Walsall Economic Growth and Infrastructure Package

National Productivity Investment Fund for the Local Road Network Application Form

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National Productivity Investment Fund
for the Local Road Network
Application Form

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 - 15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

**Applicant Information**

- **Local authority name(s)***: Walsall Council  
  *If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

- **Bid Manager Name and position**: Matt Crowton, Transportation Major Projects & Strategy Manager

  Name and position of officer with day to day responsibility for delivering the proposed project.

- **Contact telephone number**: 01922 645358  
  **Email address**: matt.crowton@walsall.gov.uk

- **Postal address**: Walsall Council, Civic Centre, Darwall Street, Walsall, WS1 1TP

**Combined Authorities**

*If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.*

- **Name and position of Combined Authority Bid Co-ordinator**: Sandeep Shingadia, Head of Programme Development

  **Contact telephone number**: 0121 2147169  
  **Email address**: sandeep.shingadia@tfwm.org.uk

  **Postal address**: 16 Summer Lane, Birmingham, B19 3SD

When authorities submit a bid for funding to the Department, as part of the Government’s commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

**Please specify the weblink where this bid will be published:**

- [www.walsall.gov.uk/transorming_walsall_transporatation_system](http://www.walsall.gov.uk/transorming_walsall_transporatation_system)
- [https://westmidlandscombinedauthority.org.uk/what-we-do/investment/](https://westmidlandscombinedauthority.org.uk/what-we-do/investment/)
SECTION A - Project description and funding profile

A1. Project name: Walsall Economic Growth and Infrastructure Package

A2: Please enter a brief description of the proposed project (no more than 50 words)

The package of schemes comprises:

- Walsall Ring Road improvements;
- Bloxwich Park and Ride extension;
- Canal towpath enhancements to improve the cycling network; and
- M6 Junction 10 resilience package.

Further details are provided in Appendix A. This package aims to reduce congestion, promote sustainable travel at multiple sites, and improve transport connections into Walsall, Birmingham and Wolverhampton.

A3: Please provide a short description of area covered by the bid (no more than 50 words)

The package contains schemes across Walsall district; in and around the town centre, north to Bloxwich, and west to Darlaston and Willenhall. The schemes connect with key housing and employment sites, including Darlaston Enterprise Zone. Connections are also made to Wolverhampton and Sandwell boroughs, and to the A41 LSTF corridor.

This map can also be seen in Appendix A.
OS Grid Reference:

<table>
<thead>
<tr>
<th>Location</th>
<th>OS Grid Reference</th>
<th>OS Grid Reference (to)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walsall Ring Road</td>
<td>400491 298739</td>
<td>402033 299422</td>
</tr>
<tr>
<td>Bloxwich Park and Ride</td>
<td>398836 303130</td>
<td></td>
</tr>
<tr>
<td>Cycling Route</td>
<td>401617 301084</td>
<td>397287 299544</td>
</tr>
<tr>
<td></td>
<td>400529 299406</td>
<td>396922 297539</td>
</tr>
<tr>
<td></td>
<td>and</td>
<td>39097 298609 (vicinity)</td>
</tr>
<tr>
<td>M6 Junction 10 Resilience Highway</td>
<td>397287 299544</td>
<td>397599 294608</td>
</tr>
<tr>
<td></td>
<td>396922 297539</td>
<td>397287 299544 (to)</td>
</tr>
<tr>
<td></td>
<td>and</td>
<td>396714 297141</td>
</tr>
<tr>
<td></td>
<td>and</td>
<td>397599 294608 (from)</td>
</tr>
<tr>
<td>Postcode:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walsall Ring Road</td>
<td>WS2 8PW (from)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WS4 2BZ (to)</td>
<td></td>
</tr>
<tr>
<td>Bloxwich Park and Ride</td>
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<tr>
<td>Cycling Route</td>
<td>WS3 1BN (from)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WS2 8QD (to)</td>
<td></td>
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<td></td>
<td>and</td>
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<td></td>
<td>WS10 8UD (from)</td>
<td></td>
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<tr>
<td></td>
<td>DY4 0AE (to)</td>
<td></td>
</tr>
<tr>
<td>M6 Junction 10 Resilience Highway</td>
<td>WV12 4ES</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WS10 8NT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WS2 8TD (vicinity)</td>
<td></td>
</tr>
</tbody>
</table>

Please append a map showing the location (and route) of the project, existing transport infrastructure and other points of particular relevance to the bid, e.g. housing and other development sites, employment areas, air quality management areas, constraints etc.

