special interest for its largely late-medieval street pattern and concentration of 18th and 19th century buildings around a triangular market place. Although potentially with early origins, related to an earlier fortified settlement or '*burh*' to the north of the town, the modern settlement developed between two key communication routes which led to important crossing points over the River Tame that were in use from at least the 13th century. Although the town did not receive a market charter until 1707, in the medieval period Wednesbury evolved as a place of manufacture and commerce, servicing a succession of early extractive industries, and with activities focussed around the triangular market place. Its growth was facilitated by improved communication routes, notably in the late 18th century, when many of the extant buildings were constructed, which is reflected in a high concentration of 18th and 19th century town houses and commercial properties in the town.

The survival of the historic layout of the town, and the survival and adaptation of the buildings and their plot structure, also has special interest for their potential to provide information about the development of the town and the form and use of the buildings over time, as the relationship with the roads and the tight-knit 18th, 19th and early 20th century retail frontages document the evolution of commerce in the town. The Market Place also has historic and communal significance as a site of commercial and civic interaction for hundreds of years.

In addition, Wednesbury has high potential for below ground archaeological remains dating from at least the medieval period, which is particularly rare within the Black Country due to the high level of industrial activity and modern re-development across the region. In particular, previous excavations have shown that, despite the 18th century development of the town, evidence from the Wednesbury pottery industry, which was focussed in the south and south east of the Market Place, and other small scale industries, survive below ground.

General Character, Location and Uses

Location and Setting

Wednesbury is a market town in the West Midlands, approximately 10 miles north west of Birmingham and 6 miles south east of Wolverhampton (Figure 1). It sits around 156m above sea level on a plateau of sandstone and the South Staffordshire Coalfield, firmly within the 'Black Country'- an area of intense industrial development in the 18th and 19th centuries. Wednesbury is one of the six towns of Sandwell Metropolitan District, and is located in the north of the Borough, approximately 3 miles north of West Bromwich. The sprawling conurbation of the Black Country, a mixture of commercial, industrial and residential post-war development, define the immediate setting of the area and the town falls within the 'Wednesbury and Hill Top Historic Landscape Character Area' (SD13). Two miles north of the conservation area is junction 9 of the M6 and a regionally important major retail park. The River Tame passes to the north, east and south of the town.

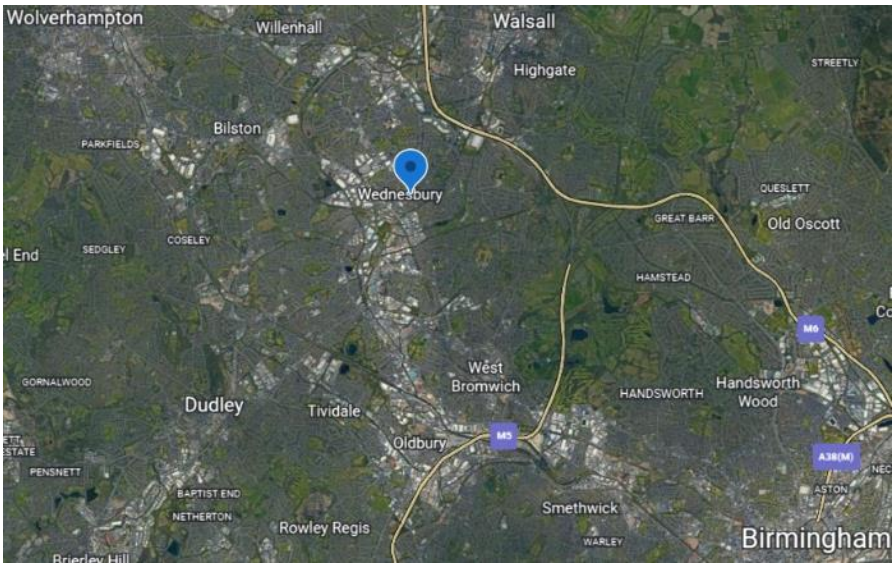


Figure 1 Location Map. Google Earth.

At the heart of the town is the Wednesbury Market Place conservation area, bounded by the A461 Orbital road to the north and west, a major transport route through the Black Country. This road bypasses the town centre and, in the 1960s, separated the modern town from the earliest known settlement at Wednesbury to its north, which seems to have been focussed around a 13th century manor house and the parish church of St Bartholomew's. The southern boundary of the conservation area is defined by late 20th development in the form of a supermarket, carpark and residential development south of Russell Street. The residential streets of Riddings Lane, Wharfdale Street and Addison Terrace form the eastern boundary.

The core of the conservation area is formed by a principally late-medieval street pattern formed by Upper and Lower High Street with a high concentration of 18th and 19th century town houses and commercial properties of local historic and architectural interest. The town itself developed around a triangular market place at the confluence of roads which were of local and national importance for industry and communication from the late medieval period. The town centre is larger than the conservation area and extends approximately 0.5 miles southwest, with a cluster of civic buildings and amenities along the Holyhead Road and a Metro Line station beyond this.

The conservation area includes a mix of retail, commercial and leisure properties with some residential accommodation to the upper floors. The retailers are predominantly independent and there are a number of cafes, pubs, restaurants and take-aways. The area is mainly visited during the day with Tuesday (market day) and Saturday the busiest shopping days. The night-time economy is concentrated around the pubs and a couple of restaurants/take-aways. At the core of the conservation area is the market place which forms the focal point of the town both physically and culturally, including for civic events such as memorial services and the Town's annual Christmas tree.

In terms of forces for change, Wednesbury faces economic challenges typical of many post-industrial towns, which are particularly apparent in the Black Country. These include higher than national average levels of deprivation and a lower economic base which has resulted in higher vacancy rates for retail premises, and a backlog of repair and maintenance on properties in the conservation area. The impact of these factors on the special character of the conservation area is explored further in section 2B: Sensitivity and Capacity for Change.

Historic development and interest

Early occupation

Place name evidence suggests that there was an early settlement in the vicinity of Wednesbury from at least Saxon times, located around Church Hill, a flattish-topped hill lying close to the River Tame and at the meeting point of early routeways. The name 'Wednesbury' is believed to be derived from '*Woden's burh'*, *Burh* being Old English for a 'stronghold or fortified site', and there has been speculation that the church of St Bartholomew may have been built on the site of a shrine or temple, dedicated to the pagan god Woden.

Although the early settlement has traditionally been associated with Ethelfleda, a member of the Anglo Saxon royal house, who constructed fortresses against the Viking invasion across the midlands, there is no physical evidence for one having been built at Wednesbury. However, several 19th century antiquarian accounts of earthworks around the site of the Church of St Bartholomew and Church Hill suggest that the settlement may be considerably earlier and be prehistoric in origin, and represent an Iron Age hillfort.

Despite its uncertain origins, by 1086, Domesday Book recorded *Wadnesberie* as '*One of the more considerable villages of a thinly populated and economically backwards area'* with a population of around 140, with land and one mill.

Medieval development

Archaeological evidence suggests that the settlement of Wednesbury developed along Church Hill, close to the church of St Bartholomew (NHLE 1342678) and the site of its early manor house to its north. Both of these buildings are believed to have been constructed by at least the 13th century, but have now since been either demolished or largely reconstructed.

Communication routes were fundamental to the development of Wednesbury and it is likely that the town continued to develop as a result of its proximity to important crossing points of the River Tame to the south. The primary roads through the town appear to have been established by the 13th and 14th centuries and there was a bridge at Finchpath to the south of Wednesbury by 1225, carrying the main Birmingham - Wolverhampton road over the River Tame. In the 13th century, *Wysti* Bridge, later known as Hydes Bridge, carried a road to West Bromwich, and a route to Walsall also existed by the mid-14th century (Figure 2). The surrounding area was part of the Royal forests of Cannock

Chase, the boundary of which is thought to have been close to the present day high street, and ran along Hydes Road to the River Tame.

Despite there being no known medieval market charter, excavations in the market place area indicate that the triangular market place, occupying the space between these key roads, was occupied by the 14th or 15th century with archaeological evidence suggesting that there were medieval yards and buildings fronting onto the market place by this time (MBL2613). By 1421 the settlement had further expanded to the north east of the market place, with the construction of a manor house known as Oakeswell Hall (which was demolished in the 1960s) (MBL2714).

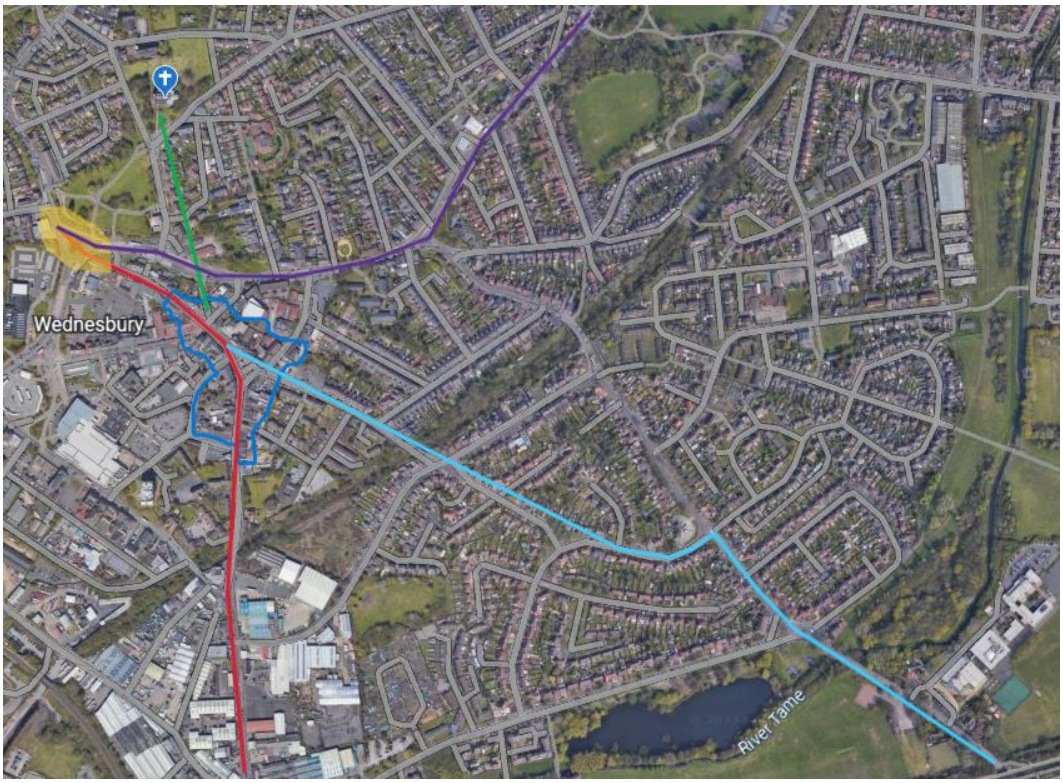


Figure 2 Early road pattern. conservation area shown in dark blue. Google Earth base map.

Wednesbury's geology was also a factor in the town's early development. Nearby deposits of clay, sandstone, iron ore and coal meant Wednesbury had some of the earliest industrial activity in the Black Country, with coal pits and ironstone mining recorded in the vicinity of the town by 1315. As industry became established in the area, Wednesbury grew into a modest sized settlement and Subsidy Rolls (taxation records) show that by the 14th century the town had approximately half the number of tax payers of nearby Walsall and was comparable in size to Darlaston and Bentley. Wednesbury also had a pottery industry from the early 14th century which produced 'Wednesbury Ware'. Documentary and archaeological evidence suggests that production was mostly sited in the area to the south and south east of the market place and continued over a relatively long period. To date, only one 17th century kiln has been found - in excavations in the market place (MBL2614) – but other production sites have been identified within the town centre, including to the rear of 48-50 Lower High Street, which were operating from the 15th -17th centuries (ESD838).

Similarly, Manorial water powered mills in the vicinity of Wednesbury had been turned over to iron production by the 16th century and became an important site of industrial activity for the next 400 years. By the late 16th century/ early 17th century, Wednesbury Forge, 2 miles northeast of the town, was a sophisticated operation and an increasing volume of goods was being exported from the site, using the network of established transportation routes through the town.

18th century growth

By the early 18th century Wednesbury was rapidly changing, industrially and economically. Its local, shallow coal pits had been replaced by deeper mines as supply attempted to keep up with growing demand, and a number of collieries had been established close to the town, just outside the conservation area boundary. Further east, Wednesbury Forge had expanded to become an integrated factory, as substantial enterprise required numerous supporting industries. This had a substantial impact on the development of the town, particularly in terms of its diversification and expansion into manufacturing and industry, and during the 18th century Wednesbury emerged as a centre of saw making, transitioning later in the century to gun-barrel making.

The fortunes of the 18th century town were also impacted by the granting of a formal market charter to Wednesbury in 1707. Although it seems likely that an informal market had been in operation for several centuries, the charter gave the town right to hold two annual fairs and a weekly Friday market. In recognition of this new status, a market house, situated close to the present-day clock tower, was erected in the market place in c1709 and was operational until the early 19th century, by which time it had fallen into disrepair and was demolished.

