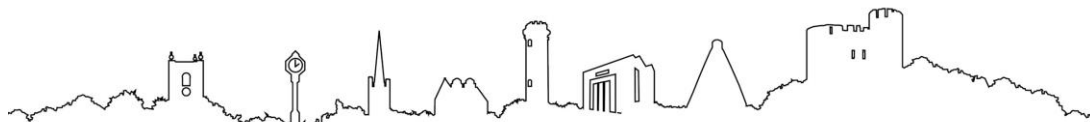


Meeting of the Housing and Public Realm Scrutiny Committee

**Wednesday 22nd September, 2021 at 6.00pm
In Committee Room 2 at the Council House, Priory Road,
Dudley**

Agenda – Public Session (Meeting open to the public and press)

1. Apologies for absence.
2. To report the appointment of any substitute members serving for this meeting of the Committee.
3. To receive any declarations of interest under the Members' Code of Conduct.
4. [To confirm and sign the minutes of the meeting held on 10th June, 2021 as a correct record.](#)
5. Public Forum
6. [Use of Glyphosate for Weed Control \(Pages 1 – 15\)](#)
7. [West Midlands Local Transport Plan – Green Paper Engagement and LTP Programme \(Pages 16 – 22\)](#)
8. [Future Council's Programme – Directorates of Housing and Community Services and Public Realm - Presentation](#)
9. To consider any questions from Members to the Chair where two clear days notice has been given to the Monitoring Officer (Council Procedure Rule 11.8).





Chief Executive

Dated: 14th September, 2021

Distribution:

Councillor I Bevan (Chair)

Councillor S Henley (Vice-Chair)

Councillors K Ahmed, A Aston, D Borley, J Clinton, A Davies, A Finch, P Sahota, S Saleem, D Stanley, W Sullivan and T Westwood

Cc: Councillor K Shakespeare (Cabinet Member for Public Realm)

Councillor L Taylor-Childs (Cabinet Member for Housing and Community Services)

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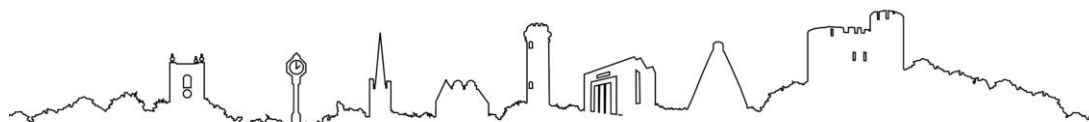
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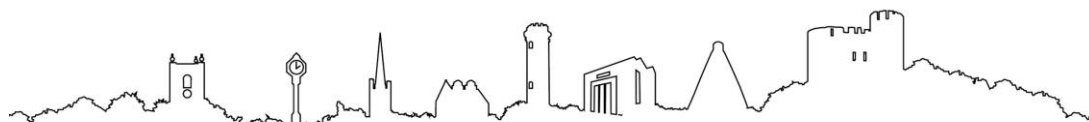
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**Minutes of the Housing and Public Realm
Scrutiny Committee
Thursday 10th June, 2021, 2021 at 6.00 pm
In the Council Chamber, Council House, Dudley**

Present:

Councillor I Bevan (Chair)
Councillor S Henley (Vice-Chair)
Councillors K Ahmed, A Aston, D Borley, J Clinton, A Davies, A Finch, P Sahota, S Saleem,
D Stanley and T Westwood.

Officers:

B Heran – Deputy Chief Executive, P Davies – Director of Housing and Community Services
and K Griffiths – Democratic Services Officer (Directorate of Finance and Legal).

Also in attendance

Two members of the public

1 Chair's Comments

The Chair welcomed everyone to the first meeting of the Housing and Public Realm Scrutiny Committee, in particular the new Members elected on 6th May, 2021 and provided a brief introduction of his expectations and requirements of Committee Members throughout the 2021/22 municipal year.

2 Apology for absence

An apology for absence was submitted on behalf of Councillor W Sullivan.

3 **Declarations of Interests**

Councillor S Henley declared a non-pecuniary interest in Agenda Item 7 – Overview of Safe and Sound (Dudley's Community Safety Partnership) and Focus on Community Cohesion Strategic Group due to his employment with the West Midlands Fire Service.

4 **Public Forum**

There were no issues raised under this agenda item.

5 **Annual Scrutiny Programme 2021/22**

A report of the Lead for Law and Governance (Monitoring Officer) was submitted on items to be included in the Annual Scrutiny Programme for detailed consideration by this Scrutiny Committee during 2021/22.

Reference was made to the restructure proposals for the Directorates of Housing and Community Services and Public Realm and the loss of dedicated staff in those areas. It was suggested that an item be included in the annual scrutiny programme to update Members on transformation progress, including structure, interim arrangements, budgets involved and the functions of each Directorate. It was important for Members to understand the priorities identified in the Dudley Council Plan 2019-22 and be able to scrutinise departmental performance, including comparisons for previous years, key and future work plan priorities, failings, improvements, and lessons learned in order to ensure that an effective and dynamic Council Plan was delivered, aligning the core Council priorities. Member support was essential to ensure the successful delivery of the service moving forward. The Deputy Chief Executive acknowledged the points raised and would liaise further with the Chair of the Committee and Democratic Services with a view to including the item in the 2021/22 scrutiny programme.

Members expressed disappointment at the lack of scrutiny/member participation prior to decisions being made and emphasised the importance of scrutiny. The Deputy Chief Executive highlighted the function of Communications and Public Affairs, however, emphasised that publication of information in local newspapers was out of the control of the Local Authority. Comments were made on the number of items outlined in the work programme hindering the ability to effectively scrutinise matters and it was considered that scrutiny of one or two items per Committee was preferred. It was envisaged that should items need to be discussed and scrutinised in more detail, additional meetings/working groups would be considered.

Resolved



- (1) That the information contained in the report and the items in the Annual Scrutiny Programme for consideration by this Committee during 2021/22 be noted.
- (2) That the Committee confirm the programme of business below, subject to the need for flexibility to reflect any changes that might arise during the municipal year:

Thursday 10th June, 2021

Housing White Paper (Tenants Charter)
Overview of Safe and Sound (Dudley's Community Safety Partnership) and
Focus on Community Cohesion Strategic Group

Wednesday 22nd September, 2021

Use of Glyphosate Weed Killer
Housing Board/Dudley Federation of Tenants and Residents Association
(DFTRA) and tenant participation
Draft Annual Housing report

Thursday 18th November, 2021

Medium Term Financial Strategy
Review of Housing Medium Term Financial Strategy
Highways Maintenance (to include information on potholes and general
condition of roads

Thursday 27th January, 2022

Safe and Sound (Dudley Community Safety Partnership

Wednesday 30th March, 2022

Black Country Transport Hub Collaboration Agreement
Waste Strategy

- (3) That consideration be given by the Deputy Chief Executive, the Chair of the Committee and Democratic Services on including and scheduling an item to the Scrutiny Programme in relation to the transformation progress.
- (4) That the Lead for Law and Governance, following consultation with the Chair and Vice-Chair, be authorised to make all the necessary arrangements to enable this Committee to undertake its programme of scrutiny work during the 2021/22 municipal year.
- (5) That the terms of reference for the Housing and Public Realm Scrutiny Committee, as set out in the Appendix to the report submitted, be noted.