A4. How much funding are you bidding for? (please tick the relevant box):

**Small project bids** (requiring DfT funding of between £2m and £5m)  
**Large project bids** (requiring DfT funding of between £5m and £10m)

A5. Has any Equality Analysis been undertaken in line with the Equality Duty?

☑ Yes  ☐ No

An Equality Analysis has been undertaken and is provided in Appendix B.

A6. If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.

Not applicable.
### A7. Combined Authority (CA) Involvement

Have you appended a letter from the Combined Authority supporting this bid? ☑ Yes  ☐ No

A letter of support from West Midlands Combined Authority has been provided in **Appendix C**.

### A8. Local Enterprise Partnership (LEP) Involvement and support for housing delivery

Have you appended a letter from the LEP supporting this bid? ☑ Yes  ☐ No

A letter of support from Black Country LEP has been provided in **Appendix D**.

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?

☐ Yes  ☐ No

Not applicable.
SECTION B – The Business Case

B1: Project Summary

Please select what the project is trying to achieve (select all categories that apply)

**Essential**
- Ease urban congestion
- Unlock economic growth and job creation opportunities
- Enable the delivery of housing development

**Desirable**
- Improve Air Quality and/or Reduce CO2 emissions
- Incentivising skills and apprentices
- Other(s), Please specify – Delivering transport network resilience

B2: Please provide evidence on the following questions (max 100 words for each question):

a) What is the problem that is being addressed?

- The highway corridors surrounding M6 Junction 10 and the Walsall Ring Road are becoming ineffective to cope with the increasing levels of congestion. Lack of smart technology reduces the ability of the highway network to be managed effectively.
- Full utilisation of parking spaces at Bloxwich North Station has forced users to park on residential streets, creating nuisance, additional congestion, and discouraging commuters from park and ride.
- Poor quality cycling infrastructure between Goscote, Moxley and Darlaston Lane to employment sites discourages cycling as a mode choice and increases the number of vulnerable road users on the highway network.

b) What options have been considered and why have alternatives been rejected?

19 junctions were identified within the M6 Junction 10 strategic model as having traffic volumes exceeding capacity in the near future. A RAG assessment was undertaken on these junctions, discounting junctions outside of Walsall district, where improvements have already been carried out, or improvements are not feasible in the short term due to cost, dependencies or constraints. Technology improvements around M6 J10 have been selected based on gaps in the existing network. Alternative locations have been discounted as they would be less effective or duplicate existing provision.

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

- Improved connectivity between Walsall and neighbouring strategic centres including Wolverhampton and Birmingham, and internally between Walsall town centre, Darlaston Enterprise Zone, economic development sites and housing development sites;
- Easing congestion and air pollution will make Walsall more attractive for inward investment, creating more employment opportunities and contributing to economic growth;
- Bloxwich Park and Ride and towpath enhancements will promote public and sustainable transport, respectively.
d) Are there any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents?

There are no dependencies on this package of schemes. The Chase railway line, which Bloxwich North station is located on, is currently being electrified, with benefits including increased demand and attractiveness of services. Associated schemes such as Park and Ride expansion at Bloxwich North station will enhance the electrification scheme, ensuring maximum benefit realization and encouraging more commuters to enjoy improved services. The highway resilience package will provide improvements to journey time reliability and reduce congestion with or without the proposed M6 Junction 10 major scheme.

e) What will happen if funding for this project is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed project)?

If funding is not secured for this project, a large reduction in scope will occur, severely reducing the benefits of the package of schemes. Overall benefits will be lower, as the combination of schemes offer the highest level of benefits through modal shift (private vehicles to rail and cycle), junction improvement schemes and smart technology across the borough. Network resilience would suffer through less beneficial improvements around M6 Junction 10, which will become significantly more acute when major improvements to the junction itself are completed.