By the 1720s, the road south from Wednesbury was in a state of disrepair due to the high volume of traffic, particularly due to carrying ironware and coal to Birmingham. In 1727 Lower High Street/Bridge Street was improved and turnpiked, retaining the movement of traffic through the town centre, and encouraging further commercial development of the town.

Later in the century, as industry in the Black Country expanded, transport routes between the key settlements and industries in the area continued to improve. In 1766 the Wednesbury to Bilston road was turnpiked (now A41), increasing the volume of traffic into Wednesbury town centre as coaches travelling to and from Shrewsbury and North Wales began to use this shorter route. Shortly after, in 1769, the first phase of the Birmingham Canal was completed, terminating approximately 1 mile south of the market place. It linked the Wednesbury coalfields to Birmingham industries, and significantly increased the volume of coal which could be transported out of Wednesbury.

These changes simultaneously increased the prosperity of industrialists and workers in the town, while reducing heavy freight on the roads, and corresponded with further developments in the town's commercial offer, particularly in terms of accommodation and services for passengers travelling through the town by coach. The wealth generated from these developments is reflected in a significant and comprehensive programme of property building in the town throughout the 18th century, although the medieval road pattern of Lower and Upper High Street remained largely unchanged.

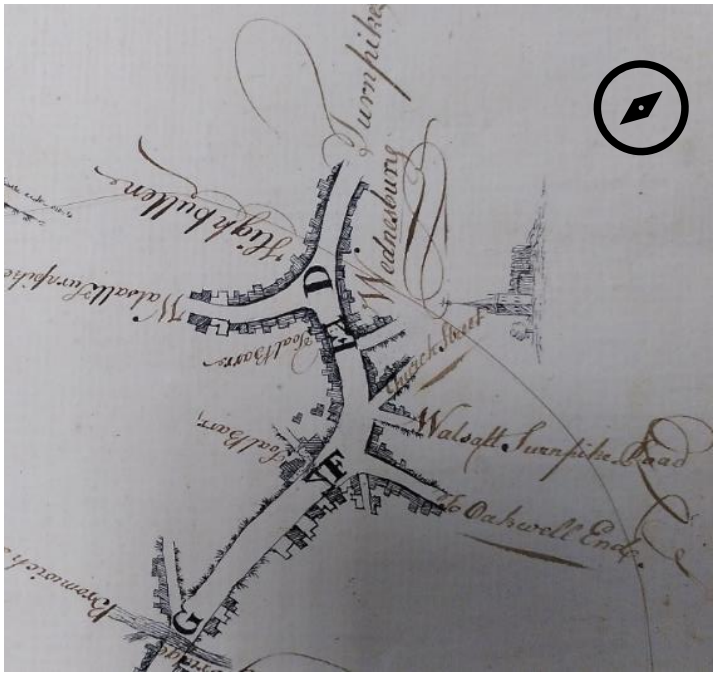


Figure 4 Turnpike map, 1771. Sandwell Archives reference 608107.

Figure 3 (R) Parish Map 1799. Sandwell Archives MAP/487.

By the end of the 18th century Wednesbury had an established form which is still recognisable in the streetscape today. A parish map of 1799 shows Lower and Upper High Street, Church Hill, Walsall Street, Spring Head and Ridding Lane (see Figure 3 and 4). The Market Place, labelled 'crops', suggesting that it was used as a corn market, is shown with a structure, presumably the Market Hall. The plots shown on the 1799 map adjacent to Market Place (see 216 and 262) appear to span several frontages/properties and may have influenced the way larger buildings later developed around Market Place and Lower High Street.

John Wesley's 1745 pamphlet ''Modern Christianity exemplified at Wednesbury" highlighted the dual function of many properties in the town, which residents referred to interchangeably as homes or shops, and generally comprised commercial ground floors and accommodation above.

The 19th century town

A coaching town

From 1808 the main London to Holyhead mail route began to pass through Wednesbury town centre, further increasing demand for coaching inns and hotels as well as trades such as tack and nail makers. 'Tacker's Well' (MBC3111), situated at the foot of Church Street, was an area where nailers were located and the town offered a number of inns and hotels to accommodate and serve food to travellers and those attending markets. The Talbot Hotel occupied a prominent corner plot on the market place - an inn was reportedly here from the 16th century and was rebuilt by wine and spirit merchant John Taylor Duce in the 1870s - and other prominent coaching inns in the early 19th century market place included The Green Dragon (9 Market Place) - from which two coach services a day left for Birmingham in the 1820s; The Turks Head (25-26 Lower High Street) - which had coaches

leaving three times a week for Birmingham; The George Hotel (1 Upper High Street); The George and Dragon Hotel (40 Lower High Street) and The Golden Cross, which was licenced as a beer house in 1834. Several of these establishments had 18th origins.

In 1826 a new road, Telford's London to Holyhead Road (the Holyhead Road), was opened to the south of the town, by-passing Wednesbury's town centre. Long distance coaches traversed this route, as did regional coaches from Shropshire and Staffordshire towns, and new commercial premises developed along the new road to service the coaches.

Serving a growing population

During the second half of the 19th century the town centre continued to expand and the character and appearance of the town centre began to change. Until the early 19th century, a number of the commercial buildings in the town centre also accommodated civic functions, with Petty Sessions being held in the Market Cross building before its closure in 1824 and at the Turk's Head Inn. In terms of new development, Union Street was possibly laid out as a new commercial street as early as 1802.

By the mid-19th century the town centre was surrounded by large industrial sites. Old Park ironworks, 1 mile north of the market place employed 3,000 workers and the Patent Shaft and Axletree Company (1836-1980), which became the town's largest employer, operated factories to the south west of the conservation area. As the town developed, drinking establishments in the town centre remained popular, but increasingly served residents and local workers, the scale of this function is reflected in there being four licenced establishments on Upper High Street, four on Lower High Street, five on Market Place and one on Walsall Street by the late 19th century.

At the same time, a number of new places of worship were built within or just beyond the conservation area to serve the growing population. A new parish of St John's was created to the south of the conservation area and a church (with a capacity of 1000) and churchyard were built in 1844-45 (MBL3182). Non-conformist worship had been prevalent amongst the workers of the town since the time of John Wesley and a number of non-conformist chapels were also constructed, including a 250 capacity congregational chapel behind Lower High Street and Russell Street, adjacent to St John's church; a Wesleyan Methodist Chapel and school on Spring Head (MBL4958) (now Spring Head car park); and a United Free Methodist chapel and hall on Riddings Lane (MBL4959). With the exception of the United Free, where the brick façade is still standing, many of these were demolished in the 1980s.

Educational needs for the expanding town were also met in the form of the British and Foreign Society School, which opened on Lower High Street in 1820, and moved to Russell Street in 1851. Following the 1870 Education Act, a new Board School was opened to replace it with new premises in Lower High Street. The site was extensive and by 1886 it accommodated 740 pupils, as well as houses for staff.

In the middle of the 19th century, the plots fronting the Market Place, particularly on the north side, were subdivided, rebuilt or refaced, possibly to meet a demand for more shops. Properties developed to the west of the Market Place and Lower High Street, with Russell Street and a smaller passageway (later The Shambles) connecting to the rear of the properties or outbuildings behind (Figure 5).

Figure 5 Tithe map 1846. Sandwell Archives MAP/489.

From the mid-19th century the construction of the Great Western Railway and Staffordshire Line curtailed development of the town to the south-east of the Market Place (Figure 6) and new building became concentrated to the west, particularly along the Holyhead Road (Figure 7) and around the new the passenger and freight rail stations further south. Links with other Black Country towns were further enhanced in the late 19th century, when cheap travel, in the form of trams, began to pass along the High Street and through Market Place (Figures 7, 8 and 9), and enabled an even bigger catchment to visit Wednesbury.

Figure 6 First Edition Ordnance Survey map. (1881-1888) Birmingham Sheet CLXVIII. National Library Scotland .

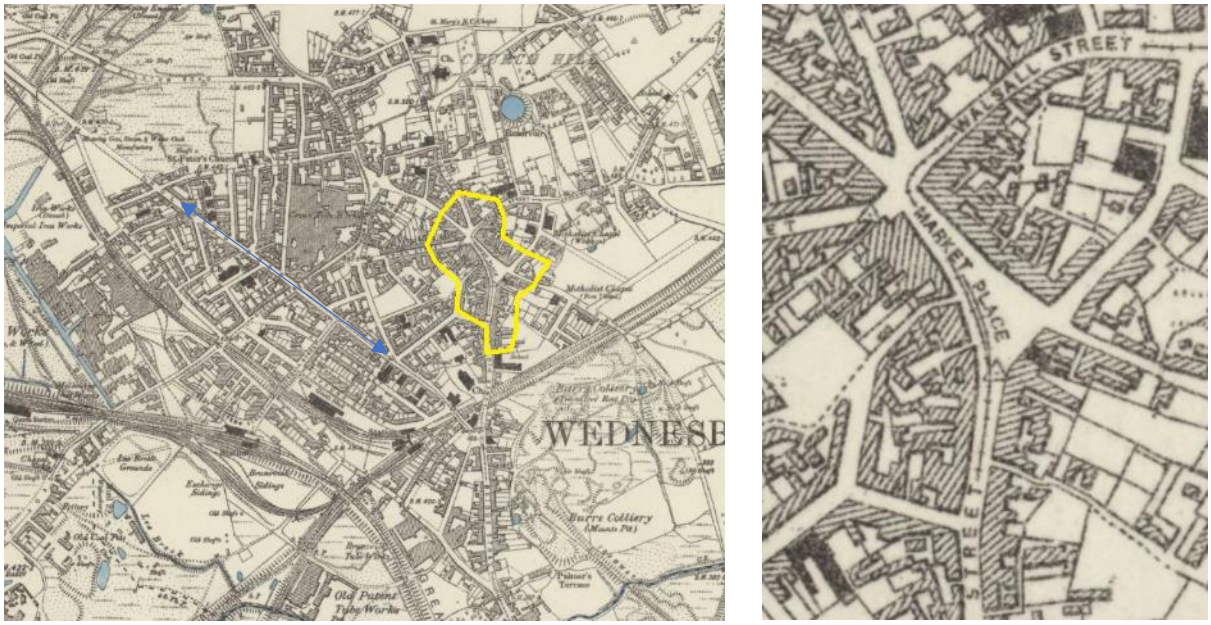


Figure 7 First Edition Ordnance Survey map (1884-1888) Staffordshire Sheet LXVIII.NW. National Library Scotland.

The early 20th century town

Located between clusters of civic buildings and schools around the Holyhead Road and the northern part of Spring Head and Walsall Street, the market place, with its weekly market, remained a focal point and meeting place for the town in the early 20th century. C.W.D. Joynson, Mayor of the Borough, designed and built the commemorative clocktower in 1911 and new public conveniences were opened on the Shambles around this time. From 1918 part of The Talbot was leased by the Wednesbury Labour Exchange.

Wednesbury's extractive industries had been superseded in the late 19th century by heavy industry, particularly tube-making, and its factories were significant in manufacturing artillery during the First World War. The town's resulting economic prosperity in the early 20th century, alongside the development of new and exciting forms of entertainment, is also reflected in developments in the market place. In particular, the buildings around the Market Place began to develop into more recreational uses. The Gaumont Cinema opened on Walsall Street in 1915 and Upper High Street had a cluster of recreational buildings including a cinema and Hippodrome (Figure 10).

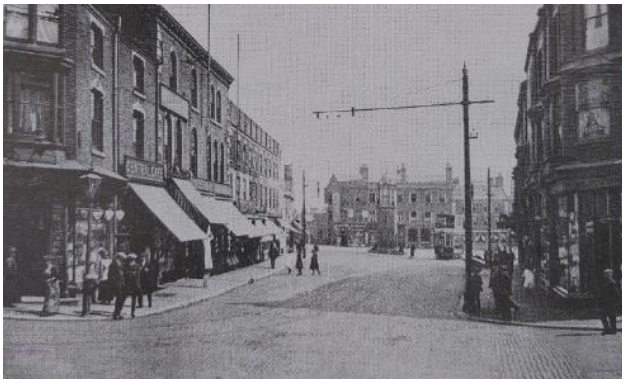


Figure 8 Postcard of Market Place, c.1914[1]. Sandwell Archives.

Figure 9 Postcard of Market Place, c1915. Sandwell Archives.

There was also a Picture Theatre on Earp's Lane (between Church Street and High Street) and a public baths on Walsall Street. By the middle of the 20th century there was also a Bowling Green and Billiards Hall on Church Street (Figure 10).