5 **Housing White Paper (Tenants Charter)**

A report of the Director of Housing and Community Services was submitted on the Housing White Paper bringing a change in the relationship between the Regulator of Social Housing, social landlords and tenants and develop into important legislation to incorporate the learning from the Grenfell fire tragedy and the last five years of regulatory approach.

The Director of Housing and Community Services gave a verbal presentation, referring to key information associated with the Housing White Paper plan. The White Paper was launched in consultation and engagement with social housing residents as a result of the Grenfell Tower tragedy in June 2017, which raised critical questions for everyone involved in social housing. The White Paper's vision was to raise the standard of social housing, to make clear the standards that every social tenant in England was entitled to expect from their landlords, ensure that people felt safe in their homes and were able to have problems fixed before they spiralled out of control. It was also expected that complaints should be investigated effectively and to be supported with first steps of ownership. The Charter aimed to give social housing tenants a voice and to ensure that they were listened to and protected and empowered by a regulatory regime, together with a culture of transparency and accountability.

While much of the responsibility for delivering the expectations set out in the White Paper rested with social landlords, its implementation would be underpinned by a strengthened consumer regulation regime that would be carried out by the Regulator of Social Housing (RSH). Proactive consumer regulation and tenant satisfaction measures were important supporting tools to help deliver the outcomes and support assurances that standards were met.

Changes to legislation would be time consuming and during that time the Government would be consulting with stakeholders, including local authorities and tenants to ensure that the social consumer regulation was fit for purpose and complemented the economic regulation work. Collaborative working between landlord and tenant was essential to ensure the effective delivery of the White Paper charter outcomes.

Following the presentation, Members had the opportunity to ask questions, make comments and responses were provided where necessary, as follows:-

- Reference was made to incorporating the general repair/littering of roads into the services outcomes associated with the requirements of the White Paper.



- Robust building and fire safety regulations was considered paramount to ensure tenants were safe in their homes. Increased awareness for tenants on fire and structural protections in place to manage risk to buildings, smoke and carbon monoxide alarms fitted to all properties, information in relation to electrical safety and tenant participation were all considered critical processes to support the White Paper outcomes. Members were advised that a review of the Decent Homes Standards Policy was currently being carried out to ensure that landlords were meeting the high performance standards expected from tenants. Ongoing safety work and monitoring was essential, particularly as gas was being phased out and would be more reliant on electric alternatives.
- It was acknowledged that the system used to report maintenance issues/repair work required modifications and Members were assured that frequent monitoring in relation to the services was carried out to identify improvements. It was essential that tenants had clear instructions and knowledge of the procedures on the requirements of reporting repairs and maintenance issues.
- The Government's definition on renting was that affordable homes would cost no more than 80% of the average local market rent. Home ownership was a little more complicated with mortgage payments on a property being more than would be paid in rent on council housing, but below market levels.
- It was acknowledged that a number of council/private tenants did not adhere to tenancy conditions leading to poor internal and external conditions of properties. It was emphasised landlords should be more proactive and given additional authority to ensure that tenants did not breach tenancy conditions. It was accepted that private sector landlords could do more to promote tenancy conditions and it was noted that additional employees had been taken on to focus on issues associated with private sector landlords and to align the services and ensure that a consistency approach was delivered. It was considered that Member participation was also essential to the successful management of the service.
- Concern was expressed at the length of time building materials were left on a property following maintenance/repair work being carried out prior to collection. It was acknowledged that the service required improvements and ongoing consideration was being provided to improve the delivery of that service area. Members were advised to contact the Director of Housing and Community Services should they identify any materials left on a property for prolonged periods.
- It was acknowledged that very few complaint cases had been referred to the Housing Ombudsman Service. The process for dealing with complaints was frequently monitored with the majority of cases being dealt with by the Local Authority satisfactorily prior to the referral to the Ombudsman. However, the service was frequently being monitored for any improvements, however, in order to ensure the service was delivered effectively, it was acknowledged that collaboration with tenants was an essential part of the process.

- Reference was made to the Allocations Process. Members were advised that a robust review had taken place and considered by the Housing Allocations Working Group in 2019/20 and was now considered an area of best practice. The Policy was updated to ensure that a fair and proportionate approach across the service was provided to applicants.
- Reference was made to reduction/removal of carbon emissions from homes and the move towards a zero-carbon climate. Further consideration and alternative methods/systems on how to remove all man-made greenhouse gas emissions from the atmosphere would be considered and discussed in further detail at the Zero Carbon Climate Working Group. The Local Authority was already promoting cycling in the Borough to reduce the fuel emissions caused from vehicles.
- Dedicated staff was considered an essential part in delivering the outcomes outlined in the White Paper, frequent training was provided to all staff on the requirements of the Charter to ensure that the service was being provided effectively. The Director of Housing and Community Services commended the incredible work provided by the staff during the Covid-19 pandemic.

Resolved

- (1) That the information contained in the report, be noted.
- (2) That a further report be submitted to a future meeting of the Committee once the White Paper moved through Parliament into legislation.

6 Overview of Safe and Sound (Dudley's Community Safety Partnership) and focus on Community Cohesion Strategic Group

A report of the Director of Housing and Community Services was submitted to provide an overview of Safe and Sound (Dudley's Community Safety Partnership) and to provide detail in respect of the work of the Community Cohesion Strategic Group.

In presenting the report submitted, the Director of Housing and Community Services gave an overview of the report, and in doing so, referred to the structure chart and priorities outlined in Appendix 1 of the report submitted. Members were advised that the Responsible Authorities had a statutory duty to ensure that key agencies worked collaboratively in a Community Safety Partnership.

Priorities were identified through Dudley Borough's Strategic Assessment, Dudley: Have Your Say and West Midlands Now and outlined in paragraph 17 of the report submitted, together with a focus on the West Midlands Police High Impact Areas for Dudley.



The purpose of the Community Cohesion Strategic Group was referred to and the work provided by the Group which focused on hate crime, modern slavery and preventing extremism and the programmed work/training of the Group moving forward.