A reduced scope would have a significant detrimental impact on the schemes ability to achieve the objectives of NPIF.

f) What is the impact of the project – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

- Bloxwich North Rail Station Park and Ride: An initial conduction of ground-penetrating radar surveys will be carried out prior to construction. In addition, a retaining wall may have to be installed, given the geology of the car park site.
- AQMA: The whole of Walsall borough is an AQMA for NO₂ since 2006. The schemes within this package will all contribute to reducing NO₂ emissions through reducing congestion and idling traffic and encouraging a shift to sustainable modes.

An outline Environmental Impact Assessment has been completed for the package and is provided in Appendix E.
B3 : Please complete the following table. **Figures should be entered in £000s** (i.e. £10,000 = 10).

**Table A: Funding profile (Nominal terms)**

<table>
<thead>
<tr>
<th></th>
<th>£000s</th>
<th>2018-19</th>
<th>2019-20</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>DfT funding sought</td>
<td>1,081</td>
<td>3,204</td>
<td>4,285</td>
<td></td>
</tr>
<tr>
<td>Local Authority contribution</td>
<td>459</td>
<td>459</td>
<td>918</td>
<td></td>
</tr>
<tr>
<td>Third Party contribution</td>
<td>918</td>
<td>0</td>
<td>918</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,458</td>
<td>3,663</td>
<td>6,121</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

1) Department for Transport funding must not go beyond 2019-20 financial year.
2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

B4 : **Local Contribution & Third Party Funding** : Please provide information on the following questions (max 100 words on items a and b):

a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

A locally sourced contribution of 30% will be provided towards the project. This contribution is split, with 50% of the contribution sourced from the Black Country LEP’s Strategic Economic Plan. This funding seeks to help finance road maintenance, and improve connections to employment. The other 50% of the contribution is derived from Walsall Council’s Local Transport Plan Integrated Transport Block (ITB) Programme. It is noted that the schemes that comprise this package are of a greater scale than those that are developed through the ITB. Therefore, the use of NPIF ensures that improved accessibility, reduced congestion and shift to sustainable modes is accelerated across Walsall.

b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

No other funding applications have been made for this package.

B5 **Economic Case**

This section should set out the range of impacts – both beneficial and adverse – of the project. The scope of information requested (and in the supporting annexes) will vary, including according to whether the application is for a small or large project.

**A) Requirements for small project bids (i.e. DfT contribution of less than £5m)**

a) Please provide a description of your assessment of the impact of the project to include:

- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO₂ emissions.
- A description of the key risks and uncertainties;
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose.
* Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if available.

This economic case assesses both quantitative and qualitative benefits of all elements of the Walsall Economic Growth and Infrastructure Package, utilising a robust assessment methodology for each section of the economic case.

Walsall is undergoing continued regeneration, with investment in a wide range of initiatives such as Walsall Northern Opportunity Area and Walsall town centre as well as other economic sites. As such, improved connectivity, better multi-modal transport options, reductions in journey time and improved journey time reliability are pivotal for the area to continue to grow. The scheme will help the local and wider area in the following contexts:

**Economy**
- Reduced congestion and improve journey times on the Walsall Ring Road; a key connector to the strategic road network via the M6, and economic and housing development sites.
- Improved access to the labour market in the wider Walsall area.
- Supporting improved productivity throughout the Black Country.
- Facilitating changes to the local road network to support revised bus routing patterns, reducing journey times.
- Encouraging a mode shift to public transportation through improved Park and Ride facilities.
- Improved network resilience through enhanced network monitoring with CCTV, Automatic Number Plate Recognition cameras and Variable Message Signs.

**Environment**
- Reduction in congestion on an important stretch of the key route network, reducing air pollution within a designated AQMA.
- Encouraging a mode shift to active modes through improved provision of off-road links between the town centre, employment and residential sites.