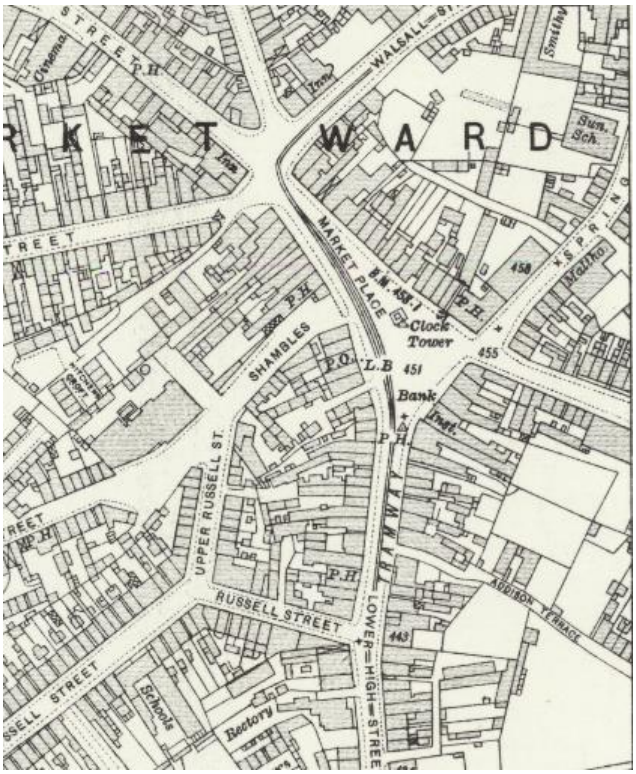


Figure 10 Ordnance Survey 1919 Staffordshire LXVIII.1. National Library Scotland.

In the mid-20th century the conservation area continued to have a commercial character and a regular market in the Market Place (Figure 11). The 18th -19th century buildings continued to dominate although new designs such as the Burton's (1937) and Golden Cross pub by W.S. Clements (1949) added a more modern character to the high street.

[1] I. Bott, *Wednesbury in Old Photographs*. 1994. Sandwell Archives.

Figure 11 Market Place, 1950. Bott, Memories of Wednesbury, 2004. Sandwell Archives.

Late 20th century regeneration

In the 1960s the town centre was altered to accommodate the rapid increase in motor car use in the post-war period. In particular, Union Street was redeveloped and buildings to the rear of properties on Upper High Street were demolished to create the Shambles Car Park. The George, an 18th century coaching inn on the corner of Upper High Street and Union Street was demolished and replaced with a modern building (now the William Archer) along with a row of shops on the south side of Upper High Street.

Most significantly, the Northern relief road (A461), which was built in 1969, physically cut off the town centre from its oldest parish church and diverted traffic away from the Market Place. However, although the volume of traffic using the roads changed, it had little impact on the street pattern (Figures 12-14).

Figure 12 Aerial photo 1948. National Library Scotland.

Figure 13 Redevelopment Proposals 1963. Sandwell Archives MAP/1322.

Figure 14 Satellite image Google Maps 2022.

In the 1970s-80s, the prosperity of Wednesbury declined as heavy industry closed and unemployment rose. Land vacated by closing industries was repurposed for commercial

development and in the 1970s the market was moved from the market place to an indoor purpose-built site at the west end of the Shambles. The commercial fortunes of the town fell still further as, in the late 1980s/early 1990s, an out-of-town retail park was built beside the M6 and Wednesbury followed a national trend of changing consumer habits that focussed shopping away from town centres to out of town facilities.

Towards the 21st century there was an attempt to reconnect and reanimate the town centre, with the Midland Metro opening in 1999, reconnecting the town to Wolverhampton and Walsall using the old railway line. In 2007 Morrisons supermarket opened to the west of Russell Street, changing the character of the town between the conservation area and the Holyhead Road. The supermarket car park replaced the purpose-built indoor market of the 1970s and the market was relocated to open air stalls at west end of the Shambles before, in 2022, being moved back to a permanent home in the market place.

Map showing the key periods in the area's development and history

Insert map

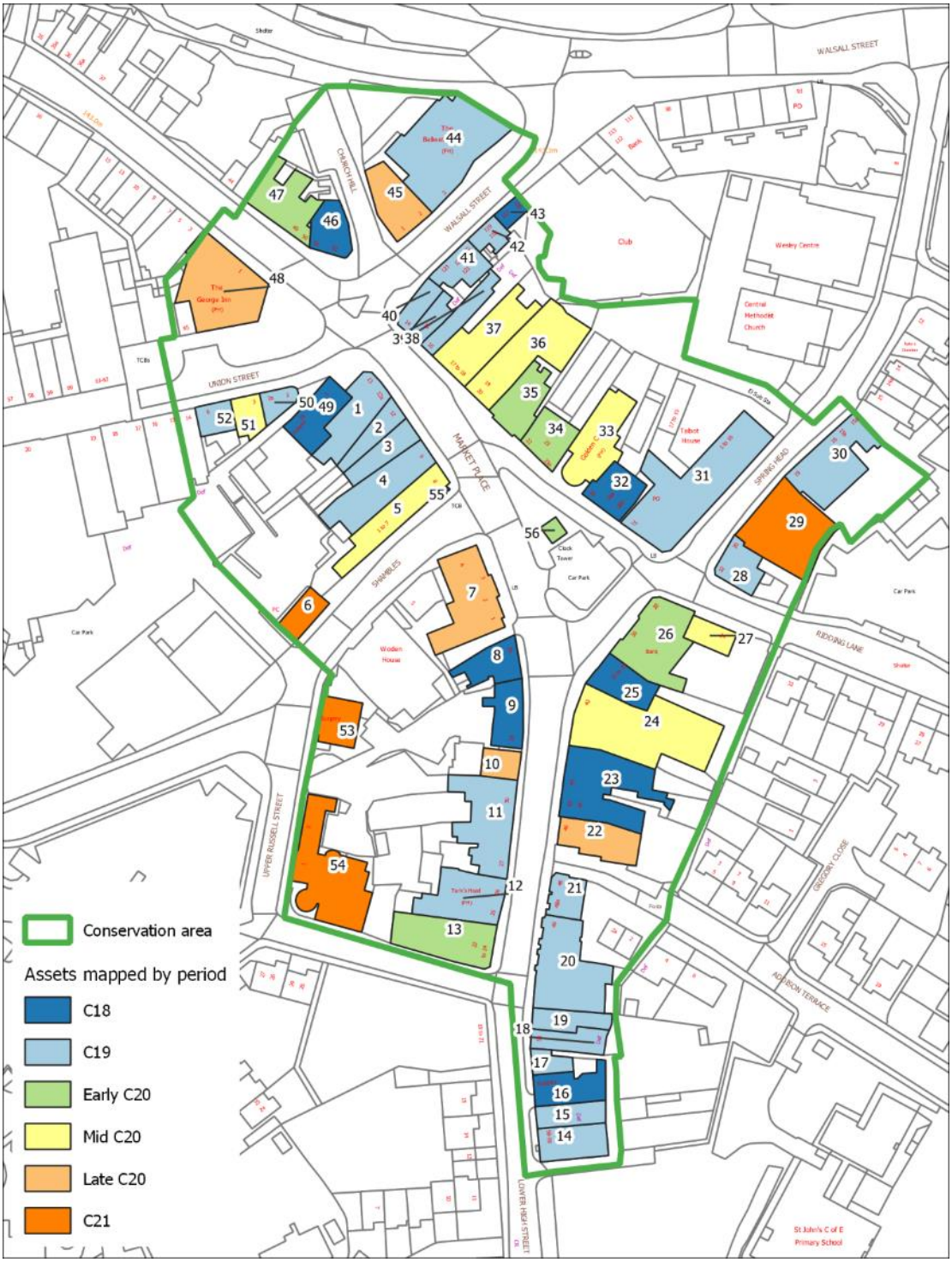


Figure 15 Predominant period of construction of assets in the conservation area. © Crown copyright and database rights 2023 Ordnance Survey Licence No 100023119.

Architectural interest and built form

Townscape and form

The Wednesbury Market Place conservation area has a predominantly **commercial character**, of late 18th / early 19th century date. A mix of late 18th, 19th and 20th century buildings front the Market Place and Lower High Street and provide the main architectural interest in the area.

Throughout the conservation area, buildings are predominantly of two and three storeys, and many have frontages onto the street with long one or two storey service ranges behind. They provide a continuous street frontage and contribute to the character and feel of the conservation area, with a height and scale that takes account of the topography of the streets (Figure 16A). On Spring Hill, the street frontage is formed by a former malthouse with inserted shop fronts (Figure 16B) and Market Place, particularly on the north side, is characterised by its variety of 19th and 20th century commercial buildings (Figure 16C).

Corner buildings are significant in the conservation area and communicate a strong relationship between the historic street pattern and the development of properties along key thoroughfares. 28-30 Market Place, The Talbot building, 51-52 Upper High Street, 8 and 13 Market Place and 22-24 Lower High Street all have significant frontages onto two streets.

Figure 16 Built form of historic properties Lower High Street showing the roof line reflecting the topography and incline of the street (A), Spring Head (B), Market Place (C)

Public houses and former inns/hotels are some of the most prominent buildings in the conservation area and are represented by some of its key buildings, including 9 Market Place, which retains the form of an 18th century coaching inn (Figure 18), and the former Talbot Hotel (and outbuildings to the rear) which was rebuilt in the late 19th century as pub and spirits house. The Bellweather on

Walsall Street retains its original use and some of the character of a typical Black Country pub with a central entrance leading to a 'two-room drinker', typical of the early 19th century (Figure 17).

Figure 17 The Bellweather. Google Streetview.

Figure 18 Former George Inn, side elevation viewed from The Shambles.

The conservation area also retains a **civic feel** through 20th century commemorative assets including the Clock Tower and horse troughs and functional structures such as the K6 phone box, police box and post box.

Architectural Styles

The buildings which make the most significant contribution to the special character of the conservation area, are typically late 18th-early 19th century in style, with classical symmetrical façades with parapets and plain windows, originally timber sashes, with typical detailing including stone lintels and keystones (Of which 31-33 Market Place is the best example, Figure 61).

Part of the area's special character also comes from the variety of mid-late 19th to mid-20th century styles which give the area a lively commercial character, more typical of Black Country towns (Figure 19). Styles include fairly plain buildings reliant on decorative brick details for architectural interest (the terrace on Spring Head, chambers on Walsall Street, 12-13 and 14 Market Place) and an Edwardian terrace on Upper High Street reminiscent of the Birmingham Free Style/Gothic Revival with mock-tudor gables. Other visually distinctive styles include the Italianate Gothic Talbot Hotel and the West Bromwich Building Society, as a typical Neo-Georgian Edwardian bank (L in Figure 16). Notable mid-20th century styles within the townscape include the inter-war pub, The Golden Cross, and the Art-Deco Burton's building (17 Market Place).

There are two earlier, probable **18th century vernacular buildings** (or 19th century rebuilding) which are characterised by low, two or one and a half storey, domestic scale properties. These may have originated as nailers cottages, or represent similar small-scale cottage industries, and serve as a reminder of the development of the settlement (Figure 20).

Figure 19 19th and 20th century styles, Market Place.

Figure 20 Vernacular style, Upper High Street. Google Streetview.

Building Materials

The predominant building material in the conservation area is red or brown brick. Red brick was a dominant building material in the Black Country by the 18th century, reflecting the use of the indigenous red clay of the surrounding landscape and its use for building. Late 18th century buildings probably had brick frontages (such as 31-33 Market Place and 1 Union Street).

By the early 19th century structural brickwork was often rendered, and this characterises Lower High Street particularly. As many of the properties on Lower and Upper High Street date from the late 18th-early 19th century it is likely the area developed with a mix of exposed and other rendered facades. Rear elevations and service extensions remain exposed brick (Figure 21).

Many of the 19th century buildings which form part of the 18th century ranges along the Market Place and High Street are rendered or painted white/cream to fit with the 'Regency era' style of the earlier buildings (Figure 22), and are now an important part of the character of these streets.

Figure 21 Rear of properties along Lower High Street

Figure 22 Rendered and painted brickwork typical of 19th century frontages

19th century brick boundary walls, usually at the rear of properties, are also part of the historic character of the conservation area and an identifiable characteristic of Black Country towns (Figures 23-25).

Figure 23 Wall, North of Shambles Car Park

Figure 24 Hitchin's Croft passageway

Figure 25 Outbuilding, rear of Talbot House, Spring Hill

Roofs

Roofs in the area are predominantly of slate, although many along Lower High Street are not visible behind parapets. Roofs are most visible along the north side of Market Place and Spring Head, and are slate on 19th century and tile on 20th century buildings. Roofs are generally plain with notable exceptions of 19th century gabled properties on Upper High Street and Talbot House which have decorative ridge tiles (Figure 49).

Historic Features

Windows

There are some surviving early to mid-19th century timber sash windows, varying between 2/2 to 8/8 panes, typically with thin glazing bars (Figures 26-31).

Figure 26 8/8 pane sash window, 32 Lower HS

Figure 27 22-24 Lower HS

Figure 28 22-24 Lower HS

Figure 296/6 sashes, 12 Market Place.

Figure 30 28-30 Market Place

Figure 31 46 Upper HS

Other window styles of note include canted bays to upper storeys of buildings on the west side of Market Place, and square timber bay windows to the first floor of 26 Market Place (Figures 32-34).