Following the presentation, Members had the opportunity to ask questions, make comments and responses were provided where necessary, as follows:-

- Although Members acknowledged the work provided by the Community Safety Partnership, concerns were expressed with the increase in the number of crimes reported on the streets of Dudley Borough and the lack of resources available. It was envisaged that statistics would not improve until dedicated resources were placed in key areas of concern to tackle crime and anti-social behaviour. Improvement strategies had been discussed and implemented with increased Closed Circuit Television (CCTV) in the Borough, Task and Finish Groups had been established to discuss identified outbreaks of crime and possible solutions moving forward, however, it was acknowledged that ongoing collaborative working with key agencies was essential in preventing crime and meeting regulatory requirements. The lack of data in relation to crime and anti-social behaviour was referred to and it was suggested that crime maps for each area in the Dudley Borough be provided highlighting crime levels and statistics raising awareness for both Ward Councillors and members of the public of the potential risks associated in various areas.
- In referring to the low level of response received following a recent small pilot carried out in local schools in relation to reporting hate crime, it was anticipated that the issue would be discussed further at Task and Finish Groups to raise awareness and to emphasise the importance of reporting such crimes.
- As a result of the COVID-19 pandemic, the programmed training on Modern Slavery had been postponed, however, National Referral Mechanism training had taken place virtually and was now being rolled out to appropriate staff across the Local Authority. Additional basic training was now available as an e-Learning package through Dudley Safeguarding People Partnership for both Local Authority and multiagency staff. The lack of training on Modern Slavery for Members was referred to and it was suggested that Members of the Local Authority also be offered training, which would increase awareness and help members identify key signs of potential offences. The Director of Housing and Community Services indicated that a link to the e-Learning package would be circulated to all Members of the Council to watch.
- Reference was made to the Dudley Children and Young People's Multi Agency Safeguarding Hub (MASH) and what it was responsible for. Members were advised that the service involved a number of key organisations working together to protect and safeguard children and young people. Referrals to MASH were made by any of the key organisations and extensive training was provided to all involved in the MASH to ensure the effective delivery of the service.



- Members welcomed the report and the work provided by the Safe and Sound (Dudley's Community Safety Partnership), however, key information required further publicity in order to raise public awareness and the process involved in reporting identified crime. The use of Community Forums was referred to as an opportunity to update Members and members of the public on any identified crime and to promote Safe and Sound awareness, together with support from local Members of Parliament (MP's), Police Crime and Commissioner and the Mayor of the Combined Authority. The Director of Housing and Community Services expressed appreciation for the comments made and further consideration would be made and included in a report to be submitted to the Committee on 27th January, 2022.

Resolved

- (1) That the information contained in the report, presentation, and as presented verbally at the meeting, be noted.
- (2) That the Director of Housing and Community Services submit a further report to the Housing and Public Realm Scrutiny Committee on 27th January, 2022.
- (3) That the Director of Housing and Community Services be requested to circulate the e-Learning package to all Members of the Council on Modern Slavery.

The meeting ended at 7.50pm

CHAIR



Housing and Public Realm Scrutiny Committee - 22nd September 2021

Report of the Acting Director of Public Realm

Use of Glyphosate for Weed Control

Purpose of Report

1. To present the current position regarding Dudley Council's use of glyphosate and outline alternative treatments and methods which could be considered to reduce and / or eradicate its application for managing weed control in the Borough.

Recommendations

2. It is recommended that members:
 - Note the contents of this report and alternative methods of weed control subject to funding approval.

Background

3. It is important to control weed growth for a number of safety reasons. Weed growth can interfere with visibility for road users and obscure traffic signs. Weeds in kerbs or around drains can prevent or slow down drainage. Their growth on pavements and in roads can damage the surface causing broken and uneven slabs on pavements and allow water ingress on roads which damages the structure of the roads in inclement weather.
4. Weed growth can also destroy paving surfaces, force kerbs apart and crack walls, causing safety issues and greatly increasing the Council's maintenance costs, as well as having a negative impact on the visual look of an area.
5. The use of pesticides within the Amenity Sector has been a common feature of maintenance schedules for well over 40 years. Pesticide producers spend millions of pounds each year in developing and obtaining approvals to market their products both to the professional and amateur markets.
6. Various different types of pesticide, with different methods of action have been used, with many now no longer in use, for a number of varying reasons. In the main these have had their approval revoked, or the manufacturer has not sought to re-approve their product as the patent may have expired, allowing other companies to develop their own formulations.

All pesticides once approved will receive a unique MAPP number (Ministry Approved Pesticide Product). Currently approvals are granted by CRD (Chemical Regulation Directorate) which is part of the HSE (Health & Safety Executive).

7. Like the majority of local authorities nationally, Dudley's strategy for weed control uses glyphosate as the principal chemical means by which to manage weeds on Council owned highways, parks and open spaces, and a report was presented to Place Scrutiny Committee on 3rd July 2019 to provide members with an overview of usage across the Borough. Dudley uses No Mix G, which is a ready formulated, oil-based emulsion containing glyphosate usually applied by a CDA (Controlled Droplet Applicator).
8. Glyphosate is a broad-spectrum systemic herbicide first formulated in 1970, introduced in 1971 and has been a commercial success since its introduction. Glyphosate is a translocated, systemic weed killer which on contact moves throughout the plant, killing roots and shoots. After the weed killer has been sprayed, it can take a few weeks to take effect. Weeds will eventually 'die-back'. It is effective on perennial weeds and is one of the few products left available to successfully control invasive species such as Japanese Knotweed and Giant Hogweed due to its approval for use on or near water.
9. Weather conditions are an important factor in the use of glyphosate. As with many herbicides, any amount of rainfall soon after spraying glyphosate has the potential to reduce absorption, translocation, and subsequent weed control. If glyphosate is applied and it rains before it is rainfast, performance will be reduced. It can therefore be very difficult to stay on top of weed control when scheduled spraying times coincide with periods of wet weather.
10. Glyphosate usually performs well under a wide range of temperatures. Best performance usually occurs when the temperature is 15-25°C at application and remains there for a few hours afterward. This is the reason that spraying generally takes place in spring and summer. When the temperature is lower than 15°C, weed growth slows, resulting in slower herbicide uptake and translocation. This increases the required rainfast period and slows the onset of symptoms and herbicide efficacy. If the temperature is below 5°C, glyphosate application should be avoided.
11. Wind speed is also a factor in the success of using glyphosate. Due to dangers of drift it is not advisable to spray during periods of wind. Also when using a knap-sack or water-based application, as can be the case in certain circumstances, higher wind speeds lower the chances of the chemical making good contact with the targeted plant and, even worse, drifting chemicals onto sensitive areas nearby. Although still relevant, this risk is lessened by the use of a Controlled Droplet Applicator (CDA).
12. Glyphosate is only approved for use in the EU until 15th December 2022. Through the European Food Safety Authority (EFSA) and the European Chemicals Agency (ECHA), the EU are reviewing its continued use and will prepare a proposal based on its findings that representatives from each member state will vote on in late 2022. The designated members for the current glyphosate renewal process – known as the Assessment Group on Glyphosate (AGG) – are France, Hungary, the Netherlands, and Sweden. In mid-June this year, the AGG published its main conclusions for glyphosate. Among the key

findings were that “taking all the evidence into account (i.e., animal experiments, epidemiological studies, and statistical analyses), AGG proposes that a classification of glyphosate with regard to carcinogenicity is not justified.” The group also concluded that the classification of glyphosate as toxic for reproduction and for germ cell mutagenicity genotoxic or mutagenic “is not justified.” “Overall, the AGG concludes that glyphosate meets the approval criteria for human health,” stated the report.