**Social**
- Enhancing driver information to improve journey ambience and reduce driver stress.
- Reduced severance for active modes through enhancements of off-road routes.
- Improved pedestrian crossings through the use of innovative PCATS technology, increasing journey quality and safety.

**Ring Road Highway Enhancements**
A VISSIM operational traffic model has been created to review the impacts of the proposed junction improvements on the A4148 Walsall Ring Road and A461 Lichfield Street. Full details on the development and creation of this model, in a Local Model Validation Report, can be found in **Appendix F**.

The model consists of two single-hour peak periods, from 8.30am to 9.30am and 4.30pm to 5.30pm, with a ‘warm up’ and ‘warm down’ period of 15 minutes either side of these peaks. No inter-peak period or future forecast years have been modelled, which is likely to underestimate benefits, as benefits are expected throughout the day. Future demand is not expected to exceed capacity of the proposed scheme (within its design life), and thus will also likely underestimate benefits of the scheme, with lower demand modelled and assessed than reality.
This element of the scheme package is estimated to cost £1,749,882 and compromises of the following elements (west to east):

<table>
<thead>
<tr>
<th>A4148 Blue Lane West / A34 Green Lane</th>
<th>Relocate pedestrian crossing to improve safety. Upgrade crossing to PCAT to improve safety and journey quality of pedestrians. Operational efficiency improved &gt; 10% PRC. Cost of £70,980.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4148 Littleton Street West / Stafford Street</td>
<td>Improvements to signal operation, including installation of new controller. Operational efficiency improved &gt; 10% PRC. Cost of £28,722.</td>
</tr>
<tr>
<td>A4148 Littleton Street West / Wisemore</td>
<td>Pedestrian crossing of eastern arm staggered to improve pedestrian safety. Upgrade crossing to PCAT to improve safety and journey quality of pedestrians. Operational efficiency improved &gt; 10% PRC. Cost of £46,221.</td>
</tr>
<tr>
<td>A4148 Littleton Street West / Tesco Access</td>
<td>Modifications to junction operation and signal staging. Re-lining of junction to aid turning traffic. Operational efficiency improved &gt; 20% PRC. Cost of £25,579.</td>
</tr>
<tr>
<td>A4148 Littleton Street West / Hatherton Street</td>
<td>Additional northbound lane on Hatherton Street entering junction. Removal of pedestrian crossings on northern, southern and western arms of junction (flows on these arms are very low); maintained on eastern arm. Pedestrians permitted to cross ‘with traffic’ on uncontrolled arms. Upgrade remaining crossing to PCAT to improve safety and journey quality of pedestrians. Introduce pedestrian refuge on northern arm of junction. Operational efficiency improved &gt; 40% PRC. Facilitates adjacent development sites. Cost of £78,379.</td>
</tr>
<tr>
<td>A461 Lichfield Street / A454 Mellish Road (Mellish Island)</td>
<td>Major bottleneck on Walsall road network. Addition of a freeflow slip northbound from Lichfield Street to Lichfield Road. Re-lining of junction to improve vehicle flow. Cost of £1,500,000.</td>
</tr>
</tbody>
</table>

Scheme drawings can be found in Appendix G.

Modelling in VISSIM has shown improvements to network performance, including:

<table>
<thead>
<tr>
<th></th>
<th>Reduction 0% - 10%</th>
<th>Reduction 10% - 20%</th>
<th>Reduction 20% - 30%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay</td>
<td>Queue</td>
<td>Delay</td>
</tr>
<tr>
<td>A4148 Blue Lane West / A34 Green Lane</td>
<td>✔ PM</td>
<td>✔ AM</td>
<td>✔ PM</td>
</tr>
<tr>
<td>A4148 Littleton Street West / Tesco Access</td>
<td>✔ AM</td>
<td>✔ PM</td>
<td>✔ AM</td>
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<tr>
<td>A4148 Littleton Street West / Hatherton Street</td>
<td>✔ AM</td>
<td>✔ PM</td>
<td>✔ AM</td>
</tr>
<tr>
<td>A461 Lichfield Street / A454 Mellish Road (Mellish Island)</td>
<td>✔ AM</td>
<td>✔ AM</td>
<td>✔ AM</td>
</tr>
</tbody>
</table>