Figure 32 10-11 Market Place

Figure 33 26 Market Place

Figure 34 13 Market Place

Doors and entrances

There are a few remaining historic doors and entrances in the conservation area which add to its character and interest. 118 Walsall Steet is unusual in retaining a six panel door (fashionable 1740-1810) and decorative consoles and canopy above (Figure 35). 30 Market Place retains a three panel timber door, double fan light above and dripstone with decorative keystone (Figure 36). The former Burton's building (18 Market Place) has its original 1930s entrance, including terrazzo step, wooden door and panelling (Figure 37). Date stones at the base of the pilasters read '*This stone was laid by Arnold James Burton 1937*' and is a rare surviving detail.

Figure 35 118 Walsall Street

Figure 36 30 Market Place

Figure 37 Burtons, Market Place

Entrances and gates to side passages are also important reminders of historic access routes to properties behind the street frontage (Figures 38-39). 56 Lower High Street is the only example of a coach entrance in the conservation area, and is a rare survivor of a feature which would have been common in the 18th-19th centuries (Figure 40).

Figure 38 21 Market Place

Figure 39 55 Lower High Street

Figure 40 56 Lower High Street

Architectural Detailing

Many of the buildings in the conservation area retain aspects of their original detailing which contribute to the area's special interest and character.

Some of the 18th century buildings have a brick dentil course under eaves, others have a plain string course below the parapets. 43 Lower High Street has retained an end pilaster, a detail which is missing from the rebuild of number 42, the left hand portion of the building (Figure 42).

A number of the 19th century buildings on Market Place have incorporated heavy quoins (a classical motif)- notably number 23 (Figure 41), which is a small and compact building, in comparison with number 16, which has grander proportions.

Figure 41 23 Market Place

Figure 42 43 Lower High Street

The conservation area also includes limited examples of polychromatic brickwork and glazed panel detailing, typical of later 19th century buildings, and which sometimes bear clues to the original use of the building. 10-12 Market Place has three different decorative brick patterns, incorporating chain motifs (Figure 47), blue brick quoins and glazed white bricks (Figure 43), and number 13 has yellow brick decorative panels. The glazed tile pilasters at the Turks Head (Figure 45) and ceramic red tiles above the facia of Talbot House (Figure 44) relate to their original use as hostelries and are a rare survival of a once common decorative feature on Black Country Pubs.

Figure 43 11 Market Place

Figure 44 Former Talbot Hotel

Figure 45 Pilaster, former Turks Head

Figure 46 13 Market Place

Figure 47 10 Market Place

Figure 48 55 Lower High Street

Figure 49 Decorative Ridge tiles, Upper High Street

Shop fronts and signage

The conservation area has very few surviving historic shop fronts: those that do remain are mainly 19th and 20th century in character and are situated on Upper High Street and the western side of Lower High Street. This may reflect the fact that historically Lower High Street had a higher concentration of inns and public houses rather than shops. Most are single or double bay shopfronts with a side entrance, although 38 and 22-24 Lower High Street and 51 Union Street are notable exceptions with double bays and a central entrance. 49 Upper High Street is unusual as the only curved glass shopfront. The most common historic shopfront feature to survive are timber pilasters (Figures 51-52), visible particularly on Upper High Street, the west side of Market Place and Lower High Street. Stallboards are timber or more typically glazed tile, although again there are few survivors.

The only shop front to have an 18th century feel is number 1 Union Street, with bow windows to either side of a central entrance (Figure 50).

Figure 50 1 Union Street.

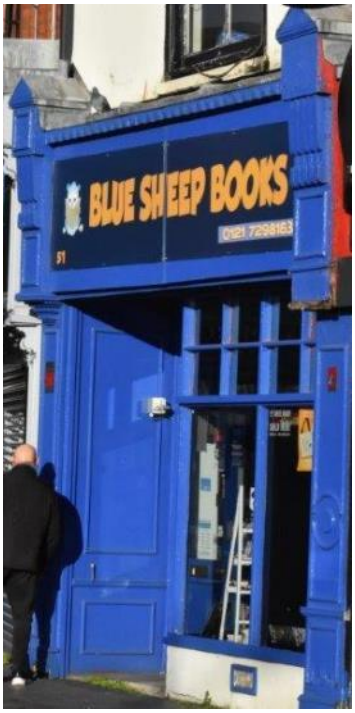


Figure 51 51 Upper High Street.

Figure 52 22-24 Lower High Street.

There are some relict examples of historic shop signage which adds character to the conservation area. These include a terracotta cartouche above the central first floor window of 25 Lower High Street (Figure 53), a terracotta band with blue painted lettering (Figure 54), a modest, hand painted timber sign to the rear of 1 Union Street (Figure 55) and gold stencilled sign at 1 Union Street (Figure 56).

Figure 53 (Former) Turks Head Hotel 25-26 Lower High Street

Figure 54 Duce & Sons Brewers, 27 Market Place

Figure 55 Chemist, Rear of 1 Union Street

Figure 56 Former Outfitters, 13 Market Place

There is a ghost sign at 28 Market Place (Riddings Lane elevation) which shows the former use of the building as the offices of the regional Express and Star newspaper. Signage such as this is rare in the conservation area but adds considerable character to buildings and views into the conservation area from Spring Head towards the Market Place (Figures 57-58).

Figure 57 Express & Star painted sign, 28 Market Place, 1967. Bott, Memories of Wednesbury, 2004. Sandwell Archives.

Figure 58 Ghost sign, 2023.

Positive Contributors

Most of the buildings in the area help shape the character of the conservation area, however the main groups of buildings which make a positive contribution are late 18th century commercial

buildings and public houses. Assets which make a strongly positive contribution to its special character are shown in Figure 59. These include two nationally designated and 12 locally listed buildings and structures, which all contribute significantly to the areas historic or architectural interest. Other buildings which make a positive contribution to the character of the area include those which maintain their historic form or scale, despite instances of loss to their historic character or integrity.

Where the loss of features or change has affected this character, buildings which have retained the commercial character of the conservation area but without enhancing or negatively impacting on its special interest, have been characterised as making – at best - a neutral contribution to the area. Overall there two properties (8 The Shambles and 1-2 Walsall Street) which have a negative impact on the character of the area. 8 The Shambles is discussed in section B: Sensitivity and Capacity for Change.

Figure 59 Contribution to special character of assets in the conservation area. © Crown copyright and database rights 2023 Ordnance Survey Licence No 100023119.

Nationally important buildings in the conservation area

The National Heritage List for England (NHLE) currently includes two buildings within the conservation area which have been nationally designated for their 'special' architectural and historic interest.

Figure 60 Clock Tower

The Clock Tower (Gr II, NHLE: 1077119) is located in the centre of Wednesbury's Market Place. It was paid for by a public subscription raised to celebrate the coronation of King George V. The tower was designed by local architect Charles William Davies Joynson (1862-1943) who had been mayor of Wednesbury in 1898-1900 and was an Alderman from 1925 and it was built by local contractors. The lower section is red brick laid in Flemish bond and there is a Baroque style upper section in sandstone.

The tower has a strong visual presence in the Market Place and provides an important focal point of civic pride in the town. It contributes positively to the setting of the buildings lining the Market Place and views into and out of the conservation area.

Figure 61 31-33 Market Place

31 - 33 Market Place (Gr II, NHLE: 1287437) fronts the eastern side of Market Place as it turns towards Lower High Street. It is a three storey, four bay late 18th century town house with a modern shop front to the ground floor. It is constructed in brick with stucco dressings and a slate roof. It retains detailing such as 6/6 pane sash windows and stucco lintels with chamfered false voussoirs.

It has architectural interest as a relatively intact survivor of a building type which would have been common around the Market Place and is the best example within the conservation area. It has group value in form and style with adjacent properties and others within the Market Place, and frames views into the Market Place from Lower High Street.

Locally Important Buildings in the conservation area

There are 12 buildings and structures in the conservation area which were recommended for local listing as part of a review of Sandwell's Local List in 2022 (Figure 62). These buildings were identified for their local historical or architectural interest, as well for their positive contribution to the historic character of the conservation area. Table 1 summarises their contribution to the special character of the area.

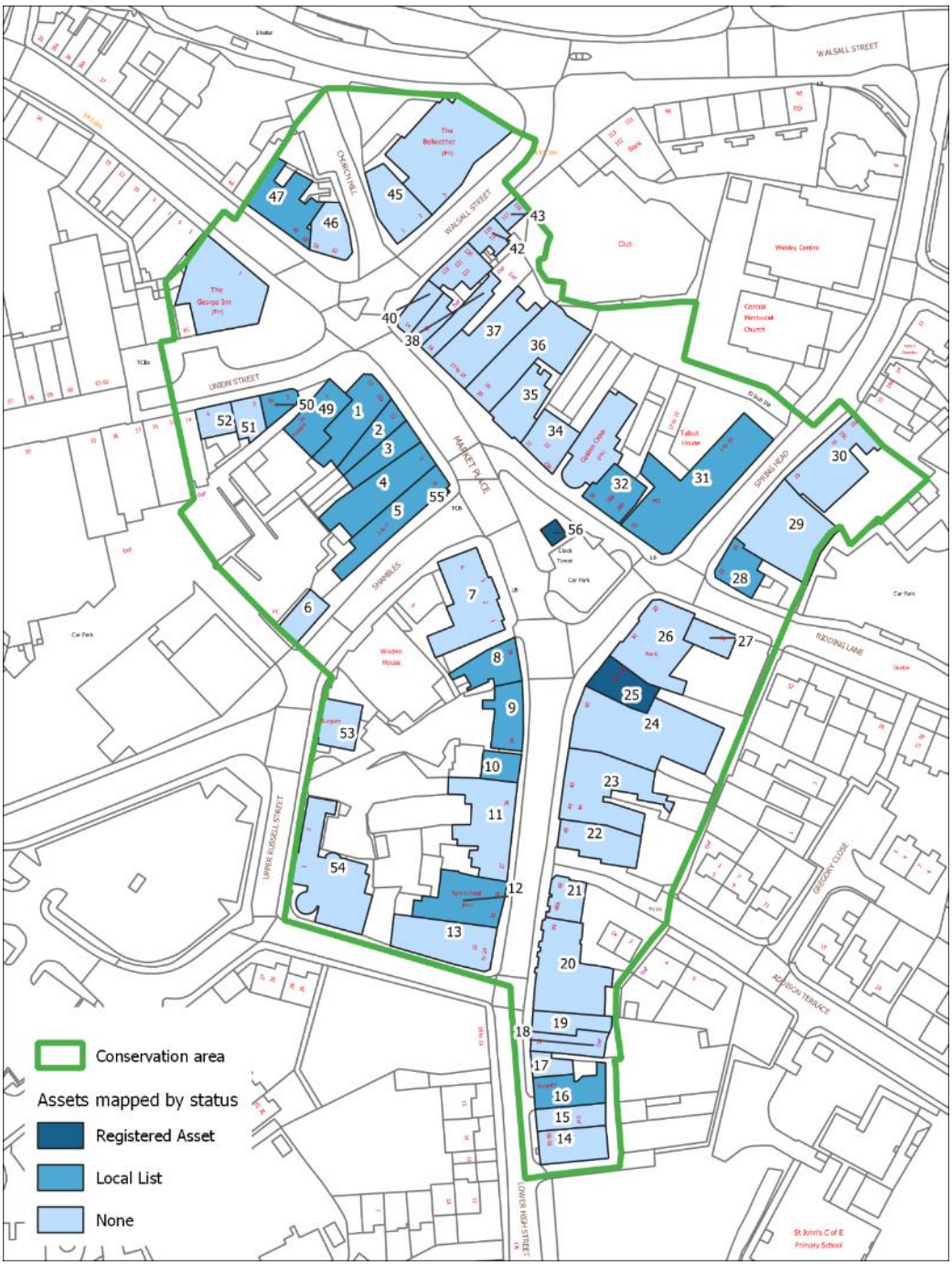
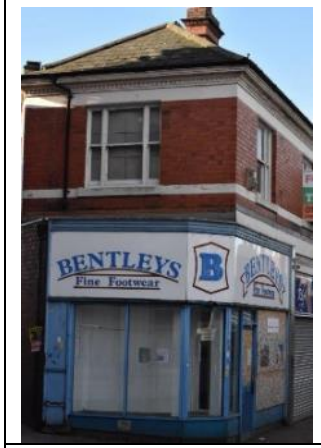
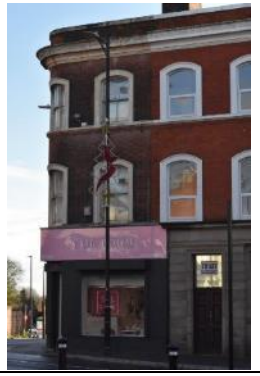


Figure 62 Figure 65 Designated assets in the conservation area. © Crown copyright and database rights 2023 Ordnance Survey Licence No 100023119.