13. Following our departure from the EU, from 1st January 2021 the UK takes responsibility for its own regulatory decisions and rules. Under the new regime, the Health and Safety Executive (HSE) remains the national regulator for the whole of the UK, via its specialist CRD Division. The Plant Protection Products (Miscellaneous Amendments) (EU Exit) Regulations 2019 states that active substances which were due to expire in the EU within 3 years of the end of the transition period will be granted a 3-year extension under the new regime. This means that glyphosate is approved for use in the UK until December 2025.
14. With awareness increasing around the use of pesticides in public areas and ongoing litigation in the United States relating to glyphosate usage and the possibility that glyphosate may have its approval withdrawn in the future, local authorities are coming under increased pressure to seek alternatives to glyphosate.
15. Green Care have undertaken extensive research into alternative methods of controlling weeds, including the experience of a number of other local authorities, many of whom are in the same position as ourselves in seeking glyphosate alternatives.
16. In this report we outline our findings and our proposals over the next 12 months.

The Thanet Project

17. A detailed project was undertaken by DEFRA (Department of the Environment & Rural Affairs) between 1st October 2009 and 31st March 2015, in conjunction with East Maling Research and Kent County Council. The objective was to:
 - Develop tender specifications for non-herbicide and integrated herbicide control and improve management plans; monitor implementation
 - Measure weed growth
 - Determine herbicide losses to the wider environment
 - Carry out economic and environmental cost benefit analysis
 - Develop and launch guidelines for non-chemical control/integrated control
18. Three weed control programmes were compared:
 - Standard herbicide (two herbicide applications within defined spraying periods during the growing season)
 - Integrated (non-herbicide and reduced herbicide applications)
 - No-herbicide (non-herbicide treatments only)

19. This project has formed much of the basis of our research into alternatives to using glyphosate or as a means of reducing the amount of glyphosate used by the authority.

The Alternatives to Glyphosate

20. No-Mix Dual

A glyphosate / sulfosulfuron based herbicide applied using a Controlled Droplet Applicator (CDA). This can only be applied once per growing season and usually a follow up application of No Mix G or similar glyphosate-based herbicide is required. Sulfosulfuron does have residual properties which also prevents emergence of weed seeds after application.

Positives	Negatives
<ul style="list-style-type: none"> ✓ Chemical can be accurately applied, with minimal risk of drift or treatment of non-target areas ✓ Ready mixed, so minimises handling of the chemical ✓ Lightweight equipment, very user friendly ✓ Has residual properties which can reduce the need for additional strimming ✓ Translocated properties, work throughout the plant. ✓ Gives a complete kill ✓ Low CO2 impact on the environment ✓ The only approved residual herbicide for hard surfaces ✓ Low application rate compared to No-Mix G or Katoun 	<ul style="list-style-type: none"> ✗ Poor public perception of use of glyphosate ✗ Not very aesthetic ✗ Higher cost in comparison to glyphosate (86% increase) ✗ When trialled by Green Care previously, some chemical resistance was evident and was found not to be as effective as promoted ✗ Unable to apply if raining ✗ Requires training to NPTC Level PA1 & PA6 (National Proficiency Test Council)

21. Katoun Gold

A chemical based on Pelargonic Acid, a “natural” herbicide. This is applied via a knapsack sprayer.

Positives	Negatives
<ul style="list-style-type: none"> ✓ Not glyphosate ✓ Plants show signs of treatment within 2-3 hours 	<ul style="list-style-type: none"> ✗ Has a classification as an irritant when wet so may cause harm to pets and children ✗ Poor public perception as public still see spraying ✗ Needs to be mixed with water ✗ Slower operation with more refills required ✗ Requires training to NPTC Level PA1 & PA6 (National Proficiency Test Council) ✗ Less control due to use of a knap-sack leading to a higher potential for drift ✗ Manual handling issues ✗ Not very aesthetic ✗ Harmful to bees ✗ Has no translocated properties, contact only so perennial weeds still viable ✗ Higher application rate than glyphosate ✗ More expensive than glyphosate

22. Katoun Gold / Chikara

Katoun Gold can be mixed with Chikara (flazasulfuron). A herbicide based from Pelargonic Acid, but with a residual chemical flazasulfuron added.

Positives	Negatives
<ul style="list-style-type: none"> ✓ Not glyphosate ✓ Plants show signs of treatment within 2-3 hours ✓ Residual properties, up to 6 months control 	<ul style="list-style-type: none"> ✗ Has a classification as an irritant when wet so may cause harm to pets and children ✗ Poor public perception as public still see spraying ✗ Needs to be mixed with water ✗ Slower operation with more refills required

	<ul style="list-style-type: none"> ✗ Requires training to NPTC Level PA1 & PA6 (National Proficiency Test Council) ✗ Less control with a higher potential for drift ✗ Manually handling Issues ✗ Not very aesthetic ✗ Harmful to bees ✗ Has no translocated properties, contact only so perennial weeds still viable ✗ Higher application rate than glyphosate ✗ Significantly more expensive than glyphosate or Katoun Gold
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23. Foamstream

No-chemical weed control system utilising hot water and a foaming agent to retain water temperature. Destroys the cell walls of plants preventing photosynthesis.

Positives	Negatives
<ul style="list-style-type: none"> ✓ Non chemical control system ✓ Can be used 365 days per year ✓ Very simple training, no special certification required ✓ Better public perception ✓ System can be used for cleansing as well, street furniture & play areas etc. 	<ul style="list-style-type: none"> ✗ Increased CO2 output when compared to herbicide application on foot ✗ Increased noise pollution to the public and operators ✗ Staff found it unwieldy when demonstrated ✗ Potential access issues due to parked cars ✗ Additional specific vehicles required ✗ Estimated that 8 additional vehicles & 16 additional staff to complete the recommended 3 applications per year ✗ Poorer control of perennial and woody weed species

24. Strimming

Use of mechanical trimmers to cut long grass around perimeters, obstacles, under trip

rails and against wall lines.

Positives	Negatives
<ul style="list-style-type: none"> ✓ Not glyphosate ✓ Aesthetically more pleasing, tidier appearance ✓ Can be carried out all year round, not affected by weather ✓ Increase labour requirement, opportunity to employ more staff, this would aid the local economy 	<ul style="list-style-type: none"> ✗ Potential hand arm vibration issues for staff ✗ Carbon footprint increase from petrol engines ✗ Labour intensive ✗ Equipment more expensive ✗ Increased risk of claims from flying debris ✗ Increased noise levels for public and operatives

25. Weed Rippers

Mechanical pedestrian machines for physically removing weeds from hard surfaces.

Positives	Negatives
<ul style="list-style-type: none"> ✓ Instant effect, looks tidy ✓ Non-chemical control ✓ Can be used all year round, not affected by weather 	<ul style="list-style-type: none"> ✗ Labour intensive ✗ Potential hand arm vibration issues for staff ✗ Carbon footprint increase from petrol engines ✗ May damage tarmac surfaces, especially if they are already in poor condition ✗ Increased noise levels for public and operatives

26. Flame Guns

Use of flames to destroy vegetative matter, a number of products are available.