The outputs from the model have been assessed in TUBA to create monetised benefits. A standard economics file has been used, with a standard 60 year appraisal. The Present Value of Benefits (PVB), costs (PVC) and Benefit to Cost Ratio (BCR) can be seen in the table below.

| Economic Efficiency: Consumer Users (Commuting) | 1,242 |
| Economic Efficiency: Consumer Users (Other) | 907 |
Economic Efficiency: Business Users and Providers

| Present Value of Transport Economic Efficiency Benefits (TEE) | 3,038 |
| Wider Public Finances (Indirect Taxation Revenues) | -77 |
| Greenhouse Gases | 34 |
| Present Value of Benefits (PVB) | 2,995 |
| Present Value of Costs (PVC) | 1,424 |
| Benefit to Cost Ratio | 2.1 |

Apart from significant journey time savings, this table demonstrates there will be a quantifiable reduction in CO₂ emissions from reduced congestion. Over the 60 year appraisal period, it equates to a reduction in untraded CO₂ emissions of 441 tonnes in the AM peak, and 294 tonnes in the PM peak.

Qualitative impacts of this scheme have been reviewed, with the value for money expected to remain ‘High’, through impacts including:
- Improved journey quality for pedestrians with PCAT crossings installed.
- Improved safety through re-configured junctions and improved lining for turning vehicles.
- Changes to pedestrian crossing facilities to increase junction capacity. Safe crossing points will remain in place, but without a dedicated pedestrian phase. A signal-controlled crossing remains to safely pass over the ring road, and the other arms are not seen as dangerous to cross without a pedestrian phase.

Bloxwich Park and Ride Extension

Bloxwich North railway station offers direct trains into Walsall as well as Birmingham New Street and Rugeley Trent Valley up to every 30 minutes. It is located on the Chase railway line which is currently being electrified to offer improved frequencies, journey times and quality, and reduce air and noise pollution. A park and ride site is located adjacent to the station and offers 26 free parking spaces for rail users. However, due to the limited capacity and popularity of the park and ride site, the capacity of the site is reached very quickly on a daily basis, with the ‘Network West Midlands’ website stating “Free parking is very popular and [Bloxwich North] is normally full by 8am from Monday to Thursday”. Neighbouring residential streets are often blocked and congested with commuters parking, while other drivers may be discouraged from using the service, and drive to their final destination instead. Complaints have been raised by local residents to the council and councillors regarding parking in residential areas.

This scheme will see an increase of 115% in the number of parking spaces available; from 26 to 56. This is the largest car park that can be quickly delivered on Walsall council-owned land that is adjacent to the existing car park.

This package of schemes will cost £100,000. Quantified impacts of this option have not been undertaken. However, it is expected there will be significant impacts, with a ‘High’ value for money, through benefits including:
- Reduction of congestion on local side streets as well as into Walsall due to increased use of park and ride and train as a travel mode.
- Improved access to public transport for Walsall’s ‘Northern Opportunity Area’, which will see over 700 houses built.
- Maximising the benefits of the Chase Line Electrification scheme, currently underway.
Cycling Improvements

The delivery of towpath improvements have been underway across the Black Country as part of the ‘Managing Shorter Trips 1&2’ packages, and in Birmingham as part of the Birmingham Cycle Revolution. Both packages involve resurfacing the canal towpaths to improve facilities for cyclists and provide a safe, off-road cycle path. The two sections within this scheme have been identified within the Managing Shorter Trips 3 package, but are lacking funding.

The scheme will link wider areas of Walsall to already completed towpath improvements in Walsall town centre, and proposed improvements in Sandwell. The links will connect Walsall town centre to redevelopments in Goscote, residential estates, Darlaston Enterprise Zone employment sites and secondary schools. The proposed links will also connect to the A41 Local Sustainable Transport Fund corridor, and will support further extensions to Wednesbury Parkway Metro stop. Appendix I details the Managing Shorter Trips 3; the links included in this package are WAL01, WAL02, WAL03 and WAL07.