Table 1

Asset	Local List Description	Contribution to character of the conservation area
1 & 1A Union Street		
	A three storey Georgian townhouse with shop units to the ground floor. The property has two elevations facing into Market Place, a two bay frontage with canted bay windows to the ground floor, and three bays to the other elevation with a 19th century shop front with pilasters and stallrisers. It is constructed in common brick laid in Flemish bond with original 6/6 timber sash windows on the upper floors with bracketed moulds to the first floor.	The building has architectural interest as a good survivor of a classically proportioned C18th townhouse. It has townscape value as a prominent building in the historic commercial centre of Wednesbury, and historic interest as a reminder of the development of the settlement in the C18 following the charter of 1709 which allowed weekly markets in Wednesbury. Combined with its immediate neighbours at 13 Market Place, the property has group value.
2 Union Street		
	A Victorian two storey property with shopfronts to the ground floor and office/storage above, perpendicular to the Market Place. The building is constructed in smooth red brick laid in English garden wall bond with stone banding, below deep dentilated eaves. The upper floor has tripartite timber sash windows. The corner shop front has a chamfered window pane to maintain the street profile, and retains a large, possibly 1960s fascia.	The building has group value as an important building in the Market Place conservation area, and contributes to the mix of 18th and 19th century buildings at the commercial centre of Wednesbury
20, 21 & 22 Spring Head		

	A two storey C19 building of brick construction occupying a prominent corner plot. It has saw toothed courses to both the ground and first floor, dentilated eaves of blue engineering bricks and decoratively carved stonework to either end of the original lintels. In addition, numbers 20 and 22 retain their original 2/2 timber sash windows (these have been subsequently replaced with UPVC to number 21)	The building is of historic interest, serving as a reminder of the development of Spring Head, which 1st edition OS mapping shows was historically occupied by a tight cluster of buildings that have subsequently been demolished. The building is of architectural interest with No's 21 and 23 retaining their original architectural features, including saw tooth string courses marking the ground and first floor, a dentilated string course to the eaves and decoratively carved stone to either end of the lintels.
26, 26a & 26b Market Place		
	A late C18th three storey building constructed in rendered brick with a slate roof. The building has three bays with two shop fronts to the ground floor. The first floor has square bay timber windows which match the timber posts either side of the right hand shop unit.	The building has historical interest as a former Georgian townhouse dating from around 1780 and later subdivided into three units. The right hand shop unit retains large display windows on glazed black tiles and is of interest as a little altered shop front. The building is one of the oldest building in Wednesbury Market Place, and although has lost many original features retains aspects of its character and makes a positive contribution to the historic streetscape.
27/28 Market Place		
	A late C19 two storey building of terracotta brick construction with modern shop fronts to the ground floor. The building retains all of the original timber casement windows to the first floor which are in a Gothic Revival style with pointed brick arches and decorative brick surrounds. Between each window is decorative brickwork arranged in small squares and above them is a terracotta band with the original 'JOHN TAYLOR DUCE & SONS'. There is also decorative terracotta tiling across each elevation.	The building has architectural merit and retains much of its original decorative features and detailing. The architectural detailing and its prominent position on a corner plot give the building a dominating presence and high townscape value. The building has historical associations with a notorious local spirit merchant, John Taylor Dulce, who demolished an Elizabethan public house in order to construct this building. The earlier building featured in the colliers and miners riots of August 1824 when a company of regulars from the Staffordshire Yeomanry were mounted in the public

		house yard to control rioters, making the site historically interesting.
30 Market Place		
	An early-mid C19th, 3 storey building of brick construction. It retains all original 2/2 timber sash windows to the first and second floors, all of which have moulded stone architraves. The windows to the ground floor are also original 8/1 timber sashes. The ground floor is stone and has classical architectural detailing including three stone Doric columns.	The building displays an important aspect of the area's social and economic development in that it has been in continuous use as a bank since its construction. In addition, the building has high architectural merit with a largely unaltered principal elevation and classical detailing which make a positive contribution to the largely unaltered streetscape of Market Steet.
34-39 Lower High Street		
	A group of four late C18th , three storey buildings of brick construction. To the ground floor, there are later added late 19th century shop fronts which, as a group, mostly retain their timber console brackets, pilasters and moulded timber stallrisers as well as decorative mullions. To the first and second floor there are original 8/8 timber sashes with painted skewed stone lintels and key stones.	The buildings have architectural interest and merit, being good examples of largely intact historic shop fronts which make a positive contribution to the Market Place conservation area and allow for a better understanding of the area's economic and social history
46, 47, 48 and 49 Upper High Street		

	A row of five late C19th/early 20th three storey buildings of brick construction with slate roofs and shop units to ground floor. The buildings are in smooth red brick with string courses and original 2/2 timber sliding sash windows. The units alternate between gables with timber panelling and large dormer roof windows with casements. Some of the ground floor shop units are original, but all have retained their timber pilasters and fascia with console brackets and dentil work	The row has architectural interest in terms of its quality of design and the retention of many of its original features, including to the shop fronts. Together the buildings contribute positively to the setting of the streetscape leading into the market place and the appearance of the conservation area.
56 Lower High Street		
	A two storey brick built former house incorporating a former coach entrance to a rear yard. The building has two bays with a central door which has a stucco semi-circular head and key stone. The adjacent coach entrance has a decorative blue brick arch in headers with a stucco keystone and timber double doors. The windows are now boarded but also retain decorative stucco lintels, as does the pediment.	The building is a good example of the C18th-early C19th brick building style and retains many original features. The retention of the coach entrance has historical interest. It also has group value with a number of buildings along Lower High Street which collectively retain much of the medieval street form. Makes a particular contribution to the street scene of the Wednesbury Market Place conservation area.
8 - 13 Market Place		
	A row of C18-19th three storey buildings with shop units to the ground floor, primarily built of brick with contrasting brick finishes to the upper floors including string courses. Numbers 8 and 10 have decorative polychromatic brickwork and bay windows. Number 12 is plain in design but retains 6 over 6 sash windows. The eaves are articulated with brick dentil work and sandstone banding. The shop units at ground floor are predominately timber with some original details such as pilaster and console brackets. Number 13 retains decorative chimney flues.	The row has architectural interest and displays quality materials. The units have group value as a playful, eye-catching part of the streetscape leading to the Market Place. They are likely to retain the original footprint of the medieval settlement and despite some loss of features these properties make a positive contribution to the Wednesbury Market Place conservation area.
The Turks Head, 25 & 26 Lower High Street		

	The Turks Head is a two storey public house of brick construction. It has a steep central gable which has stone banding and coping stones. To the first floor there are three windows which, although modern replacements, retain their decorative terracotta architraves and aprons. Above the central window is a terracotta cartouche which reads 'THE TURKS HEAD HOTEL'. To the ground floor are two pilasters with highly decorative faience tiling which flank a modern frontage.	The buildings use, and retention of the decorative terracotta and faience give the building architectural interest and merit, and it remains one of the most unique buildings on Lower High Street giving it a good townscape value.
K6 Telephone Box, Shambles		
	A rare surviving example of a K6 telephone box designed by Sir Giles Gilbert Scott in 1935-6 and known as 'the Jubilee Box' due its commemoration of the coronation of King George V, which is signified by the crown above the 'TELEPHONE' sign. Bright red in colour, it has a cast iron frame with a teak door, glass panes and concrete base.	The box is one of the last surviving examples of the K6 telephone box in Wednesbury and, although it appears to have lost some of its glass panes, is almost completely intact. The K6 is 'one of Britain's most recognisable pieces of industrial design'. Due to the high numbers of K6 boxes still in existence in the UK a representative number have been nationally designated to reflect their importance and architecturally iconic design.

Other structures of interest

However, other assets which have historic interest and make a significant positive contribution to the character of the conservation area include:

- **32-33 Lower High Street** which is vernacular in scale and possibly of the early 18th century, although two modern shop fronts have been inserted and the roof and windows are modern.
- **48-48a Lower High Street** which, although substantially altered, retains some 18th century character.
- **R&J Discount Warehouse** on the Shambles**,** dates to 1908 and is the former engine house to Wednesbury Corporation's electricity generating works. Although the building has lost most of its original features, including its fenestration, and sits just outside the conservation area, it adds interest to an otherwise degraded Shambles, providing historic and visual interest to views out of the area.
- The **police box** on the Shambles, which is a curious mid-20th century brick structure now in use as a bin store. Although in poor condition it retains its original window and door and decorative features (Figures 63-64).
- An **EIIR 1990s pillar post box** which is located outside the Post Office on the corner of Market Place and Spring Head.

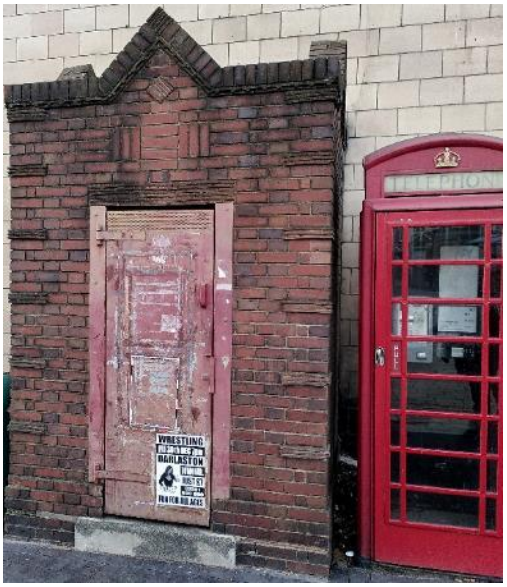


Figure 63 Police Box, Shambles.

Figure 64 Police Box, Side Elevation, Shambles.

- **Two early 20th century horse troughs** (now used as planters) on the corner of Union Street and Upper High Street which have historic interest. They were donations to the town from Alderman John Hadley and, although not in their original location (they were moved from outside the urinals on High Bullen when the Northern Orbital road was built), the troughs enhance the streetscape and bring interest to the open space at the junction of Union Street and Upper High Street (Figure 65).

- A metal **Commemorative First World war bench** next to the Clock Tower (Figure 66).

There are no other buildings or assets that may warrant inclusion upon a register of local or national heritage assets.

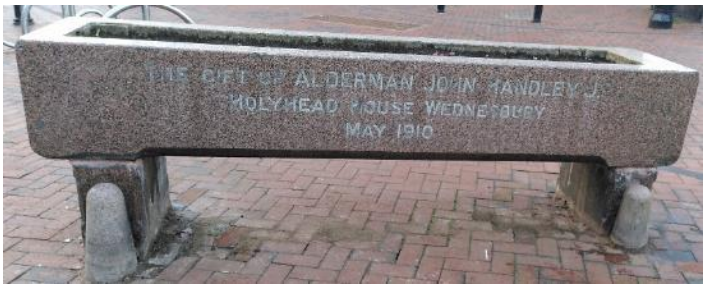


Figure 65 Horse trough, Union Street


Figure 66 Bench, Market Place

Spatial analysis

The conservation area is formed by a series of tightly knit buildings which form a relatively dense pattern of settlement. Development is focussed around a triangular market place - a classic example of a medieval market place that evolved between the intersection of, and along, key thoroughfares. Despite much change over time, it has retained its overall character of a compact commercial centre. The streets remain closely aligned to the historic routeways (now Lower and Upper High Street and Riddings Lane) which pass through the area. Its buildings are arranged with their frontages facing onto the highway and, although these vary in width and scale, there are relatively few interruptions to the overall streetscape and there is an overall sense of a continuous and coherent late C18th/early C19th historic commercial area.

Streets and open space, parks and gardens and trees

Historic surfaces

There is mix of paving throughout the conservation area, with very little surviving historic paving. These include Staffordshire blue diamond paviours (Figure 67) on the east side of Market Place and smooth blue brick pavers adjacent to buildings on Upper High Street. Recent public realm work has reinstated traditional materials which have some historic resonance with the town, without being an accurate reinstatement. Elsewhere, the paving is modern in character and includes areas of red brick herringbone with contrasting blue header bricks.

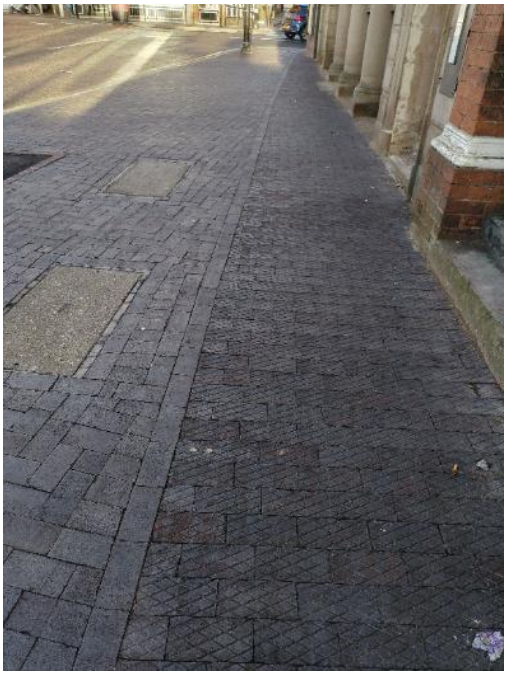


Figure 67 Blue diamond paving, Market Place

Open Spaces

There are two key areas of open space in the conservation area, formed by the triangular market place and Union Street.