Positives	Negatives
<ul style="list-style-type: none"> ✓ Non-chemical means of control ✓ Can be used all year round, not affected by weather 	<ul style="list-style-type: none"> ✗ Cannot be used near vehicles ✗ Can damage property / infrastructure ✗ Can cause fires, especially around conifer trees ✗ Carbon footprint due to fuel burning ✗ Thanet Project dismissed this as a potential control measure

	after the first 12 months of the project, for the above reasons
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27. No Weed Control

Positives	Negatives
<ul style="list-style-type: none"> ✓ Not glyphosate ✓ Labour saving in Green Care ✓ Reduced impact on nature conservation and biodiversity 	<ul style="list-style-type: none"> ✗ Untidy appearance ✗ Damage to roads and footpaths leading to unsafe surfaces ✗ Increased cost in highway surface maintenance ✗ Increased risk of blocked channels/gullies and therefore flooding

How Dudley Uses Glyphosate vs the Alternatives

Grass Edges & Obstacles

28. Glyphosate is applied on two occasions per year to the perimeters and obstacles to amenity cut grass areas, usually applied by a CDA (Controlled Droplet Applicator). It is believed that this regime achieves a bronze standard of weed control with the budget and resource available. **The treatment of grass edges and obstacles currently contributes to 13.6% of the Council's glyphosate usage.**

Shrub Beds

29. Glyphosate is applied on five occasions per year to shrub beds, usually by a CDA. Again, it is believed that this regime achieves a bronze standard of weed control with the budget and resource available. **The treatment of shrub beds currently contributes to 23.7% of the Council's glyphosate usage.**

Hard Surfaces

30. Chemical control of hard surfaces such as highway footpaths, tarmac paths, slabs, block paving, concrete and basalt paths are all currently controlled by using glyphosate through a CDA twice per year. This regime achieves a bronze standard of weed control with the budget and resource available. **The treatment of hard surfaces currently contributes to 62.7% of the Council's glyphosate usage.**

Alternatives

31. The table below highlights the cost difference between glyphosate and the main alternatives identified during research and shown in the tables above, as well as providing an indicator of the impact on standards.

	Current Maintenance/Cost	Alternative Solutions	Additional Annual Cost	Total Annual Cost of Alternative	Standard Achieved
Grass Edges (2,318,406 lin. M) & Obstacles (43,179)	Glyphosate x 2				Bronze
	£153,366				
		No Mix Dual x1 / No Mix G March No Mix Dual, August No Mix G			
			£43,127	£196,493	Bronze
		Strimming x 3 1 every 9 weeks approx.			
			£191,652	£345,018	Bronze
		Strimming x 5 1 every 6 weeks approx.			
			£421,664	£575,030	Silver
		Strimming x 7 1 every 4 weeks approx.			
			£651,676	£805,042	Gold
		Katoun Gold x 2/Chikara x 1 (Root of weeds not killed) Potential Trial			
			£16,233	£169,599	Bronze
		Katoun Gold x 3/Chikara x 1 (Root of weeds not killed)			
			£92,257	£245,623	Silver
		Half-Mooning Grass Edges x 1 / Strimming x 3 Half-mooning to be carried out once every 4 years – would therefore complete the Borough over 4 years			
			£379,652	£533,018	Silver/Gold

	Current Maintenance/Cost	Alternative Solutions	Additional Annual Cost	Total Annual Cost of Alternative	Standard Achieved
Shrub Beds (210,976 sqm)	Glyphosate x 5				Bronze
	£66,774				
		Hoe & Hand weed x 7 Every 5 weeks throughout Spring/Summer			
			£244,838	£311,612	Gold
		Katoun Gold x 2/Chikara x 1 (Root of weeds not killed)			
			-£7,701	£59,067	Bronze Minus
		Katoun Gold x 3/Chikara x 1 (Root of weeds not killed)			
			£19,726	£86,500	Bronze
		Katoun Gold x 4/Chikara x 1 (Root of weeds not killed) Potential Trial			
			£47,153	£113,927	Silver
		Katoun Gold x 5/ Chikara x 1 (Root of weeds not killed)			
			£70,360	£137,134	Gold

	Current Maintenance/Cost	Alternative Solutions	Additional Annual Cost	Total Annual Cost of Alternative	Standard Achieved
Hard Surfaces	Glyphosate x 2				Bronze
	£95,477				
		No Mix Dual x 1 / No Mix G x 1			
			£31,151	£126,628	Bronze
		Foamstream x 2 (assuming 20% weed infestation) Staffing and vehicle costs of operating 3 foamstream machines (plus one-off machine cost at £14,000 per unit) to complete 2 cycles during the growing season			
			£76,325	£171,802 pa + £42,000 one-off	Bronze

		Foamstream x 3 (assuming 20% weed infestation) Staffing and vehicle costs of operating 3 foamstream machines (plus one-off machine cost at £14,000 per unit) to complete 3 cycles during the growing season		
		£162,226	£257,703 pa + £42,000 one-off	Silver
		Foamstream x 2 (assuming 40% weed infestation) Staffing and vehicle costs of operating 6 foamstream machines (plus one-off machine cost at £14,000 per unit) to complete 2 cycles during the growing season		
		£248,127	£343,604 pa + £84,000 one-off	Bronze
		Foamstream x 3 (assuming 40% weed cover) Staffing and vehicle costs of operating 6 foamstream machines (plus one-off machine cost at £14,000 per unit) to complete 3 cycles during the growing season		
		£419,929	£515,406 pa + £84,000 one-off	Silver
		Weed ripper x 2 Staffing and vehicle costs of operating 11 weed rippers (plus one-off machine cost at £4,000 per unit) to complete 2 cycles in 5 months Potential Trial		
		£246,585	£342,062 pa + £44,000 one-off	Bronze

Conclusion

32. What has become evident throughout our research is that glyphosate remains the most cost effective and efficient method of weed control. The introduction of alternatives will result in a budget pressure and a potential decrease in standards.
33. The Association of Public Service Excellence (APSE) recently provided a briefing to its members on glyphosate. The key points they highlighted are:
- There is no right or wrong answer to the question “is it safe to use glyphosate products”
 - There are few alternatives to glyphosate and those which are seen as alternatives are often still in a pilot phase and much more expensive to use
 - There may be a need for the public to accept higher levels of weeds if the use of glyphosate is banned
 - Ending the use of pesticides on hard surfaces will likely mean that there will be more visible weeds for longer periods of time. However, weeds do contribute to biodiversity by providing a habitat and source of food for bees and other insects.

Of particular note, APSE says “it may be prudent for all local authorities to carefully consider the scale of glyphosate use, the likely risks arising, the potential to limit the reliance on glyphosate-based products and the ability to find a suitable alternative product to prepare for the future”.