This package of schemes will cost £1,660,500, broken down as follows:
- Darlaston Canal Towpath - WAL01 - £241,080
- Darlaston Canal Towpath - WAL02 - £405,720
- Darlaston Canal Towpath - WAL03 - £279,300
- Goscote Birchills Canal Towpath – WAL07 - £734,400

Quantified impacts of this option have not been undertaken. However, it is expected there will be significant impacts, with a ‘High’ value for money, through benefits including:
- Reduction of congestion and air pollution through encouraging modal shift from vehicles to bicycles.
- Improvement to public health through a more active population.
- Enhanced connectivity to key employment sites and residential areas, including Darlaston Enterprise Zone.

M6 J10 Highway Resilience Improvements

Numerous junctions have been identified through the M6 Junction 10 strategic network model as having significant Volume over Capacity in future years, even once the major scheme at M6 Junction 10 has been implemented. Analysis has been undertaken of these junctions and has identified two where small scale capacity enhancements can be made, within the existing highway boundary, to improve network performance:
- Sandbeds Road / Charles Street – double mini-roundabout junction has limited capacity at present, with congestion during peak times. Main access to Ashmore Lake Way estate.
- Black Country Route / The Keyway – roundabout on major distributor road connecting M6 Junction 10 with the Black Country. Congestion in peak periods on slip roads.

Numerous smart technology installations are also proposed in the vicinity of M6 Junction 10. A full map of proposed installations can be seen in Appendix H. The scheme includes CCTV, Automatic Number Plate Recognition cameras, and Variable Message Signs which will tie into the Black Country traffic control centre. This will allow for real time monitoring of the network, improving network resilience and driver information, both reducing congestion, and improving air and journey quality.

This package of schemes will cost £2,610,000. This is broken down into £110,000 for smart technology and £2,500,000 for junction improvements. Quantified impacts of this option have not been undertaken. However, it is expected there will be significant impacts, with a ‘Medium’ value for money, through benefits including:
- Reduction of congestion at two junctions identified as being significantly over capacity, and associated reduction in excessive air and noise pollution.
- Improved driver knowledge of congestion and local issues in real time.
- Improved network resilience through enhanced monitoring technology.

b) Small project bidders should provide the following in annexes as supporting material:

Has a **Project Impacts Pro Forma** been appended?  
☑ Yes  ☐ No  ☐ N/A

A Project Impacts Pro Forma for the Walsall Ring Road scheme has been provided in **Appendix J**.

Has a description of data sources / forecasts been appended?  
☑ Yes  ☐ No  ☐ N/A

Please see **Appendix F** for the Local Model Validation Report, for the Walsall Ring Road scheme.

Has an **Appraisal Summary Table** been appended?  
☑ Yes  ☐ No  ☐ N/A

Please see **Appendix K** for the Appraisal Summary Table for this package.

The highlights from the Appraisal Summary Table include the following:

<table>
<thead>
<tr>
<th></th>
<th>Large/Highly Beneficial</th>
<th>Moderate Beneficial</th>
<th>Slightly Beneficial</th>
<th>Neutral</th>
<th>Slightly Adverse</th>
<th>Moderate Adverse</th>
<th>Large/High Adverse</th>
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</thead>
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<tr>
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<td>Transport Economic Efficiency (VfM)</td>
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<tr>
<td>Landscape / Townscape</td>
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</tbody>
</table>
B6 Economic Case: For all bids the following questions relating to desirable criteria should be answered.

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra’s national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?
   - Yes  [ ] No

ii) Is there one or more Air Quality Management Areas (AQMAs) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017
   - Yes  [ ] No

iii) What is the project’s impact on local air quality?
   - Positive  [ ] Neutral  [ ] Negative

   Please supply further details:

All elements of this scheme will contribute to improving air quality through:

- Reduction in congestion on Walsall’s key route network through junction enhancements.
- Encouraging modal shift to active modes, through improved cycling and pedestrian facilities both within the town centre and on key arterial routes.
- Encouraging greater use of public transport through expansion of a park and ride site.
- Improved monitoring of network conditions, allowing for improved decision making of drivers and network operators, reducing congestion.