The market place is the largest open space and provides a focal point for this part of the town. It is enclosed by 18th 19th and some 20th century buildings and its wide medieval form is fundamental to the character of the conservation area and adds significantly to their setting of the buildings which surround it. The space has an important relationship with historic routes leading off the market place. The long, gently curved space creates a series of views, rather than a single vista.

At the east end of Union Street, at the junction with Upper High Street, is a modest area of open space in front of the William Archer pub. The early 20th century horse trough planters and several trees are a focal point and overall the space makes a positive contribution to the character of the conservation area. The space provides important views up Walsall Street, and provides opportunities to view the historic buildings on Union Street, Upper High Street and Market Place, particularly corner buildings.

The main contribution of the two car parks in the conservation area is to provide important views of the rear of 18th and 19th century commercial buildings, particularly service ranges and extensions.

Table 2 summarises the contribution of open spaces to the character of the conservation area.

Table 2

Image of open space	Name/location	Contribution to character

	Market Place	Positive. Focal point of conservation area. Shape likely unchanged since medieval period.
	Union Street	Neutral. Open space to view historic buildings surrounding and racking roofline down Market Place. Otherwise modern in character.
	Rear of Lower High Street/south side of Shambles	Positive. Enables views of rear of C18th-19th properties and service buildings on Lower High Street.
	The Shambles car park	Negative. Some important views of rear of C18-19th properties and rare surviving sections of C19th boundary wall, but overall has a modern character and issues which detract from overall character.

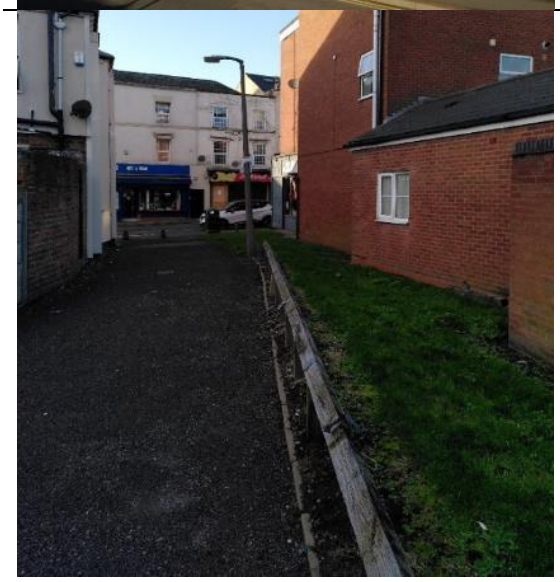
Trees and Green Space

With the exception of Union Street, the townscape is devoid of deliberate planting, and although the greenery which is visible is generally positive, it is not a key contributor to the area's character. Table 3 provides an audit of trees and green space and an assessment of their contribution to character.

Trees and green space just outside of the conservation area also have a positive contribution to the area's character. Views north east up Spring Hill are enhanced by a small lawn and Magnolia tree on the west side in front of the Central Methodist Church and beyond to mature trees screening Spring Head Carpark, lining Walsall Street and within the Memorial Gardens. They positively frame the significant buildings on this street and provide a more landscapes and municipal feel to elsewhere in the conservation area.

Table 3

Image	Location	Comments	Contribution to character
	North side Shambles	Fairly mature trees abutting pavement and boundary wall of carpark behind	Negative
	South side Shambles	Mature deciduous trees on private land set back from the road surrounding car park. Taller than surrounding buildings and screen adjacent health centre.	Neutral
	East end of Union Street	2 young trees and planters part of public realm	Positive

	North side of Riddings Lane.	Possibly only visible garden in the conservation area. Enclosed within historic boundary walls. Views of key buildings behind.	Positive
	Path leading off east side of Lower High Street.	Grass verge to north side of path. Little altered historic route leading towards Addison Terrace visible on the First Ordnance Survey map.	Neutral

Setting and Views

Several views looking into, through and out of the conservation area make an important contribution to its character and appearance and illustrate elements of its historic and architectural interest. Table 4 provides a summary of the key views and their contribution.

ADD LOCATION MAP WITH DIRECTIONAL ARROWS

Table 4

Image	Direction Description of contribution to character
	Views out of Market Place: Looking south from Market place down Lower High Street. • Shows buildings maintaining the 18th century street form and roof line • Shows the important topology of the street down towards the Tame Valley

Views out of Market Place: Looking north along Upper High Street.

- Shows the scale and proportion of the 18th century buildings
- Underlines the form and character of the space within the town occupied by the central historic market place
- Incorporates the Clock Tower as an important visual focal point

Views into the Market square:
Looking south from Upper High Street.

- Shows the importance of corner buildings which retain historic features
- Provide visible rooflines and architectural detailing which add to the historic character of the streetscape

Looking north along Church Hill:
View of St Bartholomew's Church spire (NHLE 1342678).

- Shows the historic thoroughfare between the town and the parish church - the likely site of the earliest settlement at Wednesbury
- Retains a key sight-line between the historic market place and spire

Vistas out of the conservation area:
Looking south west along Russell Street towards the Holyhead Road.

- View towards cluster of designated assets
- Shows the Holyhead Road, an important spur road which redirected traffic from the conservation area in the 18th century

Vistas out of the conservation area:
View from the top of the Shambles out of the conservation area across the Staffordshire plateau.

- Shows the topography of the Black Country and the historic importance of Wednesbury's location on high ground.

Vistas out of the conservation area:
Riddings Lane looking east towards expanse of green space at Sandwell Valley Country Park.

- Shows Wednesbury's elevated position at Hill Top.
- Rare view of woodland from a highly urban area.

Groups of buildings:
East side Market Place

- Lively townscape resulting from number of stylistically different 19th and 20th century frontages
- Retain scale and form of historic shopfronts

Groups of buildings:
Union Street

- 1 and 1A have group value as 18th and 19th century buildings with a harmony of colour palate, materials and styles, with detailing such as hipped roofs and sash windows
- Together they frame the entrance to Hitchin's Croft

Several nationally and locally designated buildings located outside the conservation area boundary also make a positive contribution to its setting and views into and out of the area:

- **St Bartholomew's Church.** NHLE 1342678, Gr II. Important views of spire from within the conservation area serve as a reminder of the development of the settlement.
- **Wednesbury District Library**, Hollies Drive. NHLE 1077099, Gr II. The library frames views looking out of conservation area from Spring Head. (Figure 68)
- **Former Gaumont Cinema**, Walsall Street. Local list. The building adds to the historic character of Walsall Street and frames views into the conservation area from the A461. (Figure 69).
- **Telephone Exchange**, Camp Hill. Local List. The rear of the 1930s telephone exchange is visible from the Shambles Car Park and adds interest to the view south out of the conservation area. It serves as a reminder of the growth of the town between the Market Place and the Holyhead Road in the 20th century.

Figure 68 Gr II Listed Library viewed from Spring Head.

Figure 69 Locally listed former Gaumont Cinema, Walsall Street.

Archaeological designations

The conservation area is identified as being within an Archaeological Priority Area within The Black Country Historic Landscape Character Assessment with *a road system that had probably largely been established in the medieval period* (Section C.7.68). The APA *has the potential to contain below ground archaeological remains (in less disturbed areas) which could provide insight into the location and development of Wednesbury in the medieval period.* Although it is acknowledged that *The settlement has been subject to significant post-medieval and modern development which is likely to have impacted upon any archaeological remains present* (Section C.7.69).

Nature designations

There are no nature conservation designations in the conservation area or proposed extensions.

Audit of Assets

An audit of the heritage assets in the area, including all buildings, structures and street furniture is presented as a gazetteer in appendix 1.

B. Sensitivity and Capacity for Change

Condition of the area

Wednesbury Market Place conservation area is listed on Historic England's 2022 Heritage At Risk Register. The condition is recorded as 'very bad' but with an improving trend and low vulnerability.

An assessment of the condition of the historic buildings in the conservation area was carried out as part of the production of this appraisal. None of the historic assets were considered to be in *very poor* condition however 8 properties (around 15%) of those in the area were considered to be in overall *poor* condition (Figure 70). 48% were assessed as being in fair condition and just over a third in good condition overall. The Gaumont Cinema, which sits just beyond the current boundary, is a prominent vacant building in a very poor state of repair and negatively impacts views into and out of the conservation area in its current condition.

Of the 39 roofs which were visible, only one was considered to be in poor condition, 17 (43%) were *fair* and 20 were *good*. Unsurprisingly buildings of 19th century construction were more likely to have roofs assessed as fair than 20th century properties. 15% of buildings had *poor* rainwater goods, mostly defective downpipes leading to visible signs of damp brickwork or rendered walls and parapets or gutters blocked with vegetation.

Almost half of all properties scored *fair* for rainwater goods, suggesting that improved maintenance would be beneficial to prevent more serious problems developing. 10 (18%) of properties had doors and windows in poor condition, including decayed timber frames and missing and boarded openings. Of these over half were Locally Listed and the poor condition of doors and windows negatively impacted the special character of the important buildings. Their poor condition also made it more of a risk that historic (mainly sash) windows would be replaced by modern alternatives, further eroding the special character of the area.

20% of properties were assessed as having walls in poor condition. This was often related to defective rainwater goods leading to peeling render or brickwork with signs of disrepair. Some parapets were particularly poor and risk being lost or rebuilt, which would further erode the 18th century character of the roofline particularly in Market Place and Lower High Street.

Only 5 properties had shopfronts in *poor* condition however a further 21 were considered to be *fair*. Of these, the majority (19) were buildings which overall have a strongly positive or positive contribution to the special character of the conservation area. Consequently, the overall feel of the retail streetscape is one requiring maintenance and the repair and reinstatement of traditional features.

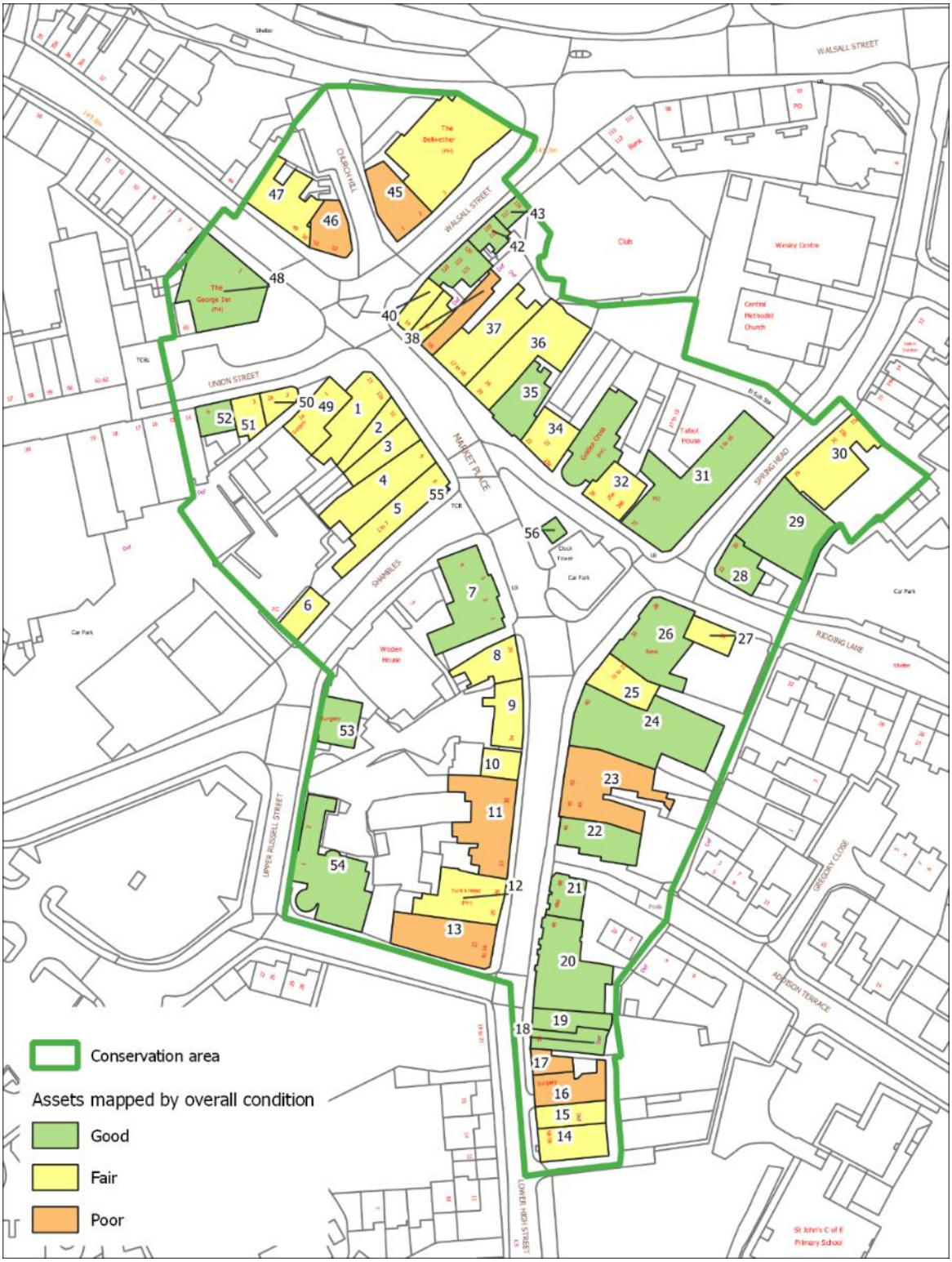


Figure 70 Condition of assets within the conservation area. © Crown copyright and database rights 2023 Ordnance Survey Licence No 100023119.