34. With growing public pressure to reduce or eliminate the use of glyphosate, and uncertainty around its long-term approval for use, it is sensible that the Council should

work towards reducing chemical use by testing and adopting alternative maintenance techniques (where suitable) in the coming years.

35. The Council's Environmental Thematic Climate Change Group, chaired by the Acting Head of Street and Green Care, is already looking at initiatives that will support a reduction in the use of glyphosate, including identifying suitable sites for rewilding. Educating the public to accept a less well manicured, but more bio-diverse townscape will also be part of this process.
36. An Integrated Management Programme is essential in the management of weeds. The Authority's Street Cleansing regime, in particular channel and pavement sweeping, is a fundamental aspect of this programme. This may require an increase in sweeping regimes to remove detritus, which creates a seed bed for weeds, and which will also remove small weeds before they can develop and to identify the level of increased maintenance would require additional trials. In addition to this, any further reduction to weed control would result in increased damage to the highway infrastructure, which would be accelerated as part of the winter maintenance programme.

Furthermore, there is a need to design the issue out in future design landscapes, such as reduced block paving and the introduction of concrete mowing strips under trip rails and fences.

37. Dudley has four HGV channel sweepers, and the current channel sweeping regime across the Borough is as follows:

Town centres – weekly
Main roads – weekly/fortnightly
Dual carriageways – fortnightly
Residential – 8-week cycle

It should be noted that during the Autumn, the regime will be affected due to the requirement to undertake leaf clearance.

38. Dudley has six footway sweepers which operate at varied schedules. An overview of this regime is as follows:

Town centre pedestrian areas – large town centres daily/3 x per week, smaller town centres fortnightly
Footpaths adjoining main roads – fortnightly
26 identified hotspot areas – fortnightly

It should be noted that during the Autumn, the regime will be affected due to the requirement to undertake leaf clearance.

39. As part of Dudley's development of an Integrated Management Programme for weed control, mechanical sweeping regimes are being reviewed both in terms of location and frequency.

40. As part of the development of any Integrated Management Programme, Street Cleansing will need to work up options to extend the coverage of footway sweeping Borough-wide on a trial basis, potentially using additional hired sweepers and temporary staff. One option being explored is to review the footways in the 26 hotspot areas currently swept fortnightly and the feasibility of reducing this frequency. This may allow the introduction of either 4-weekly or 6-weekly cycles in residential areas across the entire Borough. The indicative additional sweeper and staffing costs for each of these options are outlined in the table below. More work is required to establish operational impact, such as storage of additional sweepers, management of waste and staffing issues:

Residential Footway Sweeping Frequency	Additional Footway Sweepers Required (Lease Costs)	Additional Fuel & Disposal Costs	Additional Sweeper Operatives Required (Salary Costs at Grade 6)	Total Additional Annual Cost
4-weekly	6 Sweepers at £41,000 per vehicle pa = £246,000	£30,000 pa	6 Operatives at £32,000 pa = £192,000 pa	£467,000
6-weekly	2 Sweepers at £41,00 per vehicle pa = £82,000	£10,000 pa	2 Operatives at £32,000 pa = £64,000	£156,000

41. In addition to the above, Green Care could also look at options in relation to tractor-mounted weed rippers to tackle weed growth on concrete bands around traffic islands, central reservations and pedestrian refuges on the highway. Indicative costs of machinery are currently being obtained and these will be used in conjunction with any trials to develop further specifications and overall estimated service costs.
42. Some alternatives, for example foam treatment and strimming, have significant negative environmental consequences caused by the CO2 emissions of the diesel/gas powered generator units, machinery and vehicles used.
43. However there are alternatives to petrol strimmers, i.e. battery operated, but these tend to be even more expensive, have limited operational capacity and due to the numbers needed would require the development of extensive charging facilities at Green Care depots.

The Way Forward in Dudley

Grass Edges and Obstacles

44. Subject to funding being identified, Green Care could eliminate the use of glyphosate to treat weeds on grass edges and around obstacles by undertaking a trial using one application of Katoun Gold/Chikara in March 2022 and one application of Katoun Gold only in August 2022, to treat these areas. If successful, this would result in a 13.6% decrease in the Council's glyphosate usage overall.

Shrub Beds

45. Subject to funding being identified, Green Care could eliminate the use of glyphosate to treat weeds in shrub beds across the Borough by undertaking a trial in the use of Katoun Gold / Chikara in these areas, commencing in March 2022. If successful, this would result in a further 23.7% decrease in the Council's overall glyphosate usage.

Hard Surfaces

46. As highlighted above, Street Cleansing are currently looking into options appraisals for the most appropriate mechanical sweeping regime to support weed control across the Borough.
47. Subject to funding being identified, a trial could be undertaken into the use of weed rippers during the winter months of 2022. Options are currently being worked up for the best weed ripper attachment/vehicle combinations to be used in a trial. A trial will allow us to ascertain potential ongoing effects to the highway infrastructure due to the aggressive nature of this form of weed control.
48. Due to the costs involved, any trials may be limited to smaller geographic areas to carry out a cost benefit analysis, which could then be implemented Borough-wide if successful.

Finance

49. The current total cost for weed control across the Borough is £315,617 per year.
50. To be completely Glyphosate free is detailed above but will depend on the overall service requirement expected.
51. The additional funding required to carry out the trials highlighted above would be dependent on the approach taken as follows:
52. Grass Edges and Obstacles alternative chemical application = £16,233, which we will propose as a growth item in the forthcoming Medium Term Financial Strategy (MTFS).

In addition to this we could trial areas using alternative strimming regimes to help compare results and the service standards achieved with each regime. As detailed above, the projected cost to carry strimming across the whole borough would be between £191,652 and £651,676, dependent on the frequency applied.

53. Shrub Beds alternative chemical application = £47,153, which we will propose as a growth item in the forthcoming MTFS. As above, this could be reduced by adopting trial areas and would allow us to compare the alternative options and compare results and associated issues for each method.
54. Hard surfaces – due to the high cost of initial set up and the high level of staffing resources required we would look at setting alternative trials in different parts of the

Borough. This would allow us to accurately quantify the overall cost for the whole service area, as well as compare results and associated issues for each method.

Any changes to the method of weed control would be better done in conjunction with an increase in sweeping. This is particularly relevant in relation to residential roads and, as detailed above, this could be in the region of £156,000 to £467,000 per year, or possibly more dependent on the frequency agreed.

55. These additional costs are indicative, and the outcome of any trials will allow us to quantify them more accurately going forward. However, the size of a trial would be subject to identifying the relevant budget but proportionally could cover say 5% of the borough.

Law

56. Under Section 111 of the Local Government Act 1972, the Council is empowered to do anything which is calculated to facilitate, or is conducive to, or incidental to the discharge of its functions.
57. Pursuant to Section 1 of the Localism Act 2011 a local authority has a general power of competence to do anything that individuals generally may do.