There are two air quality monitoring sites within the vicinity of schemes in this package, on the A4148 ring road and at M6 Junction 10.

iv) Does the project promoter incentivise skills development through its supply chain?
   - Yes  [ ] No  [ ] N/A

Through the council’s ‘Walsall Works’ programme, support is given to local businesses, residents and training providers to develop and sustain employment growth within the borough. Jobs and skills events are also held by the Walsall Works team to assist in connecting local people to local opportunities. This approach to incentivise skills development has been utilised for others highway schemes, most notably the successful Darlaston Strategic Development Area Access project, a major highway scheme where the main contractors worked with the Walsall Works team to provide apprenticeships to young people.

B7. Management Case - Delivery (Essential)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b), any necessary statutory procedures that are needed before it can be constructed.
a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

| Has a project plan been appended to your bid? | ☒ Yes | ☐ No |

A project plan has been completed and is provided in Appendix L. There are no significant deliverability risks to the scheme, and all elements are highly deliverable within the NPIF timescales.

b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place to secure the land to enable the authority to meet its construction milestones.

| Has a letter relating to land acquisition been appended? | ☐ Yes | ☐ No | ☒ N/A |

All elements of this scheme are within the existing highway boundary, or under ownership of the council.

c) Please provide in Table C summary details of your construction milestones (at least one but no more than 6) between start and completion of works:

**Table C: Construction milestones**

<table>
<thead>
<tr>
<th>Start of works</th>
<th>Estimated Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Towpath - cycling infrastructure improvements</td>
<td>May 2018</td>
</tr>
<tr>
<td>Bloxwich North Park and Ride</td>
<td>June 2018</td>
</tr>
<tr>
<td>Walsall Ring Road improvements</td>
<td>August 2018</td>
</tr>
<tr>
<td>M6 Junction 10 Resilience improvement works</td>
<td>September 2018</td>
</tr>
<tr>
<td>Opening date</td>
<td>February 2020</td>
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</tbody>
</table>

d) Please list any major transport projects costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

The Darlaston Strategic Development Area Access Project was completed in June 2016. This major scheme involved a series of highway improvements to provide better traffic and pedestrian access to a number of key employment development sites, which are now part of the Darlaston Enterprise Zone. The project involved numerous individual schemes of complex nature, and several key stakeholders including the Canal and River Trust, Department for Transport and Network Rail. The £26 million scheme was funded for by the Department for Transport and was delivered on time and to budget.

B8. Management Case – Statutory Powers and Consents (Essential)

a) Please list if applicable, each power / consent etc. already obtained, details of date acquired, challenge period (if applicable), date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.
Not applicable.

b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

Not applicable.

**B9. Management Case – Governance (Essential)**

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

The project will be overseen by Matt Crowton with support from the Strategic Transportation team. This team is supported by the Major Projects and Minor Improvements team. The Major Teams and Minor Improvements Team have worked on much of the design aspects of the package and will provide additional supervision towards the delivery of the schemes.

---

**Simon Neilson**
Executive Director - Economy & Environment

**Simon Tranter**
Head of Regeneration & Development

**Matt Crowton**
Transportation Major Projects & Strategy Manager

**Steve Pretty**
Head of Planning, Engineering & Transportation

**John Roseblade**
Group Manager – Highways & Environment

**Major Projects & Minor Improvements Team**

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**B10. Management Case - Risk Management (Essential)**
All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines how risks will be managed.

*Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Has a QRA been appended to your bid? ☒ Yes ☐ No

A QRA and Risk Register can be seen in Appendix M. The P50 value of this scheme is £248,010 and 9 weeks.

Has a Risk Management Strategy been appended to your bid? ☒ Yes ☐ No

The risk management strategy can be seen in Appendix N.

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

a) What risk allowance has been applied to the project cost?

A risk allowance of 20% has been decided and has been integrated into the project costs. The risk allowance accounts for changes to the inflation rate during the next 1 to 2 years, before the scheme is set to be delivered.

b) How will cost overruns be dealt with?