Vacancy and underuse

10 buildings had vacant ground floor premises at the time of assessment (January 2023). Some of these appeared to be short term vacancies which, while temporarily impacting the overall feel of the area, are unlikely to place the buildings at risk. However, there are some examples of long term vacancy or underuse affecting properties which have architectural qualities which contribute to the

special character of the area and which are deteriorating, notably 26 Market Place, 2 Union Street and 55 and 56 Lower High Street.

It is harder to assess upper floor vacancy, but most properties appeared to have some upper floor use. At least a third of upper floor use appeared to be residential and 11% commercial. Others appeared to be used for storage or potentially underused. Wednesbury has a low economic base and the current declining trend in use of commercial and office space is likely to continue to place ground floor units and upper floors at risk of vacancy and consequently disrepair.

Insensitive alteration

The overall quality of the area has been eroded by insensitive alteration, with 15% of properties having high levels of alteration and almost half with a medium level of detrimental change. Most of the ground floor shop frontages no longer have historic material and re-fronting to upper floors and facades has also eroded character. There are many examples where inappropriate replacement windows have been introduced, particularly replacing 6/6 or 8/8 paned timber sash windows with 2/2 upvc frames. Very few historic doors survive, many have been replaced with plastic doors which have a residential rather than commercial character and negatively impact on the look and feel of the area.

Gap sites

There is a gap site between the Jubilee Health centre and 22-24 Lower High Street (which extends into Russell Street) which has a poor appearance and general feel of neglect. It is used mainly for ad hoc off street parking, despite being laid out as with a disabled parking bay and being an access route to the rear premises of Lower High Street (Figure 71).

Figure 71 Gap site Russell Street. Google Streetview.

There is a gap site on the eastern side of Upper High Street (the Grapes Public House until demolition in 1967, Figure 72) which sits just outside the north west boundary of the conservation area. This has a negative impact on views out of and into Upper High Street, detracts from the special character of the area, and breaks the continual line of properties lining the street.

Figure 72 Gap site, Upper High Street

Public realm

Work carried out in 2021-2 has significantly improved the general appearance of the public realm in the market place. However, elsewhere in the conservation area the street surfaces are a mix of materials, textures and colours. Lower High Street looks tired with tarmac and contrasting header bricks both in need of repair and renewal in places (Figures 73-74). Church Hill has a particularly poor appearance. Curb sides are in a poor state of repair in some areas, notably Lower High Street and Russell Street.

Figure 73 Paving Russell Street

Figure 74 Degraded public realm, Lower High Street

Figure 75 Paving Market Place

Open spaces

The Shambles Car Park currently makes a negative contribution to the special character of the area due to its poor visual appearance and visible presence of antisocial behaviour.

Hitchin's Croft has similar problems with fly tipping, graffiti and a poor street surface. This is a key pedestrian route and has some good surviving historic brickwork but is currently let down by its visual appearance (Figures 76-77).

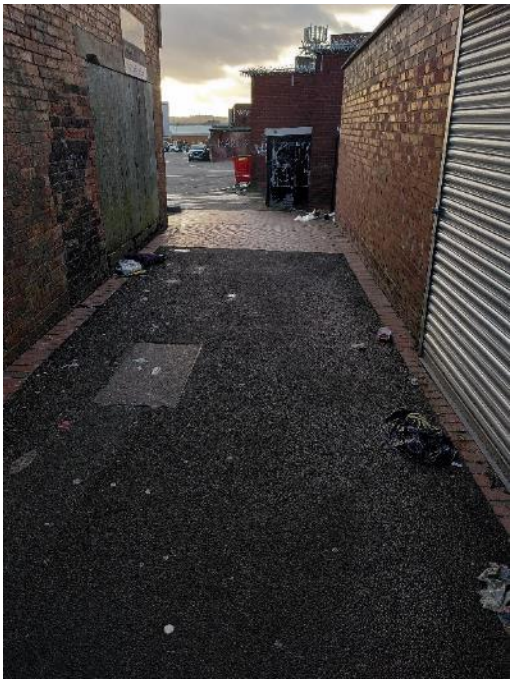


Figure 76 Hitchin's Croft facing south

Figure 77 Hitchin's Croft facing north

Poor or unsuccessful infill

The refronting of the early 20th century public conveniences on the Shambles has retained the feel of public conveniences but without the original Edwardian detailing or quality of materials. This is visually confusing and impacts negatively on the feel of the street (Figure 78).

Figure 78 Former Public Conveniences, The Shambles

The truncated adjacent building (Figure 79) detracts significantly from the surrounding streetscape, and is a key contributor to the Shambles feeling neglected and underutilised. It is highly visible from both The Shambles and the car park behind, also negatively impacting views into and out of the conservation area.

Figure 79 Unfinished building, The Shambles. Google Streetview.

Traffic and parking

Private car use is the dominant transport method experienced in the conservation area. Due to the Orbital route, the majority of traffic does not pass through the conservation area. However, the Orbital Road provides a clear barrier and adds to a feeling of enclosure particularly on Walsall Street/Church Hill, which is also noisier as a result.

Lower High Street, Market Place and Upper High Street can be busy at peak commuting and school pick up times. This adds a sense of vitality rather than congestion and has a neutral impact on the conservation area. Short stay parking and loading bays are laid out along all streets in the conservation area except Union Street. This adds a sense of constriction and enclosure at times, but is an intrinsic part of the commercial character of the area.

The car parks generally have a negative impact on the character of the conservation area due to their poor visual appearance.

Shopfronts and signage

Numerous properties display unsympathetic and poorly designed fascia and other signage. Common issues are:

- Shopfronts- particularly pilasters and facias - in a poor state of repair (figure x)
- Prevalence of poor-quality materials
- Oversized fascia and lettering, not in keeping with the scale of the building and covering historic detailing
- Little design unity across shopfronts on the same building or with group value
- Inappropriate colour schemes which detract from the colours/detailing of the historic building
- Shopfront windows with an abundance of signage leading to a cluttered feel
- Use of external roller shutters, which creates an atmosphere of abandonment and impacts the areas sense of vitality in the daytime

Signage on buildings just beyond the conservation area boundary also has the potential to impact the look and feel of the area, such as that on Russell Street (Figure 80) which impacts views towards the historic frontages of Lower High Street.

Figure 80 Signage Russell Street

Figure 81 Poor quality signage, Lower High Street.

Minor changes resulting in loss of architectural detailing

Materials and detailing make an important contribution to the historic character of the conservation area and include locally distinctive styles and features, as well as providing evidence for the development and use of the area. Loss of these features through minor changes has affected many areas, often through the insertion and replacement of historic shopfronts and fenestration in the past. At both an individual and wider level, their loss has a significant cumulative negative impact on the conservation area.

Vandalism and antisocial behaviour

Buildings which are vacant or in a poor state of repair have attracted antisocial behaviour including graffiti, fly tipping and uncontrolled postering/advertising. This adds to the run-down character of the conservation area and enhances the feeling of neglect.

Lighting

Whilst most streets in the conservation area have adequate street lamps, Hitchin's Croft, a key pedestrian route between Union Street/High Street and The Shambles Car Park is currently unlit, leading to it feeling neglected and unsafe.

Summary of key issues

The main problems and pressures that have been identified in the conservation area are:

- Erosion of special character through loss of historic features and materials
- Poor presentation of The Shambles due to unsuccessful infill development
- Inappropriate signage detracting from special character
- Poor condition and presentation of many buildings and backlog of maintenance
- Low economic base resulting in higher vacancy rates
- Long term vacancy of some key buildings both within and just outside the conservation area which impact to the area's special character
- Commercial and residential redevelopment in the area between the conservation area and the Holyhead Road (particularly the Town Hall complex of historic buildings) results in the town feeling disjointed and two areas of historic significance disconnected
- Poor presentation of Hitchin's Croft including inadequate lighting

- High volume of traffic at peak times, balancing requirements of pedestrians, businesses and shoppers in a way which enhances the historic environment.

Strengths, Weaknesses, Opportunities and Threats to the Conservation Area

The key strengths, weaknesses, opportunities and threats to the conservation area have been summarised below. Recommendations for their future management are covered in the Conservation Area Management Plan (Section X).

Strengths

The conservation area has clear links with the past: The buildings and form of the Market Place conservation area have strong physical and documentary associations with the development of the settlement and its overall historic form has avoided significant encroachment from new buildings. This allows the conservation area to continue to be experienced as a historic settlement, and to be 'read' and understood in its landscape, historical and social context.

21st century development has respected the scale and form of the historic buildings: Generally modern development maintains the scale and form of the area, such as 40-41 Market Place, Woden House and 19A -19B Spring Head.

The conservation area maintains a commercial character: The buildings continue to be used for a variety of commercial and retail purposes, reinforcing the understanding of how the settlement developed.

The conservation area retains a local identity: A low number of chains/national businesses and a higher volume of independent businesses gives the Market Place a strong local identity which resonates with the historic character of the town centre.

Wednesbury has benefited from recent investment in the built environment: Public realm improvements, new outdoor market stalls, and active travel infrastructure have renewed the appearance of the town centre.

Weaknesses

Vacancy of some key buildings: Long term vacancy of some key buildings both within and just outside the conservation area negatively impact the area's special character.

Streetscape lacks cohesion: The current streets surfaces are a mixture of materials, textures and colours which means the conservation area feels disjointed and unconnected. Open space at the east end of Union Street is particularly cluttered with street furniture.

Poor presentation of open spaces: Car parks and Hitchin's Croft particularly compromise the special character of the conservation area as they attract anti-social behaviour including fly tipping and graffiti.

Proximity to superstore and out of town retail: There is a large supermarket just outside the conservation area boundary which affects the economic viability of the independent businesses which struggle to complete with a national retailer. There is also a retail park 1 mile north of the conservation area which draws footfall away from the town centre.

Diversity of commerce: There is a concentration of several business types, particularly hair dressers, barbers and beauticians which total 12 within the conservation area. Although this reflects current

demand and changing habits of the high street, it reduces the retail offer and impacts the resilience of the town centre.

Lack of understanding of the special qualities of the settlement: There is little information about Wednesbury's historic importance readily available in the town for residents, building owners and visitors. This has led to some previous work to buildings and boundaries being less than sympathetic to some of the key characteristics of the area.

Threats

Loss of original features: The character of the conservation area continues to erode as key features such as historic windows, shopfronts and facades are replaced and vacant buildings degrade.

Poorly designed development which is out of context: The town centre includes some examples of buildings which were renewed or rebuilt from the late 20th century onwards, some of which are of unexceptional or poor design and construction and pose a threat to the special character of the conservation area. Key issues include the use of an unsympathetic palette of materials, poor choice in the scale of development and a failure to conform with the visual characteristics of the streetscape.

Unfavourable economic conditions: Independent businesses are particularly vulnerable to an economic downturn, declining trends in high street retail and increasing costs of energy and commodities. Wednesbury's high concentration of local retailers means the risk of vacancy and high turnover of premises is increased.

Maintenance backlog: Many buildings and some areas of public realm are in poor condition due to lack of maintenance. Over time this could accelerate decay and loss of historic features and the conservation area's special character.

Opportunities

Increased consumer confidence resulting from recent investment: The town centre improvements to the public realm and relocation of the market place could boost Wednesbury as a shopping destination and bring renewed interest in development and further investment.

Growing population of the town: Over half of the proposed housing growth areas for Sandwell in terms of the number of dwellings to be provided through the Site Allocation Development Delivery Plan are located around the Wednesbury Town Centre area. This could boost footfall to the town centre and create more demand for retail and services.

Active travel improvements may bring new visitors to the town: New cycle and bus routes could boost visitor numbers to the town centre and provide opportunities for new business and services.

Develop design guidance for owners and developers based on the key characteristics of the settlement: A user-friendly guide outlining the ways in which alterations or new development could retain and enhance this significance should help guide future work.

3: Conservation area boundary

Reviewing the boundary

This conservation area appraisal has found that the existing conservation area boundary covers an area that represents the special historic and architectural interest of the historic town centre. This includes the Medieval core of the town and market place (identifiable through its street pattern) and contains features that contribute positively to the character and appearance of the area that are desirable to preserve.

However, it has also considered the extent of the conservation area, and if there are opportunities to amend it. As a result, several potential extensions to the current boundary have been identified and considered, as outlined below (Figure 82).