Risk Management

58. No risks have been identified in the Council's Risk Management Framework.

Equality Impact

59. The Borough's green space is accessible to all in line with the Council's equality and diversity policies. Most major parks and nature reserves have been audited for physical accessibility and any new developments are designed in consideration of Green Spaces Access Design Guidelines/ Standards.
60. Increased weed growth has a direct impact on access for persons using the Boroughs highway, amenity and hardstanding areas and this must be factored into any service change that may have a detrimental impact upon service standards.

Human Resources/Organisational Development

61. There are no HR or Organisational Development implications.

Commercial/Procurement

62. There are no Commercial or Procurement implications.

Council Priorities

63. The contents of this report support the following Council priorities in the Council Plan 2019-2022:

A Cleaner and Greener Place to Live

- Sustaining our Highway Network
- Developing Green Space

64. Any trials undertaken into alternatives to glyphosate will include a complete assessment of any environmental implications and will feed into the Climate Change Environmental Thematic Group.



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**Meeting of the Housing and Public Realm Scrutiny Committee -
22nd September 2021**

Report of the Acting Director of Public Realm

**West Midlands Local Transport Plan – Green Paper Engagement and
Local Transport Plan Programme**

Purpose

1. The purpose of this report is to provide an update for Scrutiny Committee on the development of a new West Midlands Local Transport Plan including the publication of the transport Green Paper, proposed West Midlands Leaders summit and COP26 prospectus and the wider programme for developing and adopting a new Local Transport Plan.

Recommendations

2. It is recommended:
 - That the progress on development of the West Midlands Local Transport Plan (LTP) and the publication of the West Midlands Transport Green Paper is noted and members views are sought on the key issues raised in the document.
 - The planned approach for engaging with Leaders on key transport challenges through a transport 'summit' proposed to be held in September is noted.
 - The high level programme timescales for developing the core LTP strategy through to Summer 2022 is noted.
 - The plan to publish a West Midlands Transport Plan Prospectus to tie into wider West Midlands representation at COP 26 in Glasgow in November is noted.
 - Members suggest how they would like to continue to be engaged on the development of the new LTP.

Background

3. Developing and managing a Local Transport Plan (LTP) is one of West Midlands Combined Authority's (WMCA) key statutory functions. The current LTP, Movement for Growth, was adopted in 2016 but significant developments and changes have

taken place in the last five years including increasing concerns regarding the Climate Emergency and the current Covid-19 global pandemic. Well evidenced and robust transport strategy will be an essential part of our economic recovery, delivering inclusive growth and taking action to address carbon emissions in line with the commitments set out in the WM2041 plan. The new LTP will set out the longer-term vision for transport in the region and set out a policy framework within which the programmes brought forward in the Implementation Plan funded through the Intra-City Transport Settlement (ICTS) and other capital and revenue funding streams will need to align.

4. Whilst WMCA is formally the local transport authority, the combined authority is a partnership and the LTP is developed collaboratively with the constituent authorities. The WMCA's Strategic Transport Board provides the elected member direction for this work, however, changes to the LTP must be approved by WMCA Board and (as a minimum) meet specific statutory requirements on consultation on LTPs.

West Midlands Transport Green Paper

5. The Green Paper was published on 6th July and engagement has now begun with the full document and summary document together with links to the consultation now available on the Transport for West Midlands (TfWM) website. The engagement period will run until the end of August and TfWM are seeking to engage widely across a broad range of stakeholders and with the public. A multi-channel approach is being used and will include deliberative engagement using the 'My TfWM' Online Community.
6. To support the development of a new West Midlands LTP, Transport for West Midlands has published a Green Paper. The purpose of the Green Paper is to start a conversation about how and why we should start thinking differently about how we plan, deliver, manage and ultimately use our transport system. The need to decarbonise transport rapidly will be a critical objective in the new LTP. However, there are other systemic challenges with the transport system which also stand in the way of the region's ambitions for inclusive growth. The Green Paper sets out five Motives for Change for transport:
 - Sustaining economic success: Support the building of an inclusive and green West Midlands economy, through better use of existing infrastructure, land, technology and sustainable transport options.
 - Tackling the climate emergency: Changes to where people travel to / from, reducing the frequency of travel and changing the vehicles we use to travel.
 - Creating a fairer society: How land is used, the availability and affordability of transport and the experience and usability of transport.
 - Supporting local places and communities: Re-imagining local neighbourhoods, reducing dominance of transport and providing quick and easy access to key local services.
 - Becoming more active: Enable safe, convenient and accessible walking and cycling opportunities and increase active travel for journeys.



7. None of the motives are necessarily a greater priority, and all could justify significant change to the transport system. However, tackling the climate emergency is unique in the explicit and significant pace and scale of desired carbon reductions that have been set out at the local and national level, and the global consequences that are faced.
8. The Green Paper does not set out what policy responses are required but provides an overview of the sorts of changes and measures which could be made to the transport system to tackle climate change and meeting the ambitious target set by WMCA to be carbon neutral by 2041, whilst making positive progress against the other four motives for change. It also highlights where other policy areas, including land use and digital connectivity could play a stronger role in helping to reduce the overall demand for travel. A broad range of stakeholders as well as the general public are being encouraged to engage and respond through a range of channels. Significant effort will be made throughout the process to pro-actively seek input from a demographically and geographically representative range of West Midlands citizens. This includes more traditional approaches such as online surveys but once again we are using the TfWM market research community to enable deliberative engagement on the key issues to provide a valuable deeper understanding of people's feelings and views. In addition, local engagement will take place with local authorities separately (e.g. cabinet, scrutiny) and arrangements are being made with officers.
- Deliberative engagement with general public via the MROC platform,
 - Focussed events with representative bodies of private and third sector organisations,
 - Online questionnaire style consultation with general public and wider stakeholders,
 - Press activity fronted by the Mayor and Cllr Ian Ward,
 - Engagement with local authorities,
 - Ongoing conversation with Local Authority partners as LTP options are developed and assessed.

Developing the new West Midlands Local Transport Plan

9. Although the Green Paper starts to explore the potential role of new policy pathways for the region, further work is required to develop these further with more detail to inform the approach for a new West Midlands LTP.
10. Of specific importance will be the approach the West Midlands chooses to take in decarbonising the local transport system. The Government has now published its Transport Decarbonisation Plan which places responsibility for much of the behaviour change (which it acknowledges is needed) on local authorities, with reaffirmation of capital funds, signposting to existing design and best-practice guidance, promises for further guidance, and a requirement for Local Transport Plans to "*set out how local areas will deliver ambitious quantifiable carbon reductions in transport*". Emphasis is also placed on the scope for potential behaviour change in urban areas.
11. To aide discussion with members around some very complex issues for the new LTP to consider, TfWM is developing work around three hypothetical policy futures which



will help to illustrate the sorts of policy choices and their implications. These are options which could be considered as part of the development of the new LTP to help address the key challenges as described in the motives for change.