Any inclination of a potential cost increase will be raised and addressed as appropriate. If additional costs cannot be reduced, other components of the package will be analysed and considered, to assess whether or not if costs savings can be achieved.

Walsall council are aware that no more funding for this package beyond the current ask will be granted in the event of cost overruns. Any cost overruns will be covered by Walsall council to ensure the full scope of the package is delivered.

c) What are the main risks to project timescales and what impact this will have on cost?

Given that the package consists of numerous smaller scale schemes, the cumulative risk of delay is less than that of a larger scale project. However, the risk of confronting a utility service remains high, which could cause costs to increase.

**B11. Management Case - Stakeholder Management (Essential)**

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways England, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).
a) Please provide a summary in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

Development and implementation will occur in coordination with residents and businesses, managed through continued communication and involvement.

A section of the towpath enhancements crosses into Wolverhampton district. Wolverhampton support this application and Walsall undertaking the works. Towpath enhancements are supported by the Canal & River Trust, who will assist in accordance with the Managing Short Trips Programme.

Consultation with utility stakeholders will occur where appropriate to ensure a good working partnership.

Coordination will take place with Network Rail and London Midland with regards to the Park and Ride enhancements, although the land required is owned by Walsall Council.

b) Can the project be considered as controversial in any way? [ ] Yes [ ] No

If yes, please provide a brief summary in no more than 100 words

Not applicable.

c) Have there been any external campaigns either supporting or opposing the project?

[ ] Yes [ ] No

If yes, please provide a brief summary (in no more than 100 words)

Not applicable.

d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended? [ ] Yes [ ] No [ ] N/A

e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended? [ ] Yes [ ] No [ ] N/A

**B12. Management Case – Local MP support (Desirable)**

e) Does this proposal have the support of the local MP(s);

Yes, see letter of support within appendix Db.

**B13. Management Case - Assurance (Essential)**
We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

Not applicable.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C2. Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

Traffic count and air quality data is available for multiple sites covered by the package. This enables comparison for current data to data taken in the future.

The utilisation of the park and ride extension will be monitored to ensure benefits are realised.

The Managing Shorter Trips programme has a separate monitoring and evaluation process including cycle counts and surveys; the towpath enhancements will be monitored under this with regards to evaluation and benefit realisation.

A Logic Map for the scheme has been provided in Appendix O.

A fuller evaluation for large projects may also be required depending on their size and type.
### SECTION D: Declarations

#### D1. Senior Responsible Owner Declaration
As Senior Responsible Owner for Walsall Economic Growth and Infrastructure Package I hereby submit this request for approval to DFT on behalf of Walsall Council and confirm that I have the necessary authority to do so.

I confirm that Walsall Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

<table>
<thead>
<tr>
<th>Name: Simon Neilson</th>
<th>Signed:</th>
</tr>
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<tbody>
<tr>
<td>Position: Executive Director Economy &amp; Environment</td>
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#### D2. Section 151 Officer Declaration
As Section 151 Officer for Walsall Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Walsall Council

- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DFT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the project
- accepts that no further increase in DFT funding will be considered beyond the maximum contribution requested and that no DFT funding will be provided for this bid in 2020/21.
- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place
- confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome

<table>
<thead>
<tr>
<th>Name: James Walsh</th>
<th>Signed:</th>
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### HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

<table>
<thead>
<tr>
<th>Combined Authority multiple bid ranking note (if applicable)</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
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</thead>
<tbody>
<tr>
<td>Map showing location of the project and its wider context</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
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<tr>
<td>Combined Authority support letter (if applicable)</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
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<td>LEP support letter (if applicable)</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
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<tr>
<td>Housebuilder / developer evidence letter (if applicable)</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
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<tr>
<td>Land acquisition letter (if applicable)</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
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<tr>
<td>Projects impact pro forma (must be a separate MS Excel)</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
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<tr>
<td>Appraisal summary table</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
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<tr>
<td>Project plan/Gantt chart</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
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