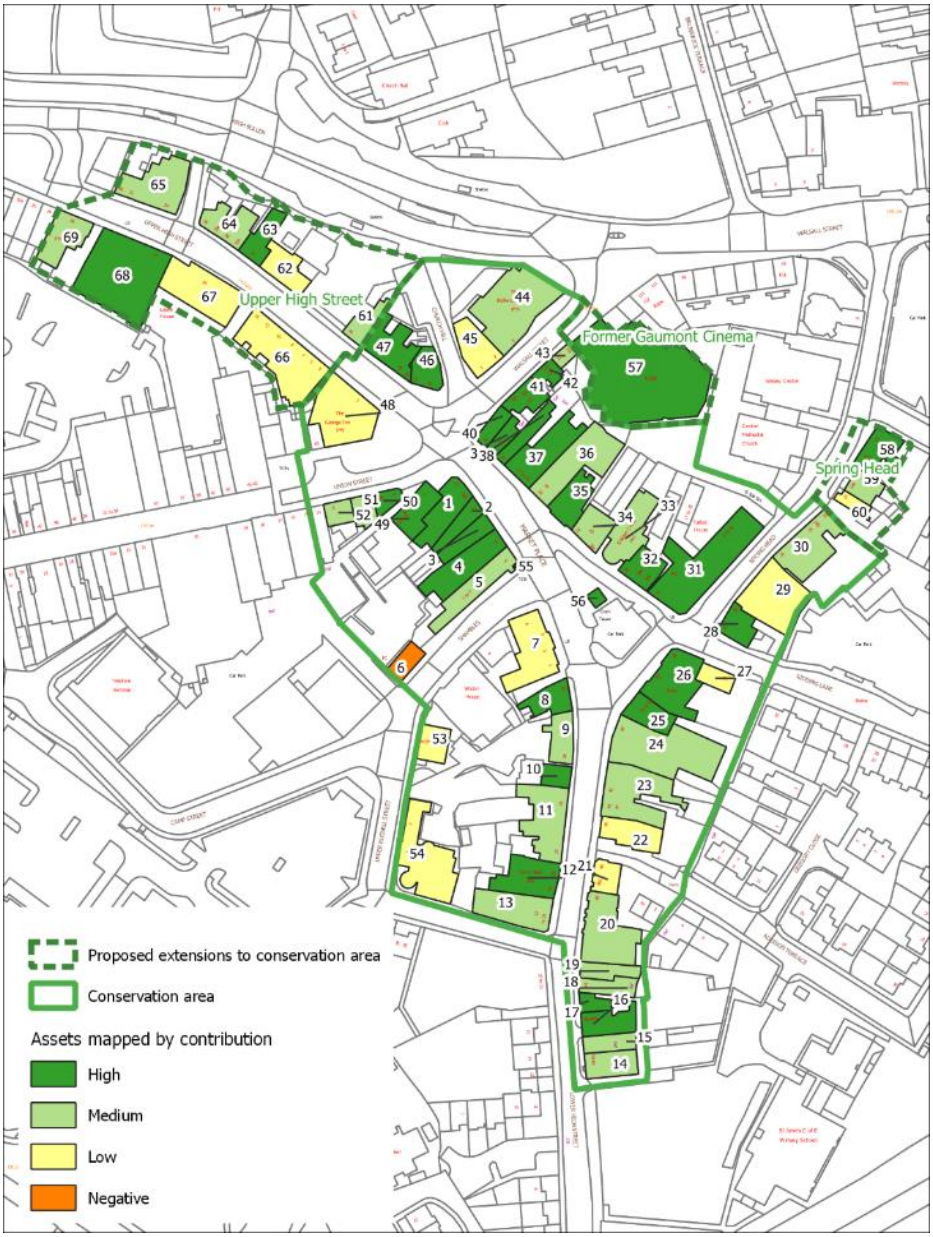


Figure 82 Proposed boundary extensions. © Crown copyright and database rights 2023 Ordnance Survey Licence No 100023119

Extension 1: Upper High Street

The current conservation area boundary stops abruptly at its northern boundary on Upper High Street. This street is an important part of the Medieval layout of Wednesbury with a largely unchanged form as far as High Bullen, where it now ends at the A461 ring road. Despite some late 20th century residential and office infill which dilutes its character, the rest of the street, particularly on the west side, contains a number of historically and architecturally interesting buildings which continue the special character of the conservation area as a dense commercial settlement with a range of 18th-20th century buildings.

Contribution to character

1. Part of the largely unchanged late Medieval street pattern of Wednesbury
2. Continues and enhances views into and out of the conservation area, maintaining scale and roofline (Figure 83)
3. Contains some notable historic buildings including:
    - **Lamp Tavern** (MBL5411)- Mid 19th century pub heavily altered in the early and mid- 20th century and now a restaurant. Retains original cellars and some character features of a Black Country pub and although largely rebuilt, a rare survivor of a once common building type along this street.
    - **31**-**34**- 20th century buildings with reproduction 18th/early 19th facades/historic features including quoins, lintels, parapets, roundel, rainwater goods. 19th/early 20th century timber shopfronts rare survivors (Figure 84).
    - **Webbs Funeral Directors-** Historic interest as a local family business trading from the same site in over 100 years. Retains a number of architectural features and an interesting commercial/light industrial character, now rare within the conservation area (Figure 85).
    - **37-** prominent 19th century survivor with some remaining features including chimneys and ridge tiles and timber shopfront (or new?) (Figure 86).
    - **35-36-** Early 20th century Art Deco style building in poor condition but retaining original detailing and adds character to the street.
4. Modern infill (44-45) is positive and adds to the character of adjacent buildings. Number 44 (Teddy Grays) has cultural significance as a Black Country retailer.
5. The current use of the buildings reflects its historic role as a commercial centre with a number of independent, locally run grocers, barbers, services and cafes.

Benefits of inclusion

- Encouragement to retain historic features
- Influence over gap site development
- Encouragement of improved signage and general appearance which would enhance the buildings and overall feel of the street
- Discourage inappropriate change of use/redevelopment

Recommendation

The area up to and including the former Lamp Tavern on the east side is **recommended for inclusion** as per the boundary suggestion in Figure 82. This would be an extension of 0.620 hectares (1.532 acres) to the current conservation area.

Figure 83 Views south from Upper High Street towards Market Place

Figure 84 Buildings and shopfronts, Upper High Street

Figure 85 Funeral Directors, Upper High Street

Figure 86 East side Upper High Street

Extension 2: Former Gaumont Cinema

The Gaumont Cinema (MSD5538) opened in 1938 on the site of the 1915 Picture House. It was designed by cinema architects WE Trent, W Sydney Trent & HL Cherry. The cinema was renamed Odeon Cinema in 1964 and then Silver Cinema in 1972. It was closed in 1974 and was converted into Walker's Bingo Club which operated until 2010. The building is recommend for local listing for its historical interest and retention of much of its historic characters and features. It brings considerable interest to Walsall Street and frames views out of and into the conservation area.

Contribution to character

- Key early 20th century building with landmark qualities in the town (Figure 87)
- Frames views into and out of the conservation area

Benefits of inclusion

- Opportunity to encourage redevelopment which will enhance the conservation area and preserve the special interest of the cinema
- Including public realm on corner of High Bullen is an opportunity to enhance an area of green space in keeping with that at the other end of Walsall Street (Figure 88).

Recommendation

The area up to and including the junction with the High Bullen **is recommended for inclusion** as per the boundary suggestion in Figure 82. This would be an extension of 0.143 hectares (0.353 acres) to the current conservation area.

Figure 87 Former Cinema, Walsall Street.

Figure 88 View into conservation area from top Walsall St. Tower of former cinema on L

Extension 3: Spring Head

A short extension to the current eastern boundary of the conservation area would bring the rest of the south side Spring Head street within the boundary. Numbers 14-15 are modern infill and do not contribute to the special character of the area, but numbers 12 and 13 add to the 19th century character of the street (Figure 89).

On the north side of Spring Head, the Central Methodist Chapel (1967) designed by architects Hulme, Upright and Partners, is also a candidate for inclusion as a distinctive mid-20th century addition which enhances views into and out of the conservation area and has communal significance.

Figure 89 Numbers 12, 13, 14015 Spring Head.

Figure 90 Historic features, 12 Spring Head.

Contribution to character

- Continues the historic street pattern from the Market Place towards Walsall Street
- 2 19th century brick buildings with many surviving, good quality architectural features including brick pilasters and parapet (number 13) and sash, dormer and bay windows (number 12).
- Number 12 displays some typical 19th century Black Country decorative features from local materials including blue brick plinth and smooth red brick arches.
- Number 12 is another important corner building, with an impressive frontage turning Wharfedale Street. It is likely a former pub, which serves as a reminder of the prevalence of these buildings in the town centre in the 19th century.
- Sweeping vistas from Wharfedale Street across the Black Country

Benefits of inclusion

- Encouragement to retain historic features
- Encouragement of improved signage and general appearance which would enhance the buildings and overall feel of the street
- Discourage inappropriate change of use/redevelopment

Recommendation

The row from 12-15 Spring Head **is recommended for inclusion** as per the boundary suggestion in Figure 82**.** This would be an extension of 0.089 hectares (0.219 acres) to the current conservation area.

Extension 4: Holyhead Road and Masonic Lodge

This proposal would greatly increase the size of the conservation area. Part of the identified special character of the current area is the medieval street pattern and dense commercial centre around the market place. The Holyhead Road developed as a later spur road from the 18th century as the turnpike road was built to bypass the town centre. Whilst it is an important part of the history of the town, its later development gives it a different character to the market place conservation area with much wider streets and 19th century civic buildings on a grander scale to those found clustered around the High Street and Market Place. The focal buildings of the Museum and Art Gallery, Town Hall, Adult Education Centre and former Post Office are all nationally or locally designated for their distinctive characteristics and would not necessarily benefit from inclusion in the conservation area.

Russell Street, which is proposed as the connecting route between the current boundary and Holyhead Road, has been redeveloped with a large supermarket (east) and residential, including a high rise block (west), which do not contribute to the special character of the area. There is a site line between Russell Street and the Holyhead Road which is captured as a significant view for the conservation area.

Similarly, the Masonic Lodge is locally listed for its special historic and architectural interest as a 19th century chapel of unusual stone construction, atypical of the regional nonconformist style. The Lodge is located within modern development and its setting does not have a visual relationship with the existing conservation area.

Contribution to character

- Charts the development of the town around a significant road in the mid-19th century
- A rare surviving 19th century chapel which serves as a reminder of the importance of non-conformism in the town

Benefits of inclusion

- Opportunity to encourage better links between the Lodge and Holyhead Road and the Market Place – making the town feel more cohesive
- Discourage inappropriate change of use/redevelopment

Recommendation

The historic buildings in this area are already protected through national or local designation, and much of the surrounding character has been lost. Whilst conservation area designation may influence the quality of future development in this area and provide an opportunity to link the Lodge and Holyhead Road to the Market Place in a more cohesive way (preserving and enhancing sight lines for example), including this area would greatly increase the size of the conservation area and may 'dilute' its quality. This areas is distinct in character to the current conservation area and if it were to be included it is recommended it form a separate character zone.

On balance the area is **not recommended for inclusion.**

Extension 5: Brunswick Terrace and Squires Walk

Brunswick Terrace runs north from the Orbital Road. It was laid out in the 19th century, appearing on the 1846 tithe map as a field boundary.

Contribution to character

- The topography of the street is pronounced, leading from the conservation area up towards the church via Reservoir Passage.
- Likely part of the early settlement which developed to the south of St Bartholomew's Road, with high potential for below ground archaeology.
- Of most interest is a boundary wall running along Squires Walk. It is locally listed as a rare example of 'Pockstone' walling- a material made in the 18th and 19th centuries during wildfires which reduced parts of the surrounding coal fields to cinders and produced hardened (mainly clay) material, known as 'Pockstone'. The wall has later blue brick capping.

This was used extensively for boundary walls and road paving. The wall serves as a reminder of the industrial character of Wednesbury alongside its development as a commercial centre.

- Number 3 is a terrace of 19th century houses similar in style, material and detailing to those found within the conservation area
- Numbers 5-6 Walsall Street, which turn the corner of the Terrace (number 5 is called The Squires) can be considered part of the 19th century character which must have characterised Walsall Street before the development of the Orbital Road. Number 5 unusually retains a front garden and boundary wall.
- Residences at the northern end are grander, early 20th century buildings in a different style and form, with gable ends and canted bays. Few historic features survive.
- A stretch of high boundary wall in red brick with blue hogs back caps is a rare survivor of typical 19th century walling found in the Black Country. It is similar to that found to the rear of The Talbot on Spring Head.
- Views between the conservation area and Brunswick Terrace are obscured by 93-98 Walsall Street, a 20th century three storey retail and office block.

Benefits of inclusion

- Brings a site of likely early settlement with high potential for archaeology into the conservation area
- Encouragement to retain historic features
- Discourage inappropriate change of use/redevelopment

Recommendation

The area could form a separate character zone within the conservation area, its special character derived from its pronounced topography and historic location between St Bartholomew's and the Market Place, and its interesting survival of pockstone walling.

Brunswick Terrace and Squires Walk up to Reservoir Passage is therefore **recommended for inclusion as a separate character zone.**

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