12. This stage of work requires a structured approach to developing policy options and officers have developed a framework of Conventional, Compliant and Transformational policy scenarios within which to explore choices. In essence these policy scenarios help to consider the scale and pace of change required to achieve carbon emissions against different timescales for achieving zero carbon. The scenarios also help us to understand and illustrate how change could also impact positively or negatively on the other motives for change and delivering real inclusive growth. In simple terms it will provide evidence on what works and what measures are only likely to provide marginal/negligible impacts and present a way to build consensus on how we get to more sustainable lifestyles in the future. TfWM has been working closely with local authority officers to develop thinking around the scenarios.
 - Conventional: what the world might look like with continuation of 'Business as Usual' strategy
 - Compliant: achieving Net Zero by 2050 (UK government target).
 - Transformational: providing a transformational change for the region, delivering against WM Net Zero Target of 2041 and creating a more equitable, accessible, sustainable region.
13. Whilst addressing de-carbonisation is one of the massive strategic priorities, clearly the region is also facing one of the largest economic challenges it has seen in decades as it recovers from Covid-19. The longer-term strategic scenario for transport will likely be a blend of the three policy scenarios above and will need to balance between what will sometimes be potentially conflicting impacts of different approaches. Decreasing congestion and increasing accessibility is traditionally accepted as an outcome which should be targeted to aid the economy; but hyper accessibility and long distance travel in a de-carbonisation context is tackled by prioritizing non-car based modes and local living. Whilst these are not mutually exclusive, there are some clear tensions between the measures and incentives which could be used to tackle an eventually selected strategic mix.
14. The outputs of this work will be used, together with the responses to the Green Paper engagement, to inform and shape discussion with members on how we could successfully start to successfully affect change in travel and wider behaviours to achieve strategic outcomes.
15. It is proposed that a 'summit' with West Midlands Leaders is held in late September to work through some of the key messages and confirm the scope of ambition and approach for the new West Midlands LTP.
16. Following the steer provided by the summit, TfWM will continue to develop the LTP strategy during the second half of 2021 working closely with local authorities. The work on the new LTP will also seek to consider the transport challenges presented in the review of the Black Country Plan.



17. It is anticipated that a draft West Midlands LTP will be presented to WMCA Board in January 2022 where approval to undertake the statutory consultation on the document will be sought. Further to the consultation and subsequent review in light of responses it is anticipated that the LTP will be sent to WMCA Board for formal approval in Summer 2022.

26th UN Climate Change Conference of the Parties (COP 26) November 2021

18. The scenarios work and outcomes of the Leaders 'summit' in September will also be used to develop a short LTP 'prospectus' to be published in late October. This will tie in with the UK hosting COP26 in Glasgow in November this year. The prospectus is proposed to be a short high-level document which will affirm the West Midland's commitments to working towards achieving a net zero transport system in the shortest possible time. The document will provide high level messages around the emerging ambition for the new Local Transport Plan.

LTP Framework

19. The new LTP will comprise of a framework of documents which will provide a comprehensive set of policy and strategy for transport in the region. It is proposed that this framework will consist of the following:
20. **Core LTP strategy:** this will provide the overarching context which sets out our challenges, the outcomes we are trying to achieve and the kinds of actions that will get us there. The strategy will consider transport issues at a number of spatial tiers i.e. local, regional, national and international levels of the transport system.
21. **Implementation / Delivery Plan:** this document will provide a consolidated view of schemes/actions that need to be delivered over the life of the plan. It is considered that this will exist as more as a live document as the degree of development and resources secured against projects evolves and as and gap analysis between committed activity and core strategy continues to be monitored and evaluated in turn informing priorities for future activity.
22. The implementation plan will provide detail on the West Midland's transport programme, which details what the region wants to achieve in the next five years and over the longer plan period. This will set out how both capital and revenue activity will be progressed. This will set out a comprehensive programme which shows how national (e.g. including Intra City Transport Settlement (ICTS), Levelling Up Fund, National Bus Strategy/BSIP etc.) capital funds will be used alongside revenue funding including local raised e.g. (public transport fare subsidies) in a complementary and cohesive way.
23. **Local Transport Plan Area Strategies:** to complement the core West Midlands Local Transport Plan, a set of four supporting strategies will be developed for Birmingham, the Black Country, Coventry and Solihull. These strategies will complement local authorities wider transport strategy documents and provide supplementary detail on current and planned transport schemes (including schemes highlighted in main LTP



implementation plan). The Area Strategies will largely focus on local and neighbourhood level issues, priorities and interventions required within the initial five year delivery plan period as well as set out the local measures to be developed and delivered over the wider plan period. Funding will be made available through the ICTS preparatory fund to support the development of these documents.

24. **Supplementary LTP policy and guidance:** these documents will provide more detailed proposals for parts of the transport system e.g. this could include Supported Travel / Inclusive Transport policies, Vision for Bus, Regional Road Safety Strategy, New Development Planning Design Guidance, West Midlands Cycle Design Guidance. These documents will be developed and / or updated following the development of the core LTP strategy.

25. **LTP Development Programme**

The high-level programme for developing the new LTP is as follows:

- **March-September 2021** – Technical work underway developing and assessing LTP policy scenarios in co-development with local authorities.
- **June 2021** – Green Paper published and engagement runs until end of August 2021.
- **September 2021** (date to be confirmed) - Leaders ‘summit’.
- **November 2021** - COP 26.
- **Autumn - Winter 2021** - LTP Strategy development.
- **January 2022 - WMCA Board** – approval to undertake statutory consultation.
- **January to April 2022** - LTP Statutory consultation
- **Summer 2022 – WMCA Board** – formal adoption of new LTP.

Finance

26. There are no direct financial implications as a result of this report. Any costs associated with Dudley Council officer time to support TfWM in the preparation of the strategy will be met from existing revenue budgets.

Law

27. Under the Transport Act 2000, local transport authorities (LTAs) have a statutory duty to produce and review a local transport plan (LTP). As a consequence of the Local Transport Act 2008 and the West Midlands Combined Authority Order 2016, WMCA is the sole LTA. WMCA and the seven metropolitan district/borough councils of the West Midlands must carry out their functions so as to implement these policies.

Risk Management

28. There are no “material” risks that result from this report.



Equality Impact

29. Engagement on the Green Paper is seeking to reach a broad range of people, groups and organisations including those which fall within the protected characteristics. The LTP strategy development will be undertaken alongside an Integrated Sustainability Appraisal (ISA) process. The ISA will include a full Equalities Impact Assessment for the new Local Transport Plan.

Human Resources/Organisational Development

30. Any costs associated with Dudley Council officer time to support TfWM in the preparation of the strategy will be met from existing revenue budgets.

Commercial/Procurement

31. There are no direct commercial or procurement implications for the Council associated with this report.

Council Priorities

32. The development of a new West Midlands Local Transport Plan including the publication of the transport Green Paper will fully support the key Council priorities including the Borough Vision, Council Plan and Future Council Programme, through supporting the development of a sustainable transport system that will improve connectivity for the boroughs residents and businesses, provide a platform for economic growth, assist in tackling health inequalities and also support the Council in its response to the climate emergency and emerging Net Zero Carbon targets.



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Appendices

Appendix A - Presentation Slides - Re-Imagining Transport

List of Background Documents

None

